

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ___
no X

Property Name: Stone Abutments (MD 36 over Georges Creek) Inventory Number: AL-VI-B-353
 Address: MD 36 over Georges Creek City: Lonaconing Zip Code: _____
 County: Allegany USGS Topographic Map: Lonaconing
 Owner: SHA Is the property being evaluated a district? ___ yes
 Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____
 Project: AL8485180 Agency: SHA
 Site visit by MHT staff: X no ___ yes Name: _____ Date: _____
 Is the property is located within a historic district ___ yes X no

If the property is within a district District Inventory Number: _____
 NR-listed district ___ yes Eligible district ___ yes Name of District: _____
 Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible ___ yes X no

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

Documentation on the property/district is presented in Compliance files

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

The stone abutments are the remains of an earlier crossing over Georges Creek that once carried MD 36 and the Cumberland and Westernport Electric Railway (C & WE). The bridge originally crossed just west of the current bridge (No. 1013) which was built in 1927. The abutments are located just west of the current alignment of MD 36 over George's Creek (Bridge No. 1013) and consists of less that 40 large square-cut stones (possibly sandstone). The remaining stones are evident on both sides of George's Creek. The State Roads Commission plans for Bridge No. 1013 which was built in 1927 indicate the abandoned trolley tracks and the old bridge. If is not known when the crossing and tracks were removed.

The C &WE was incorporated in April 11, 1902 as successor to the Frostburg, Eckhart, and Cumberland Electric Railway which had been completed that year. The service began with two small, second hand single truck cars. In December 1902 the line was completed to Lonaconing with construction to Westernport ongoing. By 1902, the line stretched from Frostburg down the Georges Creek to Lonaconing. The first passenger run was made on April 24, 1902. At Cumberland, an interchange was made with the Cumberland Electric Railway, a local city service. There was a ticket office and terminus at Baltimore and Centre Streets. Hourly service was provided. The Cumberland and Westernport Electric Railway was formed by merger in 1906. An extension of the system to Salisbury, Pa., and to Keyser WV were considered, but never built.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended ___	Eligibility not recommended <u>X</u>
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
MHT Comments	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Service	<u>4/28/03</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>4/29/03</u> Date

NR-ELIGIBILITY REVIEW FORM

Stone Abutments (MD 36 over Georges C

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Miners specials ran down the Georges Creek, to provide transportation for the different shifts. The trolley were the preferred mode of travel by miners to the mines from Frostburg that it replaced the C & P "miner accommodation" trains.

C & WE obtained the mail contract between Cumberland and Frostburg and trolleys carried the mail and parcels over their 27 miles of standard gauge track. The growth of freight and express service lead to the use of a freight-only trolley, making two trips per day.

The C & WE used a coal burning 500 kilowatt power house with boiler and a car barn at Clarysville located along the National Road. It is no longer extant. There was also an auxiliary 400 kw power station at Reynolds.

By the 1920's, the private automobile and mine closings in the regions impacted the trolley service. The operation was sold to Cities Service, who replaced the trolleys with buses and freight trucks by 1925. This scenario was repeated countless times across the United States, as the General Motors-backed Cities Service phased out electric trolleys in favor of diesel trucks and busses. Trackage was taken up between Cumberland and Frostburg in August of 1926 although it is not known when tracks between Westernport and Cumberland were taken up. Trolley service officially stopped in Allegany County on May 16 1932 when the last trolley car returned to the Cumberland Electric Railway "car barn".

Although the stone abutments are associated with an earlier bridge crossing of MD 36 over George's Creek as well as the C & WE Railway, the original bridge has been removed and the remaining abutments are in ruins and lack sufficient integrity to be eligible to the National Register of Historic Places (NRHP) under criterion A, B, C or D.

References:

Feldstein, Albert L., Feldstein's Historic Coal Mining and Railroads of Allegany County, Commercial Printing Company, 1999.

Prepared by: Liz Buxton

Date Prepared: 01/11/2003

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

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

MHT Comments

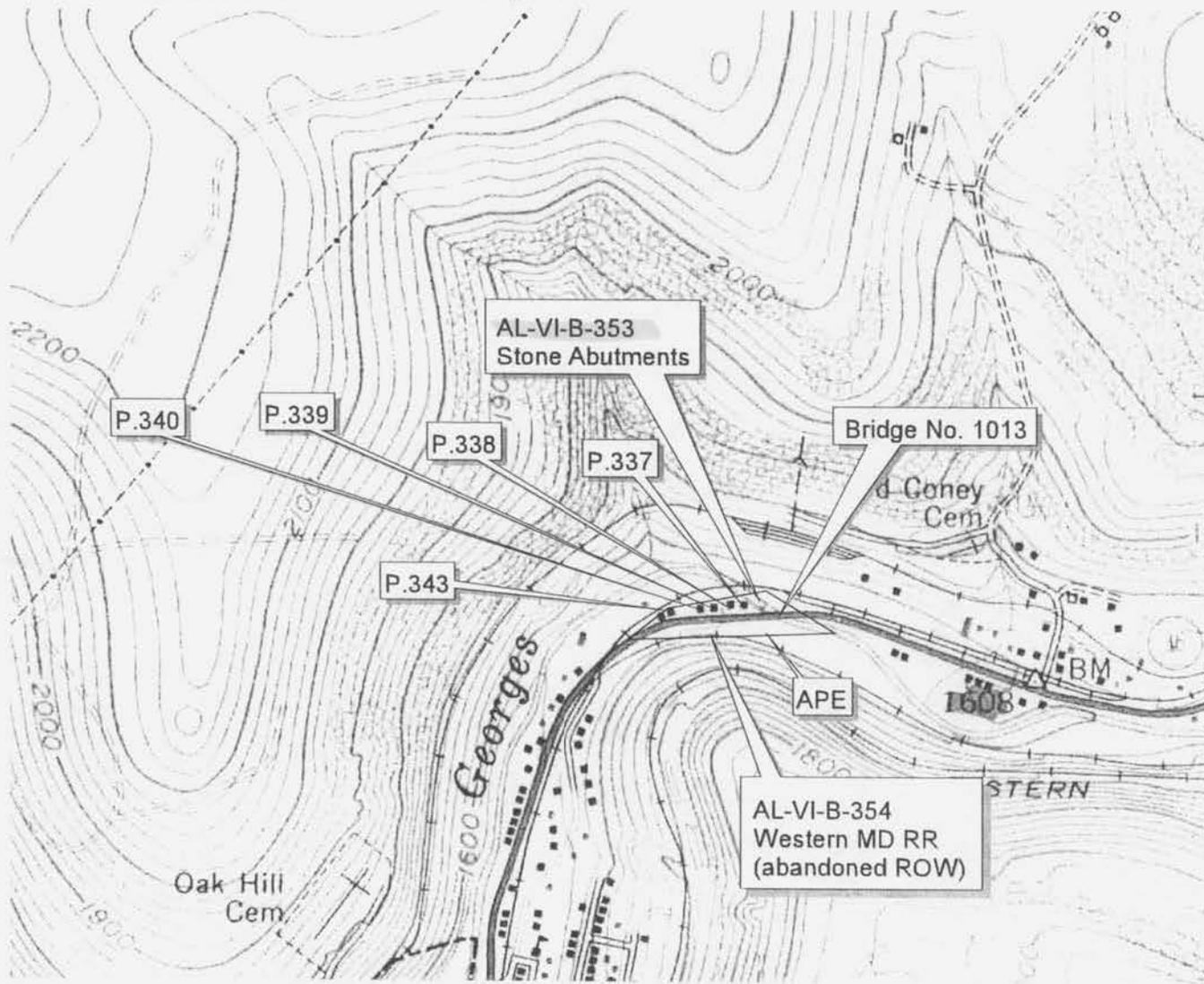
Reviewer, Office of Preservation Service

Date

Reviewer, NR Program

Date

MD 36 Over Georges Creek- Bridge No. 1013
Allegany County
Lonaconing Quad
Attachment 1 showing APE



USGS Topo Quad Index
County





AL V. B-353

Stone Altimeter, W of Bridge 1013

ALLEGANY COUNTY

L. BURTON

April 2003

MS SHPO

view-looking north

1 of 2

APR 2003 10:00 AM



AL-VI-B-353

Stone about Monte low at Bridge 1013

Allegheny County

L. Belxton

April 2003

Mid SHPO

View - looking north

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