

AL-VI-B-283

Georges Creek & Cumberland Railroad Trestle
Lonaconing
Private

c.1883

The Georges Creek & Cumberland Railroad Trestle is a single-track, timber trestle spanning an unnamed creek which feeds into Georges Creek just north of Lonaconing. The trestle has an approximate 150-foot span across the steep creek valley.

The Georges Creek & Cumberland Railroad was formed in 1876 as a branch of the Pennsylvania Railroad to tap the Maryland coal fields. After numerous obstructions created by the monopolistic C&P Railroad, the G.C. & C. Railroad was finally completed in 1883, the year in which this trestle may have been erected. In 1913, the G.C. & C. Railroad merged with the Western Maryland Railway and in 1939, they abandoned the line between the Narrows and Lonaconing.

Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

G
DOE yes no

1. Name (indicate preferred name)

historic Georges Creek & Cumberland Railroad Trestle

and/or common

2. Location

abandoned W. MD Railway line, where it crosses an unnamed creek,
street & number 1/2 mile w. of the intersection of Rt. 36 and Old not for publication

Legislative Rd.

city, town Lonaconing vicinity of congressional district 6th

state Maryland county 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	Public Acquisition	Accessible	<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 type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: not in use

4. Owner of Property (give names and mailing addresses of all owners)

name Buffalo Coal Company

street & number P. O. Box 282 telephone no.:

city, town Bayard, state and zip code WVA 26707

5. Location of Legal Description

courthouse, registry of deeds, etc. Allegany County Courthouse liber

street & number 30 Washington St. folio

city, town Cumberland state MD

6. Representation in Existing Historical Surveys

title none

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. AL-VI-B-283

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Georges Creek & Cumberland Railroad Trestle is a single-track, timber trestle spanning an unnamed creek which feeds into Georges Creek just north of Lonaconing.. The trestle has an approximate 150-foot span across the steep creek valley. The bed of the trestle has collapsed in several places and its is generally in deteriorated condition. The tracks have been removed.

8. Significance

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates **Builder/Architect**

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

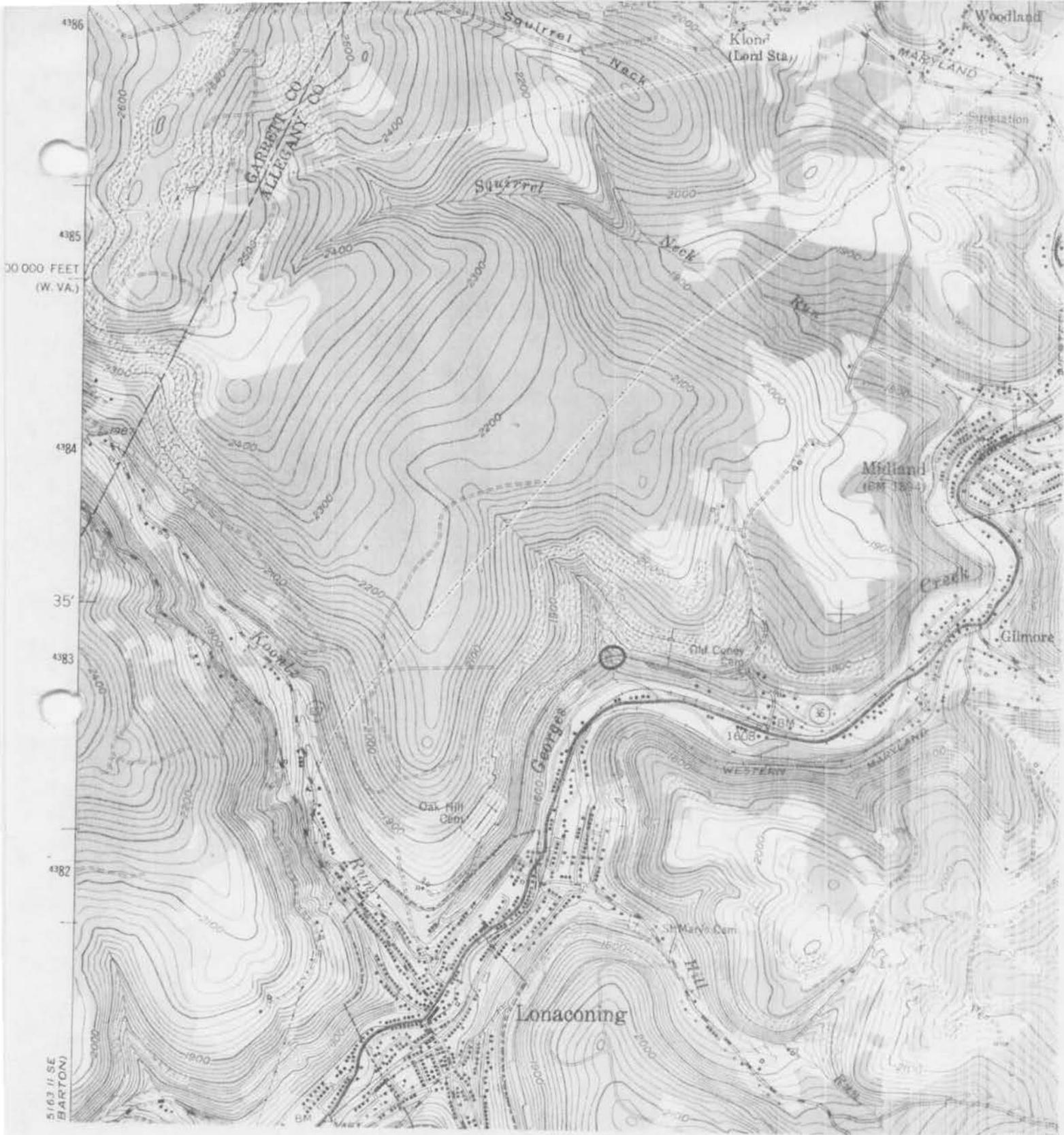
Among what must have been several timber railroad trestles constructed to span the numerous narrow and steep creek valleys in the Georges Creek Valley, this trestle is perhaps one of the last survivors. It may have been constructed as early as 1883, when the G.C. & C. Railroad was extended to Knapp's Meadow. Or, it may be a later replacement of an earlier bridge.

The Georges Creek & Cumberland Railroad was formed in 1876 as a branch of the Pennsylvania Railroad to tap the Maryland coal fields. It ran from the Pennsylvania state line north of Corriganville, south to the Narrows. From the Narrows, it ran west, paralleling the Eckhart Branch of the Cumberland & Pennsylvania Railroad to Clarysville, where it cut southwest to Midland. From Midland it ran south down the Georges Creek Valley to Knapp's Meadow just north of Lonaconing. The two branches continued south on both sides of Georges Creek to just south of Lonaconing.

After numerous obstructions created by the monopolistic C&P Railroad, the G.C. & C. Railroad was finally completed in 1883, the year in which this trestle may have been erected. In 1913, the G.C. & C. Railroad merged with the Western Maryland Railway and in 1939, they abandoned the line between the Narrows and Lonaconing. ¹

Footnotes

¹Deane Mellander, Rails to the Big Vein, (National Railway Historical Society, 1981), p. 8.



Lonaconing, MD:WVA
 USGS 7.5 Minute Series
 Scale 1:24,000
 1950; photorevised 1974

AL-VI-B-283
 Georges Creek & Cumberland
 Railroad Trestle
 abandoned W.MD Railway line, where it
 crosses an unnamed creek, ½ mile
 w. of intersection of Rt. 36 and
 Old Legislative Rd.



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Georges Creek & Cumberland Railroad

Trestle

Allegheny Co., MD

D. Dorsey, 8/81

Looking North