



# The Chesapeake Dispatcher



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

Volume 30, Issue 2, Number 59

November 2011

## Message From the President Rails to Trails

By Kristen Scott

By Dick Wilson



Some people may ask, what is so important about preserving a small town museum? Why do we need to know our history?

The history of our town and surrounding communities is very important. People need a sense of place, where they can put down roots and know that they belong. The Museum is a resource where we can learn about the past and marvel over how far we have come. This connection gives us our identity and cultural heritage.

Chesapeake Beach is a distinctive and unique community to which residents and visitors feel a strong bond. I have found that when meeting people who have visited our community, they never have enough kind words to say.

Our Museum adds to the community's fabric and sense of value. And while we are preserving the history of Chesapeake Beach, we are preserving America's history as well.

On September 30, 2011, Chesapeake Beach Mayor Wahl dedicated the Chesapeake Beach Railway Trail. It's been a long time coming and it's been a long, winding, tortuous road, but now Calvert Countians and Mayor Bruce Wahl have closure.

The Chesapeake Beach Railway Trail begins behind the Chesapeake Beach Water Park and stretches some three miles along and across Fishing Creek, which empties into the Bay at Chesapeake Beach. The trail consists of an elevated boardwalk when it's over water or marsh and changes to stamped concrete when it traverses dry land. All of the construction materials are of highest quality, and the project causes minimum disruption to Fishing Creek and the surrounding marshes. This area provides habitat to waterfowl, aquatic creatures (such as our beloved

blue crabs) and many mammals, such as fox, deer, otter, opossum and raccoon.

"This trail will outlast all of us," says Mayor Wahl. "It's better than we originally conceived."

Many dignitaries attended the dedication, including U.S. Sen. Steny

*(Continued on page 2)*



*Above: Train making its rounds. Top right: Volunteer Janet Bates is recognized by former Mayor Gerald Donovan.*



*Bottom right: Town Council member Bob Carpenter helps out. All photos of Railway Dedication are courtesy of Nancy Feuerle*



## Message From the Curator

By Harriet Stout

As the temperatures outside drop with the onset of winter, we think of drawing inward. Traditional thoughts of hearth and home and comfortable sips of hot cider by the fireside come to mind. A more reflective turn of mind and a slowing of frenetic activities follows this move indoors. We assess what we have done over the past summer months and make plans for the coming spring and summer seasons. Our activities at the Museum follow this pattern. Well, that's the way we would like it to be, perhaps. But the real world often interrupts our reflections. Let us hope that we can still gather strength and inspiration in the traditional ways; let history inspire us to future accomplishments and successful outcomes.

## Rails to Trails (cont.)

By Dick Wilson

Hoyer, State Sen. (and Senate President) Mike Miller, former Chesapeake Beach Mayor Gerald Donovan and Calvert County Commissioner Pat Nutter. At least 100 Calvert Countians were also in attendance. Mayor Wahl, in his dual role of idea originator and town chief executive, gave a brief synopsis of the trail's history.

More than a few years ago, Wahl lived in Fairfax County, Virginia. He watched as that county turned a defunct and abandoned old railroad right-of-way into a 35-mile biking/hiking path, a scenic trail available to everyone.

Years later, in 1989, Bruce, then a resident of Chesapeake Beach, won election to the Chesapeake Beach Town Council. He looked at pristine Fishing Creek, which meandered alongside the defunct and abandoned Chesapeake Beach Railway right-of-way, and allowed his memory synapses to recall the earlier, similar situation in Fairfax County. He proposed to the Town Council the establishment of a hiking trail that would, more or less, follow the

old CB Railway right-of-way along Fishing Creek.

The Mayor and other Council members

endorsed the idea, which at the time was little more than a concept, but many impediments blocked the way, such as other projects, bureaucracy, money, and land acquisition.

Time moved on, and the Other Projects turned into Completed Projects, which allowed the Trail Project to move to the fore, and then began the long struggle to obtain approval from the myriad federal and state authorities. The Trail lies, in its entirety, in what is termed the Chesapeake Bay Critical Area, which means that counties and municipalities must provide strict oversight of any construction in order to protect the Bay environment.

The applicable federal, state and county agencies are many, but the obstacles they posed were not insurmountable, and the long process moved onward.

In 2000, with the strong support of state Senator Mike Miller, the state awarded \$250,000 for the project. Another grant, from the State Highway Administration, awarded \$1.6 million. Other monies came in, to the tune of \$3 million total, and all that was needed were the final approvals. U.S. Senator Steny Hoyer helped at the federal level, and The Trail moved ever



Above: Commission Pat Nutter, Representative Steny Hoyer, Mayor Bruce Wahl and former Mayor Gerald Donovan at the ribbon cutting ceremony.

closer to completion.

"I got some of your money – taxes – back to you for this wonderful project," said Senator Hoyer, "This will allow our children and our grandchildren to walk through the wild."

In an emotional address, former Chesapeake Beach Mayor Gerald Donovan made the observation that "We're all connected. It takes a lot of people to make a thing happen."

Calvert County Commissioner Pat Nutter said "It was done with thought, it was done with vision."

A common thread in the comments was that a lot of people worked hard to bring the trail home, and a lot of people have been working diligently on the project ever since Wahl made the first proposal.

The town acquired land for the proposed "Fishing Creek Park," as the area is known, and final approval was granted in 2009.

Today Bruce Wahl is Mayor of Chesapeake Beach and his dream, The Chesapeake Beach Railway Trail, is reality. However, Mayor Wahl is quick to disavow any notion that he alone brought the Trail to Chesapeake Beach.

"I had the idea," he says, "but it couldn't have happened without the full support and generous involvement of many other people."



Senate President, Mike Miller.

### *The Chesapeake Dispatcher*

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*Friends of the Chesapeake Beach Railway Museum*

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## The Railroad Lantern: *Shining the Light on Volunteers*

By Hilary Dailey

Chesapeake Beach Railway Museum volunteer, Pat Tait, has been coming to the beaches since she was a young girl. "My grandma had a place over on 5<sup>th</sup> Street in North Beach," she reminisces. Bob, her husband and fellow museum volunteer chimes in, "We both used to come down to the beaches from Anacostia as teenagers to swim in the pool!" The Tait's now reside in Holland Point, where Pat's parents had a cottage in the 1960s.

After moving to this area, Pat and Bob met and became friends with Ms. Bette Quigley, current Volunteer Coordinator. "Bette was so enthusiastic about the Museum," Pat says, "she got us interested." Plus, as many of our volunteers, the Tait's were family friends with Museum founder, Bernie Loveless.

Nowadays, Pat and Bob volunteer together as Station Masters on weekends. "We usually do Sunday



*Bob and Pat Tait, dressed up at the 2011 Fall Family Fun Day. Their enthusiasm and help is always appreciated.*

afternoons," says Bob, "we like to meet different people. Some came to the beach as children...we like to hear their stories." When asked what they feel has changed over the years about the Museum, the Tait's comment that they feel that there is now more awareness about the Museum in the community, even with out-of-town guests. "More people come in now since the hotel is right there."

When Pat and Bob aren't volunteering at the Railway Museum, they definitely

keep themselves busy. Pat volunteers with the HELP Association and enjoys digitally adjusting photos on her computer (though she doesn't "do" email yet) "I'd love to learn!" she says, "but I can't get anyone to teach me!" Additionally, the Tait's treat themselves to a cruise every year with friends. "We usually go with another couple," says Bob, "we went to the Caribbean this year and are headed back there this coming spring too!" Lastly, the

Tait's are quite passionate about their membership in the Antique Club of Calvert County. "We have learned so much about the history of this area through that club," says Bob, "they bring in good speakers."

A big "Thank You" to volunteers Pat and Bob Tait for their commitment to learning about and conveying knowledge of our area to the Chesapeake Beach Railway Museum's visitors. We appreciate your enthusiasm!

## And the Wine Flowed

By Kathleen Scott

On June 5th, the Chesapeake Beach Railway Museum (CBRM) board met, and had a volunteer appreciation wine and cheese event. It was a hot summer day, but we went to Hilary Dailey's country house with a home full of large windows to allow the breeze to flow. After the board meeting, the volunteers were acknowledged, and given a token of appreciation. A great T-shirt with the CB logo, and across the back, "Track Crew".

I love the shirt and the theme, because now at large CBRM events there is no mistake about who to seek for an answer! It's the "Track Crew."



*Volunteers Kathleen Scott & Maggie Miller having a great time.*

After the meeting, the wine flowed, and Brian Dailey gave the more daring a ride in his '64 antique convertible. Many giddy heads prevailed and we all left glad to have volunteered for the CBRM.



*Welcome to new Board member, Mike Zimmerman. Mike is a long-time volunteer and we look forward to working with him. Here he is with fellow board member, Hilary Dailey, at Volunteer Appreciation Day. Congratulations and Welcome, Mike!*

## Keeping the Beat

By Betty MacDonald

As has happened in the past, we had to shorten the 2011 concert series by one. There were all sorts of weather events during September and "The Dixie Power Trio" was unable to perform due to high winds, heavy rain and local flooding. The decision to cancel was the right call but many fans were disappointed by missing authentic New Orleans jazz performed by this popular group.

"Hangman's Faire", "Dixie Ramblers" and "Two for You" provided fine entertainment for the months of June, July and August. Concerts continue to

attract large crowds despite the

summer heat.



*Concert goes Ed Haack, Nancy Young, Hilary Dailey and Janet Bates enjoy intermission before getting back into the groove.*

Already plans are being made for the 2012 Concert Series which will be announced in the next newsletter. Concerts are made possible with the cooperation of the Calvert County Commissioners and the financial assistance from HELP Associates, Inc., the Town of Chesapeake Beach, the Bates Foundation and our generous membership. We are grateful to all for their strong support. Floral arrangements were provided by the Chesapeake Beach Garden Club.

## Fun in the Sun

By Kelly Peake

The CBRM Summer Fun Program began June 23 and each of the eight programs was well attended and received. The first program theme was an amusement park; story time, games and challenges were part of the fun. The only thing missing was a roller coaster! Some other programs were Keeping on Track, Fishing Fun, Engine to Caboose, and All Aboard. Keeping on Track was a blast for the kids as they learned the route of the CBR and the names of the station stops. The kids

got to lay the "tracks" (cardboard of course) and pick up items at each stop that they would use once they arrived at their beach destination. All Aboard was great fun! Each visitor made a fancy hat out of newspaper to wear on their journey aboard the train. It was a riot to see the parents laying sheets of newspaper over their child's head then taping it with masking tape while the child stood patiently, for the most part, peering out from under the paper. The end result was stunning hats! Our last

program, Play and Picnic at the station was wonderful fun. What a sight to see the little ones attempting to hop with a ball between their knees as they ran the relay! Stories were read, games played, lunches eaten and popsicles topped off the day. Best of all, no ants at this picnic!

*Brooke Madeline Peake models her wonderful hat created at the All Aboard program. Beautiful!*



## Harvest Festival Fun

By John Riedesel



*Two young visitors show off their kites!*

On Saturday, September 10, CBRM participated in North Beach's new

Harvestfest. Among the many food and craft vendors present on this warm, sunny day, the Friends of the Museum hosted a table to make visitors to the festival aware of our Museum.

A large number of people stopped by to learn about the Museum and chat with the many volunteers who staffed the event. It is always surprising to meet people who aren't aware that there is a railroad museum in Chesapeake Beach. It makes us more mindful of our mission as members of Friends of

the Museum.

Many children participated in our craft, making a railroad- or fall-themed "kite." The children decorated them with drawings of trains, flowers, trees, animals, and other creative motifs.

Hopefully Harvestfest will become an annual event in North Beach with the CBRM participating. After all, we don't want to hear anyone else say, "I didn't know there was a railroad museum in Chesapeake Beach!"

## A Colorado Odyssey

By John Riedesel

How does a train nut spend his summer? By driving 6000 miles around the country in his automobile. Sound like a contradiction? Well, part of the trip was devoted to riding trains.

I drove to Denver to join a tour group which traveled Colorado by motor coach, riding five trains in five days. On the first day of the tour, after a visit to beautiful Garden of the Gods in Colorado Springs, we boarded the cog railway for the summit of Pikes Peak. The air was thin and chilly at 14,000 feet, but you couldn't beat the view!



Thirty-five train nuts posing with Leadville, Colorado & Southern engine #641.

The next day we followed the Arkansas River through steep granite cliffs on the Royal Gorge Railroad and passed under famous Royal Gorge Bridge, suspended 1000' above us. Our third trip was on the Cumbres & Toltec Railroad, a day-long ride behind narrow gauge steam starting in Antonito, Colorado, stopping for lunch high in the mountains at a tiny mining town, then terminating in northern New Mexico at Chama.

The fourth day was perhaps the *piece de resistance*, a ride on the Durango & Silverton Railroad. This narrow gauge line, built in 1881 by Gen. William Jackson Palmer, interchanged at Silverton with railroads built by CBRY founder Otto Mears. The tour group visited the D&S Railroad Museum in



Old train nut, John Riedesel, about to be scooped up by Cumbres & Toltec #488.

Durango, elevation 6500 feet, then ascended 2800 feet for 45 miles behind steam to the isolated town of Silverton. The day concluded with a bus ride over Red Mountain Pass, one of the scariest of drives. The last day we enjoyed a ride on the Leadville, Colorado & Southern RR. Leadville, at 10,152 feet, is the highest incorporated city in the U.S. The train ride took us even higher!

Besides the Colorado tour, I had several other train experiences. In North Platte, Nebraska, I visited Union Pacific's Bailey Yard, the country's largest classification yard. One can watch almost continuous train movements from atop the eight story Golden Spike Tower as trains are made up and broken down in the two hump yards of the 2850 acre facility. In another part of town, Union Pacific #3977, the articulated 4-6-6-4 "Challenger," one of the largest steam locos ever built, is on display.

Most folks visit Golden, Colorado, to see the Coors Brewery, but I went there to see the Colorado State Railroad Museum, where I learned a lot about Otto Mears and David Moffat. Yes that's *our* Mears and Moffat, both of whom made names for themselves in

Colorado railroading long before they came east to build CBRY. Later in my trip I rode the Eureka Springs and North Arkansas Railway, where passengers were encouraged to place coins on the track for the train to flatten them.

In this five-week odyssey I had many non-railroading experiences as well, including visiting both my brothers in Arkansas and North Carolina. I drove in a total of 22 states, traveling as far west as Wyoming, Colorado, and New Mexico, and as far south and east as Louisiana and Florida. I picked the hottest and most drought-ridden time to travel the Midwest and South, and came home to the devastation of Hurricane Irene. I learned that no matter how carefully one plans, one can't control everything. But that's what makes life interesting and challenging!

### Upcoming Events

#### Sweet Treat Express

November 19, 2:30 pm

#### Annual Open House

December 4, 1:00 pm

#### Polar Express

December 22, 6:00pm & 6:45pm  
(Registration Required)

#### Bayside Chats

January, To Be Determined

\* February 12, 2:00p

Oyster Cultivation

\* March 25, 2:00p

Ospreys in Holland Pt

Please call 410-257-3892

For more information

## Recent Acquisitions

The Museum has added a number of interesting items to the collection this past year through both donations and purchases. Thank you to all the Friends who have given things to the Museum in 2011. As the collection grows with these new acquisitions, our ability to tell the story of the railroad and resort also continues to expand.

### DONATIONS

- Collection of Calvert County memorabilia from Janet Thomas and Sharon Dennis in memory of their parents, Pat and Ellery Haynes
- 2 vintage bottles from Sandy Phillips
- Photocopied archival collection from Larry Hampton
- Photocopied documents from the State Highway Administration
- Collection of Boy Scout items (Camp Roosevelt) from John E. Davis
- Wicker picnic basket from Margaret Revelle
- 10 vintage swim suits from Newbie Richardson
- Steamer/Wardrobe trunk from Bill Law
- Family photograph (Freedley Studio) from Gary Moore
- 6 photographs of Chesapeake Beach in the 1960's from Gail and John Fleig
- Archival document collection from Tom Wisner Estate through Michael S. Glaser
- 3 switch keys from Lyn Sutherland
- Photocopied documents about Haley's Band from The National Theatre through Correine E. Moore
- Photocopies of the Articles of Incorporations of Town of Chesapeake Beach from the Town of Chesapeake Beach through Jim Parent
- Photocopy of early brochure, "Chesapeake Beach – The Railway and the Resort" from Dan Lehan

### ATTENTION! ATTENTION! ATTENTION!

The Twin Beaches will be holding a ceremony on Memorial Day in 2012 to honor our military heroes from the surrounding area. If you have any information, stories, artifacts or photos to share, please contact Curator Harriet Stout at 410-257-3892.

### PURCHASES

- |   |                                   |                                   |
|---|-----------------------------------|-----------------------------------|
| * Child mannequin for exhibit             | * 9 Postcards                     | * 5 Photographs                   |
| * 14 Vintage valentines                   | * 1 Photographic negative         | * Stereoscopic view               |
| * Vintage child's beach chair             | * Vintage water wings             | * Vintage sheet music ("Trains")  |
| * 1920's booklet of swimming instructions | * 4 vintage bathing suits         | * Matchbook cover for Rod 'N Reel |
| * Vintage poster for the Wilson Line      | * Vintage sand bucket with shovel |                                   |

## Strike up the Band

By Joanie Kilmon

"Strike up the band!" was a familiar call to action a hundred years ago in the bandshell on the boardwalk. During the summer of 2011 that directive was once again heard! The Chesapeake Beach Resort and Spa reinstated summer sounds over the water with their re-created bandshell! After reviewing original plans of the 20th century bandshell, it was determined a 21st century look-alike could be built,



*The new bandshell in front of the Chesapeake Beach Resort & Spa has great acoustics.*

and it was! In August, the inaugural concert was a tribute to Johnny Cash and Hank Williams, Sr.' music was likewise honored in September.

Wait staff donned boaters, black arm garters, bow ties and mustaches to match the historic occasion. Stay tuned for a lineup of next year's concerts when the Resort and Spa announces who will "Strike up the band!" in 2012.

## Quakes, 'Canes and Roots

By Corrine E. Moore

Tuesday, August 23, 2011 - *What just backed into the Museum? How come that plane is flying so low? What just exploded? More of a boom than a shake or wave. Our docent for the day, Van Ireland, thought a huge truck had backed into the Museum. As we processed what was happening and then received confirmation, it seemed so surreal. Really? An earthquake? Here?*

For safety reasons, Calvert County Government ordered all businesses to be closed until safety examinations of the buildings could be completed. After a preliminary inspection, no real damage could be determined.

Later on, new cracks were noticed that none of us remembered being there prior to the earthquake. So far, we're holding up very nicely and continue to monitor the building.

Friday, August 26, 2011 - A hurricane, Irene, was heading our way. Now that's *more like it; a good old-fashioned hurricane; much better than a dang-blasted earthquake!* The Museum was opened Friday with heavy visitation while preparations were made.

Sean-Patrick Moore, a carpenter's apprentice, moved the park benches, secured the hogshead barrels, and the clerestory windows on the Dolores, in the hopes that these measures would minimize any damage. The impending storm necessitated that the Museum would be closed for the weekend.

Sunday, August 28, 2011 - Hurricane Irene came and went and left her mark behind. There were major power outages, flooding, and felled trees. Kris DeGrace, our Collections Manager, along with husband, Paul, and sons, Alex and Ben, assessed the Museum and The Dolores for damages. One hogshead barrel was severely damaged; it was moved to the ground and tagged with caution tape. Harriet Stout, our Curator, is investigating the possibility of replacing it. The Dolores appeared not to have sustained any damage from water or wind.

Monday, August 29, 2011 - Due to the effects of the wind, flooding, power outages, road blockages, and downed trees, Calvert County Government was closed. I came in to assess the operations side of the museum, i.e. computers, electricity, etcetera. In addition, it was necessary to place the benches back on the porch as the CB Resort and Hotel had corporate guests who were utilizing the porch for a workshop. Thank you to Mr. Lucky Swaim for his assistance. The corporate guests enjoyed their workshops with nary a clue as to what had transpired in order for them to carry on with their event.

September 8 & 9, 2011 - Heavy rains from Hurricane/Tropical Storm Lee created tornado warnings, thunder storms and great lightning. It also created more flooding. The Bay Breeze concert was canceled and the decision to close the Museum to the public was made as more rain and storms moved through.

September 19, 2011 - AND THROUGH ALL OF THIS, THE MIGHTY "BIG TREE" stood its ground. Ironically, however, it had already been determined weeks prior, that the tree had to be removed

*Remainder of the last of the trees that once lined the tracks leading to the station.*



because it was slowly dying. Harriet guessed the culprit was a lightning strike a couple of decades ago. Arrangements and coordination of the procedure were made between Wesley Donovan of The CB Resort, Calvert County Government Buildings and Grounds Division, Museum staff, and



*Crane holding half of the tree (left). There is still a portion of the tree to be cut down (right).*

Kelly Landscaping, who were hired to "execute" the tree. The parking lot in front of the Museum was cordoned off and the HUGE crane was secured and tampered down for stability to manage the 11,000 tons of the tree trunk that was lifted.

It was decided that part of the trunk would remain in the back of the Museum for now. It was spectacular to watch the operation unfold. The precision that had to be utilized to make sure the swinging trunk did not slam into the building or drop from the cable that held it in place was the mark of expertise at work here.

There was, however, minor damage when the trunk hit an outside lamp pole by the ramp of the Dolores, bending the pole. Imagine though, that you are the crane operator maneuvering an 11,000 ton tree trunk, out of your line of sight. You are relying on a person with a walkie-talkie who also cannot see you, the operator. You are being instructed on how much to lift, swerve, when to move, at what angle, left or right; neither of you can see the other. Now that's trust . . . and good reception!

The remnant tree stump rendered a bit of a mystery, discovered by Wesley Donovan. There are nails inside the trunk, about four to five feet up, where the tree grew out and around. We are trying to assess and date the nails. Something obviously was secured to the tree when it was much younger . . . hmmm, I wonder what it was?



## Holiday Open House

Santa Claus is Coming!  
Your family is invited  
to join the festivities  
as we celebrate the season  
with an afternoon of fun



At the Museum  
Sunday, December 4th  
1 pm—4 pm