

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Bedford Road Survey District Inventory Number: AL-III-C-172

Address: 12401-13729 Bedford Rd. (US Route 220) City: Cumberland Zip Code: 21713

County: Allegany USGS Topographic Map: Evitt's Creek Quadrangle

Owner: _____

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: Shriver's Ridge Cellular Tower Site Agency: FCC

Site visit by MHT Staff: no yes Name: N/A Date: _____

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Summary:

Old U.S. Rt 220, north of Cumberland, Maryland, is also known as the Bedford Road. This was historically the main road between the 18th century forts, and later cities, of Cumberland, Maryland, and Bedford, Pennsylvania. The road runs north-south through gently rolling land in a shallow valley along the base of Shriver's Ridge to the west. The Bedford Road Survey District runs from #12307 Bedford Road at the south end to #13729 Bedford Road at the north end, including properties fronting on the Bedford Road. Three previously surveyed sites, AL-III-C-093 House on Rt. 220, AL-III-C-119 Zion Cemetery, and AL-III-C-123 Barn on Bedford Road, are located within the district. At the south end of the district modern commercial and residential development predominates with a few scattered early 20th century houses. At the north end of the district the concentration of buildings ends with scattered rural settlement. Within the district the contributing historical structures are interspersed with numerous houses built in the 1950s through the 1990s.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
<u>Andrew Lewis</u> ✓ Reviewer, Office of Preservation Services	<u>12/05/01</u> Date
<u>Kurtz</u> Reviewer, NR program	<u>12/17/01</u> Date

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

AL-III-C-172

Description:

U.S. Rt. 220, running north out of Cumberland, is historically known as the Bedford Road. Several mid to late 19th century farmhouses are found along this road. In the early 20th century this section of road was built up with an infill of two-story Foursquare houses and Bungalows. These three predominant structural forms make up a survey district along the Bedford Road.

The typical farmhouse stands two stories tall and measures three bays long by one or two bays deep, stands on a stone foundation and is covered by a gable roof. The wood frame building usually includes a front porch and a central entrance. Modern alterations include aluminum siding, replacement windows, asphalt roofing, and modern chimney flues.

The Foursquare house earned its name through its literally square form with pyramidal roof. The front roof slope typically features a dormer window. Examples of this form have an off-center entrance and a broad front porch with wide tapered pillars and a balustrade. The fenestration is variable. Although this structure is usually wood frame there is one brick example. Most of these buildings remain fairly intact.

The standard Bungalow is a one-story structure whose large dormer creates a second story of living space. The front roof slope extends to cover a broad porch that is an integral part of the building. The wide tapered pillars and balustrade resemble those of the Foursquare. The fenestration pattern and entrance location vary. This house form, found in both wood frame and brick, usually stands on a concrete block foundation. Most of these structures represent good examples of their type.

In the district there are also several examples of a building type that could be described as the gable front cottage. Typically, this small one story dwelling has narrow frontage and runs deep into the building lot, with the gable end at the front facade. These houses appear to date from the second quarter of the 20th century. Although these were inexpensive buildings, the examples found in the district are well built and well maintained.

Eligibility Determination:

Although this survey district has a number of examples of modest architecture from the first half of the 20th century, the district also has a high percentage of non-contributing modern infill throughout, as well as modern changes to the historic buildings. The district is therefore not considered eligible for the National Register.

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Continuation Sheet No. 2

AL-III-C-172

Significance:

The Bedford Road Survey District comprises a good representation of early 20th century building types. This is an atypical area in that these different types were built in successive waves and dispersed throughout the district, rather than constructed in cohesive groups. This pattern continued as structures were built from the 1950s through the 1990s to fill in the neighborhood.

Historic Context:

The city of Cumberland, Maryland was laid out in 1785. With the topography around the city, it became a point through which most westbound traffic passed. Cumberland by the late 19th century had become a major rail and transportation center with easy access to the Georges Creek Coal resources. The excellent transportation facilities and the availability of coal for fuel attracted industries such as Kelly-Springfield and Celanese Corporation to the Cumberland area, swelling the population during the late 19th and early 20th centuries and increasing development in those time periods. Today most of these manufacturing industries are gone.

A few pioneering farmers and fur traders initially settled western Maryland in the 1730s and 1740s. At that time Lord Baltimore had just opened Maryland's frontier or "back country" for settlement, and Germans were migrating through the area to create settlements in Virginia. Speculators from eastern Maryland responded by acquiring large tracts for subdivision and resale to German farmers. As settlement progressed, political divisions of the frontier occurred. Until 1748, western Maryland was part of Prince George's County. Afterward it was Frederick County until 1776 when Washington County, and 1789 when Allegany County were formed.

Settlement was sparse until the close of the French and Indian War in 1763, and the end of Pontiac's rebellion the following year. Thereafter, settlement progressed rapidly as transportation routes improved and word of the rich farmland, particularly in the Cumberland and Shenandoah valleys, spread. The English speculators who had acquired large grants of land as investments began to subdivide and sell into smaller lots of 100-300 acres, which were ideal for a profitable family farm. These farms were divided into fields of 20-40 acres and planted with small grains and corn or clover. Other lands were left in pasture and woodlots, as the process of clearing the land was slow. Woodlot and pasture functions were often combined in areas where rock outcrops or step slopes made cultivation difficult. Allowing cattle and hogs to forage through woodlands helped to keep them open and clear. As farms developed and inhabitants prospered, towns and villages grew to support the local population.

The area prospered, achieving a high level of cultivation and development during the period from 1760-1860. Most of the substantial farmhouses and "Swisser" barns common to the larger region were constructed between 1790 and 1850. Favored building materials for houses were log (nearly always covered with siding or stucco), native stone, or brick (most brick farmhouses in the area date from after 1820). The earliest barns were

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Continuation Sheet No. 3

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log with timber framing favored after the 1830s.

By the time of the outbreak of the Civil War in 1861, the area was well established. Farms were characterized by fields and boundaries marked with wood or stone fences, orchards and small herds of cattle, hogs and sheep, and flocks of chickens and geese. Farms had carefully maintained woodlots kept to supply firewood, building materials and fencing. Demand for wood was great in the 19th century with the need for construction material and fuel (most households consumed about 10 cords of wood per year for heating). Historic photographs affirm the massive consumption of wood, revealing that the landscape at the time of the Civil War had far fewer trees than are seen today. The need for wood also promoted logging as an important agricultural-related industry in western Maryland throughout the 19th century. Sawmills were plentiful, often attached or adjacent to grist and flour mills.

Leading industries in Maryland, determined by value of product in 1860 included 1) Flour and Meal; 2) Men's Clothing; 3) Cotton Goods; 4) Sugar, Refined; and 5) Leather. By 1870, the list had changed: 1) Sugar, Refined; 2) Flouring and Grist Mill Products; 3) Men's Clothing; 4) Cotton Goods; and 5) Iron, Forged and Rolled. The leading industries had shifted again by 1880: 1) Men's Clothing; 2) Flouring and Grist Mill Products; 3) Fruits and Vegetables, Canned; 4) Fertilizers; and 5) Cotton Goods. Ten years later in 1890, flour milling products had dropped to fourth place in value of product, behind men's clothing, brick and stone masonry, and canning and preserving fruits and vegetables. In 1900, flour and grist mill products had dropped again to the number five position behind men's clothing, fruit and vegetable canning, iron and steel, and foundry and machine shop products. Thereafter, flour and grist mill products don't appear among Maryland's major products at all.¹

The value of product trends shown above indicates that Maryland was shifting from an agricultural based economy to one based on manufacturing and factory produced goods. In Maryland, by 1914, more people were working in industry than in agriculture, and more were living in urban areas than in the country.² As the urbanization and industrialization process gradually transformed the economy of Maryland, farmers responded by shifting to dairy products, fruit and vegetable production. Corn and wheat were still major agricultural products, but milling changed from production for market to custom work for local farmers and planters. Competition from Midwestern grain resulted in Maryland sharing a smaller percentage of the whole amount of grain produced in the US.

Cumberland at the turn of the 20th century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19th century in western Maryland.³ The railroads also attracted a variety of industries, accelerating the influx of rural families to work in

¹ Eleanor Bruchey, "The Industrialization of Maryland, 1860-1914," in Walsh and Fox, p. 483,484.

² Bruchey, p. 396, citing U.S. Department of Commerce, Bureau of the Census, Census of Manufactures: 1914, I, 553.

³ Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

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Continuation Sheet No. 4

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Cumberland. Writing in 1911, Clarence Weaver described the character of the expanding city:

CUMBERLAND is a City of thirty odd thousand inhabitants with its suburbs a large share of whom are supported by the railroads and manufactories. There are many factories, mills and plants of various kinds, among which are N. & G. Taylor Tin Plate Company; U.S. Rail Company; Potomac Glass Company; Wellington Glass Company; Eastern Glass Company; Maryland Glass Etching Works, Cumberland Gas Light Company, Edison Electric Illuminating Company, Klots Throwing Company, Silk Mills, McKaig Foundry and Machine Works, Cumberland Steel and Shafting Works, Footer's Dye Works, United States Tannery, four large Milling Companies, several Planing Mills, Sash and Door factories, Candy Factories, Distilleries, Breweries, Brick Yards, Garages, etc.⁴

Activity on the National Road picked up as well in the early 20th century with the advent of the automobile, becoming a major transcontinental route by the 1920s. The well-developed network of roads and rails enhanced suburban growth around Cumberland. A profusion of modest bungalows and four-square houses lining the National Road (US Route 40) and the secondary roads radiating from Cumberland attest to the population boom associated with the first decades of the twentieth century.

The Depression of the 1930s, and a drought in 1930, brought more woes to Maryland farmers, with agricultural losses estimated at \$38,000,000. While federal loans were available for relief to farmers, as many as 25% of Maryland's farmers were so destitute that they were unable to pull together the required collateral to qualify for the loan money.⁵ In 1931, one of the major bank failures in Maryland was the Central Trust Company of Frederick and its 11 branches. When it collapsed, it affected 14 smaller banks in Western Maryland. This troubled the already depressed farming area in central and western Maryland even more. The bleak economic outlook for farmers in the region encouraged even more people to leave the land and try to turn their fortunes in the city.⁶

World War II industrial needs brought a fresh infusion of manufacturing work for Cumberland's largest industries, Kelly-Springfield Tires and Celanese Corporation (est. 1924), and continued the suburban expansion of Cumberland. Low-cost, quick construction 'shot-gun' style houses may be representative of war-era housing. Post-1950s housing, also associated with corporate industrial employment are represented by modest ranchers and split-level houses.

⁴ Weaver, Clarence E. *STORY OF CUMBERLAND, MARYLAND; THE QUEEN CITY OF THE ALLEGHANIES*, The Eddy Press Corporation, 1911, as reproduced on <http://www.rootsweb.com/~mdallegn/cumberla.htm>, 2001.

⁵ *Ibid.* p. 735.

⁶ Paula S. Reed and Associates, Inc. developed this historic context for use with properties in central and western Maryland.

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NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 5

AL-III-C-172

Bibliography:

Bruce, Robert, "*The National Road*," (National Highway Association, 1916), as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Weaver, Clarence E. *STORY OF CUMBERLAND, MARYLAND; THE QUEENCITY OF THE ALLEGHANIES*, The Eddy Press Corporation, 1911, as reproduced on <http://www.rootsweb.com/~mdallegn/cumberla.htm>, 2001.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared: Sept., 2001
09/01/2001 IN DATABASE

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Bedford Road Survey District Inventory Number: AL-III-C-172

Address: 13200-13308 Bedford Rd. (US Route 220) City: Cumberland Zip Code: 21713

County: Allegany USGS Topographic Map: Evitt's Creek Quadrangle

Owner: Multiple owners

Tax Parcel Number: _____ Tax Map Number: 2D Tax Account ID Number: _____

Project: AL776A21 Agency: SHA

Site visit by SHA Staff: no yes Name: Liz Buxton Date: October 1, 2001

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in: SHA compliance files

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The properties located at 13200, 13210, 13214, 13220, 13220, 13300, 13308 Bedford Road are located in the vicinity of Pea Vine Run along the north end of Bedford Road (MD 807). They are included in the Bedford Road Survey Area prepared by Paula Reed and Associated in Sept 2001(see attached DOE form) which has not yet been submitted to the MHT. According to the DOE form, the Bedford Road Survey district is not eligible for the National Register of Historic Places due to modern infill and alterations to historic buildings.

Description of individual properties:

13200 Bedford Road is 2-story, 2-bay front gable concrete formed block fire station with a modern concrete block garage addition to the south side and a modern metal pre-fabricated addition on the east side (rear). The date of construction is not known; however, it was probably built between 1900-1920.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
<u>Andrew Lewis</u> ✓	<u>12/05/01</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>12/17/01</u>
Reviewer, NR program	Date

200103850

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

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13210 Bedford Road is a 1 ½ story frame bungalow featuring a central dormer and wrap around front porch. The date of construction is not known, however it would appear to be built in the early 20th century.

13214 Bedford Road is a 2 story Foursquare house with pyramidal roof and central dormer. Vinyl siding has been applied to the exterior. The windows appear to be original 3 over 1 configuration and the front door is a multi-light wood door. The foundation is constructed of formed concrete blocks. According to the tax records, the house was built in 1930.

13220 Bedford Road is a 1 story asymmetrically bungalow with off-center entrance and front porch featuring wide tapered pillars on brick piers and a solid wood balustrade. The 3 over 1 windows and multi-light wood front door are intact. According to the tax record the house was built in 1930.

13300 Bedford Road is a 1-½-story bungalow with full width front porch with wide tapered supports. There is a central shed roof gable with four windows. The house has a combination of wood siding, paneling and fishscale shingles on the exterior. According to the tax records, the house was built in 1915. The windows are replacement one over one windows and foundation is concrete block. A concrete formed block pyramidal roof garage located in the rear of the property.

13308 Bedford Road is a 1-½-story bungalow with a large central gable. The front roof slope extends to cover a partially enclosed porch that has a wide tapered pillar and balustrade. Vinyl siding has been applied to the exterior of the house and the windows have been replaced. The date of construction is not known, however, it would appear to be built in the early 20th century.

Although these six properties represent typical examples of early twentieth century building types in the Bedford Road Survey District, they have been altered and have lost the integrity needed to be eligible for the National Register of Historic Places.

The properties are not known to be associated with events that have made a significant contribution to the broad patterns of local, state or national history (criteria A). The properties are not known to be associated with the lives of persons significant in the local, state, or national past (Criteria B). The properties do not embody the distinctive characteristics of a type; period or method of construction represent the work of a master; or possess high artistic values (criteria C). Finally the properties is not likely to yield information important in local, state, or national prehistory or history (Criteria D).

Prepared by: Liz Buxton

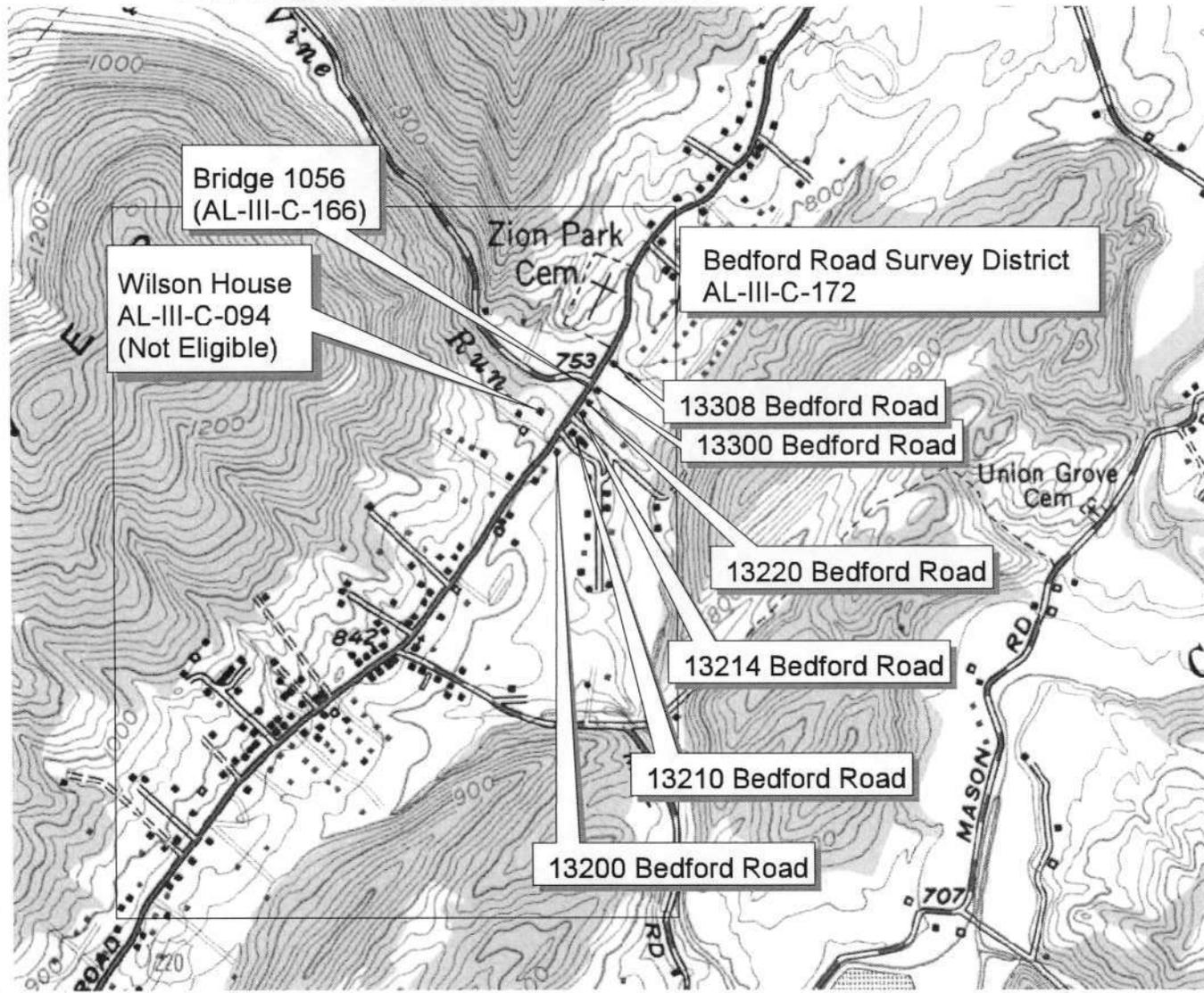
Date Prepared: October 15., 2001

AL-III-C-172

MD 807 over Pea Vine Run

Allegheny County

Evitts Creek Quad



Bridge 1056
(AL-III-C-166)

Wilson House
AL-III-C-094
(Not Eligible)

Zion Park
Cem.

Bedford Road Survey District
AL-III-C-172

13308 Bedford Road
13300 Bedford Road

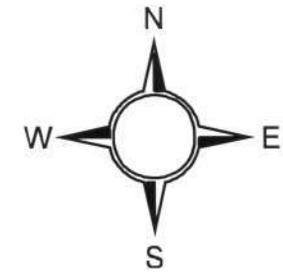
Union Grove
Cem.

13220 Bedford Road

13214 Bedford Road

13210 Bedford Road

13200 Bedford Road





Standard Road Pkg. & Ship.
Standard Road Pkg.

3

10 8 '01

All-III-C-172

13200 Bedford Road - fire station

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPD

Looking Northeast

1 of 9

OCT 01 161 NNND 14



10 8 '01

AL-III-C-172

13210 Bedford Rd

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPO

Looking northeast

2 of 9

OCT 01 161 NNN1 16.....

AI-111-C-172

13210 Bedford Rd

Allegeny County, MD

L. Buxton

Oct 1, 2001

MD SHPD

looking east

3 of 9

OCT 01 153 NNNN 18.



10 8'01

AI-III-C-172

13214 Bedford Road

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPD

looking east

4 of 9

OCT 01 161 NNNC

8



10-801

AL-III-C-172

13220 Bedford Rd

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPD

Looking east

5 of 9

DCT 01 153 NNNN 20



10 8 '01

AL-III-C-172

13300 Bedford Road

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPO

Looking NE

6 of 9

OCT 01 153 NNNN 21

AL111-C-172

13300 Bedford Road

Allegheny County, MD

L. Buxton

Oct 1, 2001

MD SHPO

Looking east

7 of 9

OCT 01 153 NNNN 24



10 8 01

AI-III-C-172

13308 Bedford Road

Allegheny Co, MD

L. Buxton

Oct 1, 2001

MD SHAD

looking northeast

8 of 9

DCT 01161 NNNB

TT



AI-III-C-172

13308 Bedford Rd

Allegheny Co, MD

L. Buxton

Oct 1, 2001

MD SHPD

looking east

9 of 9

... "OT INNN 161 NNNB 10"