

G-IV-C-177

Hitchcock Tunnel
Swanton
Private

1869

The Hitchcock Tunnel, constructed in 1869, is a 399.2 foot long brick lined, double track, railroad tunnel with ornate brick portal facings.

It is significant as an element of the pioneer engineering accomplishments made by the B & O Railroad in the construction of the railroad over the Appalachian Mountains in the mid-19th century.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Hitchcock Tunnel

AND/OR COMMON

2 LOCATION

STREET & NUMBER

B & O Railroad Tracks, approx. 2 miles northeast of Swanton

CITY, TOWN

Swanton

VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Garrett County

3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|---|--|--|--|
| <input type="checkbox"/> DISTRICT | <input type="checkbox"/> PUBLIC | <input checked="" type="checkbox"/> OCCUPIED | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> MUSEUM |
| <input type="checkbox"/> BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | <input 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 checked="" type="checkbox"/> TRANSPORTATION |
| | | <input type="checkbox"/> NO | <input type="checkbox"/> MILITARY | <input type="checkbox"/> OTHER |

4 OWNER OF PROPERTY

NAME

CSX Corp.

Telephone #:

STREET & NUMBER

CITY, TOWN

Baltimore, Maryland

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

G-IV-C-177

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hitchcock Tunnel, constructed in 1869, is a 399.2 foot long brick lined, double track, railroad tunnel situated on the steep western slope of Backbone Mountain, 2 miles northeast of Swanton,

It is 30 feet wide and is built on a 4° left curve.

Its distinguishing characteristic is the ornatetreatment of the brick facing at both portals. The portal arches are marked by 5 courses of brick and flanked by massive brick buttresses. Above each portal, marked by corbeled brick belt courses, is the name of the tunnel, "Hitchcock", set into a brick saw-toothed panel.

Within the tunnel are gothic arched recesses for pedestrian use and as functional relieving arches.

The tunnel is presently in use by the Chessie System.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

G-IV-C-177

| 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 checked="" 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 type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

| | | |
|----------------|------|-------------------|
| SPECIFIC DATES | 1869 | BUILDER/ARCHITECT |
|----------------|------|-------------------|

STATEMENT OF SIGNIFICANCE

Hitchcock Tunnel, built in 1869, is significant as an element of the pioneer engineering accomplishments made by the B & O Railroad in the construction of the railroad over the Appalachian Mountains in the mid-19th century. The tunnel is part of the 17-mile grade from Piedmont, W.Va. to Altamont, MD., a rise of 1,626 feet and an engineering feat in its day.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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 | May 1982 |
| 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.

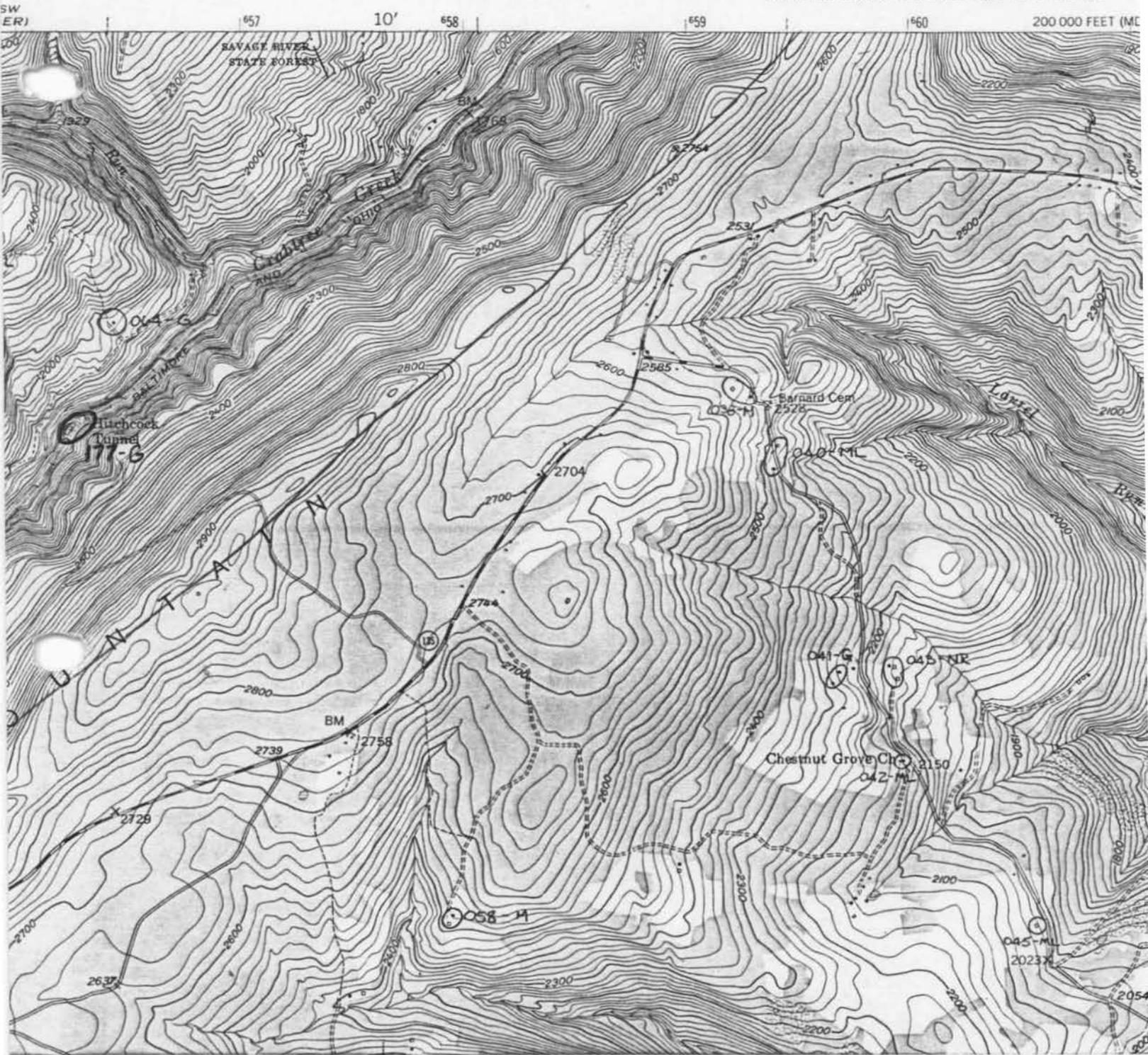
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

TUNNEL RECORDS

| Official List Index Reference | NAME OF TUNNEL (Year Built) | LOCATION | POINTS BETWEEN | ALIGNMENT | Number of Tracks | Horizontal Width | STRUCTURE | | | Length in Feet | | | REMARKS VALUATION SECTION, ETC. |
|-------------------------------|---|--|-----------------------------------|---|------------------|---|---|--|--|----------------|---------|--------|--|
| | | | | | | | Portals | Side Walls | Arch | Curve | Tangent | Total | |
| CUMBERLAND DIVISION | | | | | | | | | | | | | |
| 1687 | Harper's Ferry... (1893) | 0.2 mile East of Harper's Ferry Station..... | Waverton and Martinsburg..... | Tangent 924.66 ft..... | 2 | East Portal 28' 0" West Portal 54' 11" | E. Portal Brick..... W. Portal Concrete.. | E. End Brick..... W. End Concrete.. | E. End Brick..... W. End Concrete.. | | 824.7 | 824.7 | 1-MD-17.3 Sheet 13. 200' at West End Rebuilt in form of a Bellmouth. Valley Branch 724.7' Tang. 200' on 7° Curve. |
| 2013 | (Magnolia Cut-off) Randolph..... (1914) | 3.2 miles West of Orleans Road..... | Martinsburg and Cumberland..... | 1014.9 ft. on 4° 00' Curve to Left. | 2 | 31' 0" | Concrete... Concrete... | Concrete and 1 Ring Brick..... | | 1014.9 | | 1014.9 | 1-WV-36.8 Sheet 1. |
| 2016 | (Magnolia Cut-off) Stuart..... (1913-14) | 5.0 miles West of Orleans Road..... | Martinsburg and Cumberland..... | East End 381.6 ft. 2° 30' Curve to left and 2973.8 ft. Tangent at West End..... | 2 | 31' 0" | Concrete... Concrete... | Concrete and 1 Ring Brick..... | | 381.6 | 2973.8 | 3355.4 | 1-WV-36.8 Sheet 2. |
| 2018 | (Magnolia Cut-off) Graham..... (1913-14) | 5.1 miles East of Little Cacapon..... | Martinsburg and Cumberland..... | Tangent 1592 ft..... | 2 | 31' 0" | Concrete... Concrete... | 5 Ring Brick..... | | | 1592.0 | 1592.0 | 1-MD-40.4 Sheet 1. |
| 2020 | (Magnolia Cut-off) Carethers..... (1913-14) | 3.2 miles East of Little Cacapon..... | Martinsburg and Cumberland..... | 2° 30' Curve to left 995.9 ft. total Length..... | 2 | 31' 0" | Concrete... Concrete... | 5 Ring Brick..... | | 995.9 | | 995.9 | 1-WV-36.8 Sheet 4. |
| 2083 | (Patterson Creek Cut-off) Knebley..... (1902) | 0.9 miles East of McKensie Station..... | Patterson Creek and McKensie..... | East End 821.5 ft. on 3° Curve Right and 3338.4 ft. on Tangent at West End..... | 2 | 30' 0" | Stone..... Brick..... | 5 Ring Brick..... | | 821.5 | 3338.4 | 4159.9 | 1-WV-36.9 Sheet 3. |
| 1876 | Hitchcock..... (1869) | 1.9 miles West of Frankville Station..... | Cumberland and Grafton..... | 399.2 ft. 4° Curve (Left)..... | 2 | 30' 0" | Brick..... Brick..... | 5 Ring Brick..... | | 399.2 | | 399.2 | 1-MD-40.3 Sheet 4. |
| 1946 | Kingwood (Old).. (1849-52) | 0.4 mile West of Tunnelton Station..... | Cumberland and Grafton..... | East End, 152 ft. spiral to 9° 15' Curve to Right 4023.4 ft. on Tangent, 96.1 ft. on 1° Curve to Right at West End..... | 1 | 19' 0" | East End Stone West End Brick gullited on face | Stone and Brick..... | Stone, Brick and Cast Iron. | 248.1 | 3905.8 | 4153.9 | 1-WV-42.3 Sheet 12. Side-walls are built on Tangent, portal to portal. |
| 1945 | Kingwood (New). (1910) | 0.4 mile West of Tunnelton Station..... | Cumberland and Grafton..... | East End 25.2 ft. on 9° 15' Curve to Right 4176.4 ft. on Tangent to West End..... | 2 | 31' 0" | Stone..... Concrete and Brick | 5 Ring Brick..... | | 25.2 | 4176.4 | 4201.6 | 1-WV-42.3 Sheet 12. |
| 2105 | Elkins (M. & K. R. R. Br.)..... (1907) | 1.0 mile West of Albright Station..... | Morgantown and M. & K. Jct..... | 255 ft. 20° 36' Curve to Left at East End, 217 ft. 10° 00' Curve to Left at West End..... | 1 | 18' 0" | East End Stone West End Timber Arch Stone Side Walls..... | 7 ft. Stone Sec. E. End 13 ft. Stone Sec. W. End Rest Timber... | 7 ft. Section Stone at E. End Rest Timber... | 472.0 | | 472.0 | 1-WV-81.1 Sheet 32. |

1955

G-IV-C-177



Kitzmiller, MD-WV
USGS 7.5 Minute Series
Scale 1:24,000
1948; photorevised 1974

Site #: G-IV-C-177
Hitchcock Tunnel
B&O Railroad Tracks, approx. 2 miles
northeast of Swanton



G-IV-C-177

Hitchcock Tunnel

Garrett Co., Md.

D. Ware, 10/81

S. W. Portal



G-IV-C-177

Hitchcock Tunnel

Garrett Co., MD.

D. Ware, 10/81

N. E. Portal



G-IV-C-177

Hitchcock Tunnel

Garrett Co., Md.

D. Ware, 10/81

S. W. Portal



G-IV-C-177
Hitchcock Tunnel
Garrett Co., Md.
D. Ware, 10/81
S. W. Portal