

AL-V-A-250

C & P Railroad Switchback No. 9

Zihlman

Public

1850

Switchback No. 9 was constructed in 1850 by the Mt. Savage Iron Company as part of their track extension from Mt. Savage to Frostburg. (Bulletin No. 66, p. 43). It, as well as one in Mt. Savage, were necessary to make the 800 foot climb in 7.7 miles from Mt. Savage to Frostburg.

It is significant as an engineering accomplishment, which facilitated the transport of coal from the Georges Creek region for 124 years.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

C & P Railroad Switchback No. 9

**2 LOCATION**

STREET & NUMBER

Off Hope Road, Old C & P RR (Western Maryland RR) bed, extending from approx. 1/2 to

CITY, TOWN 1 1/2 miles northeast of Frostburg

CONGRESSIONAL DISTRICT

Zihlman

VICINITY OF

6th

STATE

COUNTY

Maryland

Allegany

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER

**4 OWNER OF PROPERTY**

NAME

Chessie System (CSX Corporation)

Telephone #/#: \_\_\_\_\_

STREET & NUMBER

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code

Maryland

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC

Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE

Maryland 21502

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

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<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Switchback No. 9 was constructed in 1850 by the Mt. Savage Iron Company as part of their track extension from Mt. Savage to Frostburg. (Bulletin No. 66, p. 43). It, as well as one in Mt. Savage, were necessary to make the 800 foot climb in 7.7 miles from Mt. Savage to Frostburg.

The main line ran southwest from Mt. Savage to the yards at Borden Mines,  $\frac{1}{2}$  mile northwest of Frostburg. Trains were then backed approximately 1.1 miles northeast to Switch No. 9, located near Consolidation Coal Company's Mine No. 9. The trains then proceeded into Frostburg.

In 1912, the Western Maryland Railway completed a connection from Cumberland to the Pennsylvania Railroad at Connelsville. Three bridges were constructed within the switchback system: two to carry the switchback over the Western Maryland line and one to carry it under the Western Maryland line. (Mellander, p. 9) (See photos). In 1974, the Western Maryland Railway discontinued use of the switchback; the track between the No. 9 switch and the Frostburg Railroad station was subsequently taken up. (Mellander, p. 22).

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS-GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

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SPECIFIC DATES	1850	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

Switchback No. 9 is significant as an engineering accomplishment, which facilitated the transport of coal from the Georges Creek region for 124 years.

CONTINUE ON SEPARATE SHEET IF NECESSARY

LL-V-K-250

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Hicks, W.R. "The Cumberland & Pennsylvania Railroad," Bulletin No. 66. Boston: T Railway and Locomotive Historical Society, Inc., 1945.

Mellander, Deane E. Rails to the Big Vein - The Short Lines of Allegany County Maryland. Potomac Chapter, National Railway Historical Society, 1981.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Donna Ware, Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

November 1980

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

301-269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



Frostburg, MD-PA  
USGS 7.5 Minute Series  
Scale 1:24,000  
1949; photorevised 1974

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Off Hope Road, Old C & P Railroad  
(Western Maryland RR) bed, extending  
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of Frostburg



AL-V-A-250  
C&P RR Switchback  
ALlegany Co., MD  
David A. Dorsey  
Looking East



AL-V-A-.250  
C&P RR Switchback  
Allegany Co., MD  
David A. Dorsey 11/80  
Looking West



The Way you get to Frostburg by Rail, zig zag up the Mountain. Altitude 2,250 feet.

A. Feldstein

AL-V-A-250

C & P Railroad Switchback No. 9

Allegany County, Maryland

Dave Dorsey 11/80 - Looking W.

Old Photo : Al Feldstein Collection