

**Maryland Historical Trust
Determination of Eligibility Form**

Property Name: The Narrows Inventory Number: AL-V-B-009
 Address: _____ Historic District: _____ Yes No
 City: _____ Zip Code: _____ County: _____
 USGS Quadrangle(s): _____
 Property Owner: _____ Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: demolition of 10901 Locust Grove Road Agency: CDBG
 Agency Prepared By: Maryland Historical Trust
 Preparer's Name: Jonathan Sager Date Prepared: 08/06/2014

Documentation Is Presented In: _____

Preparer's Eligibility Recommendation: _____ Eligibility Recommended Eligibility Not Recommended
 Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____
 Inventory Number: _____ Eligible: Yes No Listed: Yes No
 Site Visit by MHT Staff: Yes No Name: _____ Date: _____

Description of Property and Justification: (Please attach map and photo)

The Narrows area was nominated to the National Register in 1974, forwarded to the National Park Service, and determined ineligible by the Keeper. See NR files for additional information.

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 checked="" type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u>Jonathan Sager</u>	<u>08/06/2014</u>
Reviewer, Office of Preservation Services	Date
<u>N/A</u>	
Reviewer, National Register Program	Date

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	Maryland
COUNTY:	Allegany
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME

COMMON:
The Narrows

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
both sides of U. S. Route 40 from Eckhart Junction to Cumberland

CITY OR TOWN:
Near Cumberland

CONGRESSIONAL DISTRICT:
Sixth

STATE: Maryland CODE: 24 COUNTY: Allegany CODE: 001

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object <input checked="" type="checkbox"/> Both	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)
Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No			

4. OWNER OF PROPERTY

OWNER'S NAME:
County Commissioners of Allegany County and Multiple Owners

STREET AND NUMBER:
Allegany County Courthouse, Prospect Square

CITY OR TOWN:
Cumberland

STATE: Maryland CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Allegany County Courthouse

STREET AND NUMBER:
Prospect Square

CITY OR TOWN:
Cumberland

STATE: Maryland CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

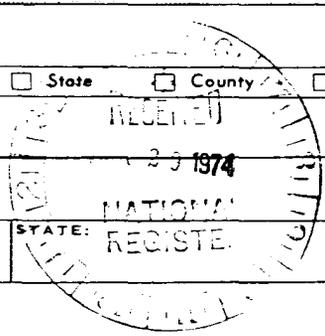
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:
Cumberland

STATE: Maryland CODE: 24

SEE INSTRUCTIONS



STATE: Maryland

COUNTY: Allegany

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

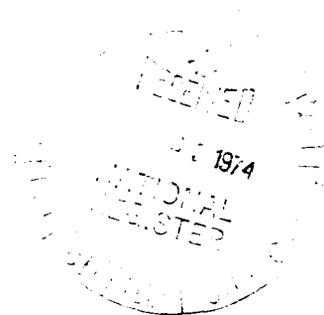
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Narrows is a steep-walled gorge about one mile long, located one and one half miles northwest of Cumberland. It was created by the slow, downward cutting of Wills Creek through a narrow ridge known as Wills Mountain north of the gorge and Haystack Mountain south of it. The creek flows in a southeasterly direction through The Narrows, forming a reverse "S" curve.

The valley floor is fairly level and is about 650 feet above sea level. The elevation at the top of the gorge proper is about 1500 feet.

The walls of The Narrows are comprised of the red shales of the Juniata Formation, overlain by the hard, cliff-forming, white Tuscarora Sandstone. Although the rocks are about 400 million years old, the gorge itself can be no older than about 200 million years and is probably less than half that age.

Paralleling the stream on the north bank are the tracks of the Baltimore and Ohio Railroad. On the south bank are U. S. Highway 40 and, on a bench above the highway, the tracks of the Western Maryland Railway. The stone abutments of an 1833 bridge remain on either side of Wills Creek. At the east end of the gorge are the relatively new flood-control revertsments of the Army Corps of Engineers, and also a number of commercial establishments that have been built adjacent to the highway.



SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|--------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | osophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

The Narrows is a natural landmark whose importance is both scenic and historic. Two centuries of travelers have marveled at the dramatic cut through Wills and Haystack Mountains. Historically, this low-grade pass facilitated commerce, travel, and migration between Cumberland and the West.

Surprisingly, the early roads in the area by-passed this easy route. Nemacolin, the Delaware Indian who blazed the first trail through the wilderness for the Ohio Company in 1752, laid out his road over the steep mountain grades. In 1755, General Edward Braddock's army, on its way to its disastrous defeat at Fort Duquesne, hauled its cumbersome equipment over Nemacolin's trail. Searching for an easier route, one of Braddock's lieutenants, Charles Spindelow, re-discovered the pass that for a time bore his name. Nevertheless, the first route of the National Road also went over the mountain.

It was not until 1832, when the Federal Government conducted an extensive investigation of the National Road, that the highway was re-routed through The Narrows. The abutments of the old stone bridge across Wills Creek that was used from 1834 to 1932 can still be seen just downstream from the present highway bridge. The names of the builders were carved in marble blocks set into the abutments of a number of the National Road bridges in this area. One of these blocks gives the legend "Built by Thomas Fealy; Lt. JN° Pickell, U. S. Engineer; H. M. Pettit, Ass't. Supd't." The date was 1833.

For well over a century this lower-grade passage was the principal westward route from Cumberland; even today it is still U. S. Highway 40. However, advanced highway design coupled with the limited space on the floor of The Narrows directed the routing of the National Freeway over the mountain, more nearly coinciding with the old Indian path that supposedly followed a still earlier buffalo trace than with the historic National Road. The future significance of The Narrows rests with its continued use as a transportation corridor.

"Limited additional transportation improvements in the Narrows would be consistent with its historical significance!"

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bailey, Kenneth P. The Ohio Company of Virginia and the Westward Movement 1748-1792.... Glendale, California: Arthur H. Clark, 1939.
 _____ Thomas Cresap, Maryland Frontiersman. Boston: Christopher Publishing House, 1944.
 Sargent, Winthrop. The History of an Expedition Against Fort Du Quesne [sic] in 1735.... Historical Society of Pennsylvania, Philadelphia: J. B. Lippincott, 1856.
 Searight, Thomas B. The Old Pike, A History of the National Road.... Uniontown, Pennsylvania: the author, 1894.
 (see continuation sheet)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	39° 40' 21"	78° 47' 26"		° . .	° . .	
NE	39° 40' 21"	78° 46' 43"				
SE	39° 39' 36"	78° 46' 42"				
SW	39° 39' 36"	78° 47' 27"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 300 acres

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Claire A. Richardson, Baltimore County Committee
 ORGANIZATION: Maryland Historical Trust DATE: May 1973
 STREET AND NUMBER:
2525 Riva Road
 CITY OR TOWN: Annapolis STATE: Maryland CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Orlando Ridout IV

Title Maryland Historic State Preservation Officer

Date April 11, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

 Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	
Maryland	
COUNTY	
Allegany	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

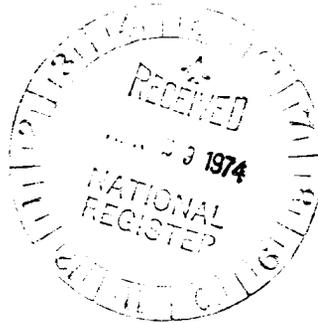
(Number all entries)

The Narrows

Number 9. Major Bibliographical References continued.

Schmidt, John C. "The Maryland Pass that Opened the West." The Sunday Sun Magazine. Baltimore, Maryland. December 18, 1960.

Thomas, James W. and T. J. C. Williams. History of Allegany County, Maryland.... 2 volumes. reprint. Baltimore: Regional Publishing, 1969.



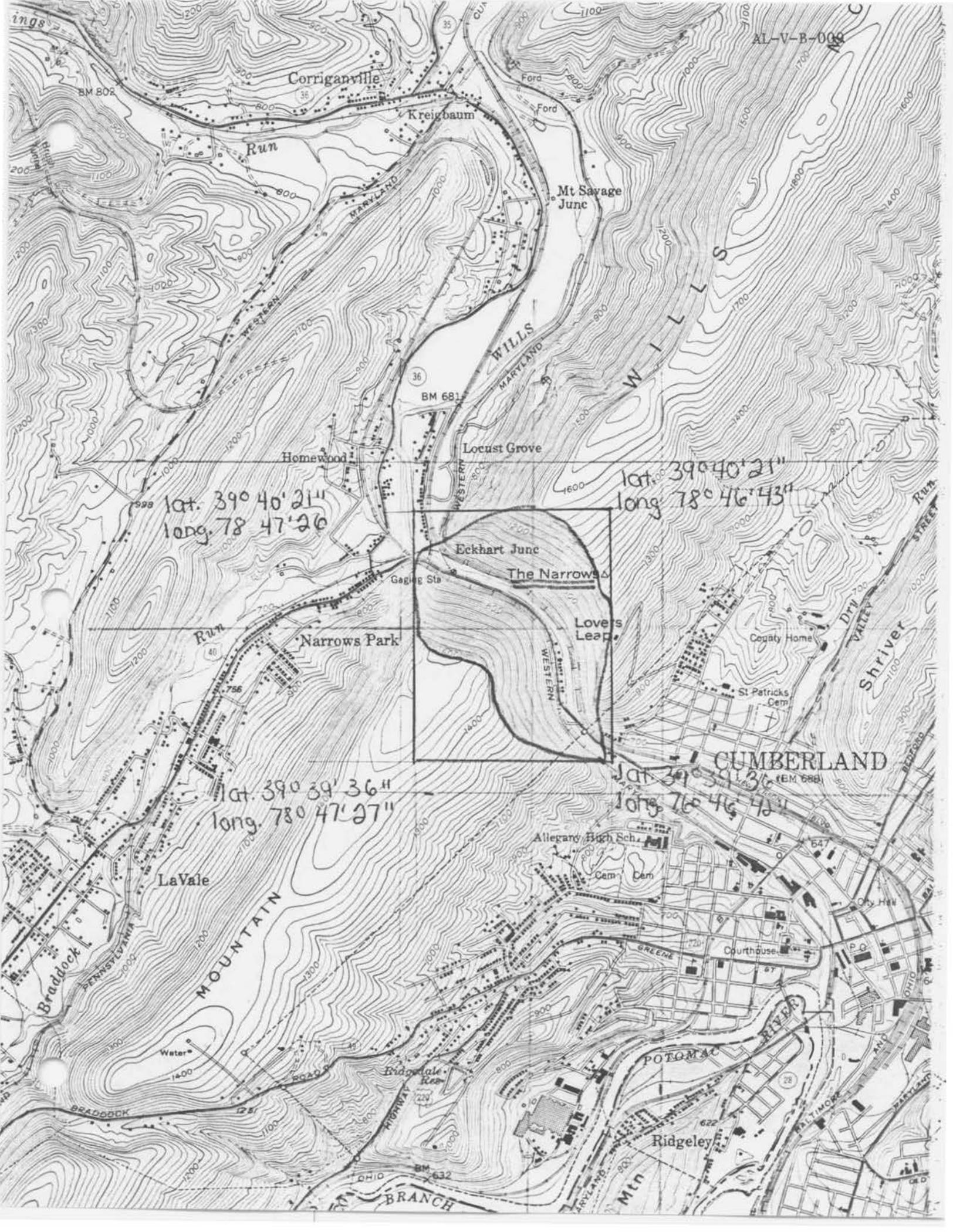


The Narrows is a natural landmark, a dramatic cut through Wills and Haystack mountains, whose importance is both scenic and historic. Historically, the pass has facilitated commerce, travel, and migration between Cumberland and the west. Early roads bypassed the Narrows. Nemaquin's path, an Indian trail, much of which later became Braddock Trail, used the steep mountain passes to the south. One of Braddock's officers, British Naval Lieutenant Charles Spendlowe, found the Narrows, and a large portion of Braddock's force used it, but the National Road first followed the steep mountain trail. Not until 1832, when the federal government extensively surveyed the

region, was the National Road rerouted through the Narrows. The abutments of the old stone bridge that carried the road over Wills Creek, a bridge used from 1834 to 1932, are still visible just downstream from the present U.S.-40 bridge. After more than a century's service as the main westward route, the Narrows is being bypassed again as U.S. 48 generally follows Nemaquin's Path west out of Cumberland.

Information courtesy of
Tri-County Council for
Western Maryland;
photograph, circa 1897, from
Art Work of Allegany County;
courtesy of Nadeane A. Gurley.

Schwartz, Lee, Al Feldstein and Joan Baldwin
1980 *Allegany County, A Pictorial History*. Virginia Beach/Norfolk:
Donning. P. 55.



AL-V-B-009

lat. 39° 40' 21"
long. 78° 47' 26"

lat. 39° 40' 21"
long. 78° 46' 43"

lat. 39° 39' 36"
long. 78° 47' 27"

lat. 39° 39' 36"
long. 78° 46' 40"

CUMBERLAND
(EM 688)



AL-52 The Narrows

AI-V-B-009

4/93 Michael Bourke



Cumberland Narrows

AL-V-009

PHOTO CREDIT, Please, . . . to

M. E. Warren

P. O. Box 1508 Annapolis, Maryland

Maryland Illustrated File # 5

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