

# Hilbus Chapter

The Organ Historical Society, Inc.

*Where the Tracker Action Is!*

www.hilbus.org



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## **Three Organs: One in Washington, DC and Two in Maryland!**

**Saturday, November 22, 2008**

arranged by Paul Birckner

**9:30 AM**

**Holy Comforter Lutheran Church,**

3319 Alabama Avenue (at Branch) SE, Washington, DC

Organ by Karl Wilhelm - fourteen ranks - two manuals and pedal - mechanical action

Directions

Traveling from the west: take the Southwest Freeway to Pennsylvania Avenue Eastbound. Continue east on Pennsylvania Avenue to a right on Branch Ave ( Rt.5). Travel up the hill on Branch to the next stoplight which is the intersection of Alabama and Branch. The church is on the SW corner. Park in the alley behind the building or on the small parking area by the red double doors.

From the east: Beltway to Pennsylvania Avenue (MD Rt. 4) to Branch. Make a left onto Branch and drive up the hill to Alabama Avenue.

**10:30 - 10:45**

**drive to**

**Hope Lutheran Church**

6201 Coventry Way, Clinton, Maryland

Hinners Organ - c 1915 - Opus 2275 - seven stops - one manual and pedal - mechanical action

Directions

From Holy Comforter's alley make a right onto Branch Avenue and continue south on Branch for approximately 7 miles. Look for a right exit the says Coventry Way. Drive west on Coventry Way. Go through the light on Old Branch and look to the left for Hope Lutheran. The church has a large parking lot.

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**! REMINDER TO THE MEMBERSHIP - PLEASE SEND YOUR 2008-2009 DUES TO BARBARA BIRCKNER !**

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Articles and news may be submitted to the Editor electronically: [ruxtoncar@aol.com](mailto:ruxtoncar@aol.com) - Deadline is the 5th of the month  
Dues due in October: \$14, mailed to Secretary-Treasurer (Checks payable to Hilbus Chapter, OHS)

**12 noon to 1:40 PM**  
**Lunch at Tom Kitchen (Asian-American Buffet)**  
6410 Coventry Way, Clinton, Maryland

The restaurant is located in the shopping center you passed on Coventry Way, near the intersection of Branch and Coventry Way. There are numerous restaurant choices in the neighborhood if this one is not to your liking.

**2:00 PM**  
**St. John's Episcopal Church, Broad Creek**  
9801 Livingston Road, Fort Washington, Maryland  
Jacob Hilbus 1819 - six stops (some divided) - one manual - mechanical action

This instrument was repaired and restored by Hilbus member, Jim Baird. It is the only Hilbus in a church in our region and dates from the beginning of the 19th century.

Directions

Go back to Branch Avenue and travel north on Allentown Road. Proceed west on Allentown to the point where it becomes Tucker Road. Continue west on Tucker to where it becomes Palmer Road. In other words, if you drive straight west on Allentown Road you encounter four name changes. They are Allentown, Tucker, Palmer and finally after crossing Indian Head Highway (MD Route 210) the route becomes Livingston Road. Continue on Livingston through the stop light and make a right onto Old St. John's Way. The church is ahead of you.

**Review of the Cumberland Organ Crawl  
and Train Trip**  
Kevin M. Clemens

On an overcast Autumn day members of the Hilbus Chapter traveled to Cumberland to experience not only a pipe organ but to ride the Western Maryland Railroad. Frank Fleckenstein met us at SS. Peter and Paul RC Church to hear and play the 1948 Wicks Pipe Organ, Opus 2640. Frank has been organist at this German Catholic parish for over 50 years. Frank studied organ with the previous organist of the parish. The church is a simple Gothic design with irreplaceable stain glass windows from Austria. The factory that made the windows was bombed during the Second World War. St. John Neumann established this parish with the Redemptorists and for many years served the German-speaking people of Western Maryland. In the late nineteenth century the Capuchin Franciscan Friars took over the parish and even built a monastery on the parish grounds. The monastery no longer exists as it was torn down about three years ago

after a long legal battle with the city of Cumberland and the Archdiocese of Baltimore. The city wanted the dilapidated monastery to be restored because of its historic significant, but the parish did not have the financial means to restore the massive structure.

The Wicks Pipe Organ is the second instrument for the church building. A late nineteenth century M. P. Möller was the previous instrument. Some of the pipe work from the Möller was incorporated into the present instrument. Wicks renovated the organ as Opus 2640a in 1994, replacing keyboards, the pedal clavier, relay and coupler rail. Additionally the French Horn stop was added and the Great/Pedal Trumpet revoiced. (*Thanks to the Wicks Organ Company for this information.*) In 2002 the Wicks received some stoplist revisions and further changes were made to the console. This work was carried out by Phil Janson. The specification is (26 ranks) and fills the church adequately, which has splendid acoustics. Many of the stops are colorful over the three manuals and pedal. It was a fun instrument to play.



Photo by Gordon Biscomb  
 “Searching for Tonal Depth”  
 Kevin Clemens at the Wicks Console  
 with Hilbus members gathered around

**Swell (enclosed)**

Contra Salicional	16'	85 pipes
Geigen Diapason	8'	85 pipes
Stopped Flute	8'	73 pipes
Salicional	8'	<i>from 16' Salicional</i>
Voix Celeste TC	8'	61 pipes
Geigen Octave	4'	<i>from 8' Geigen Diapason</i>
Flute D' Amour	4'	73 pipes
Flautino	2'	<i>from 4' Flute</i>
Flautina	1 1/3'	<i>from 4' Flute</i>
Vox Humana*	8'	61 pipes
French Horn*	8'	61 pipes (new 1994)
Oboe *	8'	85 pipes
Clarion	4'	<i>from 8' Oboe</i>
Tremolo		
Swell to Swell	16'	
Swell Unison		
Swell to Swell	4'	

**Great (unenclosed)**

Double Open Diapason	16'	61 pipes
Open Diapason	8'	61 pipes
Doppel Flute	8'	61 pipes
Gemshorn	8'	73 pipes
Viola	8'	61 pipes
Octave	4'	61 pipes
Flute Harmonic	4'	61 pipes
Gemshorn Octave	4'	<i>from 8' Gemshorn</i>
Twelfth	2 2/3'	61 pipes
Super Octave	2'	61 pipes
Furniture III		183 pipes
Trumpet	8'	61 pipes
Chimes (21 Chimes)		

**Choir (enclosed)**

Flauto Dolce	8'	85 pipes
Melodia	8'	73 pipes
Dulciana	8'	85 pipes
Unda Maris	8'	61 pipes
Nachthorn	4'	<i>from 8' Flauto Dolce</i>
Flute Twelfth	2 2/3'	<i>from 8' Flauto Dolce</i>
Piccolo	2'	<i>from 8' Flauto Dolce</i>
Dulciana	1 3/5'	<i>from 8' Dulciana</i>
Clarinet*	8'	73 pipes

Harp (61 bars)	
Tremolo	
Choir to Choir	16'
Choir Unison	
Choir to Choir	4'



Photo by Gordon Biscomb  
 A view of the Gallery and the Chamber Opening

**Pedal**

Resultant	32'	
Open Diapason	16'	<i>from Great 16' Double Open</i>
Bourdon	16'	56 pipes
Pedal Diapason	8'	<i>from Great 16' Double Open</i>
Bass flute	8'	<i>from 16' Bourdon</i>
Super Octave	4'	<i>from Great 16' Double Open</i>
Flute	4'	<i>from 16' Bourdon</i>
Choral Bass	4'	<i>from Great 8' Diapason</i>
Choral Treble	2'	<i>from Great 8' Diapason</i>
Trombone	16'	12 pipes and Great
Trumpet	8'	<i>from Great</i>
Swell to Pedal	8'	
Swell to Pedal	4'	
Great to Pedal	8'	
Choir to Pedal	8'	
Choir to Pedal	4'	

Swell to Great	16'
Swell to Great	8'
Swell to Great	4'
Choir to Great	16'
Choir to Great	8'
Choir to Great	4'
Swell to Choir	16'
Swell to Choir	8'
Swell to Choir	4'

Wicks Direct-Electric Action



photo by Kevin Clemens  
St. Cecelia Window  
Saints Peter and Paul Catholic Church  
Cumberland, MD

After the demonstration of the organ, we returned to our cars and drove down the steep hill to the Western Maryland Train Station. All of us got our reserved tickets and waited on the platform for the steam engine to arrive at the station. Since there were many groups riding the train there were fifteen passenger and diner cars, and the caboose. This was too much for the steam engine to pull. Two diesel engines were added to the back of the train to push because of the steep grade to Frostburg. The trip takes about an hour to Frostburg and even though the skies were gray we still saw the beautiful fall foliage as we traveled up a steep hill to the Frostburg Train Station. Upon arriving in Frostburg we had an hour and a half layover before the trip back to Cumberland. Some members stayed in the station area and ate lunch at a few different venues. Others walked up the steep hill to the downtown area and sought out the number of restaurants on Main Street. Of the number of churches on Main Street the only church open was St. Michael's Catholic. This author found the gallery open and found an Allen Organ from the 1970's. (I did not turn it on and play.) The pastor of this church was a former associate pastor at St. Ursula's in Parkville who is an organ enthusiast. Hopefully someday St. Michael's will acquire a pipe organ. There is plenty of room in the gallery for an instrument. The walk back down the hill to the station saw the steam engine on the roundtable

where it was initially to be turned around for the return trip. Because of the number of cars the steam engine did not have enough room to turn around. The train was pulled by two diesel engines back to Cumberland with the steam engine pushing this time.

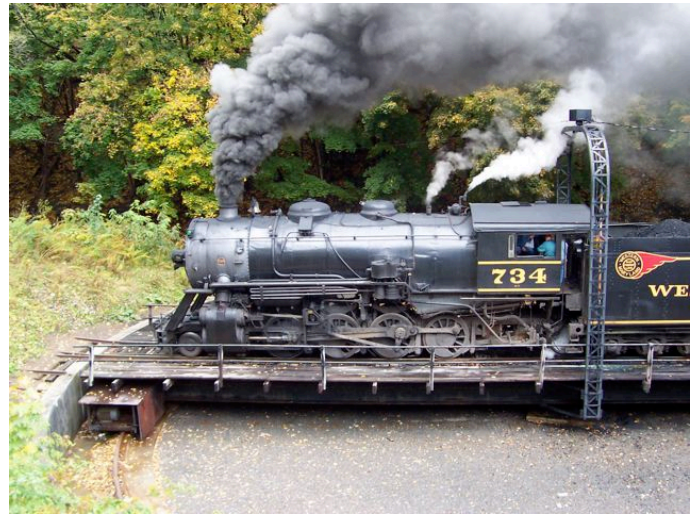


photo by Kevin Clemens

Many thanks to Paul Roeder for arranging the organ crawl and providing the information on the train ride.

**WISHING YOU A JOYOUS  
HOLIDAY SEASON**

**HAPPY THANKSGIVING**

**MERRY CHRISTMAS**

**HAPPY NEW YEAR**

**PLEASE GET YOUR DUES IN PROMPTLY  
AND SEND ANY ADDRESS AND CONTACT  
INFORMATION CHANGES!**

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FULL COLOR VIA EMAIL. IF YOU DON'T  
AND WOULD LIKE TO PLEASE MAKE SURE  
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