

**Tom Wisner and Dave Harris talk with Richard Hart about buying tickets for the railway. Mr. Hart worked as a bookkeeper and auditor for the Chesapeake Beach Railway Company.**

**Mr. Wisner:** Okay. That was a sidetrack, but I'm interested in his history if I can get much about it. You do have a fair amount about him.

Now, if we can, we've already talked about some of the space of that station. I know Bernie Loveless is real interested that you do as much as you can about remembering the ticket window.

**Mr. Hart:** Well, I wished I had a little more recollection of this Chesapeake Beach Station because I know that's what you're particularly interested in, but as a matter of fact, I wasn't in that station very much except on rare occasions. I do have a recollection that tickets were sold out of the window that led onto the canopy on the east side of the station. I know parlor car tickets were sold out of that window. And it's possible that other tickets were sold inside.

Of course, when parlor car tickets were sold, it was something like 28 or 38 seats on those parlor cars. And naturally, they weren't sold until a half hour before the train left; so, naturally, there was quite a rush to — crowd there to buy those tickets. This is for excursion trains, of course, during the summertime.

And I'm quite certain that those tickets were sold out of that window that leads onto the portico on the south.

**Mr. Wisner:** Would they be buying an excursion?

**Mr. Hart:** No, no, no excursion tickets. The only tickets sold down here would be local tickets — like Chesapeake Beach to Marlboro or something of that type and also the parlor car tickets. Now that was an extra charge to ride in the parlor car.

**Mr. Harris:** People would come down on a return trip ticket and then they would be able to buy a parlor car ticket to return. So, would it be something like the ticket man would come to the window of the porch and say, "Anybody want to buy a parlor car ticket, come forward." And this rush of people that you were speaking of, is this what would happen?

**Mr. Hart:** Well, not exactly that way. Most of the people that came down here were aware of the parlor cars on the trains. And, gosh, they lined up before the ticket window was opened to buy the — this is on big days, you know, and weekends when the trains were pretty crowded. And these trains were crowded at nighttime oftentimes. And to sit in a parlor car, it was like getting a reserved seat on the train. The other seats, of course, were catch as catch can. But it was either 28 or 38 seats available on these parlor cars. It meant that that many tickets had to be sold or were sold within a half hour of the time the train left.

**Mr. Wisner:** Do you recall the platform out front? Like there was some kind of a scale on that platform and some board up against the station? Anything about it.?

**Mr. Hart:** My recollection of that is very hazy. I really don't know.

**Mr. Wisner:** Perhaps it would be better to have some photographs for that.

**Mr. Hart:** Yes.

**Mr. Wisner:** Lights? Were there lights in the station were they oil, electric?

**Mr. Hart:** They were electric because we had a power house over here in the woods that generated the power for our electricity down here and for the amusement park.