

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Old Crellin Road Segments Survey Number: G-VI-A-070

Project: US 219/Oakland Vicinity Improvement Project Agency: MSHA

Site visit by MHT Staff:  No  Yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended  Eligibility **not** recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The Old Crellin Road Segments are recommended not eligible for the National Register. Although probably documenting road networks during the Oakland area's period of most significant growth, the road possesses insufficient integrity of materials, workmanship, design, association, and feeling. Research has not identified any significant associations with historic persons or events. The road neither reflects the distinctive characteristics of a particular architectural style nor embody the representative work of a master craftsman or method of construction. The road and bridge also do not appear to potentially provide important information for the study of history.

Document on the property/district is presented in: Historic Structures Inventory and Determination of Eligibility Report

(KCI/MSHA 1997)

Prepared by: Stuart Dixon, KCI Technologies, Inc.

CONCURRED NOT ELIGIBLE - [Signature] 7/30/98  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

[Signature] \_\_\_\_\_  
Reviewer, NR program Date

*[Handwritten signature]*

Old Crellin Road Segments

G-VI-A-070

south of West Liberty Street, east of Oakland-Rosedale Road

Oakland

circa 1875 to 1921

Public

These two segments of Old Crellin Road (G-VI-A-070) consist of approximately 50 meter (150 feet) sections of abandoned earthen roadway. Deep cuts in the surrounding land surfaces characterize both of the former roadway alignments. Both segments are also heavily overgrown with small trees, high weeds and grass, and underbrush.

Old Crellin Road probably opened during the late nineteenth century after the establishment of a large logging and sawmill operation at Crellin. Construction of a new Crellin Road in 1921 effectively precipitated the abandonment of these two Old Crellin Road segments.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. G-VI-A-070

### 1. Name of Property (indicate preferred name)

historic

other Old Crellin Road Segments

### 2. Location

street & number Adjacent to Oakload-Rosedale Road \_\_\_ not for publication

city, town Oakland \_\_\_ vicinity

county Garrett

### 3. Owner of Property (give names and mailing addresses of all owners)

name Carolyn Kelley (Southern Segment)

street & number 5707 Hutton Road telephone

city, town Oakland state and zip code MD 21150

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Garrett County Courthouse tax map and parcel 78-7-26

city, town Oakland liber and folio 368/853

### 5. Primary Location of Additional Data

- Contributing Resource in National Register District  
 Contributing Resource in Local Historic District  
 Determined Eligible for the National Register/Maryland Register  
 Determined Ineligible for the National Register/Maryland Register  
 Recorded by HABS/HAER  
 Historic Structure Report or Research report at MHT  
 Other:

### 6. Classification

Category	Ownership	Current Function	Resource Count			
			Contributing	Noncontributing		
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	<u>0</u>	<u>0</u>	buildings
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/ culture	<u>2</u>	<u>0</u>	sites
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>0</u>	structures
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>0</u>	<u>0</u>	objects
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<u>0</u>	<u>0</u>	Total
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>2</u>	<u>0</u>	
		<input type="checkbox"/> government	<input type="checkbox"/> unknown			
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use			
		<input type="checkbox"/> industry	<input type="checkbox"/> other:			

**Number of Contributing Resources  
previously listed in the Inventory**

0

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## 7. Description

Inventory No. G-VI-A-070

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### Condition

excellent     deteriorated  
 good         ruins  
 fair          altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

These two segments of Old Crellin Road (G-VI-A-070) consist of approximately 50 meter (150 feet) sections of abandoned earthen roadway. Deep cuts in the surrounding land surfaces characterize both of the former roadway alignments. Both segments are also heavily overgrown with small trees, high weeds and grass, and underbrush. The northern segment veers south from Liberty Street (Photo 3) on the western limits of Oakland and curves while descending a steep grade before meeting the former Baltimore & Ohio Railroad (now CSX; Photo 4)) and a bridge spanning the Little Youghioghney River. A modern bridge structure now carries the Oakland-Rosedale Road across the site of the earlier Crellin Road bridge. The southern segment veers southward from the Oakland-Rosedale Road roughly 20 meters (60 feet) south of the Little Youghioghney River crossing (Photo 2). After ascending a steep grade the former roadbed rejoins the Crellin Road's earlier alignment, now subsumed under Hutton Road (MD 39) (Photo 1).

# 8. Significance

Inventory No. G-VI-A-070

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:

**Specific dates** Circa 1921 **Builder/Architect** Unknown

Evaluation for:

National Register     Maryland Register     not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual).

Road networks in Garrett County did not become somewhat extensive until after the construction of the Baltimore & Ohio Railroad (B&O) in 1851. Taking advantage of the access to distant markets, entrepreneurs began logging activities in areas near to the new rail line. In the late nineteenth century a large logging operation began at Crellin. Located a few miles southwest of Oakland, the Crellin lumbering operation included a worker's village. The Old Crellin Road probably dates from the period shortly after Crellin began. By 1892 the Preston Lumber & Coal Company had erected the largest saw mill in the county at Crellin. Acquired by the Kendall Lumber Company in 1905, the company town included 50 dwellings, a school, a church, a superintendent's house and a company store.

In 1921 local highway officials erected a new bridge over the Little Youghiogeny at Oak Street in Oakland and paved a new road around the base of the mountain south of the former site of the Oakland Hotel property. The road connected with a new alignment extending southwestward to Crellin. This realignment of Crellin Road across Oak Street probably precipitated the abandonment of these two Old Crellin Road segments. The new road to Crellin now forms MD 39.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. G-VI-A-070

Name  
Continuation Sheet  
Number 8 Page 1

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## HISTORIC CONTEXT:

### MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:	Western Maryland
Chronological/Developmental Period(s):	Industrial / Urban Dominance, A.D. 1870 - 1930
Historic Period Theme(s):	Transportation
Resource Type:	
Category:	Site
Historic Environment:	Rural
Historic Function(s) and Use(s):	Roadway
Known Design Source:	None

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## 9. Major Bibliographical References

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Inventory No. G-VI-A-070

(See Continuation Sheet)

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## 10. Geographical Data

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Acreage of property Less than 1 acre  
Acreage surveyed Less than 1 acre  
Quadrangle name Oakland, MD-WVA

Quadrangle scale 1:24,000

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### Verbal boundary description and justification

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## 11. Form Prepared By

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name/title Stuart Paul Dixon / Senior Historian

organization KCI Technologies, Inc.

date 3-28-97

street & number 10 North Park Drive

telephone 410-316-7857

city or town Hunt Valley

state and zip code MD 21030-1888

The Maryland Inventory of Historic Properties 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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032  
410-514-7646

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Name

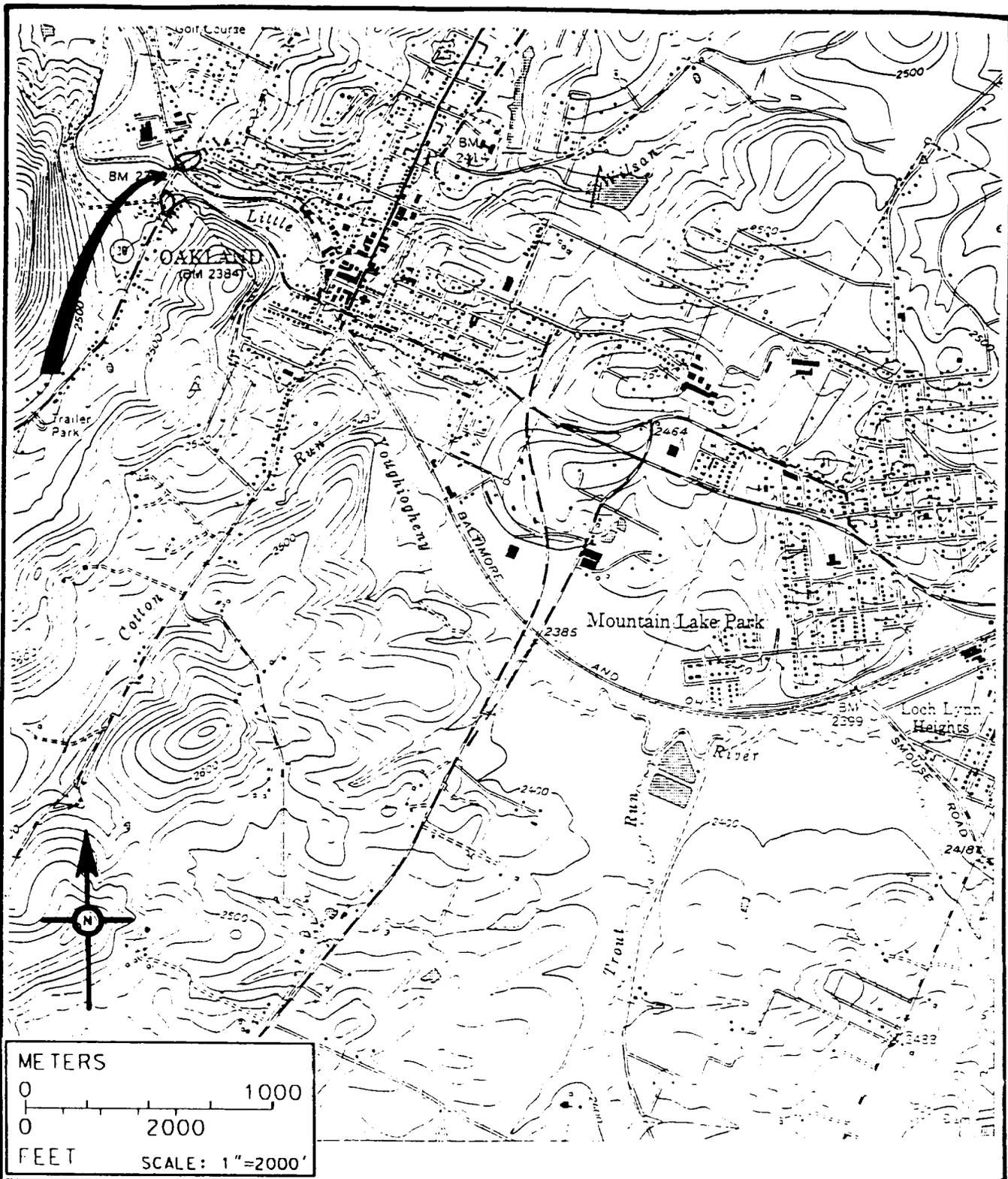
Continuation Sheet

Number 9 Page 1

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### BIBLIOGRAPHY

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- Lacoste, Kenneth C., Robert D. Wall, and Robert C. Sonderman. *An Archeological Study of the Western Maryland Coal Region: The Historic Resources*. Maryland Geological Survey. Report on file at the Maryland Historical Trust, Crownsville, MD. 1989.
- Roberts, Charles S. *West End, Cumberland to Grafton, 1848-1991*. Barnard, Roberts & Co., Inc., Baltimore, MD. 1991.
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- Weeks, Thekla Fundenberg. *Oakland Centennial History, 1849-1949*. The Sincell Printing Company, Oakland, MD. 1949.



**Location Map**

G-VI-A-070  
 Old Crellin Road  
 Oakland, Garrett County  
 Oakland, MD-WVA Quadrangle Map (USGS 1974)





G-VI-A-070

GARRETT COUNTY, MD  
STUART DIXON  
2/21/97  
MD SHPO  
ELEVATION LOOKING N

20 5005 0-15 15 0

+03+0 +0 +0 NN 0557

10F4



G-VI-A-070

GARRETT COUNTY, MD

STUART DIXON

2/2/97

MD SHPO

N ELEVATION LOOKINGS

19 5005 0-15 15 0

+00+0 +0 -01 NN 0557

2 of 4



G-VI-A 070

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SH80

SE ELEVATION LOOKING NW

0

5005 0-15 15

49

0557

+00+0 +0 -02 NW

30F4



G-VI-A-070

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

W ELEVATION LOOKING E

0

5005 8-15 15

47

0557

+00+0 +0 -02 NW

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