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- Memories Of Washington County's "Town That Was" •

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• Sentinel of Washington County's Heritage •

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FRONT COVER: The photo depicts the east side of the first block of North Potomac Street in Hagerstown. Some of the businesses in the picture are Huyett Bros. Quality Bakery, the Hagerstown Fur Shop, and George's Restaurant. (Courtesy Washington County Historical Society.)



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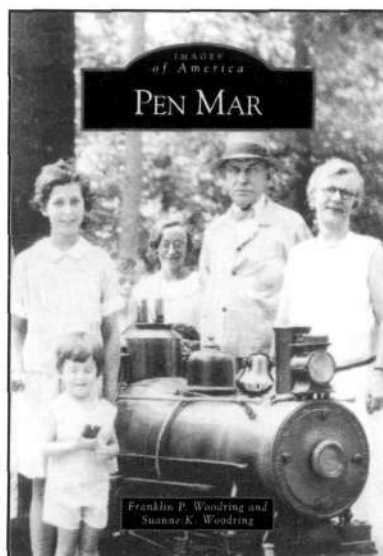
Gather around the pot-bellied stove and the checkerboard with a barrel of common crackers within easy reach and enjoy the *Maryland Cracker Barrel*.

Since June of 1971 this magazine has been a gathering place for folks interested in preserving the heritage of Washington County.

It is our goal to present the story of the individuals who have striven to give this region a heritage worthy of preservation.

Attention: Former Fairchild Employees

This summer we plan to focus on Fairchild Aircraft in Washington County. We would appreciate if you would submit your favorite memory of your association with Fairchild by June 1. Please include your name, address, department, and number of years spent with Fairchild.



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REFLECTIONS

Persistence, Determination Ingredients For Making A Great Nation

By Frank Woodring

Over the Christmas holidays, we had occasion to visit in the towns of Pecktonville and Rohrsersville, both of which have been featured previously in the *Maryland Cracker Barrel*. It was with sadness that we recounted the passing of many who were interviewed for those editions. With the departure of such individuals, the character of Washington County has sustained an irreplaceable loss, but their memories hopefully challenge us to appreciate the blessings we enjoy today!

...

In the Dec./Jan. issue of the magazine, we noted that Dominic Ramacciotti began a successful wholesale business in Hagerstown in 1893 selling produce from a push cart. In the same manner, Milton Hershey sold his caramels in Lancaster, PA, in a push cart and was ridiculed by the town's business community.

On Aug. 10, 1900, Hershey was handed a certified check for \$1,000,000 for his business. With check in hand, the enterprising son of Mennonite parents eventually took his chocolate business to Derry Township and built a new factory in a cornfield in what would become Hershey, PA.

President Calvin Coolidge in 1932 noted, "Nothing in the world can take the place of PERSISTENCE."

- *Talent* will not; nothing is more common than unsuccessful men with talent.
- *Genius* will not; unrewarded genius is almost a proverb.
- *Education* will not; the world is full of educated derelicts.

"Persistence and Determination alone are omnipotent. The slogan 'Press On' has solved and always will solve the problems of the human race" along with God's leading.

The story of Dominic Ramacciotti has reached Europe, thanks to Merlyn Goodwin of Frederick, who sent it to a friend in England. A caller from Springfield, IL, likewise requested additional copies of the issue featuring Ramacciotti.

John Reese, also featured in the last issue, launched his business, Boonsboro Produce Market in Boonsboro, by selling produce from his pickup truck along the National Pike.

Reese's brother, Rev. Jim Reese, pointed out that his father, Jim Reese, Sr., was a raspberry and cantaloupe grower in the Boonsboro area. Rev. Reese, who grew up in Washington County, would like to hear from friends. He may be reached at 501 Fairview Ave., Clifton Forge, VA 24420.

As one subscriber put it, "The Christmas issue touched a cord with many readers." Maybe that is because men like Dominic Ramacciotti and John Reese have helped to make this nation what it is today by their persistence and determination!

Miriam Bachtell Savage, a subscriber from Miami, FL, echoed the above sentiments when she said, "Your magazine brings back many memories. I was born and raised in Edgemont, 3 miles from Smithsburg. My Dad, Edward Bachtell, had the one and only general merchandise store and the post office. He was postmaster and saw that the mail was put on the trains running between Baltimore and Hagerstown."

...

We want to thank Jessie Bryant Robinette, Richard Clem, and Blair Williamson for their contribution to this issue of the *Maryland Cracker Barrel*. Both Richard and Blair are familiar to our readers. Mrs. Robinette, however, is a new figure to the magazine. Born on Oct. 27, 1917, the 87-year-old retired school teacher grew up in Belle Grove, a small town that once sat along Sideling Hill Creek in Washington County. She began her teaching career at the Piney Plains School that had replaced Swain School where she received her early education just across the Allegany County line. We think you will enjoy her memories of growing up on the western frontier of Washington County that are found in this issue. (See page 18.)

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Pausing To Ponder

"Downtown (Hagerstown) Is Where Everything Was"

By Frank Woodring

As **Ruth Durbin Shank** approaches her 84th birthday, she reminisces about the days when "you could buy a dress at the R&G (department store in downtown Hagerstown) for a dollar."

Located on West Washington Street near the R&G was Emmert's Hardware where as a child Mrs. Shank was fascinated by the 'money changer.' "I loved to watch that. We used to sit there and watch that" while her father, a farmer near Bridgeport, transacted business at the hardware store.

As mentioned in the last issue of the *Maryland Cracker Barrel*, Emmert's Hardware was a drawing card for many farmers in Washington County. As was the case with Mrs. Shank, youngsters from throughout the county were also entertained with a visit to the downtown store while their fathers conversed on the latest issues of the day.

Betty Beair and her brother **Bob Powles**, whose father Robert served as president of the hardware store at one time, recently described the 'money changer.' "The cashier's cup, which was made of wood, was screwed into the carrier. The carrier was metal and ran on a cable system. When the cable was sent back to the cashier, it worked like a sling shot.

"When the cashier sent the cup to the back of the store, the incline was not as steep as when it was sent to the front of the store. There were about six steps that went up to the cashier's loft. The office was slightly

elevated from the main floor.

"The treasurer sat on a high desk with a stool. Robert Powles had his desk on the other side of her. The desks of Phil Recher and Ned Powles were opposite Robert Powles' and the treasurer's. The secretary sat in the middle of the office."

For one local resident, however, downtown Hagerstown was his own domain, and that included Emmert's Hardware. "I always liked to look in there because when you paid, they put the money in a thing that went by wire up to a balcony where they collected the money," recalled **Phil Haynes**, who turned 62 on February 1.

"It was always fun watching that. Eyerly's had a vacuum tube. On the fourth floor at Leiter's was the toy store. They were neat, old stores — Eyerly's and Leiter's!"

For the son of **Carroll** and **Virginia Haynes**, an apartment above the F&M Bank at 57 West Washington Street was home for much of his childhood. "Downtown is where everything was, and at Christmas it was always lit up, and it was exciting!"

Haynes' dream world somewhat diminished in 1951 when the family moved to a new home on North Colonial Drive, where the family had purchased a lot for \$600. The 1961 graduate of South Hagerstown High School, however, (Continued on page 6)



In the 1940's downtown Hagerstown was home for the **Carroll Haynes** family. The photo above shows some of the businesses that were operating in the mid-20th century in Hagerstown. Next to the Professional Arts Building to the left were the News Agency, Martha Wash-

ington Candy Store, The Jewel Box, and the Keystone Restaurant on the corner. Going west on West Washington Street were Semler's Sporting Goods, OPO (clothing store), Lana Lobell's, and People's Drug Store. (Maryland Cracker Barrel Photo)

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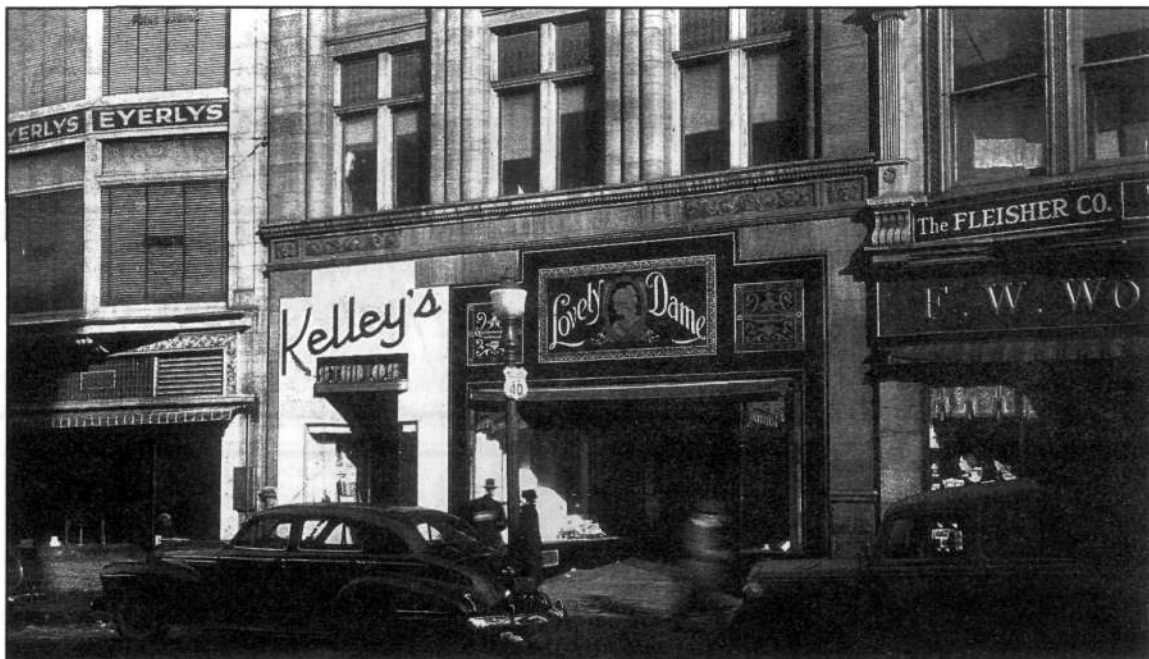
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In this 1946 photo, some of the stores on the north side of the first block of West Washington Street in Hagerstown are seen. The "Lovely Dame," a candy

(Continued from page 4)

retained his love for the downtown area.

"Even to the Christmas of 1960, I worked at Rosen's (former site of the R&G) from Thanksgiving to Christmas, and even though Longmeadow had been open for a year or so, downtown still got a lot of people. That was a fun time! I managed to get back downtown for one last shot.

"Probably from that time on, things started to deteriorate because it was easy to park at Longmeadow, and of course, the Mall opened up and the South End Shopping Center, but I have always liked downtown, and up to about two or three years ago, I would always go downtown at Christmas."

Following is a glimpse of what downtown Hagerstown was like in the 1940's for Haynes and his parents when the hub of the city was their home. Carroll Haynes started work at F&M in the mid-1930's as a bookkeeper and stayed there until he went into the Army in the early 1940's. When he was discharged in the fall of 1945, the family moved to the apartment above the bank, and the Locust Grove native continued to work for F&M until he retired on Oct. 1, 1980.

"Christmas time when you went down there (Hagerstown), the streets and stores were crowded. People were walking around doing their shopping. There weren't any other shopping areas," added the 89-year-old area resident.

Phil, who retired in 1999 after teaching in Washington County for 34 years, remembers that the "bank was four stories. It was only four stories in the front. The bank went all the way back to the alley. Most of the bank was a one-story building."

It was at 57 West Washington Street that Haynes, "the only kid in the apartment building," created his own playground. "Musey and Evans would put all their trash and

shop and ice cream parlor, is pictured in the center flanked by Eyerly's and F. W. Woolworth's. (Maryland Cracker Barrel Photo)

boxes out on the back porch. I'd go down and get hat boxes. Mom would tie a string and punch a hole (in the boxes), and I'd put it around my neck. I had a pair of drum sticks, and I'd march up and down the roof playing the drum while having a parade.

"I guess I learned to like parades because in those days the Mummers Parade started up around Prospect Street, went down Washington Street to the Square and

out South Potomac to Locust Point, and then had to make that turn back Locust Street to maybe Broadway and up Broadway to North Potomac and back down to the Square, and then back up Washington Street. From our view on the

fourth floor, we could look right down on the parade."

The 'skills' that Haynes mastered on those Musey and Evans' hat boxes honed the skills needed to play with the Rohrsersville Band. "I was probably about 12 the first time I ever played with them. Sometimes in high school I marched with them — through college. In the late 1970's was the last I played with them."

Playing with the Rohrsersville Band was a family tradition for the Haynes family. "My Dad and uncle started with them in the 1920's," Carroll stated, "and I started when I was 14 or so when my Dad (Harold) was still playing." Phil's uncle, Richard Haynes, recently stepped down as director of the band after 44 years in that capacity. With a total of 64 years of participation with one of the state's oldest bands, Richard Haynes still plays with the band and serves as director emeritus.

The Rohrsersville connection also extends to Mrs. Haynes, whose family moved into the stately two-story brick home of the town's founder, David Rohrer, in 1922. (See February/

(Continued on page 8)

When I was a child, we lived out on Mulberry Avenue, and of course, then if you went downtown, you rode the trolley.

-- Virginia Steele Haynes



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From their apartment at 57 West Washington Street in Hagerstown, the Haynes family could watch the trolley makes its way through downtown. The photos above show the last trolley to run from (Continued from page 6)

March 1994 edition.)

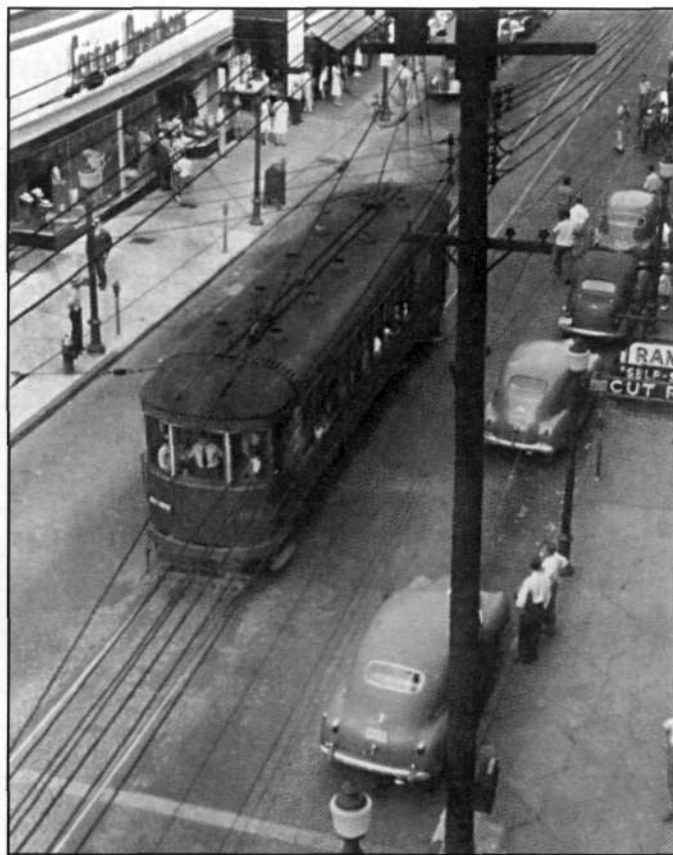
The daughter of Axel and Myra Steele remembers the H&F trolley that made its way down West Washington Street below their apartment. "When I was a child, we lived out on Mulberry Avenue, and of course, then if you went downtown, you rode the trolley."

On Aug. 4, 1947, when car No. 172 closed out the storied history of trolley service in Hagerstown, Mrs. Haynes declared, "He's (Phil) got to have a ride on the trolley." Phil remembers that ride. "Mom took me on a trolley ride the last day they ran." Complete with a banner (LAST TROLLEY TO RUN IN WASHINGTON COUNTY) noting the significance of the occasion, "the trolley went to Williamsport and back. I remember it. I was about four at the time."

For Mrs. Haynes, the highlight of downtown Hagerstown was the "dime stores," she said laughingly. "Newberry's, McCroy's, Woolworth's, Grant's, and then of course, Eyerly's was there and Leiter's and Ward's."

It was on North Potomac Street where the family shopped for groceries at the A&P store. At that time the Abe Martin store on the Square was still in operation. She also recalls the L&B Hat Shop located near Abe Martin's groceries.

Phil ticked off the names of the stores that he recalls in the late 1940's going west from the F&M Bank. "Musey and Evans, Emmert's, and then Newberry's, then Hagerstown Trust" and finally the Washington County Court House at the corner of West Washington Street and Summit Avenue.



Hagerstown to Williamsport on Aug. 4, 1947. Eyerly's Department Store can be seen in the picture at the left while Leiter Brothers and Rand's Cut Rate are pictured in the photo at the right. (Courtesy Phil Haynes)

West of the F&M Bank was the R&G Department Store (later Rosen's). "You could get some clothing there that you couldn't get anywhere else in the farmer's line." Near the R&G "was a little confectionery called Rand's, and Mom would let me go down there, maybe get a gum ball. Rand's was a neat little place."

"I don't remember their names, but I guess they were teenaged girls working there, and they must have taken a liking to me, and they asked if they could take me to the movies. I think we went to the Maryland Theatre, and I think the movie was the Babe Ruth story."

As a youngster Haynes delighted in the 'abundance' of movie theaters downtown. "Mom would give me a quarter or whatever it was. You had the Academy across the street. Down around the Square, you had Henry's, the Maryland, and the Colonial. It was nothing for me to walk down the street and go into the movie and stay all afternoon and see the movie two or three times. You could do that in those days. If you wanted to see a western, you went to the Academy."

He recalls when "I was probably about five, I went down on the street, and I turned west up to Summit and Jonathan, crossed the street, went out Jonathan to Church Street where the jail used to be, turned up Church and went about a block and came back. The whole time I carefully remembered what I did so I could retrace my steps. It wasn't any big deal! I knew where I was!

"It was fun living downtown," Haynes concluded, maybe because as his mother put it, "Everything was there!"



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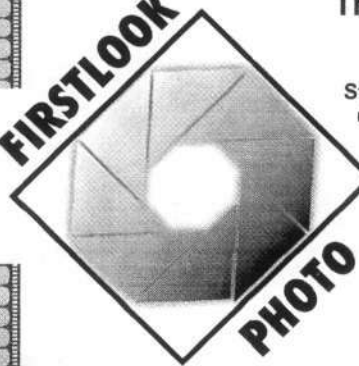
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The photo at the left shows the Savoy Restaurant and the Maryland Hotel at the corner of Jonathan and West Washington streets in Hagerstown. The Western Union office is seen to the left of the restaurant.

Montgomery Ward's in the photo at the right was one of the major stores in downtown Hagerstown in the 1950's. Next to Ward's in the first block of West Washington Street is Thom McAn's to the west and Kohler's Jewelers to the east.

Demolition of the buildings on the southwest corner of the Square is taking place in the picture below to make way for a new People's Drug Store. The picture on page 4 shows the area prior to construction work. (Maryland Cracker Barrel Photos)





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Reminiscing the Rails

Retired Railroader Recalls WM Freight House

By Frank Woodring

Nestled between West Baltimore and Hood streets in Hagerstown was the Western Maryland Railway freight house that served WM customers until the mid-1960's. Ironically, the freight house was in the same block as the B&O complex that occupied the area where the Herald-Mail Company is located today.

Bobby Rhoe, a 41-year employee for the Western Maryland, worked at the WM freight house from 1961 until it closed in 1965. The WM terminal was one of three local railroad freight yards where Emmert Hardware employee Lewis Shank picked up merchandise (see the Dec./Jan. 2004-2005 edition).

"When I was down there, I was chief clerk to the agent," Rhoe stated. "The freight agent is the liaison between the railroad and the customer. About 95% of the business is handled through the freight agent's office."

"We had three to four people working in the freight shed. We had about eight people in the agent's office, who handled everything — the billing, collection of freight, the rating and routing of freight, anything that had to do with the customer. Any time the customer wanted to order a car or release a car or ship some freight, they would do it through the freight agent's office."

"Maryland Metals was a big customer along with Manbeck Bread, Baer Foods, Thomas Bennett & Hunter, and Victor Cushwa at Williamsport. Schindel and Rohrer used to come here and pick up freight. We also had a program where the railroad would deliver for a fee. We'd unload it, notify them, and they'd tell us whether they wanted to pick it up or have us deliver it."

Rhoe added that the two tracks that serviced the freight house, a red brick building, dead-ended at Hood Street. "We had room for about seven (cars) on each of the two tracks, but only about three or four doors that you could unload from."

The 74-year-old Hagerstown resident pointed out that H. L. Mills, who owned a gas station on West Baltimore Street, "brought his own railroad tank cars in from Baltimore (on the WM). He'd unload them where his filling station was."

"When I was down here, that's when we started in what we called the piggyback business — trailers on flat-cars. We had a little ramp right down there before you get to Lee Street. This was the only ramp around this area that handled piggyback freight."

Before the WM closed the Hood Street location, Rhoe noticed a decline in freight traffic "because trucks were starting to come in." Today, however, he believes that there is a definite shift back to the railroad, "especially piggyback and automobiles."

Rhoe remembers the nearby B&O freight station still being in operation in the 1960's. "We interchanged cars right here with them, and we'd go back and forth every day with them."

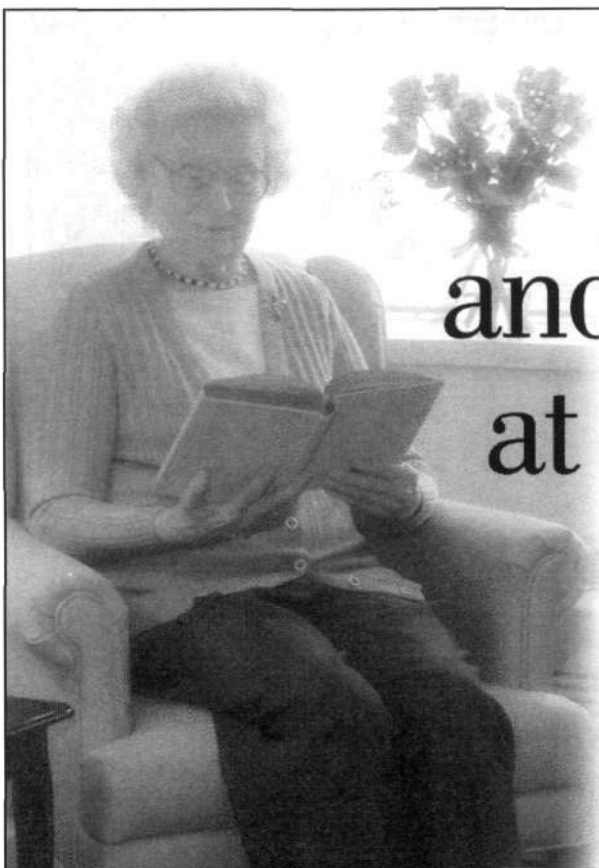
In 1891 the B&O had rebuilt its Hagerstown terminal near the former site of the Antietam Paper Company. The original B&O freight station was a 101-foot long, two-story brick structure.

Rhoe's father Edgar worked on the B&O in the mechanical department at Brunswick. "His three brothers (Brady, Guy, and Bruce) were all railroaders. Up at Cherry Run (WV) (Continued on page 14)



Located between Hood and West Baltimore streets in Hagerstown was the Western Maryland freight house pictured above. Local resident Bobby Rhoe spent part of

his 41-year career with the WM at the freight house, which was built in 1885 and removed in the 1960's. (Courtesy Western Maryland Railway Historical Society)



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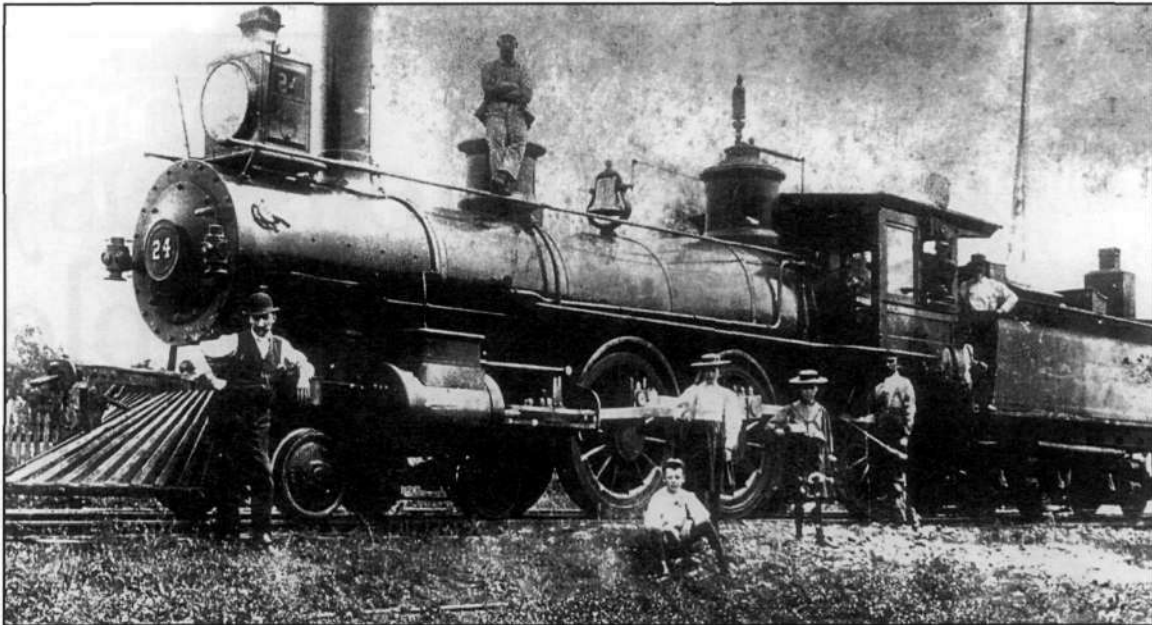


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The 1896 photo above shows Western Maryland engine #24 near the freight house between Hood and West Baltimore streets in Hagerstown. Those identified, pictured left to right, are George McKane, Bob (Continued from page 12)

that's all there was to do at that time — railroading. A lot of people in that area were railroaders."

Rhoe remembers Cherry Run as "15 or 20 houses scattered around the valley. It had a post office and one store when I was there and a church (United Methodist Church)."

A graduate of Hedgesville High School, Rhoe went to work on the WM shortly after high school. "I knew the man, Lott Shank, who was the agent there at that time. The WM had an agency there at Cherry Run, a combined agency with the B&O. I went there for a couple of weeks and tried to learn the job for the agent who went on vacation. That was my first job in 1947 at the age of 17.

"From there I went everywhere. I mean everywhere — anywhere from York to Gettysburg to Baltimore to Hancock, Hagerstown, Chambersburg, just working the extra. That's how you usually started on the railroad at

Kepner (on sandbox), Robert Zeigler, Julia McClure, (?) McClure, W. H. Fleigh, W. H. Full (in cab), and Lask Lushbaugh. (Courtesy Don Corbett, President of the Hancock Historical Society)

that time as far as the office workers.

"I've unloaded freight out of cars. When you're on the extra list, you do about anything that has to be done. You might be a clerk this week, and next week you might be unloading freight somewhere. Maybe a week here, two weeks there — that went on for a couple of years.

"On the railroad we always went by initials, like I was B. R. Rhoe. My name is Bobby Raymond. You'll notice on all your railroad records, it's always B. R. Rhoe. That's how you were paid as far as payroll."

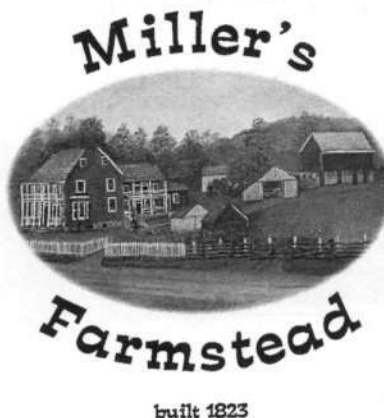
After the freight house on Hood Street closed, Rhoe was moved to the passenger station on Burhans Boulevard where he became the freight agent. When that station closed, Rhoe's next move was to the second floor of what is now the Hagerstown Roundhouse Museum, then the engineering building. "When they closed that out, I was moved over to the yard office."

Rhoe clearly remembers when he retired. "I went (Continued on page 16)

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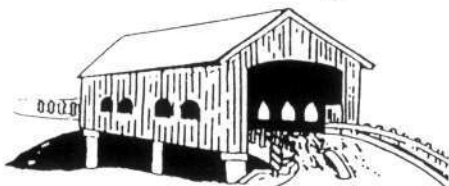
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The above 1931 aerial photo shows the site of the Western Maryland freight station and the B&O freight and passenger stations situated between West Baltimore Street and Summit Avenue in Hagerstown. (Continued from page 14)

to work on Oct. 1, 1947, and I retired on Oct. 1, 1988, exactly 41 years. You'd better remember those dates. It's like the Army, like your serial number; you don't want to forget that!"

As he summarized his years on the railroad, Rhoe concluded, "I enjoyed it! I had a ball. It was hard a lot of times, a lot of hard work, but there were a bunch of characters on the railroad. At that time I'd say the railroad was one of the best paying jobs around the area — good benefits, good retirement!"

Bobby Fouche, a 30-year veteran on the Western Maryland, also remembers the WM freight house on Hood Street. "My recollection of what we commonly referred to as a local freight house commenced in 1943 when I first went to work for the Western Maryland Railroad as a call boy. "

"One of my responsibilities as a call boy was to go to the local freight station and pick up the mail on the second trek and take that mail from the West Baltimore Street location up to the WM Railroad passenger station, which was located at what was formerly known as Foundry Street, now known as Burhans Boulevard, and I would deposit the mail there in the baggage room.

"My route would lead from the West Baltimore Street location, cut up through Library Alley with my bicycle, and of course the bicycle had a nice sized basket on it to carry the mail, but I was never able to conquer that steep hill going up to Prospect Street. I'd get so far, then I'd get off, and push the bicycle up the rest of the way, cut down Prospect to Washington and over to the passenger station. You had to peddle the old bike

timore Street and Summit Avenue in Hagerstown. (Courtesy Western Maryland Railway Historical Society, R. E. Anderson Collection)

— beautiful red and white — in all kinds of weather."

Fouche, 77, likewise enjoyed working on the railroad. "At the time that I went to work at the railroad, I was a junior in high school, and I was very much the envy of my classmates because I had gotten a job on the railroad, and it was a man's job. I was just a boy at that time, 16 years old, but it was a man's job. I graduated in 1945, but I went to work for the railroad in 1943.

"My mother told me that I could work there as long as I made sure I got my schooling in and graduated. During my senior year, why I got a regular job on the third trek from 10:30 p.m. until 6:30 in the morning. Then I'd go to school during the day time and then get my rest in evening and go back to work on the railroad.

"When I first went to work on the railroad, they were working 12 hour days, but when the 40-hour work week went into effect, that was a big thing for us because it cut down on those long 12-hour days real quick."

For Fouche downtown Hagerstown was a fun place. "Monday (his day off from his railroad job) evening was spent mostly down at the old skating rink on West Franklin Street opposite the post office. R. D. McKee (on North Potomac Street), if I remember correctly, that's the one that had little baskets that went on the wire for the change; Eyerly's had that also."

Charley Kunkleman, who recently retired as a CSX engineer, remembers going to the freight house on Hood Street as a youngster with his father Paul, who worked for the Western Maryland. Later, he helped to deliver freight to the WM freight house, which was located in what is now the parking lot for the present-day Washington County Administrative Annex at 80 West Baltimore Street.



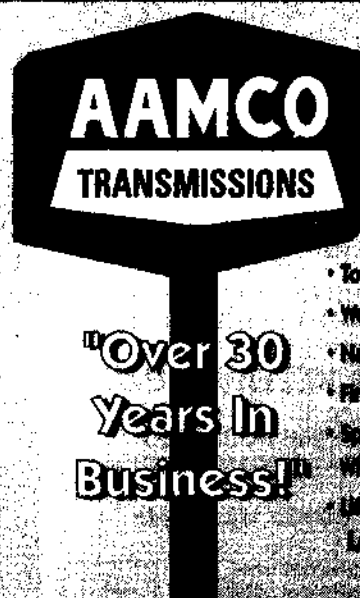
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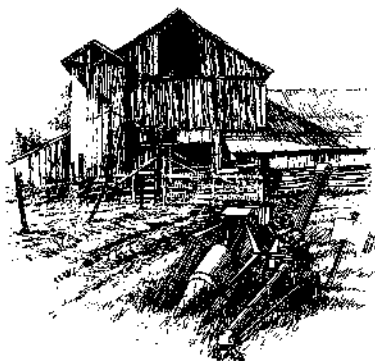
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Nostalgic Moments

Belle Grove (Washington County): "The Little Town That Was"

By Frank Woodring
and
Jessie V. Robinette

Ten miles west of Hancock, a small farm community called Belle Grove once flourished along the banks of Sideling Hill Creek.

Complete with a post office, blacksmith, wagon maker, church, and school, the town was home to many who fashioned a living at the base of the 1,269-foot Sideling Hill. The creek by the same name served as the boundary between Washington and Allegany counties.

Although the Belle Grove Post Office was established in Washington County in 1894 and served the area until April 4, 1898, when it moved across the stream into Allegany County, residents in both counties lay claim to living in Belle Grove.

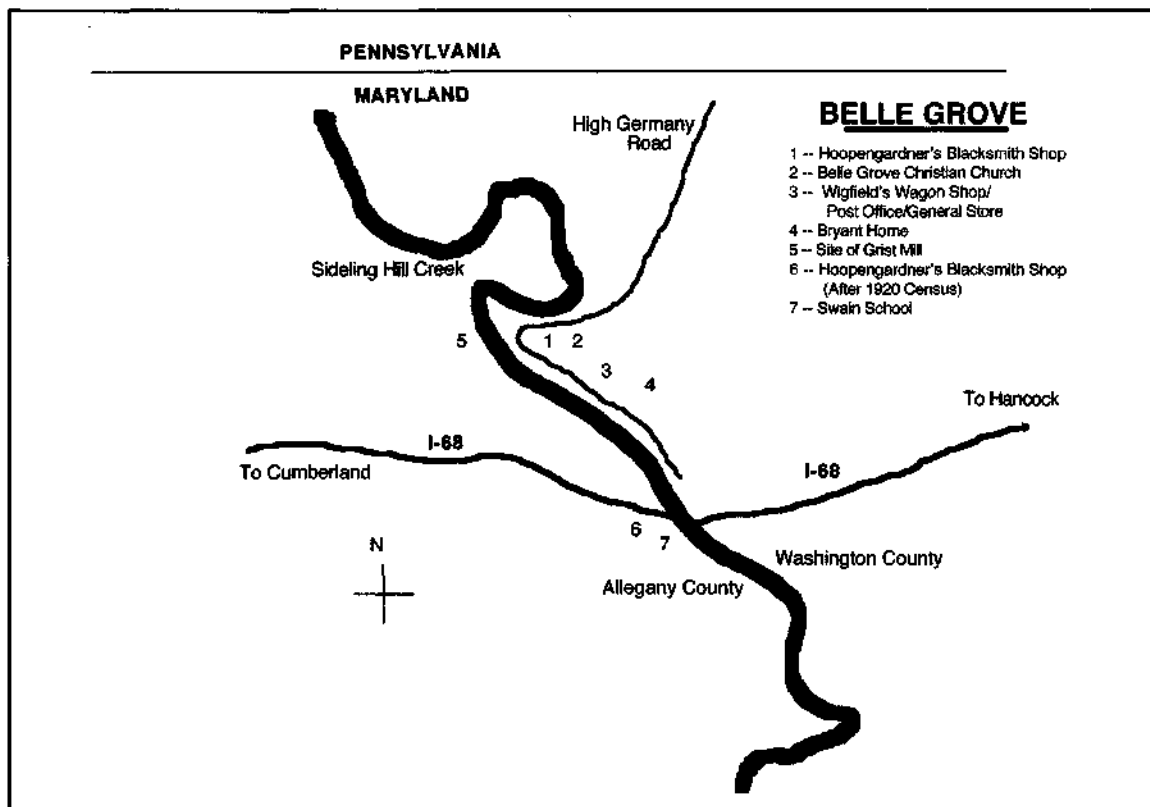
A glance at an atlas today shows Belle Grove located west of Sideling Hill Creek in Allegany County. Records at the Washington County Historical Society verify that Belle Grove no longer exists in Washington County.

John Frye of the Western Maryland Room of the Washington County Free Library produced information that indi-

cates that Edward Potter became postmaster of Belle Grove on Feb. 8, 1894, in Washington County. He was followed in that position by M. Brinkman (March 7, 1896), Asbury Wigfield (May 6, 1896), and Isaac Swain (March 7, 1898) before the post office was moved to Allegany County prior to the turn of 20th century.

Don Corbett, president of the Hancock Historical Society, has records from the United States Postal Service that reveal the name of the post office was changed to Belle Grove in December of 1895, and that the post office was discontinued on June 30, 1920. Apparently, the post office moved back and forth across the county line as information from the Post Office Department dated Sept. 19, 1911, shows that Wigfield requested to have the Belle Grove Post Office moved 1/4 of a mile to a new location in Washington County, "8 miles from the Western Maryland Railroad." The new post office was to serve a population of 60.

Dale Murschell, librarian for the Allegany County His-
(Continued on page 20)



Jessie Bryant Robinette, 87, was born on the family farm in Belle Grove near Sideling Hill Creek in Wash-

ington County. The Bryant home was situated near Asbury Wigfield's wagon shop on the map above.



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Pictured above are the post office and country store that once served Belle Grove in western Washington (Continued from page 18)

torical Society, Inc., stated that the town of Belle Grove is listed on early maps, but that in all likelihood the town was "absorbed with the building of Route 68."

Jessie V. Robinette, whose family moved to Belle Grove in 1925, refers to the community as "the little town that was." Following is her story of that "once-thriving farming village that was just on the verge of the automobile age and now is not even on an official Maryland state map."

The daughter of Richard Anson Bryant and Clara Albright Bryant related that her father worked for the *Daily News-Evening Times* in Cumberland "when he purchased the farm property about 1915. It consisted of 190 acres, 30 of which were tillable, the rest woodland.

"There were two houses on the property: one a large white frame farmhouse (still standing), and the other, a small four-room affair (still standing) some distance away. I was born in the large house, the only one of my family to be born in Belle Grove. My sister Virginia and younger brothers Richard and William were all born in Cumberland.

"The family lived only briefly on the farm. When Dad changed jobs to work at the Government Printing Office in Washington, D. C., we returned to Cumberland, then moved to a suburb of D. C. in Prince George's County. When Dad retired in 1925, we moved back to the farm for good; you might say we children were virtual newcomers to Belle Grove.

"When our family moved there in 1925, it was a thriving village. On the Allegany side there was a blacksmith shop, a country store, and a gas pump. On the Washington County side (where we lived) across a wooden plank one-lane bridge was the Belle Grove Christian Church and remains of a grist

ton County on what is now High Germany Road. (Courtesy Hancock Historical Society)

mill. About 10 families had farms on the Allegany side and four or five on the Washington County side. Our farm was one of the smallest in comparison."

Now a resident of Clarksville, TN, Mrs. Robinette added, "For elementary school we children went to the one-room Swain School on the Allegany side. We all

On winter days our feet would be so cold, we were allowed to unlace our high-top shoes and warm our feet on the bumper of the stove.

-- Jessie Robinette

walked to school regardless of the weather — rain, sun, and snow, sometimes up to the calves of our legs. We carried our lunches in lunch pails or in bags. On winter days our feet would be so cold, we were allowed to unlace our high-

top shoes and warm our feet on the bumper of the stove.

"The school room was a plain affair with windows on the highway side, rows of double desks, a blackboard, teacher's desk and chair, and cloak room. A coal-fired pot-bellied stove with a shining bumper attached was prominent in one corner. Big boys brought in coal from outside as needed. A water bucket and dipper served for drinking, a basin and soap for washing hands. Two outdoor privies completed the picture. Privies were used only during recess and lunch hour.

"Miss Mann was our teacher. We adored her as we did all our teachers. In the mornings we opened class with the Pledge of Allegiance and a march around the room to a Sousa march played on a portable Victrola.

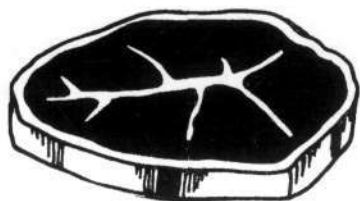
"We were heartbroken when Miss Mann left to get married. Married women were not allowed to teach. Now the school board sent us beautiful, well-dressed city-bred young ladies fresh out of Frostburg Normal School, and we adored those, too. They boarded with the Hoopengardners during the week and rode the Blue Ridge bus back and forth on weekends.

(Continued on page 22)

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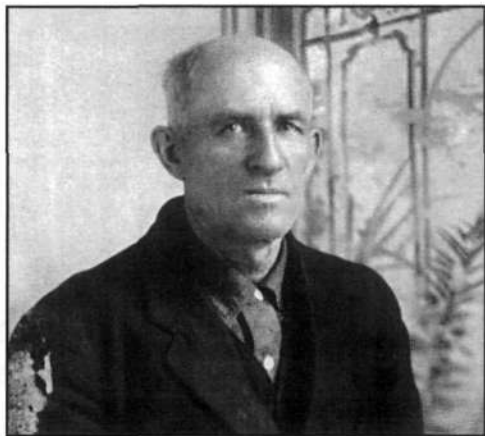
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Richard Anson Bryant and Clara Albright Bryant moved to a 190-acre farm in the Belle Grove area in 1925 and raised their family. One of their daughters, Jessie Robinette, recalls grumbling about such chores as shelling peas and string beans, but added, "It was mother's industry, in a hot kitchen. . . . that filled our storage shelves for good winter sustenance."



(Continued from page 20)

"For high school my oldest brother and I were bussed west over three mountains to Flintstone High in Allegany County. By the time my youngest brother was ready for high school, a new one had been built in Hancock, so he was bussed there.

"Our farm life was much the same as that of all the Belle Grove community. In the field we grew corn or wheat. We kids marveled at the threshing machine, which belched out straw from a long pipe, straw which made a great playground until our mother got tired of shaking it out of our clothes.

"Corn in late August was cut, stacked in shocks, the ears removed, shucked, and stored in a corn crib. The shocks made a great place for a hide-and-seek game. Later, it was part of our job to shell the kernels off the corncobs by hand — sore thumbs!

"We had a garden overseen by our mother. We children grumbled and pulled weeds in the hot sun, but it gave us wonderful fresh vegetables in the summer. Our mother was a great canner. Once again, we children grumbled when we had to shell peas, string beans, peel tomatoes dropped in hot water to loosen their skins, peel peaches, core and peel apples — no way to spend the summer with the nearby creek so inviting. But it was mother's industry, in a hot kitchen, keeping tabs and time on the copper boiler as it bubbled around jars that filled our storage shelves for good winter sustenance.

"If we were poor, we didn't know it, for we never went hungry, not even during the Great Depression. Her home baked bread and navy bean soup could sustain an army.

"Every February the mailman on an RFD route out of Hancock — Eddie Munson, later Charlie Corbett — brought a wide, shallow, noisy box. Inside it was full of tiny yellow chickens — "pee pees" — all chirping and ready to get out of their temporary prison. We children couldn't wait to get our hands on the adorable soft things, our future flock of white leghorn chickens.

"They needed warmth and care for a while behind the kitchen stove before being transferred to the chicken house and pen. There they grew into gawky, awkward creatures until they got their full growth and feathers. Dad designed our chicken house with a series of about six nests with trap doors. Hens had a numbered band on one leg. When the hens went into the nests to lay an egg, the wooden door fell down and shut them in. It was our job as children to

visit the hen house several times a day, let the hen out, read and record the band number on a chart, and collect the eggs. That way we knew which hens to keep and which were possibilities for Sunday dinner.

"We had a hog, a Poland China, a sow who had a litter of

the prettiest little black and white piglets. We children were warned away from the pen, but were allowed to hold the squealing little things. We gave them names and were heartbroken when several were sold.

"George Crawford was the master butcher in Belle Grove and

no doubt elsewhere. He liked to tease two squeamish girls like me and my sister. He would open his large case of shining knives, a real wicked looking array, just to hear us gasp in horror.

"Butchering in the late fall was something of a shared experience with neighboring men where meat was traded for labor. Our job was to help our mother prepare the huge noon-time feast of liver and onions, vegetables, pies, and all the jams, jellies, pickles, and preserves the table would hold to go with homemade bread. Later, there were hams and bacon to be salted, fat to be rendered into lard, sausage to be made. Again, our mother's canning skill came into play for she canned sausage and tenderloin. We ate well in the winter.

"Yes, we also made use of the cotton sacks the chicken feed and hog mash came in — not for top clothes. But once washed, bleached, boiled and rinsed, they were made into fine soft underwear — undershirts, pants, bloomers, and petticoats. Sewn together they made soft sheets and pillow cases. Elizabeth Hoopengardner taught me to crochet, and soon our feed sack pillow cases sported lacy edges several inches wide.

"Along the National Highway where Exit 72 now is located, Frank Hoopengardner had established a blacksmith shop. We children were fascinated to see the fiery flame in the forge, see and hear his hammer against red hot iron. Frank was a big, muscular man. We watched him easily pick up a horse's hoof, pound in a nail, which we were sure would pain the horse, but it never did, of course. Frank repaired the iron rims on wagon wheels, or he could make new ones. He could replace broken spokes
(Continued on page 24)

If we were poor, we didn't know it for we never went hungry, not even during the Great Depression. Her home baked bread and navy bean soup could sustain an army.

-- Jesse Robinette

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In 1946 Jim and Clara Roby (above) moved to Belle Grove where they opened a Mobil gas station and a snack bar that eventually turned into a restaurant to serve travelers as well as "locals" along Rt. 40 on the Allegany County side of Sideling Hill Creek.

(Continued from page 22)

on damaged wagon wheels. He could also make whole new wheels themselves, a fine art. His wife Lottie presided over their spacious two-story house nearby. For his daughter Elizabeth he built space near the shop for a small country store.

"For the occasional motor traffic on Route 40, Frank installed a hand-operated gasoline pump — Sinclair — at 25 cents a gallon. The blacksmith shop and also the store became a place for casual community gathering, exchange of news, friendly talk, and of course, gossip. If you wanted to learn the latest, have an errand to do at the blacksmith shop.

"Closer to the foot of Sideling Hill, the Millers opened a garage to service the gasoline engine. As motorists came down off the mountain's steep, twisting curves, the Millers were there to handle smoking brakes, fix flat tires, patch inner tubes, adjust carburetors, and make other repairs. Their garage also was a spot for community congregating.

"In 1925 Belle Grove had no electricity. Homes were heated with wood or coal, mostly wood. Cooking was done on a woodstove. Our stove was a Majestic with a hot water tank on the side.

"Lighting was by kerosene lamps and lanterns. We had two Aladdin lamps, which used a fragile, cotton mantle, but gave off a brighter light. Frank sold kerosene, also.

"The Blue Ridge bus line was our connection to the outer world. Most people shopped in Hancock, but as autos became more plentiful, Cumberland became a larger mecca.

"Sideling Hill Creek played a big part in our lives in Belle Grove. A one-lane wooden plank bridge with iron railings spanned the creek and connected Allegany and Washington counties. The creek varied in width — some places perhaps 30 feet across and four or five feet deep, to narrow and shallow.

"Near our home was a wide place. We children learned to swim in the creek just by flapping our arms and legs until we worked out the right motion. The creek bottom was rocky and hard on our feet, but we didn't care. We started nagging our mother in early June to go swimming. She knew the water was still cold, but finally gave in. We waded in, felt the chilling shock, but stayed in until, shivering, teeth chattering, and blue around the lips, she made us come out and wait for warmer weather.

"Further up the creek had once been dammed to provide power for a grist mill. The mill was no longer there, but the wide, deep mill pond was. What a swimming hole that made!

"After a hard day's work with their horses, the Swain boys would sometimes bring the beautiful animals to the creek to be cooled off and washed. Yes, there was a strong vine rope hanging from a sturdy tree branch on which you could swing out from the bank and drop into the deep part of the creek.

"In winter when the creek froze hard, almost to the bottom in some places, young people and older ones, too, would gather after dark to make a bonfire and ice skate for hours. Winter was prime time to cut big blocks of ice from the mill pond for storage in sawdust — insulated ice houses. In summer it was available for ice boxes and homemade ice cream. Yum!

"Revivals were held at the church (Belle Grove Christian Church) as well as graduations and special music programs where a local band performed. These attracted crowds from all around.

"Yes, Belle Grove community spanned both sides of Sideling Hill Creek, yet people felt united by the isolation of their location."

Today, Clyde Norris, 96, lives across Sideling Hill Creek in Allegany County and remembers Hoopengardner's blacksmith shop being near the Christian Church in Washington County. Near Hoopengardner's shop on what is now High Germany Road was a wagon shop operated by Asbury Wigfield, whose wife Marge ran a store. Norris laughed when he recalled Hoopengardner "spitting on the fire and making it crackle like a pistol!"

Although Mrs. Robinette and Norris appear to disagree as to which county Hoopengardner lived in, U.S. census records indicate that both are correct. In 1910 and 1920 census records, Hoopengardner is listed as a blacksmith in Washington County. However, the 1930 census reports that the blacksmith lived in Allegany County where he had his shop.

According to the 1910 census, Asbury Wigfield is listed as a merchant while later records indicate his occupation as a wagon maker and blacksmith. Norris feels that Hoopengardner and Wigfield worked together on making wagons when their shops were on High Germany Road.

While census records back up Norris' recollections, 92-year-old Jim Roby well remembers Hoopengardner's blacksmith shop in Allegany County. Born at Little Orleans west of Belle Grove, Roby recalls, "I used to ride my father's horse out there to have him (Hoopengardner) shoe it. That was in the early 1920's. It was about six miles; I was about 13 or 14."

Roby was about 13 when he went to work on the Western Maryland Railroad "up near Jerome west of Pearre in West

(Continued on page 28)

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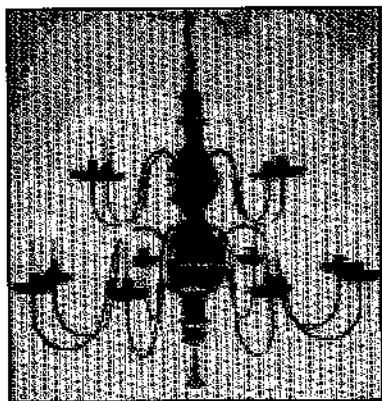
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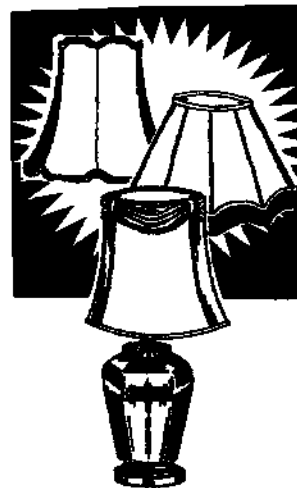
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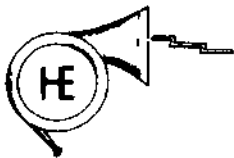


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Civil War Footsteps

Former Slave From Tilghmanton Area Finds Freedom

By Richard Clem

Although born in bondage and only a little over five-foot in height, this black woman could hold her head up with pride and stood taller than most. The name Nancy Campbell appears first on a deed found in the Washington County Court House. The official document reads:

At the request of Nancy Campbell, the following deed was recorded June 14, 1859, by Andrew Miller of Washington County, Maryland. "I do hereby set free my Negro slave, Nancy Campbell, her freedom to commence from the year eighteen hundred and fifty nine."

The statement is witnessed and signed by Justice of the Peace Thomas Curtis McLaughlin and Andrew Miller. The small domestic servant with an appraised value listed at \$250 would be considered "free" from this date forward.

In 1831 at the age of five, Andrew Miller and his family came from Franklin County, PA. Later, as a young man he purchased a 50-acre farm in the Tilghmanton area of Washington County where his wife, Heaster Ann Miller, would give birth to at least four children. It is unknown when Mr. Miller acquired or bought Nancy Campbell. It was against the law to teach a slave how to read or write, so few records exist if any, to state where Nancy was born or who her parents were.

Slave labor in Maryland before the Civil War was less strenuous than the backbreaking, arduous task of "picking" in the cotton fields of the South. In Nancy's case she would have taken care of Miller's "youngins" as a nanny, did some cooking or other household chores, and perhaps tended to the garden.

In 1859 Andrew Miller sold his property situated "... west side of the pike leading from Hagerstown to Sharpsburg" to Robert L. Cross. Having sold the farm and no more need for slave labor, Miller decided the same year to set Miss Campbell free. Years later Hiram N. Cross, son of Robert Cross, turned the Miller homestead into a very productive and profitable fruit farm called "Fairplay Nursery." With money from the sale of the Tilghmanton property, Andrew Miller could anticipate a bright future. But without family, education and no means of support, what would happen to the 46-year-old freed servant trying to survive in a world among strangers?

An 1860 Washington County census for the Sharpsburg District lists a Nancy Campbell, a black, freed female servant living with the William Roulette family. It is believed Nancy made contact with the Roulettes through William Roulette's marriage (March 14, 1847) to Margaret Ann Miller — a distant relative of Andrew Miller, her former owner.

As a matter of fact, Mr. Roulette purchased his farm on April 22, 1853, from his father-in-law John Miller. Surely, some divine force had a hand on Miss Campbell's life for less than a year after being freed, she not only had a new home and friends, but also would receive wages for her labor. Sometimes a guardian angel comes in the form of a compassionate farmer. "O God, save thy servant that trusteth in thee." Psalm 86:2



NANCY CAMPBELL

When Campbell came to live with William and Margaret Ann Roulette, the Roulettes were the parents of five children, so the need for a good nanny was great. The 1860 census also lists a 15-year-old black farm hand named Robert Simon as working for the Roulettes. Soon after Nancy's arrival, Margaret Ann gave birth to her third daughter and final child, Carrie May. Undoubtedly, Miss Nancy felt grief and pain as a family member when little 20-month-old Carrie passed away from typhoid fever.

In the mid 1800's, William Roulette and his close neighbor to the west, Samuel Mumma, were known as two of the most prosperous farmers in the Sharpsburg District, raising mostly corn on their fine limestone soil. And then civil war came to Washington County! On Sept. 17, 1862, the Battle of Antietam was fought on rolling farmland and wood lots north and east of Sharpsburg. Standing in the heart of the morning battlefield, Roulette's farm would play a major role in the "bloodiest day of the American Civil War."

To escape the coming storm the day before the battle, Mr. Roulette "... took the family six miles north to Manor Dunker Church, where they were sheltered by Elder Daniel Wolf, a minister of that church." In all probability Nancy Campbell and Robert Simon joined the Roulette family at the Manor church. The Mummars also evacuated their farm and sought protection at the Manor.

While still in slavery, Nancy became very familiar with the Manor church and often found sanctuary for her soul within its solid stone walls. When working for the Millers, she attended and became a member of this mostly white congregation just a short distance east of Tilghmanton.

Local folks refer to this house of worship as the Manor Dunkard Church or "Tunkard" in German. Built in 1830, this meetinghouse was the mother church of the famous Dunkard Church on the Antietam Battlefield. Services are still held every Sunday morning in the old limestone structure that has taken on a large brick ad-

(Continued on page 28)



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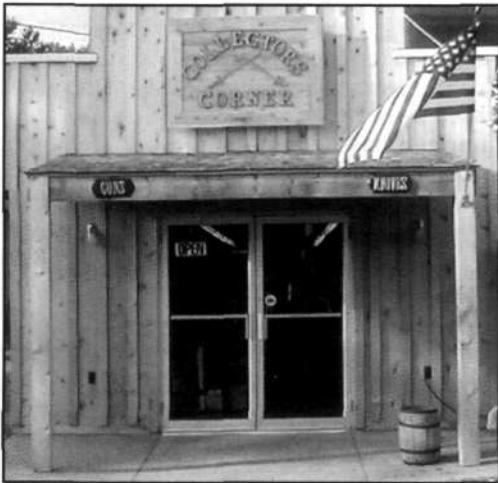
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It was at the Manor Church of the Brethren (above) east of Tilghmanton where former slave Nancy Campbell became a member. It was also at the Manor Dunker Church as it was called in the 1800's where she sought refuge with the William Roulette family during the Battle of Antietam. (Courtesy Richard Clem)

(Continued from page 26)

dition and is known as the Manor Church of the Brethren.

Early on the misty morning of what the South still calls the Battle of Sharpsburg, Gen. George B. McClellan (Army of the Potomac) launched a series of mass assaults on the Confederate's well protected defensive line. During the final attack over bodies of fallen comrades, Gen. William French's division (2nd Corps) got turned by mistake in the confusion and smoke of battle. Around mid-morning, French's 5,000 mostly untested troops marched blindly towards the Rebel center posted in an old sunken road — soon to be named "Bloody Lane." Directly in the path of the Federal advance stood the Roulette farm.

With his family safe in the Manor church, Mr. Roulette returned to protect his farm, spending most of the day of the battle in the cellar. Following the conflict, one Union soldier remembered, "Around the surgeon's table in the barn of the Roulette farm amputated arms and legs were piled several feet deep."

Another eyewitness recalled the damage to the Roulette farm. "... the buildings were struck by shot and shell of which they still bear the marks. One shell pierced the southern end of the dwelling, went up through the parlor ceiling, and was found

(Continued from page 24)

Virginia. They had a camp car up there. I went up there with the extra gang. I worked along with the men — picked up a crosstie and carried it like a man. I was pretty strong.

"We stayed in the camp car. It was hard work regardless of what you did." One of the benefits of railroading for Roby was the fact that "we ate good: pancakes, sausage, and eggs for breakfast. They had a cook on the cook car.

"I was a laborer off and on for five or six years. I worked for the Western Maryland and the B&O. I helped to lay steel on the B&O from Green Spring to Martinsburg when steel first came out.

"I enjoyed laying steel — another guy and I, he was left-handed, and I was right-handed. We'd drive spikes. He'd be on one side of the rail, and I'd be on the other."

In 1946 Roby and his wife Clara moved to the Allegany County side of Belle Grove and "started a business — a Mobil gas station and a little snack bar that

in the attic." The Roulettes' neighbor, however, Samuel Mumma, lost far more during the battle when his house and barn were burned and completely destroyed.

Nancy Campbell must have been devastated and heart-broken when she returned to her once beautiful home. The barn and house had been converted into a hospital — dead and wounded soldiers covered the ground. Just to the south where Roulette's lane joined the sunken road, Confederate bodies were stacked three and four deep.

Crops in the fields about to be harvested were trampled and now strewn with caissons, canteens, blankets, guns, and other implements of war. Like most residents of the Sharpsburg area, Nancy along with the Roulettes would have pitched in to bring comfort and relief to the thousands of bloodied and fallen humanity with no regards to Blue or Gray.

In 1887 at the age of 63, William Roulette turned the farm over to his youngest son, Benjamin Franklin Roulette. Wanting to take life a little easier, the aging farmer moved to a smaller home in Sharpsburg. By this time Nancy herself was getting

up in years and only able to do "piddlin' work," but the caring Ben Roulette left her stay on at the old homestead. William Roulette died on Feb. 27, 1901. Margaret Ann had passed away 18 years before on Feb. 19, 1883. Both are buried in Mountain View Cemetery east of Sharpsburg.

Evidently, Nancy was paid well by the Roulettes for her household work. Sometime while living with the Sharpsburg area family, she had her picture taken by a professional photographer. The small photo measuring approximately 3x3 is still in the Roulette family and in its original protective case. Known as a daguerreotype, the black and white image would have been expensive to produce in the late 1800's. The dress in the picture also appears to be of fine quality material and possibly purchased from a good seamstress.

Nancy Campbell passed away on Jan. 5, 1892. She was 78 years old. Seven years earlier on Jan. 20, 1885, she had recorded her last will and testament with the Register of Wills in the Washington County Court House. Appointed as executor of her estate was Benjamin Franklin Roulette. It was rare for a slave, in bond-
(Continued on page 30)


turned into a restaurant along Route 40."

Roby commented that most of the supplies for the restaurant were bought in Cumberland, "I bought most of my meats from Pittman's at the corner of Pennsylvania Avenue and High Street in Hancock." While Belle Grove may have officially disappeared, the Pittman family still operates a grocery business in Hancock albeit not in the same location.

Like most businesses that once existed in Belle Grove, the Robys finally closed their business in September of 1981 when "the State bought me out" to put I-68 through the area.

As Mrs. Robinette put it, "Country life is fine for childhood, probably the best there is. But once out of high school we had to find jobs, think about careers because it takes cash to live in a changing world. Where were these jobs? Anywhere but Belle Grove!


"Although the Belle Grove community is gone from the latest Maryland maps, its people and experiences are very real anytime I want to recall those days of childhood!"



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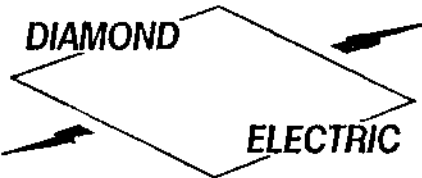
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Pictured at the left is the home of William Roulette on the Antietam Battlefield. It was here that Nancy Campbell found employment and companionship for more than 30 years. Today, the Roulette farm is owned by the National Park Service and is in the process of being restored. (Courtesy Richard Clem)

(Continued from page 28)

age or freed, to have a last will and testament.

Combining cash in the bank with "cash in the house," the estate value totaled \$867.04. The will gives testimony to where this freed slave placed her trust. "I give and bequeath to the Manor Church of the Tunker denomination to which I belong in Washington County, Maryland, the sum of Fifty Dollars."

The Afro-American Methodist Episcopal Church situated in Sharpsburg also received the sum of \$20. Still standing, but in great need of repair, this little one-room church was started in 1866 by Rev. J. R. Tolson for slaves recently freed by the Civil War. It is uncertain if Nancy attended Tolson Chapel, but the \$20 gift from her will demonstrates the value this former slave placed on spiritual guidance and worship.

Nancy remembered her former master with fondness. "I give and bequeath to Andrew Miller, my chest, my trunk, and my stand." The will provided \$25 apiece to Hamilton, Thomas, and Susan — all three children of Andrew Miller. She must have had a good relationship with the Miller youngsters while working at Tilghmanton. Heaster Ann Miller passed away on March 11, 1899. Andrew Miller parted this life on Dec. 8, 1910, and was placed at his wife's side in the Manor Church Cemetery.

The last will also reveals Roulette's youngest daughter was highly thought of by Miss Campbell. "And unto Susan Rebecca Roulette, daughter of William Roulette, I give the sum of One Hundred Dollars together with all my personal effects." When Nancy came to live with the Roulettes, Susan Rebecca was five years old. It is evident that the bond of

affection between these two was color blind, leaving no room for prejudice.

As executor Ben F. Roulette was responsible for paying the deceased's burial expenses. For a coffin of "rough lumber," J. L. Highberger, a Sharpsburg blacksmith was paid \$46. Samuel Line was compensated \$2.50 for digging the grave. Being a member of the congregation, Nancy was entitled to burial within the Manor Church Cemetery.

Records do not indicate who furnished the stone for the grave or how the last name "Camel" was engraved on the hard granite face. When pronouncing "Campbell" and leaving out the letter "B," you come up with "Camel." So, with no known living relatives present, it is understandable why the tombstone engraver inscribed it as he "heard it." Even Nancy wouldn't have known the correct spelling of her name — having signed her last will and testament with an "X."

On a cold winter day, this little black lady, born in the darkness of slavery, neatly folded her white apron for the last time and prepared to receive the fruits of her labor. In the eternal records it doesn't matter if the spelling is Campbell or Camel for over in the margin opposite the name will be these rewarding words, "Well done thou good and faithful servant — enter into the joy of thy Lord." Matthew 25:21

Credit goes to Earl and Annabelle Roulette of Sharpsburg for contributing background material making this endeavor possible. Their warm, Christian hospitality given on several fall afternoons is greatly appreciated by this writer.

Justifiably proud, Earl Roulette is a great-grandson of William Roulette, whose farm suffered great destruction during the Battle of Antietam as mentioned in this article.

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Reminiscing the Rails

Rail Collision Forces Name Change From Sharpsburg To Antietam Station

By Blair Williamson

(Editor's Note: Following is the conclusion of the history of Antietam Station near Sharpsburg that appeared in the Dec./Jan. 2004-05 issue of the Maryland Cracker Barrel.)

The road was 9,300 feet in length from the station to the cemetery and had stone gutters, and sidewalks of brick on both sides. At the time the road was constructed, Civil War veterans purchased 300 Norway maple Oaks, which were planted 50 feet apart on both sides of the road. These trees were to shade the veterans and their families as they walked to and from the station to the cemetery.

Shortly after the first train station opened in Sharpsburg in 1880, there occurred a slow speed head-on collision between a freight train and an excursion train in front of the station. The Civil War veterans had begun chartering special passenger trains to carry them to Sharpsburg for special events, and it was one of these trains that was involved in the collision.

At that time train movements were determined by handwritten train orders, which told train crews where and when they were to meet and pass trains going in the opposite direction. One of the two crews misread their orders, mistaking the word Shepherdstown for Sharpsburg, so instead of stopping at Shepherdstown to let the other train go by on the passing track, they steamed on up to Sharpsburg, which had no passing track, and hit the other train. Due to the low speeds both trains were traveling at, no one was hurt in the accident.

To prevent this accident from happening again, the Shenandoah Valley Railroad changed the name of the station from Sharpsburg to Antietam. This is the reason the name Antietam is lettered on the side of the station today.

For a few years, carloads of pig iron were loaded at Antietam Station. Daniel and Peter Ahl operated the Antietam Iron Works along Antietam Creek and shipped their iron to market on the railroad.

Around 1910 the first Antietam Station burned to the ground. The N&W then built the current station in 1911. The building measures around 84.5 feet by 24 feet and was constructed with a frame of 2x16 rough cut oak boards with a white clapboard exterior and a highly varnished wood paneled interior.

The station was divided into four parts: a large open freight room, two waiting rooms, and a station agent office with two ticket windows and a bay window so the agent could look up and down the track to observe and report to the dispatcher the conditions of passing trains. The floor of the station was constructed of plain wide pine boards, which were treated with a mixture of oil and kerosene, which gave the station a distinctive aroma.

Before the days of UPS and Roadway Express, local merchants and farmers would have to drive down to the station
(Continued on page 34)



Pictured above is the Antietam Station west of Sharpsburg. The structure was built in 1911 to replace an earlier station that had burned in 1910 and served the area until the 1960's. The original station near

Sharpsburg was opened by the Shenandoah Valley Railroad, and the track continues today as a key north-south freight route for Norfolk Southern Railroad. (Courtesy Hagerstown Model Railroad Museum, Inc.)



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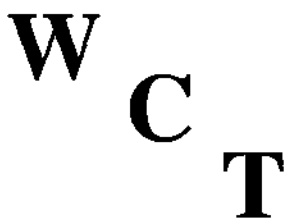
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After the Antietam Station closed, the building was turned 180° with the side that originally faced the railroad tracks now facing the Shepherdstown Pike. The State of Maryland saved the station from being demolished and deeded the property to the Washington (Continued from page 32)

to pick up their new merchandise, seed, baby chickens, etc. Farmers would drop off their milk cans for shipment to the dairy, and the post office would pick up and drop off the town's mail from railroad post office cars.

The station's first agent was John Connor. He was replaced by Philip Grove, who held the job until he died in November of 1931. The third and final agent was Elsworth Earley. Upon his retirement the station agent position at Antietam Station was abolished, and the station closed on May 13, 1962.

After the station closed, the railroad sold it to Myron L. Bloom with the understanding that it had to be moved off railroad property. Using a couple of farm tractors, Mr. Bloom moved the building a couple of hundred feet north of its original location, turned the building around so that the front of the station would face MD Route 34 instead of the railroad. Mr. Bloom converted the station into two apartments and rented them for a number of years.

By 1993 the station was slated for demolition, but quick work by Washington County Commissioner Linda Irvin-Craig and Save the Historic Antietam Foundation, plus a \$25,000

County government, who in turned deeded it to the Town of Sharpsburg. The Hagerstown Model Railroad Museum, Inc., rents the building from Sharpsburg and plans to turn it into a railroad museum. (Courtesy Hagerstown Model Railroad Museum, Inc.)

grant from the Maryland Historical Trust (MHT) saved it, giving ownership to Washington County.

In 1997 the station was turned over to the town of Sharpsburg and on Oct. 13, 1997, the Hagerstown Model Railroad Museum (HMRRM) signed a lease with the town for the use of the station as its new home.

The HMRRM is currently restoring Antietam Station to house its collection of railroad artifacts and plans on constructing a large HO scale train layout in the freight side of the building for public viewing.

Progress on restoring the station had been slow until recently when the museum was able to get grants from MHT matched by county and local funds. Due to unforeseen costs, these funds are running out, and the museum is asking for donations to help finish the restoration of the station. Donations are tax deductible and can be sent to the HMRRM at P.O. Box 1181, Hagerstown, MD 21741.

Members meet at the station on the second Monday of each month at 7 p.m. Anyone interested in model railroads and the history of railroads in the area is invited to stop by and join us.



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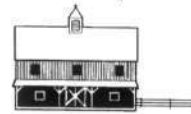
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Country Cupboard

By Suanne Woodring

Our first recipe comes from the kitchen of **Connie Rohrer**, whose father John Reese opened Boonsboro Produce Market in 1955 (see Dec./Jan. 2005 edition).

Connie remembers her family buying fruit cakes from R. D. McKee on North Potomac Street in Hagerstown and still has several fruit cake tins today. "They were the most beautiful tins, and the fruit cakes were just out of this world," Connie stated.

MACARONI/HAM SALAD

- 1 lb. elbow macaroni (cooked)
- 1 can Spam (cubed)
- 1/2 lb. sharp cheese (cubed)
- Sweet pickle relish (1/2 small jar)
- Celery hearts (chopped)
- Small onion (chopped)
- Pimento (for color)

Mix all the ingredients with salad dressing. Add some sugar if you like sweet dressing.

• • •

Our next series of recipes comes from teachers who have retired from the classroom in Washington County.

Nancy Weirich retired from Bester Elementary after teaching for 29 years. We thank Nancy for preparing this recipe for us, one of Frank's "favorites."

BROCCOLI SOUFFLE

Cook 20 ounces of broccoli until tender and drain well.

Mix in 1/2 pound of Velveta Cheese.

Add 1 stick of margarine or butter.

Crumble together 2 cups of Ritz Crackers.

Mix together and put in a greased casserole.

Bake at 350° for 20-30 minutes.

• • •

We traveled to Myrtle Beach, SC, to try this treat prepared by **Georgiana Keller**, who retired as a Project Challenge teacher.

GINGER COOKIES

- 3/4 cup shortening
- 1 cup sugar
- 1/4 cup molasses
- 1 beaten egg
- 2 cups flour
- 2 tsp. baking soda
- 1/4 tsp. salt

1 tsp. cinnamon

1 tsp. cloves

1 tsp. ginger

Cream shortening and sugar and add molasses and beaten egg. Beat well.

Add dry ingredients and mix well. Roll in small balls and dip into sugar. Place on greased cookie sheet.

Bake in preheated 350° oven for 15 minutes.

If softer cookie is desired, put a piece of bread in cookie storage container.

PUMPKIN SPREAD

- Small jar of pumpkin butter
- 8 oz. Philadelphia Cream Cheese
- Dash of vanilla
- Sweeten with Splenda to taste.

• • •

Our next recipes were submitted by **Sarah Rhoe**, who taught for 35 years at South Hagerstown High School. She is the wife of Bobby Rhoe, who worked for the Western Maryland Railway for 41 years. (See feature on page 12.)

MOCK FRUIT CAKE

- 2 cups boiling water
- 1 lb. seedless raisins
- 1/2 cup shortening
- 2 cups sugar
- 1 tsp. salt
- 4 cups flour
- 1 tsp. soda
- 1 tsp. cinnamon
- 1 tsp. cloves
- 1 cup cold water

Pour boiling water over raisins and cook slowly for 15 minutes and COOL.

Add remaining ingredients and blend well.

Pour into 8 or 9-inch greased tube pan lined with paper.

Bake at 325° for 1 1/2 hours.

For small fruit cakes, pour mixture into muffin pans, filling 2/3 full. Bake at 350° for 25-30 minutes.

MOIST CHOCOLATE CAKE

- 2 cups all-purpose flour
- 1 tsp. salt
- 1 tsp. baking powder
- 2 tsp. baking soda
- 3/4 cup unsweetened cocoa
- 2 cups sugar
- 1 cup vegetable oil
- 1 cup hot coffee

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1 cup milk

2 eggs

1 tsp. vanilla extract

FAVORITE ICING

1 cup milk

5 Tbsp. all-purpose flour

1/2 cup butter, softened

1/2 cup shortening

1 cup sugar

1 tsp. vanilla extract

Sift together dry ingredients in a mixing bowl. Add oil, coffee and milk; mix at medium speed for 2 minutes.

Add eggs and vanilla and beat 2 more minutes. (Batter will be thin.) Pour into two greased and floured 9-inch x 1 1/2 -inch cake pans.

Bake at 325° for 25-30 minutes. Cool cakes for 15 minutes before removing from pans. Cool on sprayed wire racks.

Meanwhile, for icing, combine the milk and flour in a saucepan and cook until thick. Cover and refrigerate.

In a mixing bowl, beat butter, shortening, sugar, and vanilla until creamy. Add chilled milk/flour mixture and beat for 10 minutes. Frost cooled cake.

Yield: 12 servings.

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Presents



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"6:15 on the Square"

Hagerstown, Maryland -- C. 1929

"6:15 on the Square" is from an original watercolor by Rebecca Pearl depicting the southwest and southeast corners of the Square in downtown Hagerstown in 1929 shortly after Hotel Alexander opened.

The Hagerstown & Frederick trolley is seen entering the Square from South Potomac Street with Hotel Alexander on

the left dominating the downtown skyline.

Located in Hotel Alexander was R. Bruce Carson Jewelers, which originally opened in the first block of West Washington Street in 1902.

The steeple at St. John's Lutheran Church in the second block of South Potomac Street can be seen on the right.

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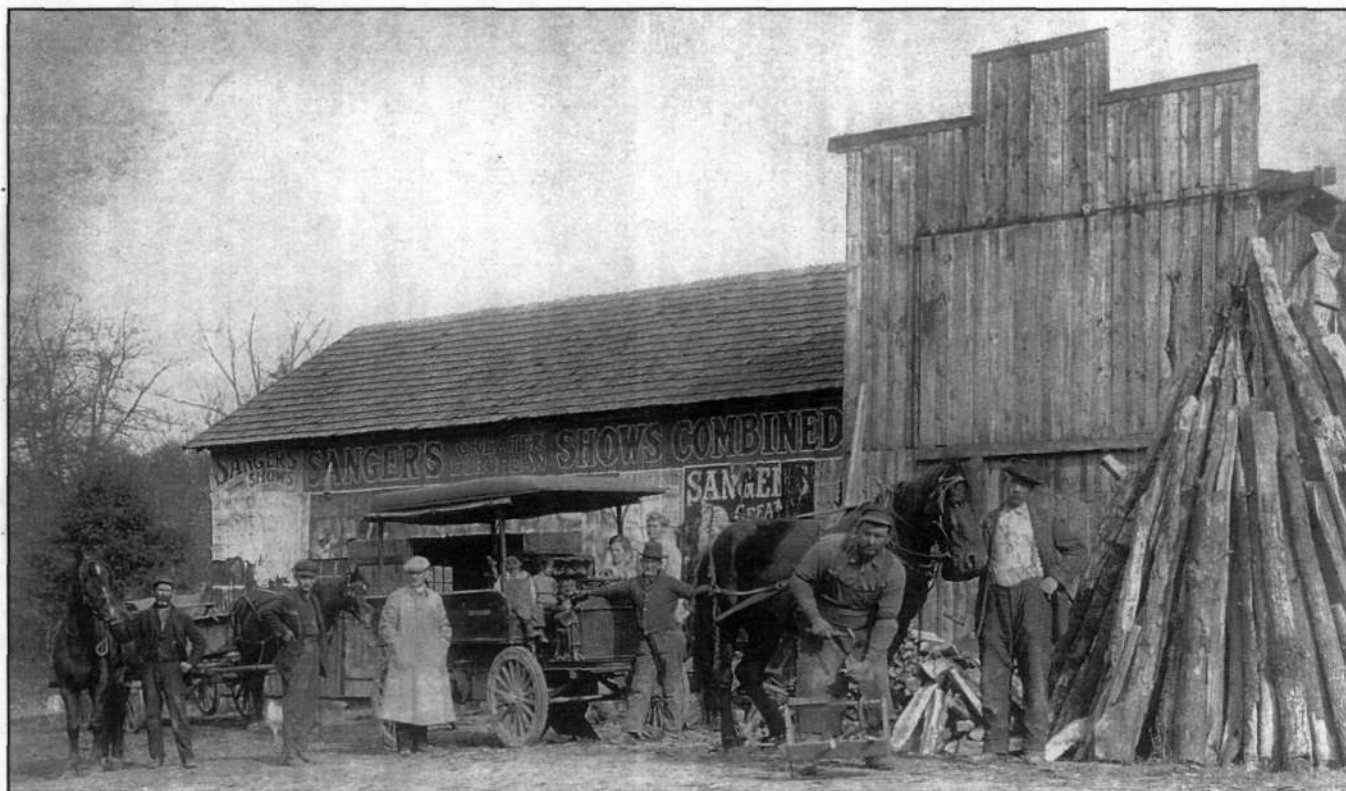
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The Belle Grove blacksmith shoes a horse with a crowd of spectators including the driver of a "horseless carriage" admiring his workmanship.

The photo above shows the community's blacksmith and carpenter shop near the site where Jessie Bryant

Robinette grew up.

Mrs. Robinette shares her memories of Belle Grove, located along Sideling Hill Creek in both Washington and Allegany counties, beginning on page 18. (Courtesy Don Corbett, president of the Hancock Historical Society)

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