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"THE HISTORY AND CONSTRUCTION OF THE CUMBERLAND AND PENNSYLVANIA RAILROAD"

James A. Lee

1/15/31

"BIBLIOGRAPHY"

1. Most of this material was obtained from the files of the Company in Cumberland, Maryland.

2. Mr. W. Claus, General Manager of the Cumberland and Pennsylvania Railroad Company.

3. Number of stops and train route from Mr. Lawrence Powers, Frostburg, Maryland.

"SUMMARY"

The Cumberland and Pennsylvania Railroad Company has its main office located in the Clark Keaton Building on Baltimore Street, Cumberland, Maryland. A summary of a few statistics will show clearly the nature and size of this road. The Company itself was organized in 1850. It now possesses a main track from Cumberland, Maryland to Piedmont, West Virginia a distince of 31,354 miles. With various branches, side tracks, it possesses 88,471 track miles. Although comparatively small it did a large business during the coal operations in that section, but after the World War the coal industry dropped off and at the present time very little coal is hauled but an excellent passenger service is maintained.

"History and Construction of the Cumberland and Pennsylvania Railroad"

The history of the Cumberland and Pennsylvania Railroad covers a period of seventy-three years and is not the history of one railroad but of eight distinct organizations which at various times merged into one forming the Cumberland and Pennsylvania Railroad Company. To trace the construction of this railroad is to trace the development of each of these eight distinct organizations.

Early in 1804 coal was found west of Cumberland, Maryland in the Georges Creek and Echart regions. This discovery led to a new industry in Western Maryland which at the time depended mainly on the lumber and farming industries. Although there was an abundance of coal there was very little if any means of transportation and the industry was very slow to grow. Practically the only means of transportation were boats which were floated down the Potomac River. Each winter different individuals would dig a quantity of coal, build their own flat-bottomed boats and when the spring freshets came they would float the coal to a market in Washington where they sold their boat and coal for whatever they could obtain and make their way back to Cumberland on foot, a distance of 150 miles.

This condition continued until 1842 although several small railroads had been constructed to carry coal from the mines to Cumberland. In 1850 the Chesapeake and Ohio Canal was finished and was opened in October of that year. This afforded a means of transporting the bituminous coal of that region from Cumberland to a ready market in the seaboard cities. The same year the Cumberland and Pennsylvania Railroad was granted a charter by the General Assembly to form a company with a capital stock of $1,000,000 to construct a railroad from the town of Cumberland to some suitable point on the Maryland-Pennsylvania state line. The history of this involves the history of several companies that existed as early as 1829 and is necessarily a part of the Cumberland and Pennsylvania Railroad as it is today.

In the year 1838 the Maryland and New York Iron and Coal Company became defunct and all their property was sold to the Messrs. Corning, Winslow and Forbes. This contained 9 miles of railroad from Cumberland to Mount Savage and was used to transport coal from the mines at Mount Savage to Cumberland. In 1848 this road was conveyed to the Mount Savage Iron Company. The same year this road with 5 miles more running to Borden Yard was conveyed to the Cumberland and Pennsylvania Railroad Company for stock involved, this being the first property owned by the Cumberland and Pennsylvania Rail-

road Company. This sale also included 0.9 of a mile of Potomac wharf giving the Cumberland and Pennsylvania Railroad Company a good frontage along the Chesapeake and Ohio Canal where most of the freightage of that day was loaded.

The defunct company (Maryland and New York Coal and Iron Company) are given credit with the manufacture of the first railroad rails in the United States. This of course takes in the exception of the strap rails that were in common use at that time. The rails manufactured in the vicinity of Mount Savage were of the inverted "U" type, and weighed 42 pounds to every three feet.

With this as a start the Cumberland and Pennsylvania Railroad Company issued $250,000 worth of bonds in 1856 secured by a mortgage on their entire property. The money obtained from these bonds was used in the construction of an extension from Borden Yard to a point east of the town of Lonaconing connecting with what was then the Georges Creek Coal Company Railroad. In the summer of 1855, M. A. Miller, engineer in charge, made extensive surveys of the route and in 1856 construction was started under the supervision of Messrs. Hunbird and Reynolds. The railroad was single track 9.8 miles long. The only feature of construction was that of a tunnel under the town of Frostburg which is 537.4 feet long. The length of the road up to this point is now 23.7 miles. The original cost of this road can not be ascertained.

The next expansion of the railroad was proposed in July 1858. Surveys were run for 1.2 miles of single track up Neff Run from the main line to the mines of the Miller Coal Company. The contract for this road was let to Messrs. Thomas Frost and H. B. Sheffer of Frostburg who completed the road on October 23, 1858. The mines finally ran out and about 1886 the track was abandoned.

In 1863 the Cumberland and Pennsylvania Railroad Company completed its main line as it stands today. On October 23, 1863 the Georges Creek Coal and Iron Company conveyed to the Cumberland and Pennsylvania Railroad Company all of its railroad from a point one mile east of Lonaconing (the end of the piece last constructed) to the connection with the Baltimore and Ohio Railroad at Piedmont, West Virginia. The 9.2 miles of single track and all equipment were sold for $250,000. The following year the Cumberland and Pennsylvania Railroad Company constructed for the Midlothian Coal Company, 4.23 miles of track extending from 4000 feet east of Borden Shaft to the village of Midlothian. The Midlothian Coal Company then sold the track to the Cumberland and Pennsylvania Railroad Company to be paid for by the transportation of the Midlothian coal.

The Company growing as it did deemed it adviseable at that time to increase the Capital Stock. New equipment was needed and several proposed branches were to be added. The

Capital Stock was then raised to $1,500,000 by an act of the General Assembly in 1864.

Four years later the Consolidation Coal Company conveyed to the Cumberland and Pennsylvania Railroad Company the following branches; Blast Furnace (1.3 miles), located near Mount Savage, The Consolidation Mine Branch No. 13 (1.3 miles), located near Frostburg. The Blast Furnace Branch was abandoned in 1874 and the Consolidation Mine Branch was abandoned in 1873 and reconstructed in 1913 on the Old Road Bed. From this time on until the twentieth century very little addition was made to the road. Several spurs were constructed. The Carlos Branch was constructed in 1888 and was single track road 2 miles long. The Union Branch (1 mile) was built from Alleghney to the New York Mining Company' mine No. 2, in 1896 and the No. 7 branch (1.07 miles) from Carlos to Consolidation mine No. 7 near Lord, Maryland and was finished in 1897.

The Company in 1915 acquired more branches to various mines. The development of these started as early as 1829. Prior to that year the Maryland Mining Company had completed 9.0 miles of single track from Echart, Maryland to Cumberland and also possessed one mile known as the Potomac Wharf Branch. In 1829 these two branches were sold to the Cumberland Coal and Iron Company. They were used for some 12 years and finally sold to the Consolidation Coal Company along with 1.3 miles of track known as the Hoffman Branch and all the personal property of the Company

including engines, cars, etc., in 1841.

In addition to this property acquired from the Cumberland Coal and Iron Company, the Consolidation Coal Company added 2.4 miles of track to the Pennsylvania State Line. In 1915 this was all acquired by the Cumberland and Pennsylvania Railroad Company and with exception of a few spurs and sidings complete the acquisition and construction of property by the Company. All of this history may be followed closely on a diagramatic chart showing the organization of the Company which accompanies this thesis. The following chart compiled from the history of the road will show the various branches, by whom they were built, and when, although no data as to the cost of construction could be obtained. (Chart on Page Nine)

The history of this road reveals that the Cumberland and Pennsylvania Railroad Company is an accumulation of small railroads that were in so much use during the rather feverish coal operations. These roads have been all repaired and in some place rebuilt making the main line an up-to-date, first-class road. Since the engines and cars are not of the heaviest type, the rails used in the construction are smaller than those used on the larger roads. As to the construction of these various branches very little could be found except in a general sense.

From Cumberland to Mount Savage there are three tracks all laid with hundred pound rails and completely tie plated.

Name of Company	Name of Road	Length	Year
Maryland & New York Iron & Coal Co.	Main Line Cumberland to Mount Savage	9.0	1845
Maryland Mining Company	Echart Branch	9.0	1846
Maryland Mining Company	Potomac Wharf #1	0.94	1850
Mt. Savage Iron Company	Potomac Wharf #2	0.9	1850
Mt. Savage Iron Company	Mount Savage Wye	5.0	1851
Georges Creek I. & C. Company	Loconaconing to Piedmont	9.2	1852
Cumberland & Penna R. R. Company	Borden Yard to Lonaconing	9.8	1857
Cumberland & Penna R. R. Company	Neff Run Branch	1.2	1858
Cumberland Coal & Iron Company	Hoffman	1.5	1859
Consolidation Coal Company	Blast Furnance Br.	1.3	1867
Consolidation Coal Company	Branch #13	1.3	1867
Midlothian Coal Company	Midlothian Branch	1.23	1864
Cumberland & Penna R. R. Company	Main Line #2 Track	3.2	1872
Consolidation Coal Company	Cumberland-Mt. Savage State Line Branch	2.4	1872
Cumberland & Penna R. R. Company	Main Line, Valley Tr.	1.3	1879
Cumberland & Penna R. R. Company	Carlos Branch	2.0	1888
Cumberland & Penna R. R. Company	Union Branch #2	1.0	1896
Cumberland & Penna R. R. Company	Branch #7	1.07	1897
Cumberland & Penna R. R. Company	Main Line #3 Branch Tr.	2.9	1902
Cumberland & Penna R. R. Company	Union Branch #1	.88	1906

From Mount Savage to Piedmont the road is one track and laid with 80 pound rails (rails weighing 80 pounds to the yard) which are only tie plated on the curves. All the main tracks are ballasted with limestone and the bridges are very solidly built being made of concrete with stone masonry piers, abutements, and steel superstructures.

Although few facts could be found on the construction some statistics may help to show what faced the contractors in charge. The average grade of all the lines is 1.6%, while the maximum grade is 3.2%. There are 29.51 miles of curved track and 25.68 miles of tangent track, the maximum curve being 20 degrees. The road is built in a valley but must cross several mountains near Frostburg, Maryland which necessitated some extensive surveying. At Borden Yard it was necessary to construct a switch-back to number nine. The train must pull into Borden Yard back up a 3.2% grade to number nine and then pull out of the switch-back into Frostburg. This makes it one of the few railroads that must actually back up a hill. This is plainly shown on the accompanying map.

A general description of the main line may be observed first hand if one rides from Cumberland to Piedmont, the full length of the road. Leaving Queen City Station in Cumberland at an altitude of 646 feet the road passes through the Cumberland Narrows, a valley 300 feet wide and walls of sheer rock 950 feet high. The road then winds up Wills Creek Valley to Mount Savage, an altitude of 698 feet which lies at the

base of the Georges Creek Divide. Here the first railroad rails were made in the United States by the Mount Savage Iron Works in 1848. Up the Divide to Borden Yard at which point the train must back up a 3.2% grade to pull into Frostburg at an altitude of 1990 feet. It then passes under Frostburg and goes down the Divide to Piedmont, West Virginia. The train makes 29 stops and takes approximately one hour and a half to make the trip. The steam locomotives has been replaced by gas-electric motors.

J.A.L.

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DIAGRAMMATIC CHART

SHOWING ORGANIZATION OF THE

CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY.

INDEX

	Chart No.	Place No.
Cumberland and Pennsylvania Railroad Company.	8	1
Consolidation Coal Company. (The)	10	5&6
Cumberland Coal and Iron Company.	4	11
Corning, Erastus et.ux.	6	8
Forbes, John M. et.ux.	6	8
Georges Creek Coal and Iron Company.	2	4
Lulworth Iron Company. (The)	5	9
Maryland and New York Iron and Coal Company.	3	7
Maryland Mining Company. (The)	1	10
Mt. Savage Iron Company.	7	3
Pittsburg and Connellsville Railroad Company	9	2
Winslow, John F.	6	8

EXPLANATION

The Chart Numbers shown in the index appear at top of the blocks and ovals on the accompanying Chart, which are numbered thereon in the order of date of incorporation, the earliest date being number one.

The Place Numbers refer to the position of the blocks and ovals on the Chart, which are numbered thereon consecutively, from left to right, within a small circle in the lower right hand corner.

The Blocks indicate ownership of, Ovals leases from the Cumberland and Pennsylvania Railroad Company.

No.8
CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY.
Incorporated in Maryland, March 4, 1850. ①

No.9
Pittsburg and Connellsville Railroad Company
Lease From the C.&P.R.R.Co. June 29,1903.
Trackage Rights Cumberland, Md. (Viaduct Jct.) to Mt. Savage Jct. 32 Miles. and Potomac Wharf Br. ②

No.7
Mt. Savage Iron Company.
Incorporated in Maryland Feb. 7, 1848
Jan. 2, 1854 Conveys to C.&P.R.R.Co. Main Line Cumberland to Borden Yard Via Mt. Savage Wye. 14.0 Miles and Part Potomac Wharf Branch 0.9 Miles. ③

No.2
Georges Creek Coal and Iron Company.
Incorporated in Maryland June 1, 1836.
October 23, 1863 Conveys to C.&P.R.R.Co. Main Line Lonaconing Water Station to Piedmont 9.2 Miles. ④

No.10
The Consolidation Coal Company
Incorporated in Maryland March 9, 1860.
March 2, 1868 Conveys to the C.&P.R.R.Co. Blast Furnace Track 1.3 Miles, Now Abandoned No.15 Branch, 1.3 Miles Since Abandoned and Reconstructed by The Consolidation Coal Co. ⑤

No.10
The Consolidation Coal Company
Incorporated in Maryland March 9, 1860.
Nov. 8, 1915 Conveys to C.&P.R.R.Co. Eckhart Branch 9.0 Miles, Hoffman Branch 1.3 Miles, Potomac Wharf Branch 0.8 Miles, State Line Branch 2.4 Miles and Cumberland Wharf Property. ⑥

No.3
Maryland and New York Iron and Coal Company.
Incorporated in Maryland March 12, 1858.
Jan. 8, 1848 Conveys, Sheriff to F. Corning, J.F. Winslow and J.M. Forbes, Main Line Railroad Cumberland (Viaduct Jct.) to Mt. Savage 9.0 Miles. ⑦

No. 6
Erastus Corning, et.ux.
John F. Winslow, et.ux.
John M. Forbes et.ux.
Jan. 14, 1848 Conveys to the Lulworth Iron Co. Main Line Railroad Cumberland to Mt. Savage 9.0 Miles. ⑧

No.5
Lulworth Iron Company.
Incorporated in Maryland March 1, 1847.
Act of Feb 7, 1848 Changing Name to Mt. Savage Iron Co. ⑨

No.1
The Maryland Mining Company.
Incorporated in Maryland March 12, 1829
Nov. 4, 1852 Conveys by Trustees to the Cum. Coal & Iron Co. Eckhart Branch 9.0 Miles. Potomac Wharf Branch 1.0 Miles. ⑩

No.4
Cumberland Coal and Iron Company
Incorporated in Maryland February 17, 1841
Mar. 1, 1870 Conveys to Cons. Coal Co. Eckhart Branch 9.0 Miles, Hoffman Branch 1.3 Miles, Potomac Wharf Branch 0.8 Miles, Cumberland Wharf Property, Together With all Personal Property Belonging to the Co's ⑪

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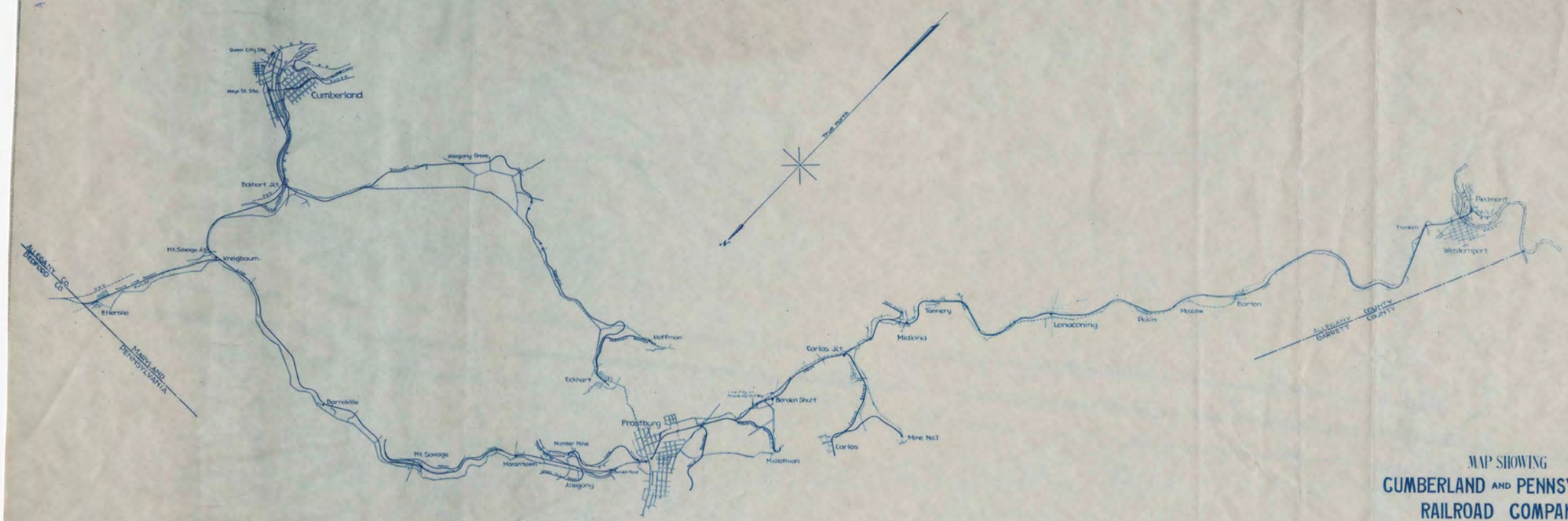

Denotes Cumberland and Westernport Electric Railway in road unless otherwise marked.

MAP SHOWING
CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY'S SYSTEM

Scale: 1 Mile = 1 inch. November 15, 1916.

Office of Engineer Maintenance of Way
Cumberland, Md.