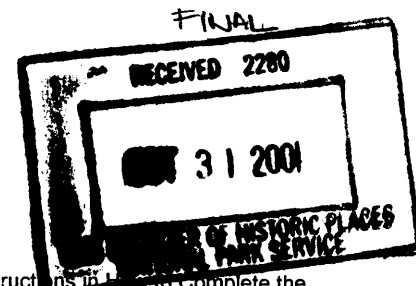


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1341



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions on back to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cumberland Historic District

other names/site number _____ 097-144-74000

2. Location

street & number Roughly bounded by Munsie, Welland, Heflin & Warehouse Streets N/A not for publication

city or town Cumberland N/A vicinity

state Indiana code IN county Marion code 097 zip code 46229

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title J.C. SA
Indiana Department of Natural Resources

10-25-01

D-SHPO

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:)

Signature of the Keeper

Edson A. Beall

Date of Action

12/7/01

5. Classification

Ownership of Property (Check as many boxes as apply) Category of Property (Check only one box)

- private, public-local, public-State, public-Federal, building, district, site, structure, object

Number of Resources within Property (Do not include previously listed resources in the count)

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total. Values: 91, 33, 0, 0, 0, 0, 91, 33.

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Current Functions

(Enter categories from instructions)

DOMESTIC: Single Dwelling
COMMERCE/TRADE: Financial Institution
COMMERCE/TRADE: Restaurant
SOCIAL: Meeting Hall
RELIGION: Religious Facility
INDUST/PROC/EXTR: Communications
TRANSPORTATION: Rail-Related

DOMESTIC: Single Dwelling
COMMERCE/TRADE: Restaurant
RELIGION: Religious Facility

7. Description

Architectural Classification

(Enter categories from instructions)

Materials

(Enter categories from instructions)

LATE VICTORIAN:
19th & 20th c. AMER.: Bungalow/Craftsman

foundation BRICK
walls WOOD: Weatherboard
SYNTHETICS: Vinyl
roof OTHER: Fiberglass
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

c.1880-1950

Significant Dates

1900

1927

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreeage of Property 46.6 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 | 16 | 589100 | 4403540 |
Zone Easting Northing

3 | 16 | 589640 | 4403030 |
Zone Easting Northing

2 | 16 | 589620 | 4403550 |

4 | 16 | 589120 | 4403000 |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John Warner
organization _____ date 07-31-2001
street & number 5018 Broadway Street telephone 317/283-5450
city or town Indianapolis state IN zip code 46205

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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SECTION 7 - DESCRIPTION

General

The Cumberland Historic District encompasses a small portion of the National Road or US 40 and is identified now as East Washington Street, Indianapolis, Indiana. Extending north and south for approximately three city blocks are residential and business buildings on both sides of the road and a collection of homes that date from the 1890s, including post-World War II construction. The east and west limits of the district are approximately County Line Road on the east and Munsie Street on the west. Almost half of the original plat of the settlement of Cumberland appears in the western portion of the proposed historic district; these are the blocks bounded by Munsie Street on the west, Muessing Street on the east, Niles Street on the north and Saturn Street on the south. For the exact boundaries of the entire district, refer to the map accompanying this nomination. The district includes 91 contributing buildings and 33 non-contributing buildings.

The district's historic commercial buildings and residences typically reflect the architectural characteristics of six different styles. In some cases, through a process of evolution that is typical of a neighborhood in transition during dynamic periods of growth, architectural stylistic details blend; in other cases, evolutionary changes significantly impact the integrity of the resource. The predominant architectural styles in the district are Folk Victorian, Craftsman bungalows, and American Four Square. Scattered among the more numerous represented styles are examples of vernacular residences, some eclectic mixes, and a number of commercial vernacular buildings. The district's period of significance is 1880 to 1950.

The Cumberland Historic District, once an isolated nodule of commercial businesses dedicated to serving the traveling public and the farms of eastern Warren Township, has suffered significant losses of its historical resources and its economic primacy due to numerous changes to the right-of-way of US 40 and the encroachment of retail malls that draw consumers away from the historic business center along the edges of the US 40 corridor. Photograph 1, taken from the west boundary of the district, shows the proximity of the urban sprawl of Indianapolis moving toward Cumberland from the west, and photograph 2 shows the growth of businesses away from downtown Cumberland to the east.

Encroachment was not the only danger to historic resources in the district. One of the most common is the adaptation of historic resources to other uses without any attempt at preserving the resource's architectural or historical significance. The non-contributing buildings visible in photographs 2a, 2b, and 2c are examples of building

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adaptation with no concern for historic or architectural significance. All three of the buildings are situated along the US 40 right-of-way in the center of the district. The building in photograph 2b is currently Sero's Restaurant and occupies the site that once contained Buckley's Restaurant; in fact, much of Buckley's original building was subsumed into the modern structure.

The Folk Victorian residences in the district demonstrate the many popular variations of this style in the late nineteenth and early twentieth centuries during the same period as the equally popular Queen Anne style. Folk Victorian homes offered the builder an opportunity to show off his carpenter skills by adding elaborate Victorian decorative details to an otherwise very plain house style, and the owners embellished their homes with details that allowed them to impart uniqueness to a simple design at a low cost.

The small one-story house at 11801 East Washington Street (photograph 3) is a typical example of a Folk Victorian home with a minimum of embellishment. Built circa 1880, the house rests on a brick foundation. The basic front gable and wing structure has original clapboard exterior walls that support a simple shallow eave. Scrolled brackets support the narrow fascia board of the gable. A diamond-shaped, pierced ventilator is centered in the gable, below the peak. The four over four double-hung windows are original. The window surrounds have plain sides, wooden sills, and drip caps. The side porch is probably not original. The steps and floor are concrete; the balustrade, usually wooden, has been replaced with brick and the porch supports, typically turned wooden posts, are now square brick. The entrance door, positioned in the ell, is not original. Partially obscured by the black metal security door, the replacement door appears to be from the 1950s.

Just west of the house described above is another example of the Folk Victorian style with minimum decorative details (photograph 4). Located at 11725 East Washington Street, the house, built circa 1880, was rated "notable" in the township *Interim Report*. A slight variation of the previous house, this residence had its main entrance in the gable front. The clapboard siding is original. While no longer present, a porch probably graced the street front façade; a small period porch now provides protection to the primary side entrances. Turned wooden posts support the porch's shed-type roof and decorative pierced detailing is suspended from the underside of the entablature. The north façade has a single doorway and a pair of windows in a configuration similar to shotgun style versions of this style. The windows are original, four over four double-hung, and the door, which also appears original, is glazed in the upper half and is wooden in the lower half. The surrounds of the door and window openings have simple flat sides with milled drip caps. Above the front entrance and centered in the gable are paired, one over one double-hung windows that appear

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modern and are likely not original. Decorative brackets support the eaves overhang on this façade, and a decorative pendant is present in the peak of the gable.

The one-story, gable front and wing Folk Victorian house at 11907 Colmar (photograph 5) is another variation on the basic style and has been modified by adding a small wing on the east side and a shed roof addition to the rear. The modifications appear to be early in the life of the building, built circa 1900, and demonstrate the evolution of many of the small homes in the district - as the family grew, so did the house. From a brick foundation, the clapboard siding exterior wall extends upward to simple moderate eaves overhangs supported at the corners by scroll brackets. Vertical board siding highlights the infill of the gable ends; the lower ends of the boards are staggered in a saw tooth pattern. A small square ventilator is centered in each gable. On the front façade, the gable peak is accentuated by a decorative cross bracing reminiscent of the Gothic Revival style. A low silhouette brick chimney rises from the center of the roof at the intersection of the wing and front gable. The small shed roof porch in the ell is decorated with spindle work and board siding in the saw tooth pattern. The one over one, double-hung windows throughout the house appear original, and the surrounds typify those seen in other Folk Victorian houses. The doors are original, single-glazed in the upper half and wood paneled in the lower half.

West of the previously described house is a one and one-half story home, built circa 1900, at 11825 Colmar, which demonstrates a third variation on the Folk Victorian style in a hall and parlor configuration (photograph 6). The switchboard operation of Cumberland's first telephone company was once located in this house. William Caylor, who also owned a local grocery, owned the house. The original house was sheathed in clapboard siding that has since been covered with 12-inch tin siding in the early 1950s. The rear wing, not consistent with the standard Folk Victorian configurations, appears to be original or added very soon after original construction. The exterior walls of the front section of the house support a moderately pitched gable end roof with narrow eaves. Scroll brackets support the eaves at intermediate points and at the ends. A simple Gothic-style decorative cross-brace accentuates the gable peak. The four over four double-hung windows in the front façade are original. The side windows and the windows in the wing addition are one over one double-hung and are consistent with the period. The window surrounds have simple flat sides and flat lintels. A period porch is situated in the ell of the gable end and wing. The porch has a wooden balustrade with plain balusters that extend between the turned posts supporting the shed type roof. Decorative spindle work and brackets add the Victorian touch.

Another variant of the Folk Victorian style is the one and one-half story, front gable house, built circa 1915, at 120 North Munsie Street (photograph 7) and the period garage to the left rear of the house (photograph 8). The rough-faced block foundation

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supports exterior walls covered by clapboard siding. The open eaves at the roof-wall junction are moderate in depth and unadorned with any decorative detail. The steep pitched roof has gable dormers on the north and south sides; these dormers appear to be original. Wooden shingles and a square ventilator are present in the peak of the front gable. The full-width front porch is likely original in its roofline, but the brick balustrade and support columns were probably a 1920s innovation that replaced the original wooden railing and posts. The one over one, double-hung windows are original as are the plain flat sides and lintel of the surrounds. The front door is period with a single-glazed upper half and a wooden paneled lower. The garage in the rear is period in its style and construction. The two sets of hinge-mounted doors are glazed in their upper one-third with single panes in a 2X3 configuration. The pyramid roof is a style characteristic often seen in Folk Victorian homes.

The one and one half story gable front and wing at 11907 Saxon Street and the one and one half story side gable house at 133 North Muessing, both built circa 1890, (photographs 9 and 10 respectively) are examples of other variations on the Folk Victorian style that occur throughout the district. The Saxon Street home includes a number of decorative details often seen on Queen Anne style homes while the Muessing Street house is relatively simple in design and ornamentation.

The Craftsman style bungalows appear with regularity in the district north of East Washington Street. The simple one-story side gable bungalow at 200 North Munsie Street, built circa 1920, demonstrates some of the elements of the Craftsman style with little ornamentation (photograph 11). The rough-faced block foundation supports vinyl-clad exterior walls that terminate in wide eaves with exposed rafter ends. The low-pitched roof of the house extends in one continuous line to cover the front porch; which is a large gable dormer with exposed rafter ends, and a three-unit ribbon window is centered on the forward slope of the roof. The front porch is supported by the original foundation; it has a wooden deck; and a wooden balustrade with square balusters. The support columns for the porch roof are straight (not battered) and are paired at the flanks of the porch. The double-hung windows are original and typically bungalow; they are glazed with three lights in the upper sash and a single light in the lower sash. The original front door is glazed with six single panes arranged in 2X3 in the upper portion and wood paneled in the lower portion.

The non-contributing residence at 133 North Munsie (photograph 11a) is an example of a bungalow that has been modified by replacing all the original windows and door and covering the exterior with vinyl siding. While vinyl siding is prevalent throughout much of the district, the changes to the windows and doors and extension on the rear of the house severely reduce its architectural significance.

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The one-story bungalow at 11801 Colmar Street, built circa 1920, exemplifies the visual sturdiness of the Craftsman style that appears in many homes of the period (photograph 12). The rough-faced block foundation supports vinyl-clad exterior walls that meet the roof junction in narrow overhanging eaves. The hipped roof has two low-silhouette, hipped dormers with small three-unit ribbon windows. The west side of the house has a narrow bay with a large three-unit ribbon window. The solid brick balustrade and support columns of the front porch add to the aura of indestructibility of the home. The double-hung windows are glazed three or four lights in the upper sash and a single light in the lower sash. Obscured by a wooden storm door, the main entry door is original with a glazed upper portion and a wood paneled lower portion.

The one-story cross-gabled home at 114 North Muessing, built circa 1920, demonstrates a number of decorative details that highlight the variability of the Craftsman style (photograph 13). The flared ends of the fascia board on the porch and on the side gable and the dentil detail and spindle work, also on the porch, embellish an otherwise simple house design. The brick foundation supports vinyl-clad exterior walls that terminate in wide plain eaves. The substantial brick balustrade and support columns for the porch roof lend a sense of permanence that wooden components would not accomplish. The double-hung windows are glazed with three lights in the upper sash and a single light in the lower sash. The entry door is glazed 3x3 in the upper portion and is wood paneled in the lower portion.

The one and one-half story house at 102 North Munsie Street, built circa 1915, appears to be a hybrid, with elements of a gable and wing and a purely side gable design evidenced in the final construction (photograph 14). The asbestos shingle-clad exterior walls are supported by a rough-faced block foundation. The relatively narrow boxed eaves of the moderately pitched roof end in flared lower ends. Centered over the porch on the east side of the roof is a prominent gable dormer with small, paired windows. The front facing gable of the wing has a large center window with flanking sidelights on the first floor, and a single window in the half story. The front porch balustrade and roof support columns are constructed of cobblestones with mortared joints. The one over one, double-hung windows are original; the surrounds have flat sides and milled drip caps. The entry door is not original and appears to be of 1950s vintage.

The bungalow at 115 South Starter Street, built circa 1930 with stone veneer added circa 1950, demonstrates an eclectic mixture of architectural details that challenges description (photograph 15). The stone-clad battered columns of the front porch are clearly Craftsman style, as are the flared ends of the fascia board, gabled front wing, and hipped roof of the basic roofline. The small eyebrow dormer, with the ventilator, is reminiscent of those seen on either Tudor or on upscale Shingle homes.

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The fortress effect of the stone veneer and the low silhouette of the overall building lend a massive quality to the visual image of the residence.

The two-story Prairie or American Foursquare house at 11833 East Washington Street, built circa 1910, is a typical example of the simple architectural design that made this style so popular in the early decades of the twentieth century (photograph 16). The rough-faced block foundation supports exterior walls of clapboards that terminate in narrow eaves and a hipped roof. The tall, hipped dormer on the front side of the roof is a signature architectural element of the American Foursquare variation of the design. The full-width front porch is another common element in the foursquare design. In this particular example, cast concrete columns that have a decorative base, chamfered corners, and a square capital support the hipped roof. The windows are one over one, double-hung and the door is original. The door is single glazed through most of its length and appears to be original.

The double, two-story house at 11825-27 East Washington, built circa 1910, combines a number of Prairie style and American Foursquare design elements and is different from other examples identified in the district (photograph 17). The exterior walls terminate in wide, flared eaves, and the roofline is slightly flared before assuming the basic hipped roofline. The hipped roof dormers, with flared rooflines on the north and west sides, are more closely associated with the Prairie style. The full-width front porch is typical of the style and period: the roof supports are cast concrete with a decorative base on the lower half and a round shaft on the upper half below the capital. The double-hung windows are glazed one over one; the two exterior doors are modern storm doors. The entry doors are original with single glazing in the upper half and wood paneled in the lower half.

The two-story American Foursquare at 124 North Muessing Street, built circa 1910, demonstrates another variation on the basic design through a number of elements (photograph 18). Aside from the typical elements of the square plan, hipped roof, and front dormer, this house enjoys some differences that separate it from its district neighbors. The cast concrete porch supports are decorated with raised panels through their full length, including the chamfered upper half. Two shorter cast column bases flanking the steps at deck level act to define the entry point onto the porch and serve as planters. The sidelights flanking the entry door add a touch of colonial elegance to an otherwise simple design.

Many of the commercial buildings along US 40 and in other parts of the district, have been lost to development or removal because of age or disuse. The few remaining examples remind viewers of the activity, commercial and pedestrian, that once was so prevalent in this city center.

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Located on the north side of US 40 at 11810 East Washington Street is the building that fulfilled a major role in the daily life of Cumberland. Built in 1907, the Cumberland Bank served the community for many years. After the banking enterprise closed, the building was used as the community post office until 1968. Historical photographs of the building show two entry doors, one on either side of the large arched window. The entry on the right, which once led to the upstairs office of a local doctor, has been filled in but the air conditioner visible in photograph 19 is positioned in the original transom above the right doorway. While the original surface of the exterior brick wall has been stuccoed, the elements of the original commercial vernacular design, such as the large center window; the paired windows in the second floor (with unchanged fenestration) and the dominant Italianate cornice remain as evidence of the original building's visual image.

Immediately west of the Cumberland Bank building at 11808 East Washington is a one-story building, built circa 1910, which once housed Cumberland Lodge #726 of the Free and Accepted Masons (photograph 20). A comparison between a historical photograph and the current façade of the building revealed little change in the street front visual image. The windows, originally single glazed with a transom, have been modernized, but the shape and size remain original. The twin pilasters that flank the doorway are the same as the original and in conjunction with the original door would have created the sense of a temple entrance. The simple overhang that protects the entrance appears to be original.

East of the bank building at 11814 East Washington is a small one-story commercial building, built circa 1945, which occupies the same lot once containing the community building where the Modern Woodmen held their meetings (photograph 21). Designed in the vernacular style of many earlier commercial buildings, the current façade shows little change from the original. Although the building has had many different occupants, and the signage has changed over time, its basic design remains unaltered.

Across the street from the bank building at 11821 East Washington Street is a small Folk Victorian commercial building (photograph 22). Built circa 1900, this simple structure is the oldest commercial building remaining in the district and provides a ready image of the past. Supported by a stone foundation, the original clapboard exterior walls terminate in unadorned narrow eaves. The gable front façade has a large single window with four panes mounted in standard muntins. The entry door is period and single glazed in the upper two thirds, wood paneled in the lower. During more recent times, the building has been used as a barbershop, a beauty shop, and a gift shop.

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Over time many of the homes in the district that fronted on US 40 have been converted/modified to accommodate business ventures and have lost their architectural characteristics. In some cases, the homes could be returned to their original states. In others, the adaptations have robbed the buildings of any historical significance.

The small Queen Anne cottage at 11623 East Washington Street, built circa 1900, is an example of a commercially adapted residence that could be restored to its earlier condition (photograph 23). Now the home of Jan's Antiques, the vinyl siding covers the original clapboards, but the window surrounds, the window sashes and glazing, and the entry door are original. The classic cutaway corners and simple side porch that are indicative of the style remain intact.

Miller's Lunch at 11615 East Washington Street was for many years a well-known and highly touted eatery for Cumberland natives and the traveling public. Once known as Van Sickle's Tavern, the public part of the building (the one-story addition to the house) was built circa 1930; the Queen Anne house to the rear was probably built around 1900 (photographs 24 and 25). Photograph 26 is a view Miller's Lunch during its heyday. The restaurant addition has exterior walls of drop siding and the windows throughout the addition are bungalow style, double-hung glazed three over one. A Second Empire style overhang adds an eclectic touch to the front façade. The Queen Anne to which the restaurant was appended retains many of the original architectural details of the style, such as multi-gabled roofline, one over one, double-hung windows, and a bay on the west façade.

One of the most prominent buildings in the district is the First Baptist Church at 116 South Muessing Street (photograph 27). The third in a series of Baptist churches for the Cumberland community, the present building was constructed in 1912-13 on the same site as the first two churches; each was torn down as the congregation grew. Simple in design, the two-story church has stuccoed walls, a hipped roof, and a set of broad steps leading up to the main floor. The windows are a mixture of square double-hung and Gothic Revival arched, art glass windows. The bulls-eye windows of art glass above the arched windows impart a sense of height and break up the monotony of the plain, unadorned exterior wall above the main floor. The bell in the center bay once graced Cumberland High School, which was built in 1904, and was situated behind (west of) the Baptist church (photograph 28).

The non-contributing building at 12018 Warehouse Street (photograph 28a) is an example of use adaptation to a commercial use without any concern for preservation of the building's significance.

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The collection of buildings that comprise the Cumberland Historic District remain as a reminder of a time past when horse-drawn conveyances, the interurban, and the new automobile evolved as the primary means of transportation for the business of everyday life. The story of Cumberland's role in support of these evolutionary changes is contained in the buildings that remain along US 40 and in the homes of the people that operated the businesses that met traveler's needs.

Section 8 - Statement of Significance

The Cumberland Historic District is eligible for listing in the National Register of Historic Places under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history: to wit, the Old National Road or US 40. Cumberland, Indiana, named for the city in Maryland where National Road construction began, retains a unique place in the history of the state. Its beginnings were directly related to construction of the National Road, and Cumberland, Indiana supplied men and materials to construct portions of the road. Originally, the road was just a grubbed out pathway that was later modernized with planks. Cumberland offered early travelers overnight lodging, prepared food, and stabling for their animals. Cumberland citizens manned a local toll collection point where travelers had to pay for the use of the thoroughfare. The main street of the town for many years served as the right-of-way for interurban trains, and Stop 17 for the Terre Haute, Indianapolis, and Eastern trains was in Cumberland. When the automobile supplanted the interurban as a primary means of transportation, Cumberland businesses and local retailers supported travelers with goods and services to assist them along their way.

The significance of Cumberland's Historic District is two-fold. First, it retains a contiguous collection of buildings that symbolize Cumberland's main period of economic growth (1880 to 1950), and the buildings aligned along the sides of US 40 provide a physical and visual image of this time period. Secondly, the Cumberland Historic District retains, at present, its historical significance as a community founded for the express purpose of supporting the transportation of people and things – in the beginning the National Road, next came the interurban trains, and finally the modern automobile. Unlike other Marion County, Indiana communities that owed their existence to transportation such as Allisonville, Castleton, Augusta, and Beech Grove, Cumberland has not lost its singular historical identity through the encroachment of suburbia. To this day, when anyone mentions Cumberland an immediate association of the community with the road that gave it its name, is made.

In 1806, President Thomas Jefferson signed the bill appropriating funds for the conduct of a survey for the route of the National Road, a thoroughfare that would connect the eastern seaboard with the slowly developing trans-Appalachian area of the

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southern portion of the Northwest Territory. The road eventually stretched from Cumberland, Maryland to Wheeling, West Virginia. As the project progressed, more funds were appropriated and work moved past Wheeling on the way to the final terminus of St. Louis, Missouri. A report from the 1820s noted that the right-of-way across Ohio and Indiana, "is mostly an easy rolling country with frequent long straightaway for the entire distance."

In 1827, a survey team entered Warren Township, Marion County, Indiana to commence surveying Indiana's section of the road. Beginning at Indianapolis and building both east and west simultaneously, the eastbound construction crew reached Warren Township in 1829. The 80-foot roadway, cleared of small stumps and with larger stumps reduced to a height that would clear the standard wagon of the period, offered passable travel in good weather but became a quagmire after even a light rain. Broken stone was employed to make the road surface more all weather, and, in time, planks from local sawmills became the road surface of choice. Planks made for a smooth ride but they deteriorated quickly and had to be replaced on a regular basis. Based on the Indiana General Assembly's acceptance of responsibility for maintaining the state portion of the road, the Central Plank Road Company received an 1851 charter, "for the purpose of planking and graveling that portion of the National Road running through the counties of Hancock, Marion, Hendricks and Putnam."

The settlement of Cumberland became official in 1831 when it was platted on part of Samuel Fullen's original land purchase. The surveyed area of the town consisted of six streets – East, West, North, South, Main, and Cumberland (the National Road). Aside from the normal construction of homes for community residents and public facilities such as inns and pens for holding stock in transit, the most important building constructed soon after Cumberland's settlement was the First Baptist Church. Established in 1832, the church congregation met in a private home until a separate meeting place was built on a plot of land near the intersection of South and Main Streets (now South Muessing Street) in 1840. This location became the site of all three of the churches built by the First Baptist congregation during its existence.

The 1840s witnessed a number of important events in Cumberland's history. In 1842, a post office was established in one of the local stores. As was the case for many small communities, in the early days the mail was dropped off at a store, and local residents stopped by to get their mail. For the first few decades of Cumberland's history, mail service was more a matter of who would accept the challenge rather than an official activity of the government. In October 1843, a party of dignitaries from Indianapolis passed through (and may have stopped off at Little's Tavern later upgraded to Hotel on the east side of Cumberland) on the way to Richmond, Indiana to meet at a barbecue held there in honor of a visit by perennial presidential candidate Henry Clay. Clay was

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stumping the area in preparation for his presidential campaign in 1844. Little's Hotel, which was built early in the 1830s, served the traveling public with food, drink, and accommodations for over one hundred years before it was torn down in 1968. The original location was in the current historic district.

During this same period of time, the National Road authorities operated five toll collection points between Cumberland and Indianapolis, a distance of ten miles. One of the collection points was on the western edge of Cumberland. During this decade, Cumberland and the surrounding region played host to significant influx of German immigrants looking for land and business opportunities.

The 1850s and 1860s were decades of slow, steady growth for Cumberland. Traffic along the National Road, which increased exponentially when the road first opened up, settled down to a steady flow of westward bound immigrants. To make the trip not only feasible but also less of a challenge, Cumberland offered the services of blacksmiths to shoe stock and fix wagons; retail stores to provide the bare necessities in food and other consumables; and lodgings for overnight guests. Stagecoach passengers could stop and refresh themselves at Cumberland's inn and taverns. One immigrant to Cumberland who arrived in 1861, from Indianapolis not Germany, was Charles Heinrich. Heinrich moved his family to Cumberland to start up a farm and "a general mercantile house" that would provide consumer goods to local farmers and travelers on the National Road. Although the building no longer exists, one of Heinrich's enterprises appears to have been situated on the southern boundary of the district near the Baptist church. Ever vigilant for business opportunities, Charles or his son Ernest bought land east and north of the original plat and developed the land that became the present day streets between Muessing and Starter and Niles and Welland, which is known as the "Heinrich Addition."

The next two decades were a period of limited growth for Cumberland. Local farmers continued to clear the land in the region, and the harvested wood was reduced to finished lumber in a number of sawmills operating around Cumberland. The National Road, now graveled and later macadamized, still provided a steady flow of travelers, not as many headed west of the Wabash River but now supporting more local needs for business travelers and local farmers. Indianapolis was still ten miles away, and the road was the most direct route to the capitol city and its markets. In 1883, the second building for worship by the congregation of the First Baptist church was erected on the same site as the previous church. In May 1891, the train carrying President Benjamin Harrison on a nation-wide tour passed through Cumberland on its return swing through Indiana on the way back to Washington, D.C. Interestingly, while the coming of the railroad meant so much to the development of many Indiana communities, the Pennsylvania line that passed just to the south of Cumberland seems to have had very little impact of this

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community's' growth. There is evidence that the railroad did not even maintain a depot at Cumberland. The railroad's apparent lack of influence on Cumberland's fortunes reinforces the significance of the National Road to Cumberland's history.

The turn of the century brought a number of major changes to Cumberland that directly affected its future. Long distance rail travel grew increasingly common during the closing decades of the nineteenth century. The beginning of the twentieth century brought into play the use of rail travel on a more local level. The interurban trains that began to crisscross Indiana at the turn of the century brought to Cumberland and many small communities the availability of scheduled rail service to all the major cities in the state, and concurrently, the markets that existed therein.

The Terre Haute, Indianapolis & Eastern Traction Company (THI&E) began service to Greenfield, Indiana, through Cumberland in 1900. The tracks would eventually reach Richmond, Indiana and points east. The interurban tracks ran down the center of the National Road (US 40) through the heart of Cumberland's business district; the same district now encompassed by the historic district. As one authority noted about interurban trains, "the interurban railways were conceived as a utilitarian means of local transportation, meeting the need of the farmer, small townner, and commercial traveler in the era before the private automobile." The THI&E operated nine trains through Cumberland on a daily basis. The service included three freight cars per day in addition to the passenger trains. Stop 17 was the point along the tracks that served Cumberland; W.A. Caylor was the local agent. This rail connection to larger markets east and west of Cumberland helped local farmers transport their produce there in a timely manner; local retailers now had daily access to their suppliers.

The portion of US 40 in the center of Cumberland was the business hub of the community. Businesses and public buildings lining both sides of US 40 included the Cumberland Bank, Caylor's Grocery, the local post office, the Masonic lodge, Shutt's blacksmith shop, the doctor's office, and a cobbler/harness repair shop when the main transportation means were a horse and wagon. Cumberland's population at this time was 400, and most of these folks lived and worked near the business hub. Many of the town's turn of the century style residences remain in the district; some have been adapted to commercial uses, but some continue as the primary residence for Cumberland citizens.

In 1905 another major innovation made an appearance in Cumberland in the form of a modern communication system. The Central Union Telephone Company was established and operated out of William Caylor's house on Colmar Street. The switchboard operator was one of Caylor's daughters. Another means of communication was also initiated in Cumberland in the first decade of the twentieth century. The *Marion*

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County Times, first published in 1909 and only for a few years, heralded itself as "The Only Newspaper Published in Marion County Outside of Indianapolis." During its short life, the paper kept the Cumberland community apprised of local and national news, including current farm prices at the Cumberland Market. Cumberland's access to information grew through these entrepreneurial ventures, as did its financial enterprise. The Cumberland Bank, established in 1907, met the needs of the community until the infamous bank holiday, ordered by President Franklin Roosevelt on 6 March 1933, closed its doors, and they never reopened. This was a calamity to many in Cumberland who lost everything they had deposited in the bank.

The 1920s were a time of relative prosperity for Cumberland as evidenced by the many homes in the district that date from that period. The grocery stores along US 40 continued to serve local and distance travelers' needs. As the horse and wagon gave way to the horseless carriage, gas stations replaced harness and blacksmith shops. The THI&E continued to serve the community with passenger and freight trains passing through Cumberland each day.

The demise of many interurban companies that occurred in the 1930s, and the massive improvements in paved roads in the 1940s, rapidly increased the number of automobiles passing through Cumberland each day. Although World War II greatly reduced the availability of gasoline and other automotive necessities, the end of the Depression and the following decades was a time of expansion for travel-related businesses. On both sides of US 40, service stations and automobile repair shops such as Franke's, Ostermeyer Studebaker, Hudson's DX Service, Hill's Standard Service Station, and Bump's Garage, replenished fuel supplies for travelers and locals alike. There was no shortage of work for Cumberland's mechanics or its service station owners. Replenishing the bodies of travelers and locals was the job of a number of restaurants scattered along the right-of-way of US 40. Most notable were Buckley's restaurant at North Muessing and US 40 and Miller's Lunch across the highway and farther west. Buckley's, the original building subsumed into the present day Sero's, was famous for family-style meals, such as fried chicken, and especially for its barbecue that was offered to the public in a stand just to the west of the main building. Miller's Lunch was more of a local hangout, but anyone with a healthy appetite was truly welcome.

Local residents recall the Cumberland Lions Club organizing homeowners during the 1940s and 1950s to provide rooms for tourists attending the Indianapolis 500 race. Cumberland made this annual event almost a community affair: rooms were rented for \$5.00 to \$6.00 a night, sack lunches were bought from Buckley's; and race guests were provided an early breakfast before departing for the track in Speedway, Indiana.

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Although many of the retail stores and groceries along US 40 in Cumberland have been replaced or adapted to other uses, evidence of the heart of the business hub during the period of significance still remains. The encroachment of Indianapolis' residential suburbs and proliferating strip malls threaten this unique collection of commercial properties and residences.

Cumberland serves to remind us of a period in our history when travel, once a demanding and tiresome endeavor, became an adventure. As the transition from horse and wagon to interurban and finally to the private automobile was made, Cumberland readapted its mission to support this evolution and remains today as a symbol of times past.

Section 9 - Bibliography

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Section 10 - Geographical Data

Boundary Description

From the start point on East Washington Street and the west property line for 11615 East Washington Street proceed south to Saturn Street; turn east and proceed

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along Saturn Street to the rear property line of 100 South Muessing Street; turn south and proceed to Saxon Street; turn east and proceed along Saxon Street for approximately 100 yards; turn south and proceed along the rear property line of 224 South Wayburn to Warehouse Street; turn east and proceed along Warehouse Street across Wayburn, Starter and Heflin Streets to the intersection of the rear property line for 12045 Saxon Street and Warehouse; turn north and proceed along the rear property lines, across Saxon Street and US 40 to the rear property line for 12030 East Washington Street; turn west and proceed along the rear property lines for 12024, 12016, and 12010 East Washington Street to Starter Street; turn north and proceed to the intersection of Starter and Colmar Streets; turn west and proceed along Colmar Street approximately 50 yards; turn north and proceed to the rear property lines for non-eligible residences along Welland Street; turn west and proceed across Wayburn Street to the rear property line for 133 North Muessing; turn north and intersect with Welland Street; turn west and proceed along Welland Street to the rear property line of 201 North Munsie; turn north and go to the north property line for 201 North Munsie; turn west and proceed across North Munsie to the rear property line of 200 North Munsie; turn south and proceed along the rear property lines for the residences along the west side of North Munsie to US 40; turn west and proceed proximately 75 yards and close on the start point.

Boundary Justification

The boundary as described incorporates a contiguous collection of the residences and commercial buildings that remain from the primary period of Cumberland's historic significance and its support of the various transportation means that used the right-of-way of the National Road.

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#1

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking west along US 40

#2

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking east along US 40

#2a

John Warner
15 August 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking north across US 40

#2b

John Warner
15 August 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking northeast across US 40

#2c

John Warner
15 August 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southwest across US 40

#3

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking south

#4

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southwest

#5

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southeast at entry

#6

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southwest

#7

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking west

#8

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking northwest

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#9

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southeast

#14

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking northwest

#10

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southeast

#15

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking east

#11

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking northwest

#16

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking south

#11a

John Warner
15 August 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southeast

#17

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking south

#12

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southeast

#18

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking west

#13

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southwest

#19

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking north

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#20

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking north

#21

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking north

#22

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking south

#23

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana 46 202
Looking southwest

#24

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana, 46202
Looking southwest

#25

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana 46202
Looking east

#26

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana 46202
Miller's Lunch looking east

#27

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana 46202
Looking west

#28

John Warner
15 April 2001
402 West Washington Street
Indianapolis, Indiana 46202
Looking up at the old school bell in the
Baptist church

#28a

John Warner
15 August 2001
402 West Washington Street
Indianapolis, Indiana 46202
Looking northwest

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EAST – WEST STREETS Contributing Non-contributing

COLMAR

	North Side		
1.	11650		X
2.	11820	X	
3.	11900		X
4.	11908	X	
5.	11625	X	
	South Side		
6.	11801	X	
7.	11809	X	
8.	11817		X
9.	11825	X	
10.	11901	X	
11.	11907	X	
12.	11919	X	

EAST WASHINGTON

	North Side		
13.	11636		X
14.	11706	X	
15.	11720		X
16.	11802	X	
17.	11804		X
18.	11808	X	
19.	11810	X	
20.	11814	X	
21.	11900		X
22.	11910	X	
23.	11916-18	X	
24.	11924		X
25.	11926		X
26.	12010		X
27.	12016	X	
28.	12024	X	
29.	12030	X	
	South Side		
30.	11615	X	
31.	11623	X	
32.	11635	X	

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33.	11701		X
34.	11725	X	
35.	11801	X	
36.	11807	X	
37.	11817		X
38.	11821	X	
39.	11825-27	X	
40.	11833	X	
41.	11901	X	
42.	11909		X
43.	11915		X
44.	12001		X
45.	12015	X	
46.	12023	X	
47.	12029	X	
48.	12035	X	
49.	12049		X

SATURN

	North Side		
50.	11702	X	
	South Side		
51.	11905	X	

SAXON

	North Side		
52.	11810	X	
53.	11906	X	
	South Side		
54.	11901	X	
55.	11907	X	
56.	11929	X	
57.	12003		X
58.	12019	X	
59.	12041		X
60.	12045		X

WAREHOUSE

61.	12018		X
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NORTH – SOUTH STREETS

MUNSIE

West Side

62.	24	X
63.	32	X
64.	40	X
65.	102	X
66.	120	X
67.	126	X
68.	134	X
69.	200	X

East Side

70.	19		X
71.	25	X	
72.	33	X	
73.	39	X	
74.	107	X	
75.	113	X	
76.	119	X	
77.	125	X	
78.	133		X
79.	201	X	

MUESSING

West Side

80.	116	X	
81.	100	X	
82.	26	X	
83.	30		X
84.	40	X	
85.	100-02	X	
86.	108	X	
87.	114	X	
88.	124	X	
89.	134	X	

East Side

90.	199	X	
91.	101	X	
92.	25	X	
93.	19	X	

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94.	101	X	
95.	109-11	X	
96.	133	X	
WAYBURN			
	West Side		
97.	224		X
98.	120		X
99.	112	X	
100.	106		X
101.	100		X
102.	24	X	
103.	24	X	
	East Side		
104.	107	X	
105.	25	X	
STARTER			
	West Side		
106.	222	X	
107.	216	X	
108.	116-18	X	
109.	110		X
110.	100	X	
111.	30	X	
	East Side		
112.	219		X
113.	201-03		X
114.	115	X	
115.	101		X
116.	29	X	
HEFLIN			
	West Side		
117.	116		X
118.	108	X	
119.	102		X
120.	30	X	
	East Side		
121.	215	X	
122.	115-17	X	

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123.	107	X
124.	101	X

Cumberland Historic District

Contributing building	■
Non-contributing building	□
Street address	205

