



Holiday lights of Claiborne driving the dark away- Sarah Sayre

The Claiborne Clarion

A Newsletter For The
Claiborne Community

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Pat Flory, Editor, Photograph by Sarah Sayre

Barbara Reisert, Clarion Founder and Editor Emerita,
Mary Gregorio, President Claiborne Association

Note the Dates:

January 13, 7 PM - Claiborne Association Board Meeting. All are welcome to attend. Please contact Mary Gregorio if you wish to attend the zoom meeting.

Join the "Monday Ladies Night Group" at the Claiborne Village Hall at 5 PM. Bring your drink of choice, wear your mask and enjoy catching up.

January Birthdays

Barbara Haddaway	2
Paul Cooper	4
Judy Cockey	17
Koa Cureton	21
Ciara Lednum	23
Barbara McCaughey	27

Clarion Guest Editor Needed

The Clarion needs a guest editor for the February edition. If you are interested, please contact Pat Flory at patflory@gmail.com or [443-472-6800](tel:443-472-6800).

Hello Claiborne Friends and Neighbors

Happy New Year! Do you have a favorite New Year's tradition? There is, of course, the traditional ball-drop countdown, champagne toast and fireworks, but did you know that in Denmark you might find that a friend has left a smashed plate on your doorstep to wish you good luck, or that in Spain it is customary to eat 12 grapes - one at each stroke of the clock at midnight. In Scotland, Hogmanay celebration or "first footing" means the first person who crosses a threshold of a home in the New Year should carry a gift for luck. I'm hoping that our resident Scot will weigh in on this bit of info. In Italy lentils are on the menu and wearing red underwear is de rigueur - but evidently for the red underwear to be really lucky it should be worn only on NYE and put out with the trash on New-Year's Day! hmmm.

In our efforts to be and stay healthy, traditional Claiborne events and celebrations were once again customized and tweaked throughout the year. Our July 4th parade featured packaged treats rather than hand-dipped ice cream with communal toppings, only outdoor holiday lights warmed up our Hall, a band of bakers made sure folks got a little sweetness left at their doorsteps, and safe-distancing was a feature of memorial gatherings.

And while events were tailored to meet health standards, volunteers continued to work on improvements to the Village Hall and plan for a structurally and financially sustainable gathering space. Many thanks to those folks who have contributed in so many important ways. We appreciate you and hope that your energy is more contagious than - well, you know - that other thing!

Reminder! There is still time to make a donation! You can use the PayPal donate button on the website, drop a check into the donations box, or mail a check to Claiborne Village Assn, 10403 Claiborne Rd., Claiborne MD 21624. Happy New Year Claiborne friends and neighbors! We wish you joy and good health in the coming year! *Mary*

[Ode to the Heifer Project](#)

Back in the 90's, we became aware of the Heifer Project, which sends young animals - chickens, ducks, cows, goats, bees - to struggling families around the world so that they might become healthier and more self-sufficient. Our children were very enthused and so we gave goats as gifts to aunts, uncles and cousins. I wrote this poem to send to them. –
Jim Richardson

*Since there's no place to stow
what we've got,
And we're sure that you're in
the same spot,
That instead of more stuff,
(Don't we all have enough?)
How 'bout a goat instead of a
yacht?*

*We have skis, we have sleds, we
have cars.
We have too much to claim that
is ours.
So in place of the malls,
We've shopped in the stalls
For some llamas, not more
VCR's.*

*It isn't so much that we're
cheap,
That we've decided to buy you
a sheep,
But to spare you the tending,
(All that stooping and bending),
We will ship him to others to
keep.*

[Thanks to the Claiborne Bakers and Delivery Elves](#)

Wonder you baked your favorite cookie? It could be either Shirley Cockey, Pat Flory, Mike Friedberg, Mary Gregorio, Martha Hamlyn, Linda Harper, Jeanne Kuperberg, Megan McCoy, Anne North, Susanne Scott, Jennifer Shea, or Suzanne Todd.

If you would like to share in future baking projects, please contact Martha Hamlyn.



[Tell Your Story – by Mary Gregorio](#)

At the end of February 2020, every bit of my scheduled, work-related travel was cancelled, and my colleagues and I entered the world of virtual work. By March it started to become clear that we would not be returning to in-person work any time soon. And then I began to be fearful for my immuno-compromised children and grandchildren. And then I became fearful....

We are all storytellers in one way or another and in storytelling we have an opportunity to name the sources of our strength along with naming and taming the challenges. What is your story of the past two years?

- when did you first become aware of the existence of COVID-19?
- what effect has the pandemic had on your life?
- does the pandemic impact your energy for daily tasks? in what ways?
- has the pandemic had an impact on your relationships with other family members? with friends?
- what effects has the pandemic had on your children's/grandchildren's lives?

[Congratulations Anna!](#)

On December 17th Anna Kabler received her early decision acceptance into Clark University in Worcester Massachusetts, and will be attending in the fall! Anna has also been selected as a recipient of a Robert Goddard Achievement Scholarship.



[And Snow in 2022...](#)



- do the effects concern you? in what ways are you concerned?
- what new thing have you learned about yourself?
- how would you prefer things to be? if you were to stay connected to what you've named as your preferences, what steps can you take to make them reality?

The list of questions above is intended as a guide, not a boundary and an interest in telling a story is the only skill required.

I'd like to gather the stories of Claiborne friends and neighbor into a shared journal. If you'd like to share your story as part of a Claiborne history, please feel free to send it to me. gregorio27@gmail.com

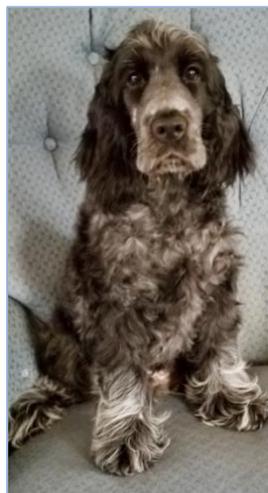
Thank you!

[New Canines in the Village](#)



Sarah and Phil Sayre have added a dog to the Claiborne Canine Corps. "Zoey" has arrived from Kentucky. She came east just before the terrible tornadoes. She is two years old and possibly a shepherd/border collie mix. For those of you who remember Magic the Dog (1991-2004), Zoey is identical in appearance but a smaller version. Her DNA sample has been sent to the lab to get the full story.

Zoey is very social and has already made friends with many bipeds and other quadrupeds in the village. Sarah and Phil are continuing to work with her on a few household issues, but Zoey is already an ace in the long walk department.



There is a new member of the Cockey household. His name is "Asherwood's Tilghman Creek Summer Tide". His call name is Tide. He is an English Cocker Spaniel like his sister Nelle.

At 17 weeks he is quickly learning good manners. He is very sweet and loves all children and all dogs. Karley Kuperberg has spent the Christmas holiday trying to keep him straight. She growls at him and he gives her kisses.

Visit him he likes company!!

The Moving Railcars from Bay Ridge to Bay City

The second in a series of articles illustrating the complex history of ferry operations in Claiborne...

The history of the Claiborne-Annapolis Ferry Company and its passenger/car ferries operating between Annapolis to Claiborne (later Romancock to Claiborne) is well documented. However, this was the *second* effort at moving vehicles across the Chesapeake to Claiborne. The first took place three decades earlier. It did not originate in Annapolis but in the nearby community of Bay Ridge. And it did not move passenger cars (which really did not exist in meaningful numbers at the time). Instead, this earlier ferry operation moved entire railcars.

In 1890, the Baltimore & Eastern Shore Railroad Company (B&ES), a subsidiary of the Baltimore & Ohio Railroad (B&O) created or acquired a network of rail lines running from Baltimore via Annapolis to Bay Ridge on the western shore, and then from Claiborne (known then as Bay City) to Ocean City on the eastern shore. The gap in the rail line, obviously, was the Chesapeake Bay. The answer was a rail-transfer ferry, a steamer that could carry fully loaded railcars across the bay. Railcars would roll onto the ferry at one end, be carried across the Bay, and then rolled off at the other end.

Such an operation commenced in 1890, filling the railroad gap between Bay Ridge and Claiborne. To make their way to the western terminal, passengers from Baltimore would travel by rail to Annapolis and then connect to Bay Ridge using the Bay Ridge & Annapolis Railroad, newly constructed in 1886 and also under the control of the B&O railroad. Cargo would be carried in freight railcars on the same route. A special rail wharf was constructed in Bay Ridge adjacent to the Bay Ridge Hotel, near what is today the intersection of Bay Drive and Mayo Avenue. There the railcars would be loaded onto a special ferry, carried across the bay, and rolled off onto the rail tracks at the combined railroad/ferry terminal, newly constructed in Claiborne.

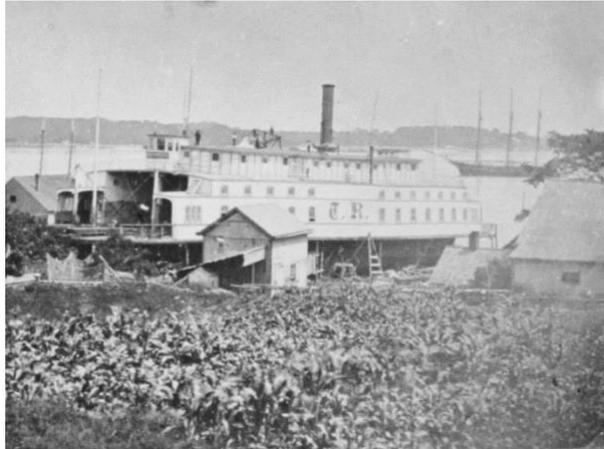
Why Bay Ridge instead of Annapolis or Baltimore? At the time, the slow link in the transport chain was the ferry operations, so a port of departure close to Claiborne (by water) was desired. Moreover, Bay Ridge had emerged in the early 1880s as a major tourist destination, where rail facilities and steamer wharves already existed.

What was needed were rail-transfer ferries, and for this the B&ES looked to Connecticut. For years, railcars had been shuttled across the Thames River from New London to Groton on the steamers *Groton* and *Thames River*. Both were acquired by BE&S in December 1889, their employment on the Thames River having been made obsolete by the new Thames River Bridge, completed two months earlier. *Groton* never made it to the Chesapeake, being destroyed by fire while enroute. This left the *Thames River* as the only rail-transfer ferry available to B&ES.

Thames River was a special ferry constructed by Henry Steers in Brooklyn, NY in 1871. This steamer used sidewheels for propulsion, carried railcars on two sets of tracks on the main deck, and passengers in a comfortable lounge on the upper deck. The plan was to rename the steamer *William Claiborne* but that change never formally took place because the papers had not been filed properly. The ferry underwent slight modifications in Baltimore, and in October 1890 made its way to Bay Ridge for the start of operations to Claiborne.



Ferry Thames River operating between New London and Groton, CT



Thames River in Noank, CT

Meanwhile, while awaiting delivery of *Thames River*, B&ES initiated the route in August 1890 for passengers only, chartering the old steamboat *Olive*, owned by the Dodson family of St. Michaels. (More about *Olive* in a future article.) In September and October, passengers between Bay Ridge and Claiborne were also carried temporarily on the brand-new ferry *Tockwogh*, diverted from its intended routes connecting Baltimore to various places along the Bay.



Steamboat Olive



Steamer Tockwogh

The first voyage on the route by *Thames River* itself was on November 11, 1890, when eight railcars were conveyed from Bay Ridge to Claiborne. Service was disrupted for a while in December when a paddlewheel failed, until repairs could be completed at the Skinner shipyard in Baltimore.

The gap in service during the period of repair in December 1891 was partially filled by two enterprising oyster-police steamers of the so-called "Oyster Navy." Captain James A. Turner of the *Governor R.M. McLane* and Captain Thomas C.B. Howard of the *Governor P.F. Thomas* carried passengers between Bay Ridge and Claiborne that month. They did not follow correct procedure in preparing their passenger manifests and were heavily fined for their efforts. (Captain Howard would later command several ferries on the Annapolis-Cambridge route.)

Service was again disrupted in May and June 1891 when *Thames River* was taken to the James Clark & Co. shipyard for repair of her boiler. The steamer *Tangier* was used temporarily on the route.

The Bay Ridge operation proved only marginally successful in the end. *Thames River* had proved somewhat unreliable. The demand for departures out of Bay Ridge was low compared to Baltimore itself, and the multiple connections involved in the use of Bay Ridge as a terminal added hours to the journey. The bulk of the rail traffic was passenger rather than cargo, and passengers (known by some in the airline industry today as “self-loading cargo”) could move themselves between railcar and ferry with relative ease. By October 1891, after just one year, the plug was pulled and the rail-transfer operations ceased.

From that point the ferries shifted their western base of operations from Bay Ridge to Baltimore and railcars were no longer carried. This is the origin of the primary ferry operation between Baltimore and Claiborne that lasted from 1891 until the late 1920s, initially by the Baltimore & Eastern Shore Railroad Company and then by the Baltimore, Chesapeake & Atlantic Railroad Company (BC&A) when it took over BE&S in 1894.

Thames River was laid up in October 1891 and was involved in bankruptcy proceedings against the ultimate owner, the B&O railroad. Before the appointment of a receiver to oversee disposition of assets, *Thames River* was seized by US marshals to satisfy a prior claim by Mary P. Welsh of Baltimore. The steamer was towed from Claiborne to Fells Point in Baltimore in November 1891, where it apparently sat unused while the legal proceedings continued.

In 1896, *Thames River* was purchased by local lumber baron Henry Clay Tunis and converted to a lumber barge. The boiler, steam engine, and sidewheel machinery were removed at the Columbian Iron Works in Baltimore, following a short delay during which plans to convert the ferry to a floating theater were considered and abandoned. The barge was then employed in transporting lumber between Baltimore and Norfolk. A fire in May 1898 caused major damage and the barge was reconfigured as a schooner and operated as *John R. King*, carrying lumber on the Chesapeake. In 1900, *John R. King* was transferred to Philadelphia and renamed *Virginia H. Hudson*. On September 15, 1906, the old vessel foundered in storm off Hereford, NJ. The crew took to a life boat and was later rescued.

Tockwogh did not last as long. Built in Baltimore by William Skinner & Sons in 1890, it was purchased by the Newport-Wickford Railroad Company in 1892 and operated out of Providence, RI until she was destroyed by fire on April 12, 1893, after an operational life of only three years. (We will save the history of *Olive* and *Tangier* for future articles.)

Next month: the first scheduled ferry across the bay to Claiborne, starting in 1878 – and serving the community of Old Claiborne on Tilghman Creek.

Marty Bollinger