

REVIEW SHEET

AL-VII-A-036

Historic Preservation Certification Application—Significance

Property: THE CUMBERLAND AND PENNSYLVANIA RAILROAD DEPOT  
19 DEPOT STREET, FROSTBURG, MARYLAND Project No.: \_\_\_\_\_

Historic District: FROSTBURG

10-26-87 date initial application received by State \_\_\_\_\_ date(s) additional information requested by State

10-26-87 date complete information received by State \_\_\_\_\_

\_\_\_\_\_ date of this transmittal to NPS \_\_\_\_\_

Inspection of property by State staff?  no  yes date(s): 10-22-87

There is adequate documentation enclosed to evaluate the historic character and integrity of this property.

\_\_\_\_\_ There is insufficient documentation to evaluate the property adequately. The application is missing the following items:

Reasonable efforts have been made to obtain this information. Copies of the information requests are enclosed.

NUMBER	1	This property involves:
		<input type="checkbox"/> Extensive loss of historic fabric <input type="checkbox"/> Substantial alterations over time <input type="checkbox"/> Preliminary determination of listing <input type="checkbox"/> for district <input type="checkbox"/> for individual property <input type="checkbox"/> Significance less than 50 years old  <input type="checkbox"/> Obscured or covered elevation(s) <input type="checkbox"/> Moved property <input type="checkbox"/> State recommendation inconsistent with NR documentation <input type="checkbox"/> Recommendation different from the applicant's request

NUMBER	2	Complete item(s) below as appropriate.
		<p>(1) The documentation on file with the National Register cites the period(s) of significance of this historic district as <u>19<sup>TH</sup> &amp; 20<sup>TH</sup></u></p> <p>(2) The property <input checked="" type="checkbox"/> contributes <input type="checkbox"/> does not contribute to the historic significance of this registered historic district in:  <input checked="" type="checkbox"/> location <input checked="" type="checkbox"/> design <input checked="" type="checkbox"/> setting <input checked="" type="checkbox"/> materials <input checked="" type="checkbox"/> workmanship <input checked="" type="checkbox"/> feeling <input type="checkbox"/> association  <input checked="" type="checkbox"/> Property is mentioned in the NR or State or local district documentation in Section <u>7</u>, page <u>2</u>.</p> <p>(3) For properties less than 50 years old:  <input type="checkbox"/> the historical merits of the district (the periods and areas of significance) are documented in the National Register form or district documentation on file as less than 50 years old, justifying the certification of this property's contribution.  <input type="checkbox"/> the exceptional historical or architectural significance of this property as described in the National Register form or district documentation on file justifies its certification as contributing.  <input type="checkbox"/> there is insufficient justification to consider this property as contributing to the district for its individual exceptional architectural or historical significance or the significance of the district does not extend to the last 50 years.</p> <p>(4) For preliminary determinations:        A. The status of the nomination for the property/historic district:  <input type="checkbox"/> Nomination has already been submitted to State review board, and nomination will be forwarded to the NPS within _____ months. (Draft nomination is enclosed.)  <input type="checkbox"/> Nomination was submitted to the NPS on _____  <input type="checkbox"/> Nomination will be submitted to the State review board within twelve months.  <input type="checkbox"/> Nomination process likely will be completed within thirty months.  <input type="checkbox"/> Other, explain: _____</p> <p>B. Evaluation of the property:  <input type="checkbox"/> Property is individually eligible and meets National Register Criteria for Evaluation  <input type="checkbox"/> Property is located within a potential registered district that meets National Register          Criteria for Evaluation: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D          Criteria Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G</p> <p>(5) The property is located in a registered district, is outside the period(s) or area(s) of significance as documented in the NR form and:  <input type="checkbox"/> appears to contribute to the expanded significance of the district. Enclosed is the revised nomination documentation.  <input type="checkbox"/> does not appear to contribute to the period(s) or area(s) of significance of the district.</p>

NUMBER  
3

Describe and evaluate the physical characteristics of the property, its integrity, and its significance within the context of the historic district (or individually for preliminary determinations of individual listings).

BUILT CIRCA 1880, THE CUMBERLAND AND PENNSYLVANIA RAILROAD DEPOT REFLECTS THE QUEEN ANNE STYLE. THE BUILDING'S MOST DETERIORATED FEATURE IS ITS SLATE ROOF, PORTIONS OF WHICH ARE COMPLETELY ROTTED THROUGH. THE EXTERIOR OF THE REST OF THE BUILDING APPEARS TO BE IN FAIR CONDITION. THE MOST SUBSTANTIAL ALTERATION HAS BEEN TO THE FREIGHT PLATFORM WHICH NOW CONSISTS OF FIVE LARGE OVERHEAD DOORS COVERED WITH CORRUGATED TIN. ACCORDING TO THE APPLICATION, THE FREIGHT PLATFORM WAS ORIGINALLY OPEN WITH A CHAMFERED WOOD FRAMING SYSTEM EXPOSED TO THE EXTERIOR.

THE INTERIOR IS DIVIDED INTO FOUR SPACES; THE WAITING ROOM, THE TICKET OFFICE, THE FREIGHT OFFICE AND THE FREIGHT PLATFORM. FEW CHANGES HAVE TAKEN PLACE IN THESE AREAS AND THE HISTORIC FABRIC (I.E. PANELED WALL AND CEILINGS, DOORS, AND DECORATIVE FEATURES) APPEAR TO BE IN FAIR CONDITION.

THIS OFFICE CONSIDERS THE C&P RAILROAD DEPOT NOT ONLY SIGNIFICANT AS A FINE EXAMPLE OF AN ARCHITECTURAL TYPE, BUT ALSO HISTORICALLY SIGNIFICANT FOR ITS ROLE IN THE DEVELOPMENT OF THIS SMALL WESTERN MARYLAND TOWN.

NUMBER  
4

State Official Recommendation:

This application for the above-named property has been reviewed by MICHAEL DAY

a professionally qualified architect, architectural historian, or historian on my staff.

The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.

The property does not contribute to the significance of the above-named district.

The property appears to meet the National Register Criteria for Evaluation and will likely be nominated.

The property does not appear to meet the National Register Criteria for Evaluation and will not be nominated.

The property appears to contribute to the significance of a:

potential historic district which appears to meet the National Register Criteria for Evaluation and will likely be nominated.

registered historic district but is outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS. Revised nomination or district documentation is enclosed.

The property should be denied a preliminary determination that it could qualify as a certified historic structure.

Insufficient documentation has been provided to evaluate the structure.

Detailed NPS review recommended  Precedent-setting case  Forwarded without recommendation

12-1-87  
Date

  
State Official Signature

See attachments:

NPS Comments:

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

AL-VII-A-036

HISTORIC PRESERVATION CERTIFICATION APPLICATION  
PART 1 — EVALUATION OF SIGNIFICANCE

NPS Office Use Only

NRIS No.

NPS Office Use Only

Project No.

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. Name of property: The Cumberland and Pennsylvania Railroad Depot  
Address of property: Street 19 Depot Street  
City Frostburg County Allegany State Maryland Zip \_\_\_\_\_  
Name of historic district: Frostburg Historic District  
 National Register district     certified state or local district     potential historic district

2. Check nature of request:  
 certification that the building contributes to the significance of the above-named historic district for the purpose of rehabilitation.  
 certification that the structure or building and, where appropriate, the land area on which such a structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.  
 certification that the building does not contribute to the significance of the above-named district.  
 preliminary determination for individual listing in the National Register.  
 preliminary determination that a building located within a potential historic district contributes to the significance of the district.  
 preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. Project contact:  
Name Cherilyn Widell  
Street 2022 Columbia Road City Washington  
State District of Columbia Zip 20009 Daytime Telephone Number 202-265-8847

4. Owner:  
I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to \$10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name DEPOT STREET DEVELOPMENT Corp Signature [Signature] Date 10/21/87  
Organization \_\_\_\_\_

Social Security or Taxpayer Identification Number: 527-06-1146

Street 19 DEPOT STREET City Frostburg  
State MARYLAND Zip 21532 Daytime Telephone Number 301-689-3151

NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application — Part 1" for the above-named property and hereby determines that the property:

- contributes to the significance of the above-named district and is a "certified historic structure" for the purpose of rehabilitation.
- contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- does not contribute to the significance of the above-named district.

Preliminary Determinations:

- appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
- does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
- appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.
- appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- does not appear to qualify as a certified historic structure.

Date \_\_\_\_\_ National Park Service Authorized Signature \_\_\_\_\_ National Park Service Office/Telephone No. \_\_\_\_\_

See Attachments

AL-VII-A-036

The Cumberland and Pennsylvania Railroad Depot  
HISTORIC PRESERVATION  
CERTIFICATION APPLICATION—  
PART 1

NPS Office Use Only

Property Name  
19 Depot Street  
Frostburg, MD  
Property Address

Project Number:

5. Description of physical appearance:

The Cumberland and Pennsylvania Railroad Depot is a Queen Anne style, one-story rectangular-shaped block eleven bays wide which can be broken into two main sections-- the freight platform and waiting room and stationmaster area.

The building is a frame structure constructed on a low random stone foundation. The building is covered and dominated by a deteriorated hipped slate roof which overhangs the waiting room section of the building and is supported by massive wood stick-style knee braces. A hipped roof dormer is centered over the waiting room section of the building. It is covered with wood shingles and a slate roof. Wood vents with wooden slats are located in the center of the dormer on each side. According to local sources, a copper plaque which stated "Cumberland and Pennsylvania Railroad 18?" was once located in the center of each wood vent but was removed several years ago. A corbeled brick chimney rises from the roof next to the dormers.

The waiting room portion of the building is a frame structure with weatherboard covering and a wood sill which encircles this portion of the building below the window. (Cont'd)

Date of Construction: c. 1891 Source of Date: Manuscript on the Work of E. Francis Baldwin by Carlos Avery based on Cumberland and PA Railroad Company Records  
Date(s) of Alteration(s): c. 1939

Has building been moved?  yes  no. If so, when? \_\_\_\_\_

6. Statement of significance:

The Frostburg Cumberland and Pennsylvania Railroad Company Depot is significant to the City of Frostburg and the Frostburg Historic District as a fine example of Queen Anne style architecture in the community. The building was one of four (Mt. Savage, Frostburg, Lonaconing and Barton) on the C & PA line designed, it is believed, by the accomplished E. Francis Baldwin who was responsible for designing over one hundred stations for the Baltimore and Ohio Railroad company. According to Carlos P. Avery in his manuscript on the works of E. Francis Baldwin, "All are similar in many respects to the small-to-medium-sized stations that he designed for the Baltimore and Ohio Railroad. Frostburg and Mt. Savage stations were built at almost the same time in 1891."

The Cumberland and Pennsylvania Railroad completed in 1863 was extremely important to the social and economic development of the area, particularly the coal industry. According to Avery, "The Cumberland and Pennsylvania Railroad was a short-line mountain railroad begun in the 1850s to serve the coal-mining interests of Western Maryland. Its 31-mile main line ran from Cumberland to Mt. Savage and then down the western border of Allegany County through Frostburg to Westernport, Maryland. In its heyday, it also ran up to eight passenger trains a day with nearly a stop for every mile of track."

The central location of Frostburg also made it a center of trade for the entire George's Creek area. The C & PA Railroad Depot was the center of activity for receiving all goods to the area. It was heavily used by traveling salesmen who stayed at local hotels while selling their wares, according to local sources, and received a number of traveling theatrical and carnival productions which performed for the community. (Continued)

7. Photographs and maps.

Attach photographs and maps to application.

Continuation sheets attached:  yes  no

CONTINUATION/AMENDMENT SHEET

The Cumberland and Pennsylvania Historic Preservation  
Railroad Depot Certification Application

Property Name 19 Depot Street  
Frostburg, MD

Property Address \_\_\_\_\_

Instructions. Read the instructions carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet  continues Part 1  continues Part 2  amends Part 1  amends Part 2 NPS Project Number: \_\_\_\_\_

Description of Physical Appearance (continued):

line. A four-sectional bay window dominates the north side of the building. Located in each section are original 9/1 sash which have been boarded shut. Flanking the bay window are two original multi-paneled entrance doors with transom lights. The west end of the building is three bays wide. An original multi-paneled entrance door is located in the center bay and is flanked by two boarded up double-hung 9/1 sash.

The south side of the waiting room section of the building is five bays wide. A multi-paneled entrance door is located in the second bay from the west end. The remaining bays are occupied by boarded up double-hung 9/1 sash.

In the center of the building is a small room which was used for the freight office and railway express office. It is entered on both sides of the building by paired sliding diagonally paneled doors.

The freight platform has been substantially changed over the years. The platform is currently five bays wide. Five large overhead doors covered with corrugated tin are located in each bay on the south side of the building. There are three boarded up large rectangular openings centered on the north side of the freight platform. The remainder of this part of the structure is covered with weatherboard. The east end of the building has one door opening with paneled crossbuck door in the southeast corner.

The entire freight platform section of the building is elevated approximately four feet from ground level and is supported on stone piers. A replaced plank platform in poor condition extends along the north side of the building. The battered but original plank platform extends along the south side of the building.

Early (c. 1900) photographs show that the freight platform was originally an open platform with the chamfered wood framing system exposed to the exterior (see attached photo). According to local sources, freight that was left on the platform overnight

Name Depot Street Development Corp Signature [Signature] Date 10/21/87 Continued)  
Street 19 DEPOT STREET City Frostburg  
State MARYLAND Zip 21532 Daytime Telephone Number 301-689-3151

NPS Office Use Only

- The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."
- The National Park Service has determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date \_\_\_\_\_ National Park Service Authorized Signature \_\_\_\_\_ National Park Service Office/Telephone No. \_\_\_\_\_

See Attachments

## CONTINUATION/AMENDMENT SHEET

The Cumberland and Pennsylvania

Railroad DepotProperty Name 19 Depot Street  
Frostburg, MD

Historic Preservation

Certification Application

Property Address

Description of Physical Appearance (continued):

was carried into the center portion of the building. A c. 1939 photograph shows the freight platform enclosed with weatherboard as it is today.

Other changes which have occurred to the exterior of the building are the removal of the signal station which once stood in front of the building, the obliteration by dirt and new roads to the brick sidewalks which once surrounded the building, and the changes in the freight platform on the north side of the building which once were two individual platforms.

The interior of the building can be divided into four spaces, the waiting room, the ticket office, the freight office, and the freight platform.

The waiting room is completely paneled on all walls and ceilings with painted wainscoating. A wood frieze with architrave molding extends around the entire room. A chair railing extends around the entire room below the window line. Wood surrounds with circular corner blocks are located around each window and door opening. A square plastered opening in the wainscoating on the east wall shows the original location of a stovepipe. This is centered between a paneled door which leads to a small bathroom and the ticket window which has been removed except for the top section of the window surround. A paneled door with large glass light leads into the ticket office and stationmaster's room.

The ticket office and stationmaster's room is also completely paneled on the walls and ceilings with wainscoating. A chair railing extends around the entire room. A frieze with architrave extends around the ceiling line. A built-in oak desk with missing components rests against the bay window on the north side of the building. This desk was used by the telegraph operators. Window and door surrounds with circular corner blocks are located around the window and door entrances. In addition to the door leading to the exterior of the building on the north side, there is a doorway which leads to the freight office on the east side.

The freight office is reached from the ticket and stationmaster's office by a small sloping ramp which once accommodated stairs. It was changed to allow freight to be brought into the office at night for security purposes. The room is a small dark unfinished space with large rolling diagonal-paneled paired freight doors on the north, south sides, and east sides of the room. A small square window with missing frame is located on the north side and two are flanking the freight door on the east side. A built-in closet with missing doors is located in the northeast corner.

A large ramp leads down to the freight platform room. This room is characterized by unfinished walls and ceiling. The support structure dominates the appearance of the space. The alterations which changed the room from an open to a closed space are particularly visible on the north side of the room, where plain two-by-fours and corrugated tin have been used to enclose part of the space. Horizontal boards have been used to enclose the space on the lower portion of this wall. Five large wood king post truss with side posts support the roof and dominate the room. The ceiling is covered with wainscoating of several types. The floor is covered with rough hewn and very worn plank boards. There are five overhead doors, covered with corrugated tin in five openings on the south side of the room and three square openings with plywood coverings on the north side of the room. A small doorway is located in the southeast corner of the east wall. (Continued)

CONTINUATION/AMENDMENT SHEET

The Cumberland and Pennsylvania Historic Preservation  
Railroad Depot Certification Application  
Property Name 19 Depot Street  
Frostburg, MD

Property Address

Instructions. Read the instructions carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet:  continues Part 1  continues Part 2  amends Part 1  amends Part 2 NPS Project Number: \_\_\_\_\_

Description of Physical Appearance (continued):

There are no other buildings directly associated with the station although the tunnel located directly west of the building and rail lines to the north of the building (which will be restored) were obviously important to its operation.

Statement of Significance (continued):

Unfortunately, the exact construction date of the building has not been determined. Although a freight depot is shown on the 1885 Sanborn Map of the community, the size and shape of the building is not indicated. The first real appearance of the building on the Sanborn Maps is in 1922. Prior to that date, the area in which the building was located was not mapped. Review of the 1922 Map and 1939 Update do not show any changes in the building from the present structure.

Name Depot Street Development Corp Signature *[Handwritten Signature]* Date 10/21/87  
Street 19 Depot Street City Frostburg  
State Maryland Zip 21532 Daytime Telephone Number 301-689-3151

NPS Office Use Only

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- The National Park Service has determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date \_\_\_\_\_ National Park Service Authorized Signature \_\_\_\_\_ National Park Service Office/Telephone No \_\_\_\_\_

See Attachments

# Easement

AI - VII - A - 036

Cumberland and Pennsylvania Depot  
Frostburg

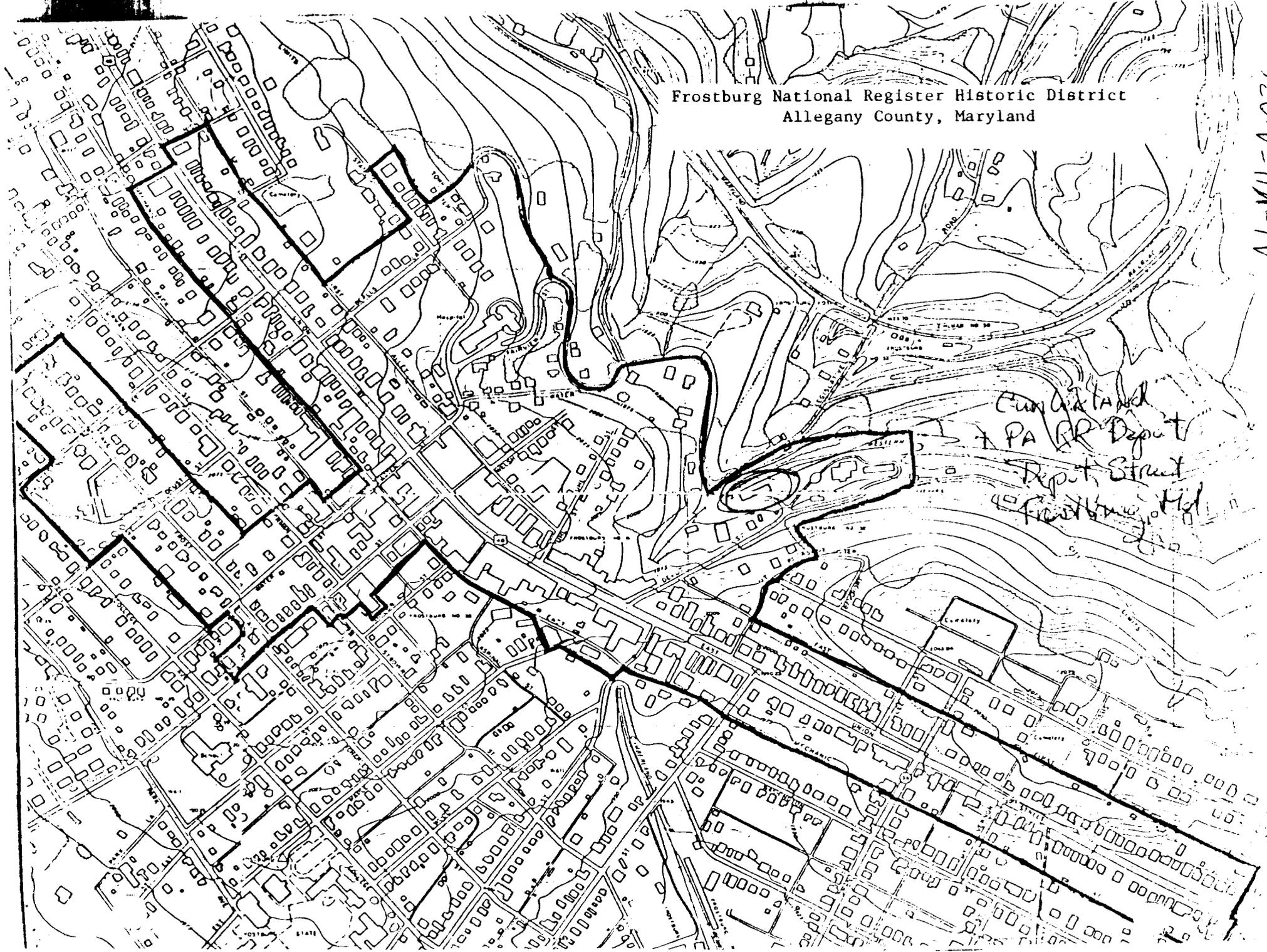
late 19th century

The C&P Depot was built in the late 19th century after the merger which resulted in the creation of the "Cumberland and Pennsylvania" Railroad. It served as a loading and unloading dock for persons and cargo using the railroad from Cumberland to Piedmont. The building is a frame structure with a weatherboard covering and features a wooden belt course at window level. The roof is covered with the original slate shingles.

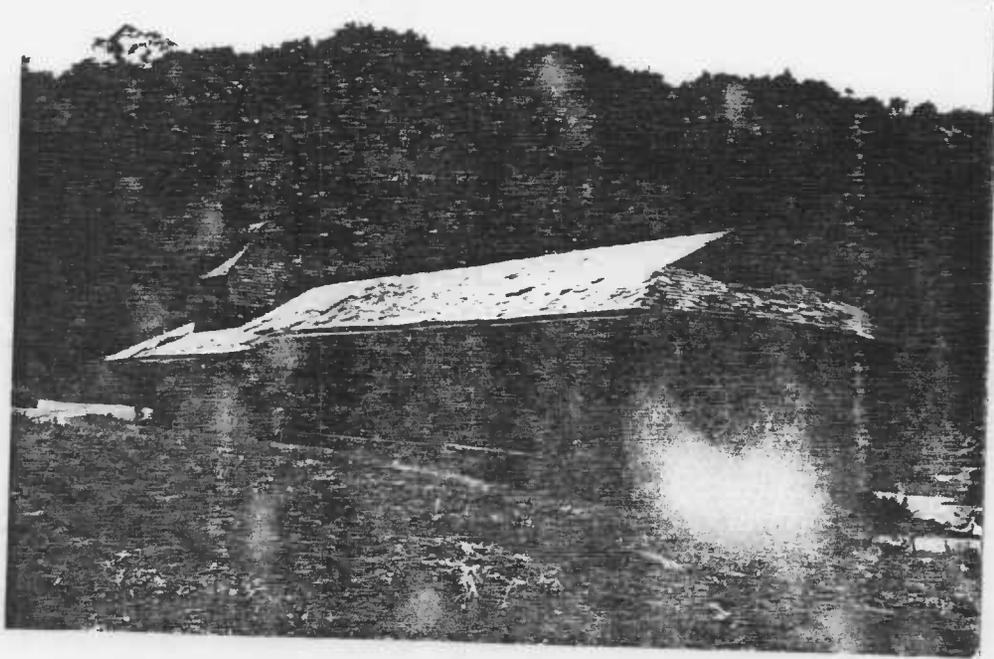
Frostburg National Register Historic District  
Allegheny County, Maryland

AL-M11-A-036

Canal and  
PA RR Depot  
Depot Street  
Frostburg High



AL-VII-A-036



# Easement

MARYLAND HISTORICAL TRUST

0103285619

AL-VII-A-036

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

### 1 NAME

HISTORIC

Cumberland & Pennsylvania Tunnel Depot

AND/OR COMMON

C. & P. Tunnel Depot

### 2 LOCATION

STREET & NUMBER

19 Depot Street

CITY, TOWN

Frostburg

VICINITY OF

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

COUNTY

Allegany

### 3 CLASSIFICATION

No longer in use

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 checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input 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	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<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"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

### 4 OWNER OF PROPERTY

NAME

Western Maryland Railway Company

Telephone #: 724-3000

From Cumberland Extension to Balt.

STREET & NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code

Maryland 21532

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE

Maryland

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Cumberland & Pennsylvania Depot is located at 19 Depot Street, Frostburg, Allegany County on the northwest side of the street near the northern terminus of the C & P Tunnel.

The depot consists of a one story rectangular shaped block, eleven bays wide which includes two regular doors, four windows and five wide bay doors opening to loading docks found on both sides. The building is a frame structure with a weatherboard covering and features a wooden belt course at bottom of window level. The building is supported by a low stone foundation with no water table. The roof of the old depot is hipped and includes an overhanging soffit with large brackets supporting the overhang on the southeast end. The roof is covered by what appears to be the original slate shingles which are deteriorating. Windows in the building feature double hung wooden sash frames with two over two lights which are now boarded. A four sectional bay window is found on the northwest side of the depot, and these are also boarded. The entrances to the building are found on the southwest section and include transoms and transom lights. A cupola with hip roof is found on the southwest section of the depot, and an original corbeled brick chimney with a rounded cap is found interior to the cupola.

The old depot is deteriorating rapidly but appears to be in very near original appearance.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**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 checked="" 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 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 Late 19th century

BUILDER/ARCHITECT

**STATEMENT OF SIGNIFICANCE**

The C & P Depot was built in the late nineteenth century after the railroad from Cumberland to Piedmont, W. Va., unified as the "Cumberland and Pennsylvania Railroad." The former divisions, the "Mt. Savage & Cumberland," and the "Georges Creek Coal & Iron Company" railroads were connected in 1857 by what is now known as the C & P tunnel, and in 1864 the two railroads united to form the above mentioned "C & P Railroad."

The depot served as a loading and unloading dock for persons and cargo using the railroad on route from Cumberland to Piedmont. The depot appears to have retained all of its original appearance and the restoration of such a building would certainly enhance the cultural and architectural heritage of Frostburg.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Allegany County Land Records, Cumberland, Maryland

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**ACREAGE OF NOMINATED PROPERTY On right of way of the Western Maryland Railway Company

## VERBAL BOUNDARY DESCRIPTION

19 Depot Street

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

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John E. Nelson, Program Coordinator of All. Co. Historic Sites

ORGANIZATION

Allegany County Historic Sites Survey

DATE

5/21/76

STREET &amp; NUMBER

10 Park Lane

TELEPHONE

689-8486

CITY OR TOWN

Frostburg

STATE

Maryland

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

INVENTORY NO. A1-VII-A-036

DATE: 5/17/76

REMODELING: Drastic, moderate, minor No longer in Use

NAME OF PROPERTY: C + P Tunnel Depot

LOCATION OF PROPERTY: 19 Depot Street

DIRECTION DWELLING FACES: Southeast

NAME OF OWNER: Western Maryland Railway Company

ADDRESS: 2 North Charles Street

Baltimore, Maryland 21201 <sup>724-3000</sup> Extension to Balt

STORIES: 1() 2() 3() 4() 5() 6() BAYS: 1() 2() 3() 4() 5() 6() 7() 8() 9() 10() 11()

WINGS, ADDITIONS: Loading Docks Both Sides; - Wide Bay Doors

Dwelling Shape: (square, cross, rectangular)

WALL CONSTRUCTION:

- FRAME: Bevel, clapboard, weatherboard wood shingles, board & batten (type?)
- BRICK: Bond type- common, English, Flemish. Sketch variants.
- STONE: Bond type- rubble, ashlar (random or regular), quoins-plain, rusticated
- LOG
- Other: Coverings

WALL FEATURES: BELT COURSE, PILASTERS, OTHERS Wood Belt at Bottom of Window

FOUNDATIONS: HIGH, LOW BRICK, STONE

WATER TABLE: NONE, PLAIN, BEVELED, MOULDED BRICK

WINDOWS, TRIM, SHUTTERS: 1/1() 2/2() 6/6() 9/6() 9/9() other() Bay Window NW.  
Now Boarded pegged() nailed() wide() narrow() mitred() pediment()

ENTRANCE, DOORS: LOCATION: Southeast, Northwest  
HARDWARE: original() replaced()  
FAN LIGHT, TRANSOM, SIDE LIGHTS, PLAIN Transom Light  
Paneled, Verticle, Horizontal Boards

CORNICE, BARGE, EAVES: (crown, fascia, soffit bed) Large Brackets Supporting Overhang  
original() replaced() Rafter Ends, Modillions, Dentils, Frieze, Architrave

ROOF: GABLE FRONT, GABLE FLANK, HIP, SHED, MANSARD, GAMBREL, FLAT, DORMERS # End Overhang  
MATERIAL: wood shingles, slate, tin, asphalt original() replaced()

PORCHES: SHAPE OF ROOF - shed() hip() gable() Cupola - Hip Roof - SW Section

CHIMNEYS: NUMBER 1 BRICK() STONE() CORBELED() original() replaced()  
Rounded Cap LOCATION: Flush end() Inside end() Outside end() Central() Interior()

ARCHES: Door and window: Keystone, Flat, Segmental, Semicircular

COMMENTS:  
Use - No longer in Use - Was Depot  
Significance - Arch, Transportation  
Date Constructed - Late 19th Century  
Condition - Deteriorated

Key points regarding interior architecture.

1. Floor plan

No through hall--How many rooms long and deep?  
Where is stairway? Straight or winding?

With through hall--Rooms on both sides? How many?

Rooms on one side only? How many?

Is stair in through hall?

Open or enclosed? Straight--one run. Straight--landing  
How many? Curved.

If not in hall, where is stair?

2. Wall finish: plaster, paneled, board partition  
Note presence of chair rail, cornice, etc.

3. Fireplaces: How many? Parallel to walls or diagonal in  
corner?

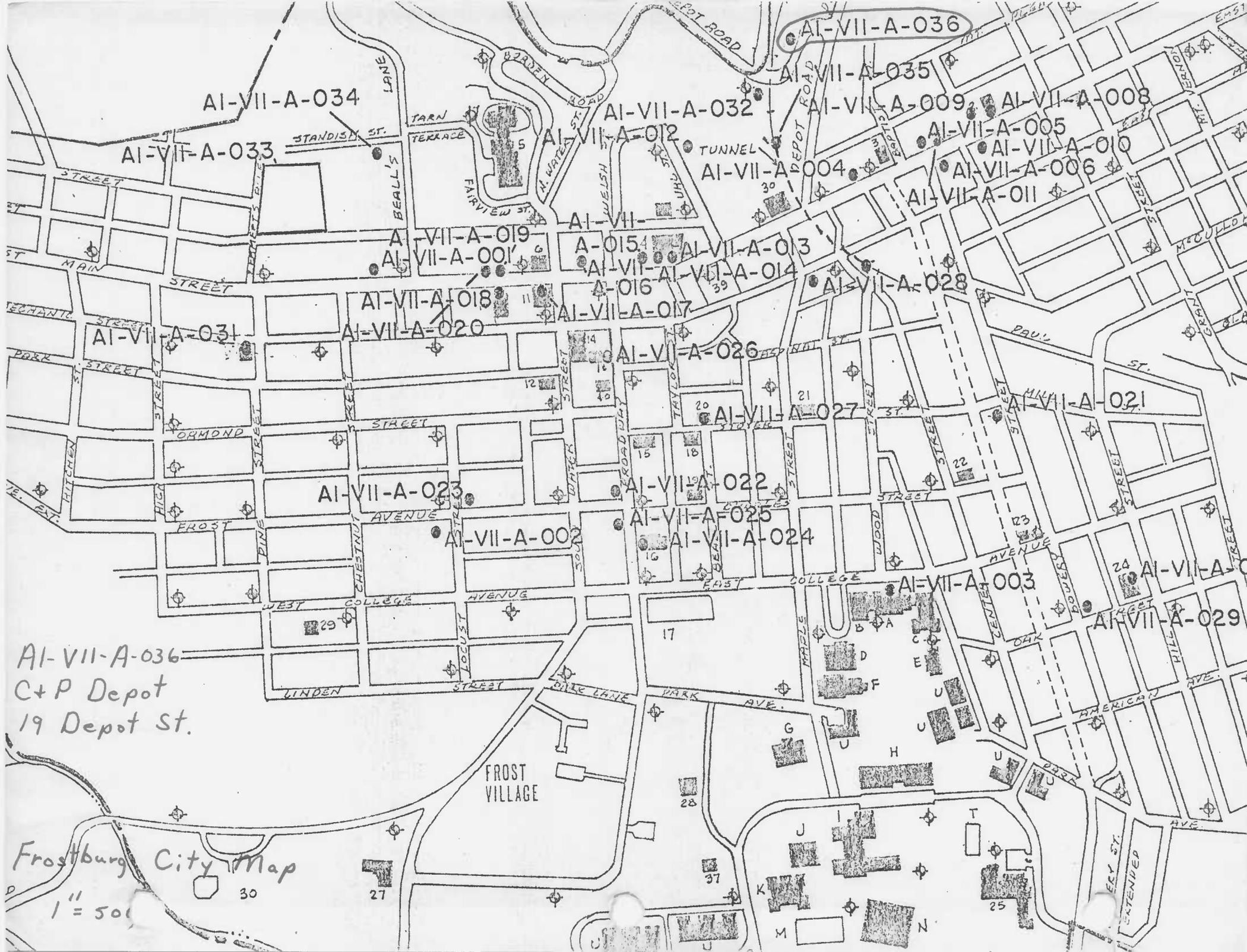
Mantels: wood--mouldings, pilasters, columns  
masonry--marble(what color?), brick

3. Doors: on the inside of exterior doors, note the presence of  
applied flush boards and their direction (diagonal, vertical,  
horizontal). In general are doors paneled or ledge or other?

4. Door and window trim: plain, architrave; fluted, reeded;  
pilasters

5. Kitchen: Where is original if extant or known (marked by very  
large fireplace)? Separate building; wing to principal  
dwelling; within principal dwelling? On which floor of any  
of the above?

6. Note presence of bread (if any) on any wooden member described.



AI-VII-A-034

AI-VII-A-033

AI-VII-A-036

AI-VII-A-035

AI-VII-A-032

AI-VII-A-009

AI-VII-A-008

AI-VII-A-005

AI-VII-A-010

AI-VII-A-004

AI-VII-A-006

AI-VII-A-011

AI-VII-A-019

A-0154

AI-VII-A-013

AI-VII-A-001

AI-VII-A-016

AI-VII-A-014

AI-VII-A-028

AI-VII-A-018

AI-VII-A-017

AI-VII-A-031

AI-VII-A-020

AI-VII-A-026

AI-VII-A-021

AI-VII-A-027

AI-VII-A-023

AI-VII-A-022

AI-VII-A-025

AI-VII-A-024

AI-VII-A-002

AI-VII-A-003

AI-VII-A-029

AI-VII-A-036  
C+P Depot  
19 Depot St.

Frostburg City Map

1" = 50'

FROST VILLAGE



C + P Depot

A1-VII-A-036

19 Depot St.

Frostburg

5/20/76

John E. Nelson

East



C + P Depot

A1-V11-A-036

19 Depot St

Frostburg

John E. Nelson

5/20/76

West