

Borden Tunnel  
A1-V-~~A~~-126  
vicinity of Zihlman  
1911

Borden Tunnel was built in 1911 by the George's Creek and Cumberland Railroad Company for the Western Maryland Railway Company. It is the second of four tunnels on the Connellsville Extension of the Western Maryland's system and the longest double track tunnel in Allegany County. Walls of the tunnel are constructed of cement; it is approximately 1000 feet in length. At either end is a rectangular cement portal with an arched opening and a corbeled edge. The tracks through the tunnel have been removed.

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Borden Tunnel

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Connellsville Extension, Western Maryland Railway Sixth

CITY, TOWN

Zihlman

VICINITY OF

CONGRESSIONAL DISTRICT

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	<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 checked="" 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 type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER <b>abandoned</b>

**4 OWNER OF PROPERTY**

NAME

Besemer Iron and Coal Company

Telephone #:

STREET & NUMBER

P.O. Box 471

CITY, TOWN

Frostburg

VICINITY OF

Maryland 21532

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Allegany County Courthouse

Liber #: 492  
Folio #: 943

STREET & NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE  
Maryland 21502

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

R2-1-R-24

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input 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 Borden Tunnell is located on the Western Maryland Railway's Connellsville Extension approximately one mile north of Zihlman.

The semicircular arched tunnel has interior walls and facings on either end of concrete. It is one thousand feet in length and wide enough to accommodate two tracks. The rectangular cement portals have corbeled edges.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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 1911

BUILDER/ARCHITECT Georges Creek &amp; Cumberland Railroad Company

## STATEMENT OF SIGNIFICANCE

The Borden Tunnel is located on the Connellsville Extension of the Western Maryland Railway approximately one mile north of Zihlman. The extension from Cumberland to Connellsville, Pennsylvania was completed in 1912 at an "enormous" cost through rugged and mountainous country. " (1)

The line...known as the Connellsville Extension was built to serve a twofold purpose; to provide a western outlet for the Western Maryland, and an eastern tidewater outlet for the Pittsburg and Lake Erie(Railroad)... It affords the Western Maryland the shortest line between Baltimore and Pittsburg, and the lowest grade line across the Allegheny Mountains.(2)

The 18 miles of double track from George's Creek Junction in the Narrows near Cumberland, and the Maryland-Pennsylvania state line was constructed by a "proprietary company" of the Western Maryland, The George's Creek and Cumberland Railroad Company.(3) Construction features of the extension in Maryland include two tunnels and a steel bridge. (4) Borden Tunnel is the last tunnel of the line in Maryland. It was constructed in 1911 and is approximately one thousand feet in length.(5)

The extension was used for local service as well as long distance freight carriage. A "daily except Sunday" Cumberland-to-Connellsville train stopped at Mount Savage and Frostburg!(6) This service was discontinued during the 1930's, a victim of the Depression. (7) "The Western Maryland Railway was absorbed by the Chessie system in the mid-1970's," and the Connellsville Extension was abandoned.(8)

- (1) James W. Thomas and T.J.C. Williams, History of Allegany County (Philadelphia: L.R. Titworth and Company) p.273
- (2) Edward M. Killough, ed. History of the Western Maryland Railway Company (Baltimore: Voluntary Relief Department Press, 1938) p.44
- (3) Ibid, pp44 &45
- (4) Ibid, p.46
- (5) See photographs

(Cont.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Edward M. Killough, ed. History of the Western Maryland Railway Co. (Baltimore: Voluntary Relief Department Press, 1938)  
Stegmaier, Harry Jr. et al. Allegany County- A History, Parsons, W. Va. McClain Printing Co., 1976)  
Thomas, James W. & Williams, T.J.C. History of Allegany County Philadelphia: L.R. Titsworth and Co., 1923  
CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 101.8 acres

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

David A. Dorsey, Historic Sites Coordinator

ORGANIZATION

Allegany County Historic Sites

DATE

November 20, 1979

STREET & NUMBER

3 Pershing Street

TELEPHONE

777-5944

CITY OR TOWN

Cumberland

STATE

Maryland 21502

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

Footnotes

- (6) Harry I. Stegmaier, Jr. et al, Allegany County, A History (Parsons W. Va. McClain Printing Company) p.335
- (7) Ibid, p.357
- (8) Ibid, P.420

INVENTORY NO: \_\_\_\_\_

DATE: AL-V-A-126

REMODELING: Drastic, moderate, minor

NAME OF PROPERTY: \_\_\_\_\_

LOCATION OF PROPERTY: \_\_\_\_\_

DIRECTION DWELLING FACES: \_\_\_\_\_

NAME OF OWNER: MAP 2 p. 195

ADDRESS: BESSEMER IRON & COAL CO

492/943 101.8 A  
PO Box 471 Frostburg Md 230

*175*  
*17/24*  
*IRON TUNNEL*  
*UA-126*

STORIES: 1 ( ) 2 ( ) 3 ( ) 4 ( ) 5 ( ) 6 ( ) BAYS: 1 ( ) 2 ( ) 3 ( ) 4 ( ) 5 ( ) 6 ( ) 7 ( ) ( )

WINGS, ADDITIONS:

DWELLING SHAPE: (square, cross, rectangular) 1911

WALL CONSTRUCTION: Cement

- ( ) 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 cement portal arched corbelled edge

WALL FEATURES: Belt Course, Pilasters, Others \_\_\_\_\_

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 ( )  
pegged ( ) nailed ( ) wide ( ) narrow ( ) mitred ( ) pediment ( )

ENTRANCE, DOORS: LOCATION: \_\_\_\_\_  
HARDWARE: original ( ) replaced ( )  
FAN LIGHT, TRANSOM, SIDE LIGHTS, PLAIN  
Paneled, Vertical, Horizontal Boards

CORNICE, BARGE, EAVES: (crown, fascia, soffit, bed)  
original ( ) replaced ( ) rafter ends, modillions, dentils, frieze, architrave

ROOF: Gable front, Gable flank, Hip, Shed, Mansard, Gambrel, Flat, Dormers # \_\_\_\_\_  
MATERIAL: wood shingles, slate, tin, asphalt; original ( ) replaced ( )

PORCHES: SHAPE OF ROOF - shed ( ) hip ( ) gable ( )

CHIMNEYS: Number: \_\_\_\_\_ Brick ( ) Stone ( ) Corbeled ( ) original ( ) replaced ( )  
Location: Flush end ( ) Inside end ( ) Outside end ( ) Central ( ) Interior ( )

ARCHES: Door & Windows: Keystone, Flat, Segmental, Semicircular

COMMENTS:  
USE: \_\_\_\_\_  
SIGNIFICANCE: \_\_\_\_\_  
DATE CONSTRUCTED: \_\_\_\_\_  
CONDITION: \_\_\_\_\_

FLOOR PLAN:

- ( ) CENTRAL HALL: Two rooms, each side; double parlor, one side
- ( ) SIDE HALL: One room deep, two rooms deep
- ( ) IRREGULAR

STAIRWAYS:

- ( ) ENCLOSED: Single flight, two flights with landing
- ( ) OPEN: Single flight, two flights - one landing, three flights - two landings
- ( ) DOG-LEG
- ( ) DOG-LEG with WINDERS
- ( ) SPIRAL
- ( ) ROUNDED
- ( ) SYMMETRICAL DIVIDED FLIGHTS

WALL FINISH:

- ( ) PLASTER
- ( ) PANELED: original; replaced
- ( ) BOARD PARTITION: baseboard, cornice, chair rail, wainscot

FIREPLACES:

NUMBER \_\_\_\_\_  
 LOCATION: parallel to walls, diagonal  
 MANTELS: wood mouldings, pilasters, columns, masonry, marble

DOORS: paneled, board and batten, flush  
 HARDWARE: original; replaced

DOOR & WINDOW TRIM:

- ( ) PLAIN
- ( ) ARCHITRAVE
- ( ) SYMMETRIC with CORNER BLOCKS
- ( ) FLUTED
- ( ) FLUTED with CORNER BLOCKS
- ( ) ARCHED OPENINGS: elliptical, tudor

NOTES:

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4398  
42'30"  
4397  
4396  
4394  
BANDSELVILLE 1.8 MI.  
CUMBERLAND 9.3 MI.  
(CUMBERLAND)  
5263 III NE

AL-V-A-126  
BORDEN TUNNEL  
VICINITY OF ZILMAN  
USGS FROSTBURG QUAD  
1:24,000  
1949

Handwritten notes: "Zilman" and "AL-V-A-126"



AL-V-A-126  
BORDEN TUNNEL  
VICINITY OF ZIHLMAN  
DAVID A. DORSEY  
11/24/78  
NORTHEAST