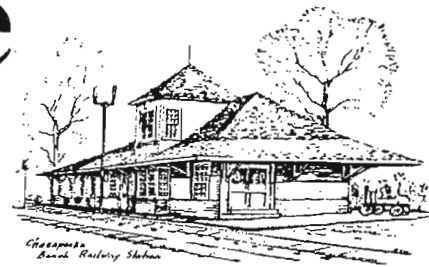


The Chesapeake Dispatcher

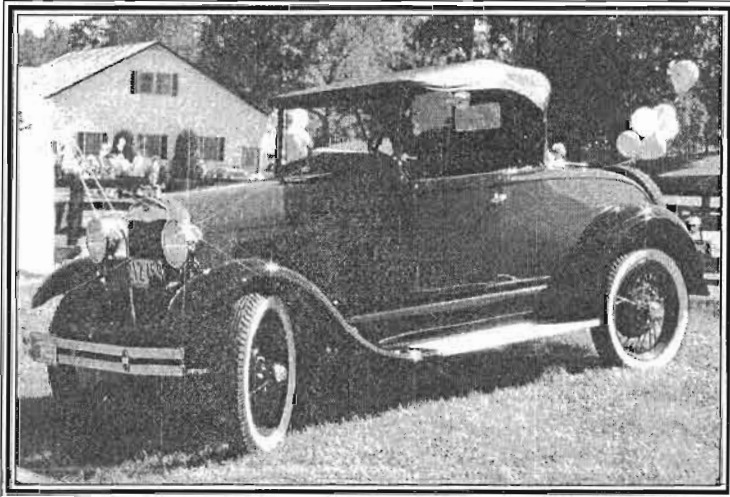


Semi-Annual Newsletter of the Friends of the Chesapeake Beach Railway Museum, Inc.
Museum Telephone (410) 257-3892

Vol. 20 Issue 1 Number 38

May 2001

Our 21th Annual Antique Car Show Sunday, May 20, 2001



Guy Pearl's 1929 Model A Ford Roadster

Spring is finally here and winter blahs are gone. Hurrah! The Chesapeake Beach Railway Museum celebrates with the 21st Annual Antique Car Show on May 20, 2001. The show will be at the Railway Museum in Chesapeake Beach and the antique cars will be assembled and displayed on the Rod 'N Reel parking lot. We are sure your favorite antique vehicle will be among the 100 or so cars that will be visiting us on May 20th.

The schedule of events always kicks off at 12:30 PM with a pile of Model T Ford parts that will be reassembled by the team of automobile owners and then with a crank or two — the Model T will get started. Amid our loud handclapping, the Model T Ford will be driven around under its own power. Bring your camera along for a snapshot of the Model T being put together and a photo of your favorite antique car.

At 1:45 PM we will have the Calvert Community Band entertain us with an hour of its best musical compositions and favorite tunes from today and back to the antique car years.

Again Jim Scheidel and Kitch Eisenman are the car experts who volunteered to put on this year's car show. Please give them your thanks and a "pat on the back" for their efforts. Mark your calendar today for the 21st Annual Antique Car Show on May 20th at the Chesapeake Beach Railway Museum.

Car Show Events

- 10:30 AM - Antique Cars Arriving
- 12:30 - 1:30 - Model T Ford Reassembled
- 1:15 - Model T Ford Started!
- 1:45 - 3:00 PM - Calvert Community Band
- 3:00 PM - Antique Car Show Ends & Cars Leave

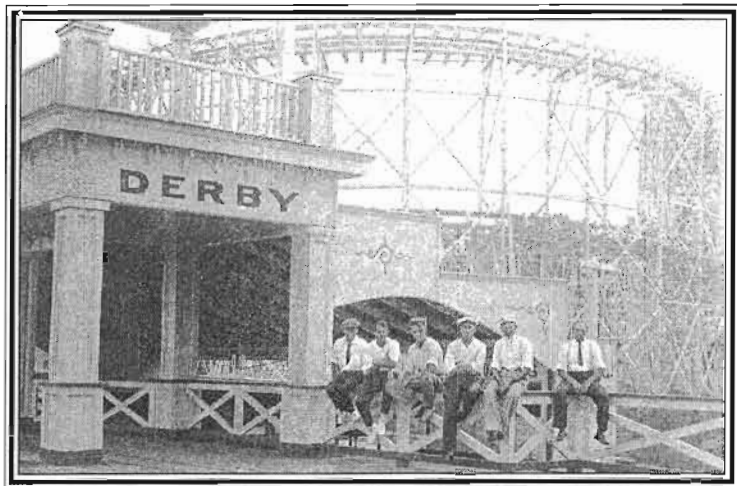
Bay Breeze Summer Concerts

Pat Haynie, our concert chairman has assembled a wonderful group of performers for our four popular Bay Breeze Summer Concerts in 2001.

Starting off June 14th will be the U.S. Navy Band Cruisers giving us a military touch to their music. Following on July 12th will be the outstanding Southern Maryland Concert Band playing their medleys of show tunes. In August the Dixie Ramblers Bluegrass specialists will entertain us with their usual superb bluegrass classics. And to close out the summer in September we have again engaged the talents of the Annapolis Chorale for their spectacular chorus ensembles. We are proud of you Pat for this "line up" of talent. The schedule of performers for this summer is:

- June 14th - U.S. Navy Band Cruisers**
- July 12th - Southern Maryland Concert Band**
- August 9th - Dixie Ramblers Bluegrass**
- September 13th - The Annapolis Chorale**

All of these summer concerts are outdoors at 7:30 PM on the second Thursday of June, July, August and September. All our concerts are Free too thanks to grants from the Calvert County Cultural Arts Council and from the Town of Chesapeake Beach. Without these wonderful sponsors, we just couldn't do these concerts. Our thanks also include the Rod 'N Reel Restaurant for graciously providing us chairs for seating, and the cookies and lemonade for our treats. Please plan to come to each concert — and best of all, tell your friends to come along too!!



"Early View of The Derby Ticket Booth and Entrance, from a donation of photos from Paul A. Svenson".

Photo Collection Gifts

Mr. Paul A Svenson presented the Museum with a wonderful collection of photographs and postcards on the afternoon of our Holiday Open House. These photos had been in his wife's family for many years, and they include several photos of his wife's father E. R. Marquess. Eversfield R. Marquess, known to most people as "Shrimp", was a fireman for the Chesapeake Beach Railway and later an engineer on the successor East Washington Railway. For a time the family lived at Seat Pleasant in the old CBR parlor car, The San Juan, which had been converted to housing. A big thank you again to Mr. Svenson for this wonderful gift of memories.

Another exciting photo was donated by Evelyn Broyles. In cleaning out an old attic, she found a wonderful old panorama style photo labelled "2nd Annual Outing Patomac (sic.) Anglers Association. Sept. 25th 1921". This wonderful old photo will need quite a bit of expert conservation work before it can be displayed.

The Chesapeake Dispatcher

The Semi-Annual Newsletter of the Friends of the Chesapeake Beach Railway Museum

Contributors: Bernie Loveless, Harriet Stout, Joan Roach, Mildred Finlon & John Riedesel
Typesetting - Beach Designs • Printing - Bayside Printing
Mailing - Dorothy & Bernie Loveless, Janet Bates, Mildred Finlon, and Betty & Chuck MacDonald

Chesapeake Beach Railway Museum
P.O. Box 1227 • Chesapeake Beach, MD 20732
(410) 257-3892

Just when we think that there are no more historical photographs out there, someone like Mr. Svenson or Evelyn Broyles bring in some treasures. Perhaps you have some photos of old Chesapeake Beach or the Railway in your family collection. Check your attic and share those old photos with us.

Recent Acquisitions

Friends continue to donate valuable items to our collection. Over the past few months we have received a number of things. Thanks to all of you who remember us with these worthwhile contributions which continue to enrich our collection.

David Mohler - Copy photo of 1916 boardwalk panorama, digitally enhanced.

Dan Lehan - Photocopies of three local maps.

Paul Svenson - Photographic collection from the family of E. R. Marquess (fireman and engineer for the CBR and EWRy).

Ann Tipton - Color photograph of rainbow over the Bay with Rod 'n Reel and Railway Museum.

P. James Hahn - Book: A Century in the Sun: Front Pages of the 20th Century from The Baltimore Sun.

Bayard S. Cutcliffe - Photocopied materials relating to railroad history and railroad legal issues.

Joseph Korczynski - Archival collection: business documents from the CBR (Original Bills); Newspaper clippings.

Vince Cipriani - Correspondence regarding death of Joseph "Pappy" Johnson; correspondence with Norris Young about East Washington Railway operations (and Waybills).

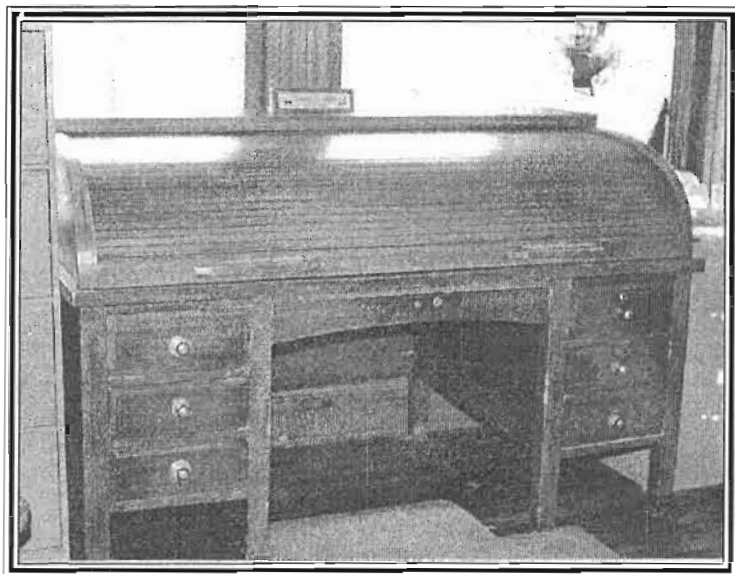
J. Waters Ross - Booklet: "The One-Room Elementary School in Rural Calvert County" by J. Waters Ross.

Robert Alley - Children's Book: The Little Red Engine Gets a Name, by Diana Ross; Reissue of Harper's Weekly, October 14, 1865, Article "The Richmond, Fredericksburg, & Potomac Railroad".

Paul Lanham - Train Bookends.

Carter Gray (Loan) - Postcard images: "Swimming Pool. Seaside Park, Md." and "Just Arrived At Chesapeake Beach" and reverse of postcards. (Digital Images of postcards by Margie Bliss.)

Evelyn Broyles - Black and White Panorama Photo of "2nd Annual Outing Patomac (sic.) Anglers Association. Sept. 25th 1921".



Our Roll Top Desk

On your last visit to the museum, you may have noticed (and admired) our antique roll top desk. We love this 75 year old treasure and use it as a focal point for the museum information center. The roll top part worked fine until last December when a catastrophe struck. The canvas backing deteriorated with age and broke apart through the middle of the roll top. Many inquiries searching for someone to fix it were unsuccessful.

The “light at the end of the tunnel” brought us back to mill shop foreman David Turner at Smith Building Supply in Shady Side. Mr. Turner had repaired another roll top recently and he agreed to remove the old canvas backing and glue on new canvas. Now, it is fixed and good as new and ready for the next 75 years. The picture here shows the completed project.

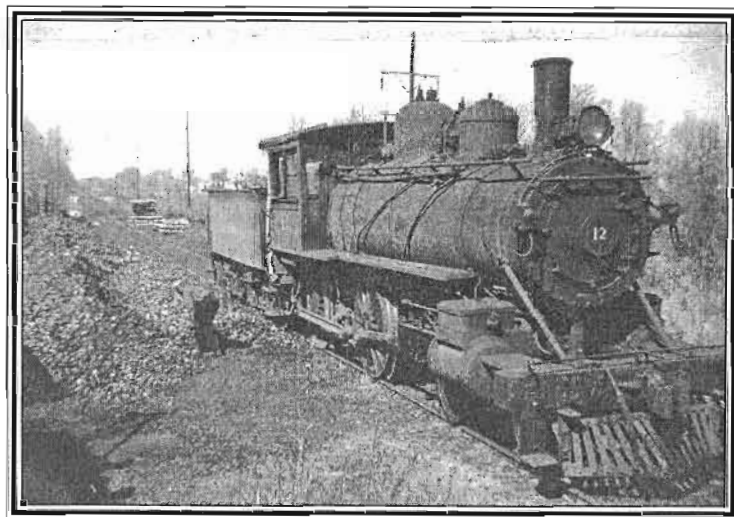
The sad ending to this story is that Smith Building Supply went out of business on March 31, 2001 and the site will become another shopping center. The bright side is that David Turner will continue to help us with any restoration millwork the museum may need in the future. Thank you, Jack Smith and David Turner for all the intricate millwork you have done to duplicate the original in the museum and in the rail car Dolores.

Looking for something fun and interesting to do?
Be a Chesapeake Beach Railway Museum Stationmaster!
Call Harriet at 410-257-3892 for information.

Winter Visitors And Programs

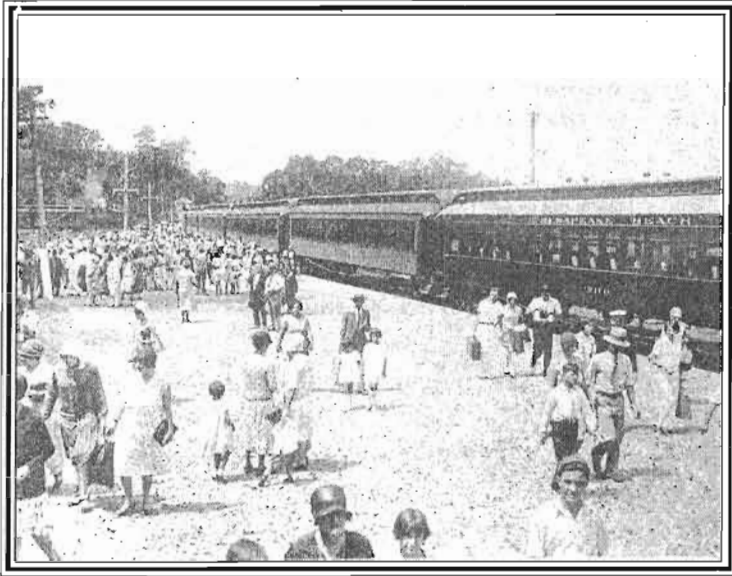
The Museum has had a small number of visitors in the past few winter months. During December and January a number of students visited the Museum to gather information for their History Fair projects. We also had a small number of interesting adult visitors from out of state during this period.

Several groups also visited this winter. A group of seniors from Wildwood paid a visit to the Museum on February 5. We also had a nice group of folks from Seat Pleasant on March 24; they are interested in starting a local historical society as well as developing a trail along their section of the old CBR Right of Way. On March 21 Harriet Stout and Ruth Rondburg shared information about our summer activities with over 500 children and adults at the Calvert County Schools’ Summer Camp Fair. A fun group of preschoolers from Noah’s Ark Childlife Center came on March 27. Harriet also shared the story of the Resort and the Railway with all the 7th grade classes at Plum Point Middle School on April 4.



CBR Engine #12

In our May 1999 Chesapeake Dispatcher we printed a front view picture of CBR Engine #12. This is another view of steam engine CBR #12 that was purchased by the East Washington Railway to continue rail service hauling freight from the B & O tracks to Seat Pleasant. CBR #12 operated on this mission until 1946 when the East Washington purchased its first diesel electric locomotive No. 101. In 1948 CBR #12 travelled its last 40 miles from Seat Pleasant to the Bethlehem Steel Company where it was scrapped. This photo was donated to the museum by the noted railroad historian, William D. Middleton.



Our museum archivist, Phyllis Campbell, reviewed and cataloged a number of letters written by W.F. Jones, President of the Chesapeake Beach Railway to the Honorable Judge Kurnal R. Babbitt, Broad Exchange Building, 25 Broad Street, New York City. These letters were dated from July 15, 1909 to July 6, 1917 and generally were reports to Judge Babbitt of the business prospects for the coming summer season. We know from our records that W.F. Jones was the president of the Railway Company, but we do not know the relationship of Judge Babbitt to the Railway. We surmise he may have been one of the financial backers of the railroad but this is only our guess as to "who is Judge Babbitt". Here follows some of the interesting paragraphs from one of these letters.

July 6, 1917

Wednesday, July 4th, was the heaviest and most successful operating day of our existence. We ran 17 trains east-bound and 16 west-bound the full length of our line, and handled 7540 paid passengers. The number of trains run, of course, includes the empties in each direction for reloading. The latter ranged from 450 to 1059 people. We were very fortunate in the weather being propitious and that the usual motorcycle and automobile races, public firework demonstration, etc. in the city proper were discontinued this year. It was also the first holiday that many of our patrons had had the pleasure to visit our resort. At 3 o'clock in the afternoon, we discontinued the sale of tickets and turned away between 1500 and 2000 people as it was impossible to handle them.

☪

We handled this enormous traffic without borrowing equipment (which it would have been impossible to do anyway), utilizing our 6 engines, 13 full-sized excursion passenger coaches, 6 small, old Penn. R.R. second-hand coaches, 2 accommodation baggage, mail, and passenger cars, and 3 so-called parlor or chair cars. This rolling stock has a seating capacity of 1634.

☪

The congestion at times was terrific and very dangerous to life and limb. This obtained particularly at the Beach in the evening when large numbers wished to return about the same time. They simply swept the officers and employees of the

company off their feet in the mad rush for cars, but we were fortunate in not having an accident of any kind during the day. A number of fainting women, and the narrow escape of several, both young and old, from getting under the wheels while the trains were creeping along the tracks of the loading platforms, gave us plenty of cause for worry. A young man unfortunately broke his neck while diving into shallow water at the Wickersham bathing concession. There is, of course, no liability to our company in the matter.

☪

We are fortunately doing a large Sunday business (when our rate is 50¢ per capita, net) and if we are unmolested will show a healthy increase that day over previous years. However, the Lord's Day Alliance, with headquarters in Baltimore, have for several years been fighting Chesapeake Beach. They desire to have all Maryland resorts closed on Sundays, and toward the close of last season caused three of our concessionaires to be arrested for violating the Sunday law. As stated to you many times in the past, the Maryland blue laws are very drastic. They prohibit any kind of amusement on Sunday, even the buying of provisions, so that, if the Lord's Day Alliance is determined to stop our Sunday business, there is every probability that they will be successful. So far, we have not been troubled, but in the past we have found that they never start after amusement places until about July 4, and will not be at all surprised to have them cause us trouble on Sundays before the season is much further advanced. In case they do, it will be a great blow to our business this season.

☪

Another very serious decrease of our revenue for this season will be caused by the government taking over the Steamer Dreamland by charter for 100 days with an option to purchase the boat at the expiration of charter. This steamer ran from Baltimore to Chesapeake Beach during the summer season, and handled between 50 and 80 thousand passengers annually. The railroad, of course, received no revenue from this business, but the Baltimore people spent considerable money at the Beach. In fact, the concessionaires claim that one Baltimore passenger spent as much as two passengers from Washington. The owner of the Steamer Dreamland claims that the Navy Department officials told him they needed his boat which is a fast steamer, and would be compelled to confiscate it if he did not make suitable terms with them. The steamer is now being used in lower Chesapeake waters, taking provisions, water, munitions, etc. to the fleet off Hampton Roads. Mr. Bosley claims to have tried everywhere to charter a steamer which would allow him to continue his excursion business, but has been unsuccessful. We have taken this matter up with New York, Philadelphia, and Baltimore parties, but have been unable to locate a steamer that could be secured by charter.

☪

From the best of our knowledge gathered from the foregoing facts as well as personal knowledge of the situation, we do not see any prospect of being able to pay operating expenses this year, and there will undoubtedly be a considerable deficit at the end of the fiscal year. We are doing everything possible to keep down expenses and combat the present unfavorable conditions, but feel that the owners of the property should be advised at this time regarding the unfavorable outlook. Am forwarding a copy of this communication to Hon. Judge Cavender, Leadville, Colorado, and Mr. Thos. Keely, Denver, Colorado, and am enclosing you an extra copy for Mr. MacNeil.

Yours very truly,

W. F. Jones
President.



Spring 2001 Hike

Thirty people and three dogs, including museum mascot Mariah, took the Spring 2001, Right-of-Way Hike on Saturday, April 7th. This year the group, led by Bernie Loveless and Harriet Stout, walked a two-mile section in the Pushaw – Mount Harmony area.

Hikers gathered at the Museum, and after picture-taking, drove to Loch-ness Farm on Pushaw Station Road. A short walk took the hikers to the railroad right-of-way, where they followed a mile-long fill across a low area. The 50 foot high fill is notable considering the level of 1898 road-building technology—mules, wagons, and shovels! It is like a huge earthen dam with trapezoidal cross-section, wide at the bottom and narrow at the top, where the rails were laid. The railroad is gone, but the fill is now a permanent part of local geography.

The hike reached undergrowth that made it difficult to continue along the right-of-way. While most of the group by-passed the obstruction via Stevens Road, two or three intrepid individuals bushwhacked their way through. Then everyone met at the overpass at Paris where Mount Harmony Road passes over Route 260. During the CBRV era, it was the railroad, rather than Route 260, that ran under the road at this point. From here hikers returned to the museum.

Each year on the first Saturday in April, we sponsor a hike along portions of the old right-of-way. It starts at Chesapeake Beach and works toward Washington. Next year, by driving and walking, we will explore the right-of-way along Route 260, the Lyons Creek overpass, and the Pindell area. All friends of the museum are invited.

Owings Train Wreck Revisited

The following recollections of Bernie Loveless, on the day of the train wreck in Owings on September 16, 1922.

The disastrous train wreck at Owings happened on Sunday afternoon, September 16, 1922. A speeding automobile crashed into the passenger section of an excursion train bound for Chesapeake Beach as it crossed Maryland Route 2. The Loveless house was about 300 yards down the tracks east of the railroad station at Owings. I clearly remember it happened on a Sunday when my brother & I were resting. Suddenly, there was a loud noise. The banging was terrifying to 6 year olds—we knew had to be a railroad accident. Running out of the house and looking up the track toward the station we saw a scene of total confusion. As the dust settled, Engine #5 was still on the tracks. But the coal tender was thrown off the tracks into Mr. Ben Lyon's front yard and one of the passenger coaches was knocked off the track.

Racing up to the wrecked coaches, we discovered an automobile had struck the middle of one of the railroad passenger cars and was jammed under the train with both the railroad car and the automobile afire. This grizzly scene included the three unfortunate occupants of the automobile. Many passengers from the excursion had disembarked and were walking around in disbelief. No one was able to extricate the three passengers from the automobile.

The accident happened when the automobile sped down the hill south bound on Route 2 alongside the railroad station and was unable to stop before hitting the mid-section of the train. Luckily, there was a siding at Owings and for the next few days the trains used the siding to go around the wreckage while it was being cleaned up.

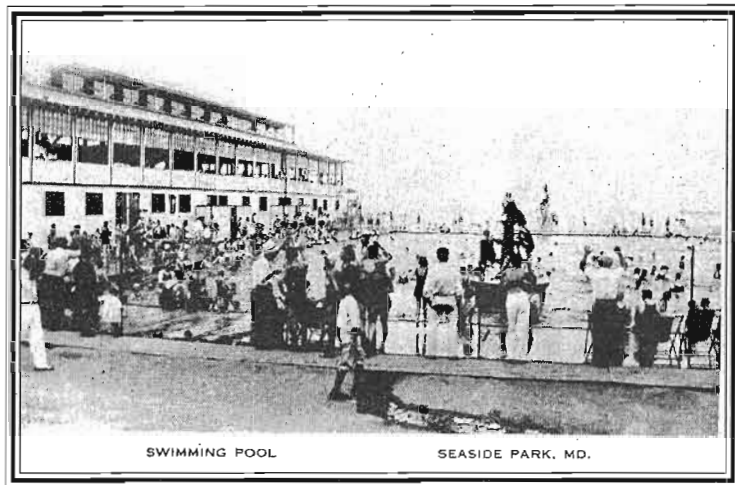
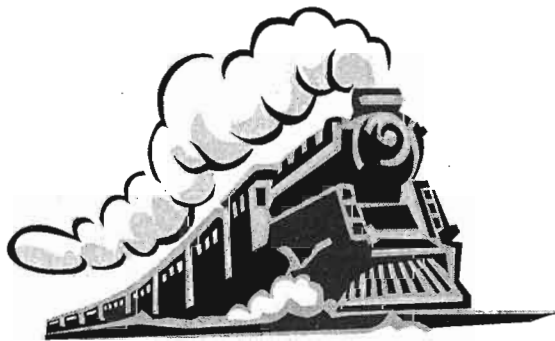
Good Turnout For Volunteer Training

Our annual volunteer training workshop was held on March 10. Not only did we have a beautiful day, but we also had a good turnout. We had a total of fifteen people in attendance; three of them were very interested new volunteers. We reviewed basic information of importance to all volunteers, and then covered the Special Topic of the Day of "Working with Visitors with Disabilities". We were not able to have a guest speaker this year, but we shared information sent along by Penny Scott, the Therapeutic Recreation Specialist for Calvert County. Thank you to Penny for sharing the information! After lunch together at the Rod 'N Reel, a few of the group traveled up to Laurel to visit the National Wildlife Visitor Center

We always need new volunteers, particularly as weekend stationmasters. So if you would like to volunteer for just a few hours each month, or if you know someone else who would enjoy the experience, please call Harriet Stout at the Museum 410-257-3892 and sign up as a museum volunteer!

Constellation Group Assists Volunteer Program

We received a small grant this year to assist with our volunteer training workshop from Constellation Nuclear, a member of the Constellation Energy Group. Constellation Group, known to most of us by its old name of B G & E, contributed \$100 to help fund the Volunteer Workshop this year. The funding was used to help pay for the luncheon. We are very grateful to the support given to us by Constellation Energy Group. **Thank you, Constellation Nuclear!**



Chesapeake Beach Swimming Pool

This scene illustrates the popularity of the salt water swimming pool that was in the Chesapeake Beach Amusement Park from 1930 until 1970. The pool was unique in that it was the only one that used salt water as it came from the Chesapeake Bay. The pool was located on the south side of the Ballroom, near the cul-de-sac at the end of today's Carousel Way in the housing development at Chesapeake Station.

Facilities for changing from street clothing into swim suits were under the ballroom facing the swimming pool. Visitors and guests standing in the ballroom could look down on the happy swimmers and people would sometimes fill all the windows to watch.

The postcard shown here was from the recently released book entitled "*Calvert County — Postcard History Series*" published by Carter Gray. This book contains 240 postcard scenes of North Beach, Chesapeake Beach, Prince Frederick, and Solomons. The book is available for sale at the museum for \$18.99.

Education Program Development

The Curator is working with Allyson Randall and the Beach Elementary School 3rd grade teachers to develop a new education program. Allyson and the teachers are working with program ideas which will enhance the teaching of 3rd grade curriculum through the use of our resources. The Museum hopes that we can develop a good program that all Calvert County 3rd graders will be able to enjoy in the future.

Swimming Cup Is Home!

In the mid 1920's, Mrs. Inez Milton was a well known Red Cross swimming instructor who resided on 17th Street in Chesapeake Beach during the summer months. She gave swimming lessons to all the children who would come to the mile long pier. She took the little ones to shallow water to give them confidence to learn to swim. Later in the summer, Mrs. Milton would take the swimmers to deeper water along the pier to teach them diving and life saving.

Every August, she had swimming races for medals and a silver cup. The Red Cross sent teachers to the Beach to give life saving tests for the badges for those who passed the test. All of the prizes were donated by Mrs. Milton. The most sought after prize was to win the silver cup held by Mrs. Milton the picture above. To earn the cup, contestants had to swim to the pilings of the old pier and back. Whoever won this race for three years could keep the silver cup.

Mildred Finlon remembered that no one won the silver cup and did not know what eventually happened to it. Years later, an unidentified man walked into the Rod 'N Reel Restaurant carrying a silver cup with the inscription "Chesapeake Beach" engraved on it. It had showed up in his families' belongings and seeing the words Chesapeake Beach engraved on it, sought out the owner of the Rod 'N Reel Restaurant, Gerald Donovan. Gerald then gave it to the Chesapeake Beach Railway Museum. The silver swimming cup had returned to its home - Chesapeake Beach - and is now on display at the Railway Museum.

Several of the museum members have identified all in the picture but one. Mildred Finlon is standing in the second row with Mrs. Inez Milton holding the silver cup. In the front row, left to right are Lennie West, Louise Fortier, unidentified boy, and Mary Klein.



Do you, dear reader, recognize or know the name of the unidentified boy?

Especially For Children This Summer

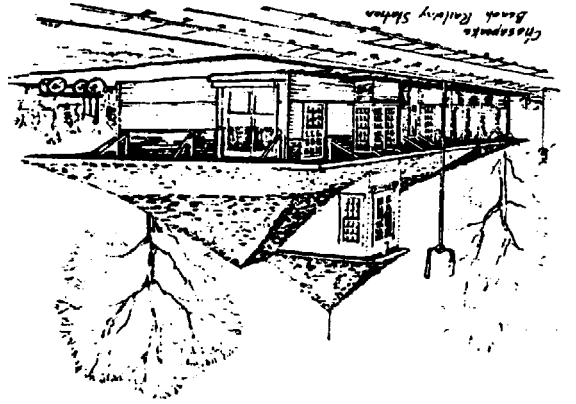
Summer is fast approaching again, and we are planning another series of fun children's programs at the Museum. They will be held every Thursday morning from 10:00 to 11:15. A variety of programs for different aged children is available. Grownups should also enjoy the programs. So plan to bring your favorite youngster and join in the fun!

The schedule is now available at the Museum. Or pick it up at your local library in May and throughout the summer. For more information call Harriet Stout at the Museum (410-257-3892).



Work Continues On Fishing Creek Park Trail Plans

The Curator continues to work with the Fishing Creek Improvement Committee on the initial phases of planning for the development of hiking and biking trail along sections of the old CBR right of way. Some of the big questions that are being worked on at this stage are access points to the trail and park, parking, approval and permits from the various agencies that have jurisdiction over projects in and/or around wetland areas. We are making progress and interest in the trail is growing in our community.

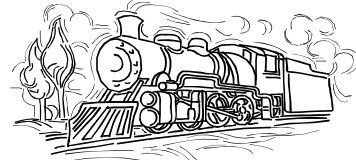


Friends of the
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P.O. Box 1227
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Permit No. 1227

Coming Events

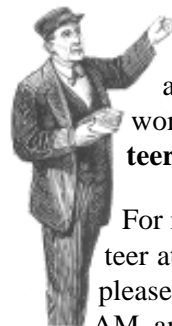
- May 20** - Antique Car Show from 10:30 AM - 3:00 PM Entertainment by Calvert Community Band at 1:45 PM
- June 14** - Bay Breeze Summer Concert - U.S. Navy Band Cruisers - 7:30 PM
- July 12** - Bay Breeze Summer Concert - Southern Maryland Concert Band - 7:30 PM
- August 9** - Bay Breeze Summer Concert - featuring Dixie Ramblers Bluegrass Band, at 7:30 PM
- September 13** - Bay Breeze Summer Concert - The Annapolis Chorale - 7:30 PM



ALL ABOARD FOR THE CHESAPEAKE BEACH RAILWAY MUSEUM

The Chesapeake Beach Railway Museum is seeking volunteers to help with the on-going activities of the Museum.

Volunteers have the opportunity to make new friends and to meet people from all over the world, share their community history with others, and help with the important and interesting work of the Museum in many ways. **New volunteers are always welcome!**



For more information about becoming a volunteer at the Chesapeake Beach Railway Museum, please call 410-257-3892 weekdays between 9:00 AM. and 4:30 PM. Join us now!!! We need you!!!