

F.A.H.P. News, April 11, 2011

Blue Ridge Summit, Monterey, and PenMar Park: On the easternmost range of the Alleghenies, called South Mountain on both sides of the Mason-Dixon Line, was a summer resort of some renown at the end of the nineteenth century. A few miles east of Waynesboro, Pennsylvania, on top of the ridge was built a Victorian summer cottage colony called Monterey. Here members of prominent Baltimore families would come to escape the city heat, and at least eight of their large “cottages” still stand with their lawns largely intact. It appears they have been winterized by more modern owners and now serve as year-round residences.

Not more than 3 miles to the south, still on top of the ridge and barely in Maryland, is a small park maintained by Washington County named PenMar. Originally built by the Western Maryland (WM) Railroad that crossed the ridge at Blue Ridge Summit nearby, it has long been abandoned as a well-known amusement park (like Brandywine Springs). The main line of the WM between Gettysburg and Hagerstown passes by one side of the park, and although there has not been passenger service for many years, heavy freights can be observed passing the old depot. From this point of observation, there is a splendid view toward Waynesboro and the valley to the west. Like many such amusement parks over 100 years ago, there were numerous rides and experiences making a visit a special occasion. A miniature railroad with two or more Cagney locomotives wove through PenMar, always a delight to visitors of all ages. Today, the route of the railroad and the sites of most of the buildings have historical markers for the benefit of those who come for a quiet picnic.

One of my mother’s closest friends when she was in nursing school at Union Memorial Hospital in Baltimore was Bina Harbaugh of Waynesboro. About the time of their graduation in 1918, nearly three years before my parents were married, my mother was visiting her friend “Harbaugh” in Waynesboro. My father drove his new Stanley Model 735 out to see them, and we have a photo of him and the “girls” standing beside the car at PenMar Park. He used to tell me about “PenMar Park,” and I finally found it several years after his death. Bina Harbaugh made a career of nursing around Baltimore and finally retired to Waynesboro in the 1950s, where she lived with her widowed sister Hattie Martin at 49 Clayton Avenue. A frequent visitor at Auburn Heights, she spent a lot of time on this earth. Born in 1887, she was living alone when Ruth and I called on her in 1986. Soon thereafter, however, she went into a retirement facility, and died there when she was about 111!

New Website Debuts: We are proud to announce the successful launch of a new website at www.AuburnHeights.org. It lists all upcoming events (both on-site and off-site) as well as collection information, sponsorship opportunities, and an online Gift Shop (with more merchandise to be added shortly). Please check it out -- and use the Facebook link to "like" our page!

Work Nights: Last Tuesday, Steve Bryce and Tom Marshall met student drivers and teachers to discuss this spring's driver-training program. Students were matched with teachers, schedules

set and topics of study reviewed. Steve stressed the importance of proper respect in the handling of the cars in the collection as they are 90+ year old antiques and irreplaceable.

On Thursday night, Bryan DelMonte, Dave Leon and Bill Schwoebel replaced the fire grate in Locomotive #401. Butch continued work on the Model 607, stripping paint from the car's body, and Art Wallace rubbed out the finish on some of the newly painted suspension parts. Tom repaired leaks in the fuel line of the Model 740 and installed a shut-off valve and fuel filter. Maintenance on the Model 76 continued with Steve Bryce attaching a reinforcing plate to the pump box with lag screws and replacing a spring on the cars hook-up pedal. Ted Kamen also sealed the new perch pole with "Quik-Poly." Jay Williams and Mark Hopkins worked on setting up supports for the upper level of the electric train layout. Work on the Rauch & Lang continued as well; Emil Christofano, Lou Mandich and Jeff Pollock fitted new bearings in the front hubs and worked on the car's original rear axle.

On Saturday, Bill Schwoebel, Jonathan Rickerman, Bryan DelMonte, Jeff Pollock and Brent McDougall replaced ties and leveled track on the AVRR, and Steve Bryce sanded and sealed the perch pole for the Model 76. The Model 740 was fired up and moved to the museum, and the Model 87 was brought up to the garage for some needed work. On Sunday, Tom got most of the new ties in the switch near the turntable, and he should finish this job on Monday. Steve and Dan Citron retrieved some more items from the NVF building, including an unlimited supply of blanket insulation.

Events Committee Meeting: The Events Committee will meet Tuesday, April 12, at 7 pm in the F.A.H.P. office.

NVF Open House: An open house meeting for anyone wishing to learn more about the State's plans for the former NVF property will be held Thursday, April 14, at CCArts. Please stop by anytime between 5:30 and 8:00 to see the latest concept plans.

Easter Egg Hunt: The first public date of 2011 is coming up on Saturday, April 23, 12 noon to 3:00. Come one, come all! Rumor has it the Easter Bunny will be hopping by. Hunt kicks off promptly at 1:00.