

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ___
no ___

Property Name: Grabenstein Bungalow Inventory Number: AL-V-B-324

Address: 13816 Spealman Rd. City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: _____

Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: no yes Name: N/A Date: _____

Eligibility recommended Eligibility **not** recommended _____

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: N/A

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description of Property:

This bungalow is located along Spealman Road, near its terminus on the eastern slope of Dan's Mountain. It is a brick dwelling, ca. 1930, resting on concrete block foundations, with an overhanging porch along the front (east) elevation. A wide gabled dormer extends from the east slope of the roof. The area within the side gables is covered with shingle siding. The house appears to be in good condition with few exterior alterations to change the building's character. The setting is secluded with woods encircling a cleared area where the house is located. The land slopes upward to the west as the side of Dan's Mountain.

Eligibility Determination:

This house is considered to be eligible as an example of a ca. 1920s-1930s bungalow, reflecting a period of major development in the Cumberland-LaVale area. It is a good example of its architectural style and type with excellent exterior integrity.

Historic Context:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended _____
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	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 <input type="checkbox"/> None
Comments: _____	
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, NR program	_____ Date

MHT

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Continuation Sheet No. 1

M-V-B-324

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18th and 19th centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.¹ The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.² One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

The traffic on the pike waned after the mid 19th century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.³ Activity on the road did not pick up again until the early 20th century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20th century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19th century in western Maryland.⁴ In 1914, National Road traveler Robert Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.⁵ The well-developed network of roads and rails enhanced suburban growth around the city.

¹ Scharf, p. 1332.

² Ibid.

³ Ibid, p. 1333.

⁴ Donna M. Ware, *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

⁵ Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001)

**MARYLAND HISTORICAL TRUST
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Continuation Sheet No. 2

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Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows.'⁶ In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.⁷ Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."⁸ As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20th century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

Bibliography

Bruce, Robert. "The National Road," (National Highway Association, 1916), as reproduced on <http://www.rootsweb.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L.. *Feldstein's Historic Postcard Album of Allegany County*, Cumberland, MD: Commercial Press Printing Co., 1983.

Reed, Paula S.. "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

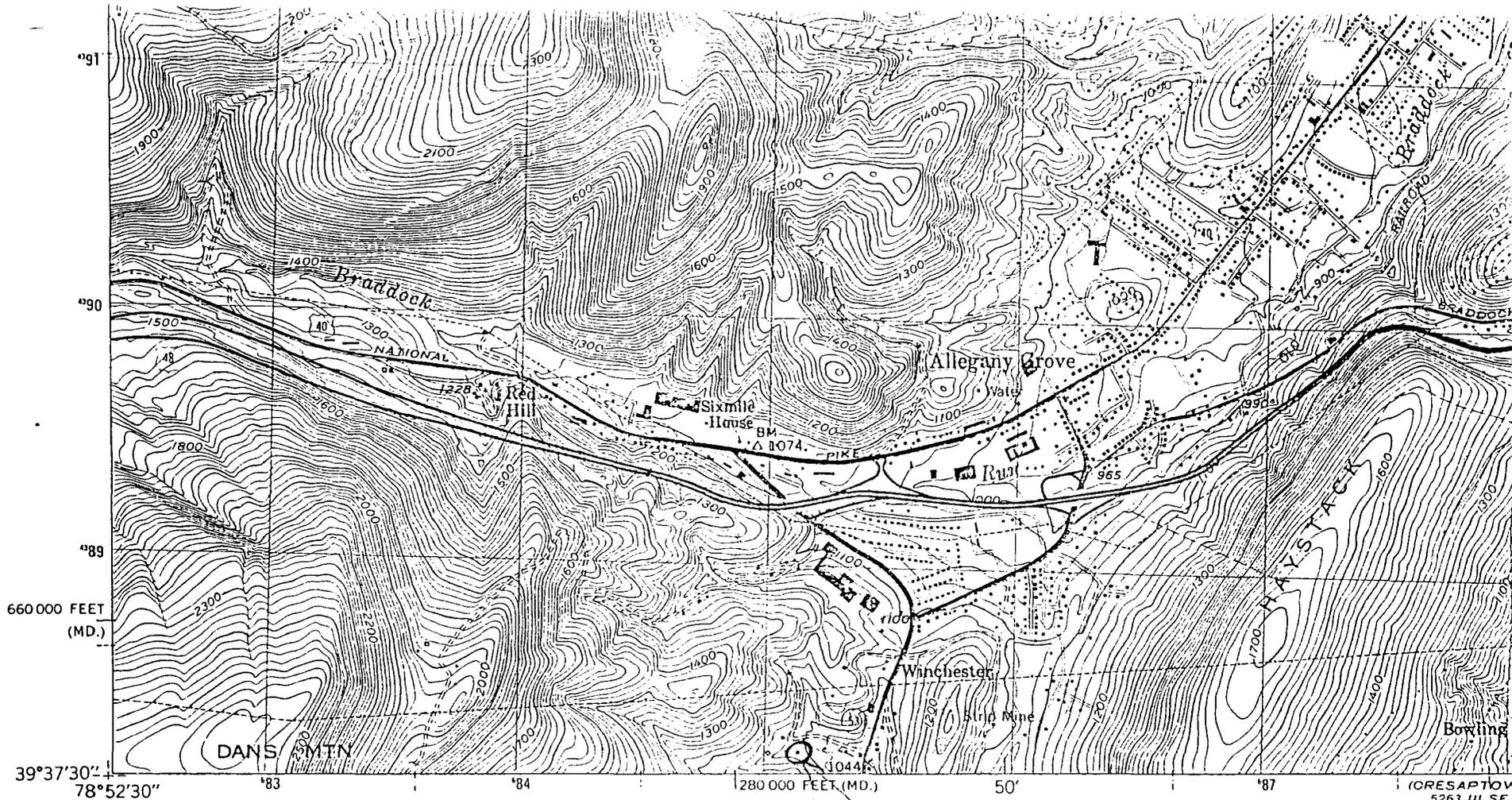
Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001

⁶ T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

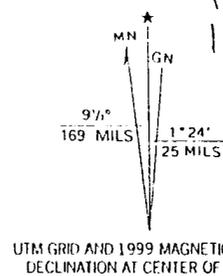
⁷ Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

⁸ Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.

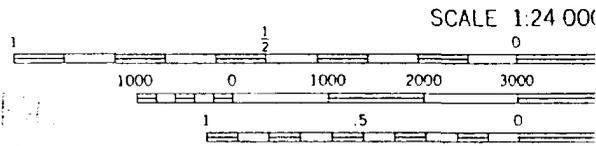


(LONACONING)
5263 III SW

Produced by the United States Geological Survey
 Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999
 North American Datum of 1927 (NAD 27)
 Projection: Maryland coordinate system (Lambert conformal conic)
 10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone 1000-meter Universal Transverse Mercator grid, zone 17
 North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
 There may be private inholdings within the boundaries of the National or State reservations shown on this map
 Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



139110
 Spectral
 10/10/14
 AL-V-B-324



CONTOUR INTERVAL :
 NATIONAL GEODETIC VERTICAL
 TO CONVERT FROM FEET TO METERS,

CUMBERLAND QUADRANGLE
 LAVALE CELLULAR TOWER PROJECT
 ALLEGANY CO., MD

THIS MAP COMPLIES WITH NATIONAL MAP
 FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SY

AL-V-B-324



AL-V-B-324

Grabenstein Bungalow
13816 Spelman Rd
LaVale, Allegany Co. MD

2/01

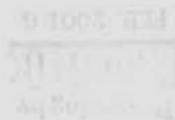
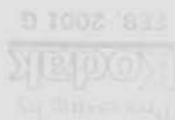


photo by P. Reed
Paula S. Reed & Assoc.
Hagerstown, MD

neg. loc. MHT

SW view

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