G-II-C-071

Jennings Survey District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 12-01-2003

G-11-C-071

Jennings Survey District early 20th century
Multiple, private

The Jennings Survey District is a group of approximately thirty buildings within the town of Jennings, a company town built along the route of the Jennings Bros. Railroad, twelve miles south of Grantsville. The district includes the frame structures built in the early 1900s by the railroad to house its employees, most of whom worked in the nearby company saw mill, as well as a number of abandoned commercial buildings, a former hotel and a church.

Jennings is significant as one of the few surviving examples of a "company town" in Garrett County. These towns, which once numbered nearly two dozen, were built and maintained by the numerous coal, timber and railroad companies who transformed both the economy and the landscape of the county in the late nineteenth and early twentieth centuries. Both in its conception and design Jennings reflected the desire of the parent company, the Jennings Bros. Railroad, to maintain a degree of control over the lives of its employees.

Survey No. G-11-C-071

Magi No.

DOE ___yes ___no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Jennings

and/or common Jennings Survey District

2. Location

street & number Jennings Rd., Bear Hill Rd. ___ not for publication

city, town Jennings ___ vicinity of congressional district 6

state Maryland county Garrett

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	___ other:

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

name Multiple Owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Garrett County Courthouse liber

street & number 4th and Alder Streets folio

city, town Oakland state Maryland

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. G-11-C-071

Condition		Check one	Check one
___ excellent	X deteriorated	X unaltered	X original site
___ good	___ ruins	X altered	___ moved date of move _____
X fair	___ unexposed		

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

The Jennings Survey District is a group of approximately thirty buildings within the town of Jennings, a company town built along the route of the Jennings Bros. Railroad, twelve miles south of Grantsville. The district includes the frame structures built in the early 1900s by the railroad to house its employees, most of whom worked in the nearby company saw mill, as well as a number of abandoned commercial buildings, a former hotel and a church.

All of the buildings in Jennings face on one of the three streets which run through town: Jennings Road, which makes a steep eastward descent from its junction with Md. Route 495 and then crosses the south branch of the Casselman River on the east side of town; Bear hill Road, which runs southward from its intersection with Jennings Road; and a small unpaved road which forks off from and runs parallel to Bear Hill Road. All of the houses on the latter two roads face east, toward the river and what was once the roadbed of the railroad. The houses on Bear Hill Road are constructed on high foundations set back from the road, but there are numerous outbuildings which crowd up next to the road, giving it a narrow, built-up appearance.

The majority of the houses in Jennings conform to a very simple house type. Most are two stories tall, three bays wide, with either two or three windows on the second floor facade, and have a gable roof and center chimney. Also usual is a one story front porch with shed roof, supported by chamfered, or more rarely, turned posts. Jennings, like many other towns in Garrett County which once derived their livelihood from now defunct industries, has deteriorated rapidly and this accounts for the poor condition of many of these houses. Very few retain the appearance they once had when Jennings was a well kept, company-maintained town. Most have undergone extensive alterations, including the addition of asphalt, asbestos or aluminum siding. The majority of outbuildings, however, have retained their original appearance and are usually of vertical plank construction.

Four houses on Jennings Road which date from the early 1900s (#3,4,6,and 8) are the largest and best maintained in town. Both houses #3 and #4 are built on a "T" plan with jig-sawn bargeboards on all three gables, virtually the only examples of decorative woodwork in town. House #4 still retains its original German siding as well as a balustrade made of vertical panels which runs along the front porch. House #5 across the street, one of the few in town without a front porch, has a small pediment over the doorway.

The most imposing residence in town is #8, at the corner of Jennings and Bear Hill Roads. It is a four bay wide, two-and-one-half story house with a cross gable in the center of the north facade

8. Significance

Survey No. G-11-C-071

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	X art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	X transportation
X 1900–	___ communications	X industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Jennings is significant as one of the few surviving examples of a "company town" in Garrett County. These towns, which once numbered nearly two dozen, were built and maintained by the numerous coal, timber and railroad companies who transformed both the economy and the landscape of the county in the late nineteenth and early twentieth centuries. Both in its conception and design, Jennings reflected the desire of the parent company, the Jennings Bros. Railroad, to maintain a degree of control over the lives of its employees.

Although mining and lumbering activities had existed in Garrett County since the early 1800s, large-scale exploitation of these natural resources did not begin until the arrival of the Baltimore and Ohio Railroad in 1851.[1] By providing new and distant potential markets for both coal and lumber, the railroad attracted a number of capitalists to Garrett County who established mines and lumber mills along its route. For several decades these activities were concentrated in southern Garrett County in the vicinity of either the B&O or the predecessor line of the present Western Maryland Railroad.

The development of timbering in northern Garrett County depended upon the construction of two railroads built sough from Pennsylvania along the Youghiogheny and Casselman Rivers in the 1890s. The first of these was the Confluence and Oakland Railroad which reached Friendsville in 1889[2]; the second was the Jennings Bros. Railroad, begun by the entrepreneurs Cortez and Worth Jennings in 1889.[3] The route of the latter railroad, built by the company beginning in 1901, eventually ran thirty miles between Salisbury, Pa. and the nearly seven thousand acres of land owned by the brothers along the Casselman River south of Grantsville.[4]

The center of logging operations for the Jennings Bros. Company was in the company town of Jennings. Nearby was the band

9. Major Bibliographical References

Survey No. G-11-C-071

See Footnotes

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Geoffrey Henry

organization Maryland Historical Trust **date**

street & number **telephone**

city or town **state**

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

and a two story polyganol tower with five windows on each floor at the north-east corner. The house is built on a "T" plan with a stone foundation and has a one story front porch supported by square posts. In front of the double doors are two screen doors with original wooden spindle designs still intact.

Houses #18-24 on Bear Hill Road are all built approximately one hundred feet back from the road and stand on high foundations; a flight of steps usually runs from the north end of the porch. House #24 is the most carefully maintained of this group and still retains the original German siding, a one story porch supported by four turned posts and an unusual frosted, etched glass rear door. House #21, the only board-and-batten house in Jennings, is notable for its unaltered exterior. Like house #24, the windows have 2/2 sash and simple cornices.

East of Bear Hill Road is a group of houses (Houses #10-17) which stand on the west side of an unpaved road. All of these have been altered in one way or another and most are in poor condition. With the exception of houses #11 and 17, these dwellings do not stand on raised foundations but are otherwise very similar to the two story, three-bay wide houses on Bear Hill Road. Behind house #14 is a small store which was originally a pony barn for the nearby Mogert's mine. The building was later converted to a store and gas station, which closed in 1961.

The only other commercial building still standing is #5, a one-and-one-half story three bay frame building with a flat roof located on the north side of Jennings Road. The recessed central doorway is flanked by four-light windows and is protected by a shed roof porch that extends across the front facade. The roof rafters project out over the front facade and are painted in a contrasting color to create a decorative effect similar to a dentil-course cornice.

The two buildings which are of most interest, both architecturally and historically, are the old Jennings Hotel and the Jennings Church. The latter (#1) is built principally of moulded rusticated concrete blocks, an unusual building material for a town which was once a center of the lumber industry in Garrett County. Rising between the two arms of the "L"shaped church is a two story concrete block and frame entrance tower with a louvered belfry and pyramidal steeple covered with fish scale shingles. The most unusual feature of this church is the frieze of three rows of decorative concrete blocks, each row with a different design. The blocks in the top row are decorated with a series of four cartouches below a rope moulding; the second row of blocks with two laurel wreath designs; the third with an ornamental swag which features rosettes at each end. Below these are two rows of smooth faced blocks; the rest of the wall consists of rusticated block. On the southeast corner of the church is a stone inscribed "Chas. F. Engle, Builder, 1909."

The old Jennings Hotel (#9), a frame two-and-one-half story building which stands east of the Casselman River on Jennings Road, was less an actual hotel than a boarding house for unmarried employees of the Jennings Bros. Railroad. Originally built with ten bedrooms, the house underwent extensive interior alterations in the 1930s when several of the partitions were removed. A two story frame porch extending along the north and west elevations of this building is supported by square posts on the ground floor and by chamfered posts on the second floor. A latticework balustrade adds embellishment to the upper story of this porch. The 2/2 sash windows and the doors are surmounted by a simple cornice painted in a contrasting color.

sawmill, where most of the company employees worked. Daily production of lumber varied, but averaged between 30,000 to 50,000 feet[5] between 1900 and 1918, the years that the mill was in operation.

The establishment of company towns, in which houses were "provided" by the company for its employees was common in the U.S. during the early twentieth century, and often reflected a desire on the part of the company to forestall the rise of militant unionism within its ranks. No one but employees of the company were allowed to live in the town, and residents of Jennings, as in other such towns, had no opportunity to own their houses. The Jennings Bros. Railroad also built the local hotel, church and school, as well as the company owned store, the Jennings Supply Company.[6] During the years when it was owned by the railroad, Jennings was a neat and well maintained community, but with the closing of the sawmill in 1918, the company took no further interest in the town.

The railway, whose tracks had been removed south of Jennings, was sold in 1923 to the Northern Maryland and Tidewater Railroad.[7] This railroad, and its various successors, developed the railway as an important route for the transport of coal mined in the Jennings-Worth Junction area. Many of its employees were drawn from the ranks of the former Jennings Bros. Railroad, but the repeated financial crises which hit the successor railroads during the 1920s and 1930s encouraged many of these Jennings residents to look elsewhere for work. When the last of these railroads, the Casselman River Railroad, ceased operations in 1959,[8] it marked the end of the town's importance as an economic center in the Casselman River valley.

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[1]Schlosnagel, Stephen, et al. Garrett County-A History of Maryland's Tableland. (Parsons, West Virginia; McLain Printing Co.) 1978, p. 270.

[2]Ibid., p. 270.

[3]Kline, Benjamin F.J., Jr. Tall Pines and Winding Rivers (n.p.) 1976, p. 51.

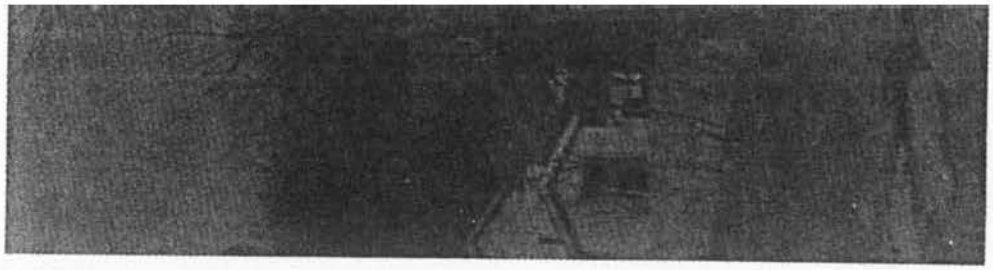
[4]Ibid., p. 51.

[5]Ibid., p. 53.

[6]Ibid., p. 53.

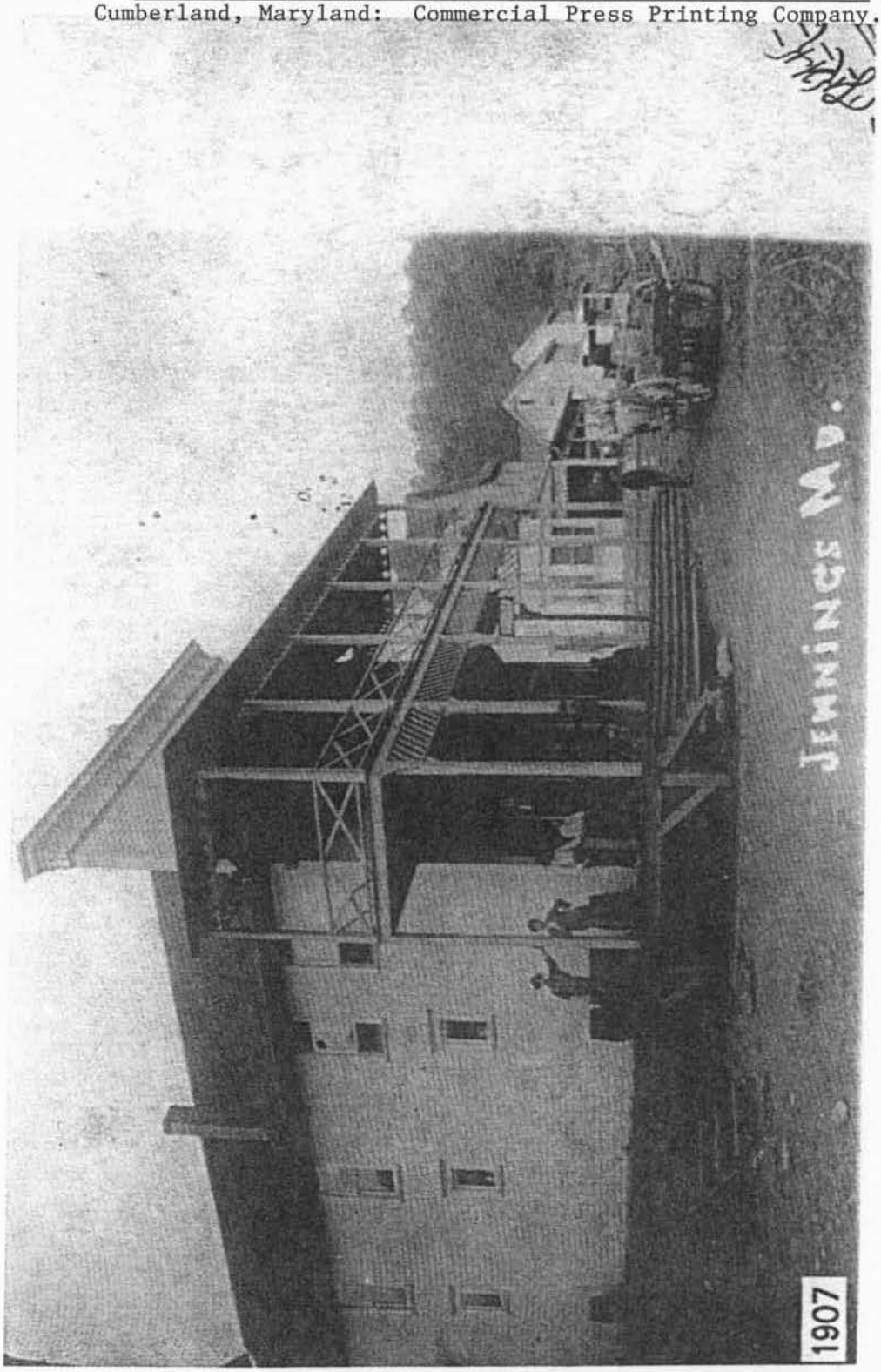
[7]Ibid., p. 57.

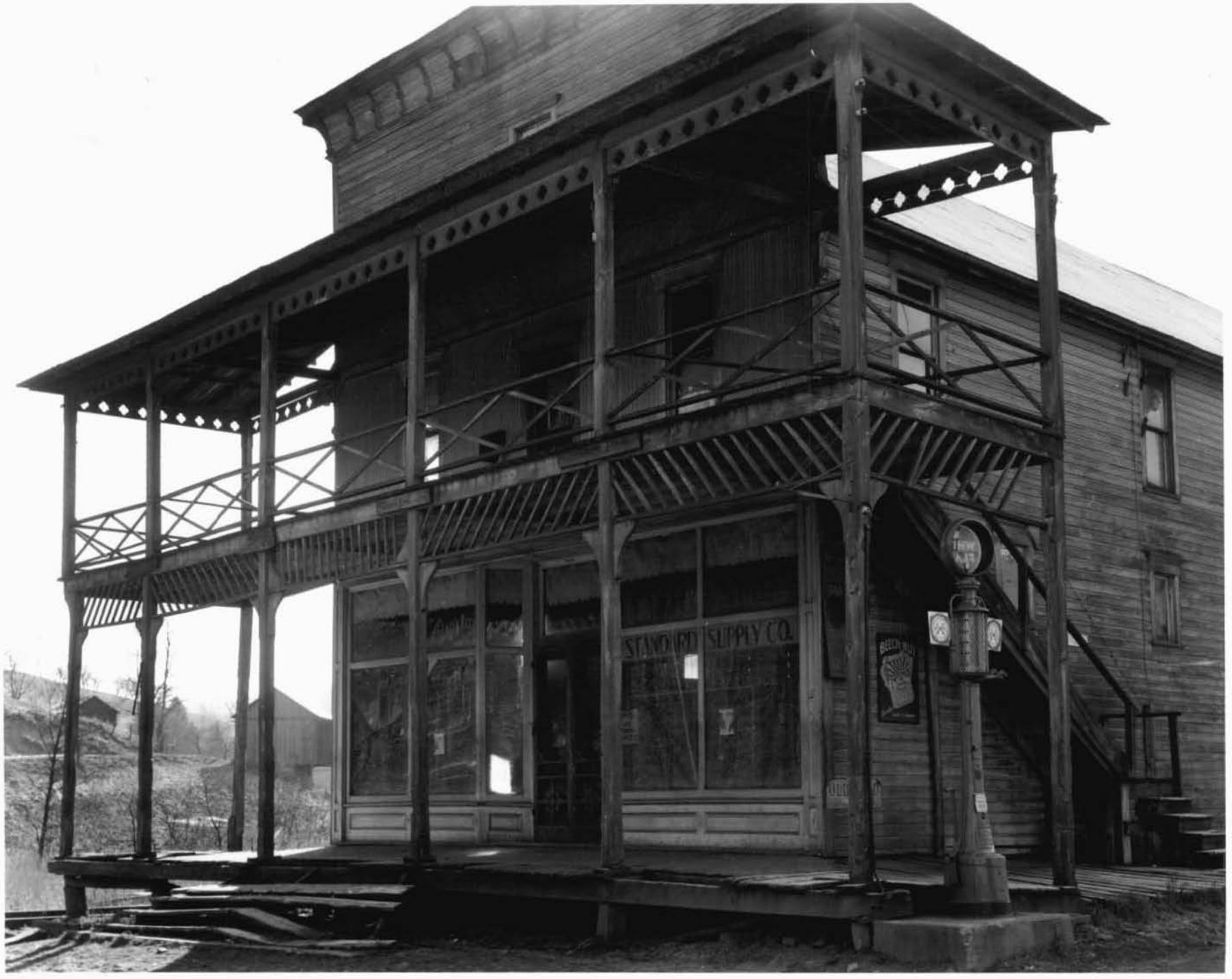
[8]Ibid., pps. 57-58.



Feldstein, Albert L.
1984 Feldstein's Historic Postcard Album of Garrett County. Cumberland, Maryland: Commercial Press Printing Company.

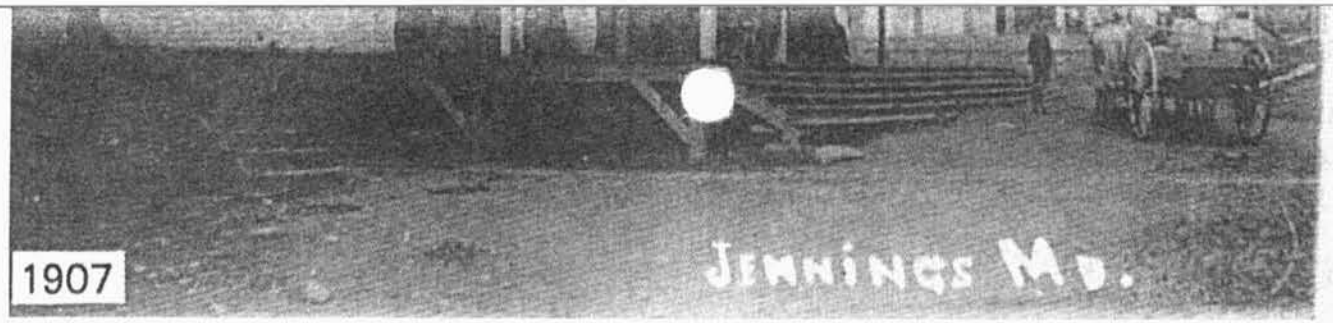
G-II-C-071

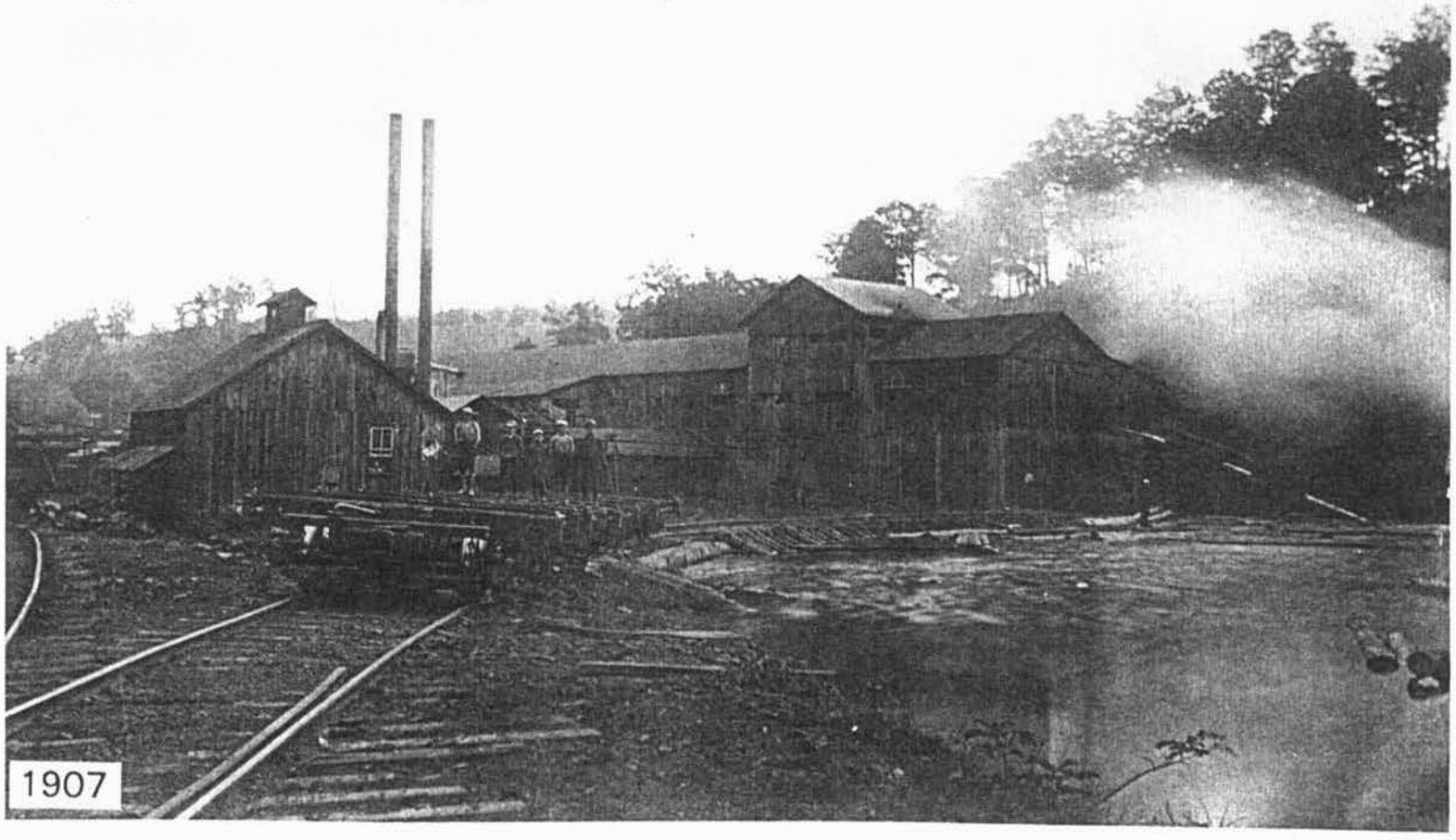



STANDARD SUPPLY CO.

G-11-C-071

26068 (LC-USF33)
Abandoned hotel and general store in
ghost lumber town, Jennings, MD
Rothstein 12/37





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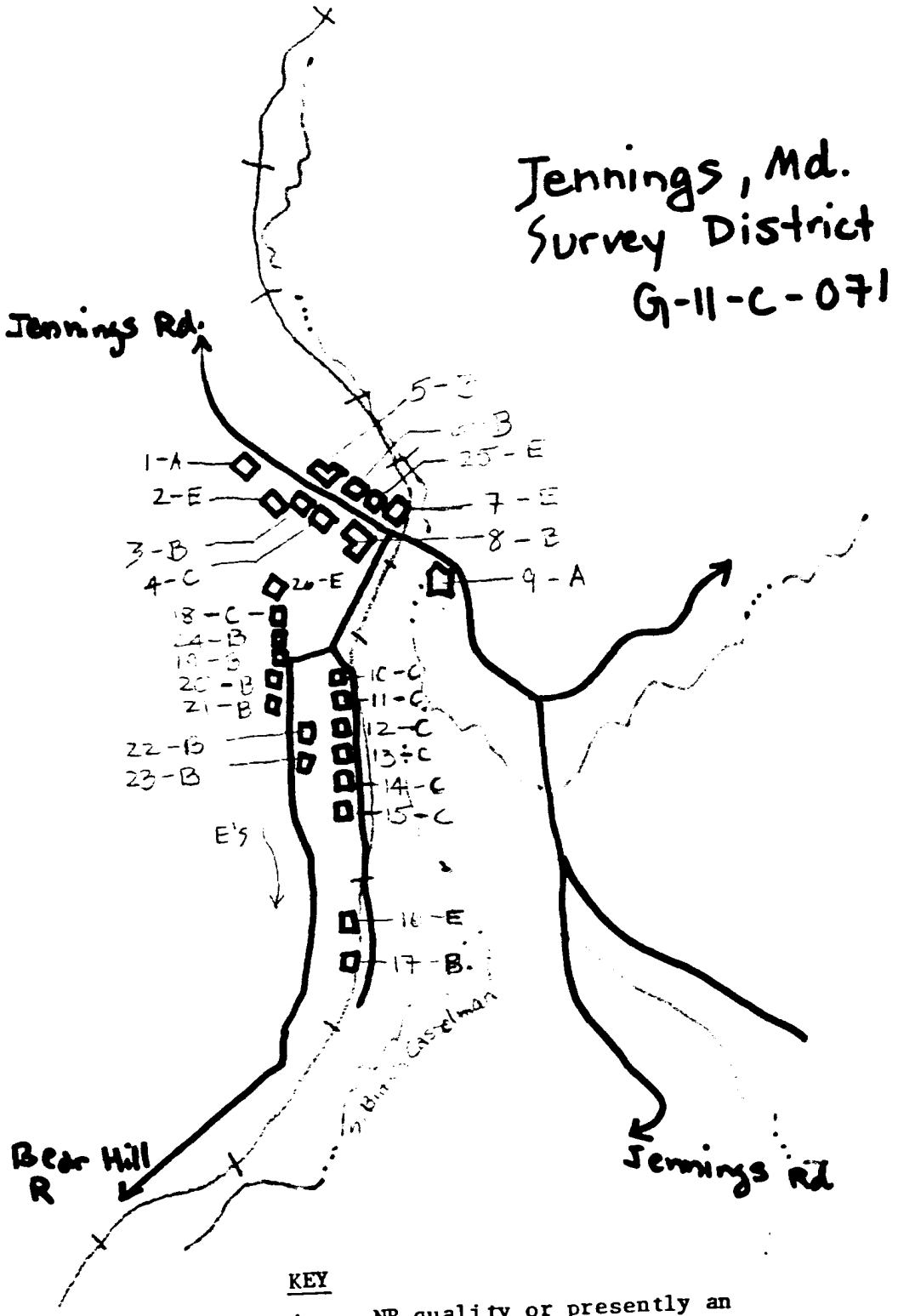
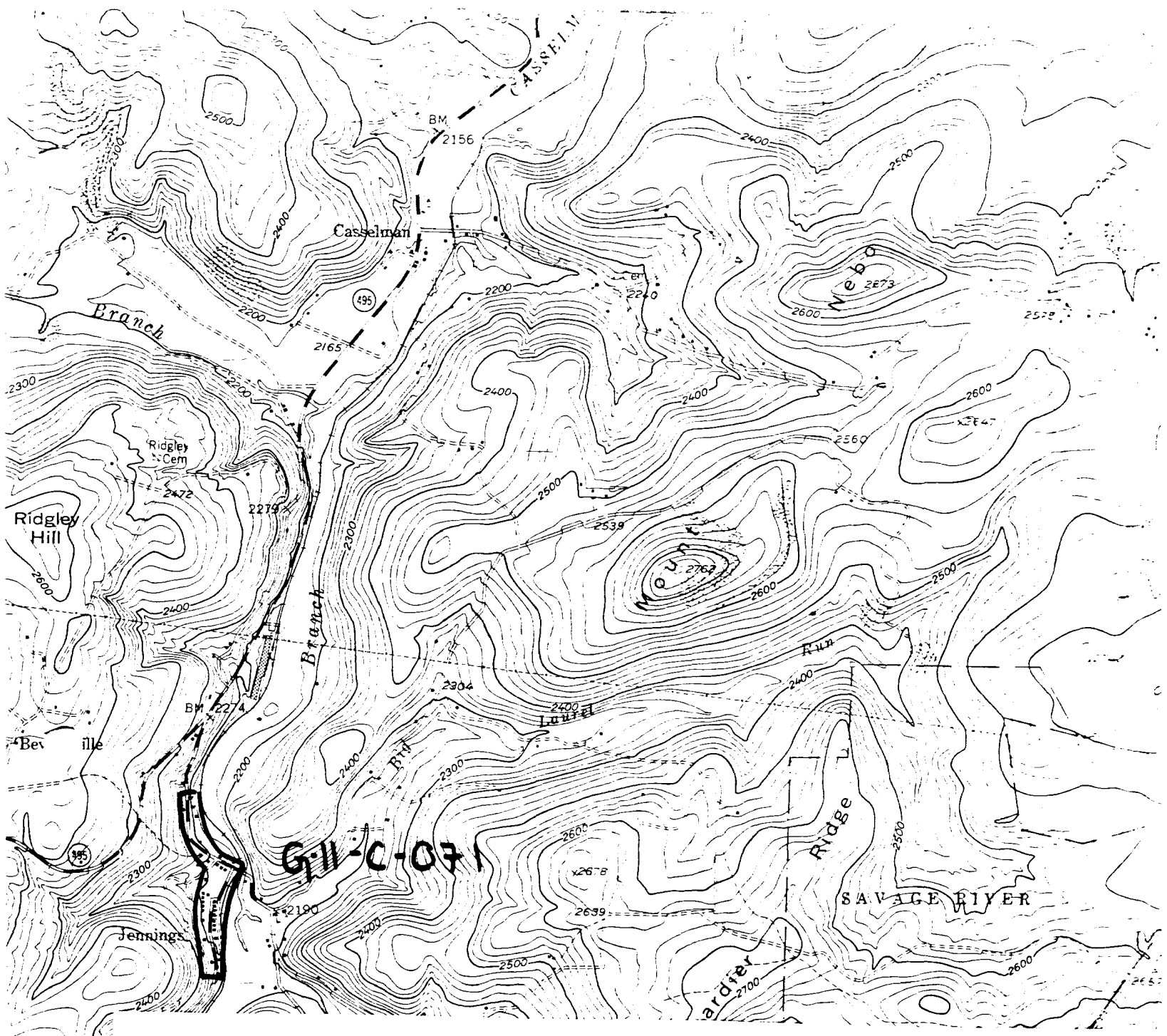


KEY

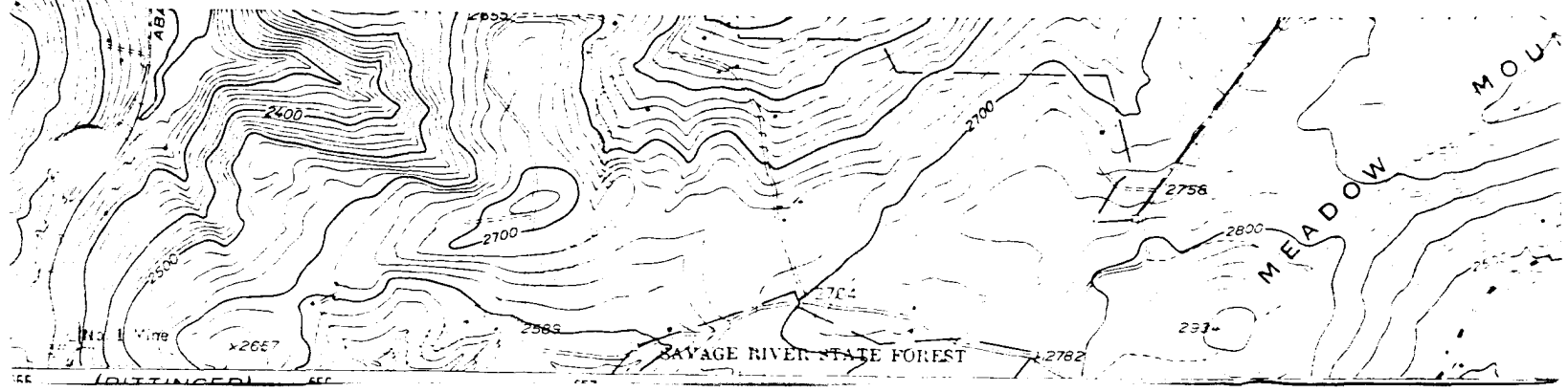
A - NR quality or presently an NR property.
B - Contributing to district.
C - Not presently contributing, but restorable.
D - Significant, but not typical of district.

E - Modern.
F - Historic open space.
G - Non-historic open space.



Grantsville MD-PA
USGA 7.5 Minute Series
Scale 1:24,000
1948; photo revised 1974

G-11-C-071
Jennings Survey
District
Jennings



FORM 237.

JENNINGS BROS. RAILROAD COMPANY.

Received at Grantsville Md, *on* Nov 6 *190* 8

from G B Broadwater

The property described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below which said company agrees to carry to the said destination, if on its road, otherwise to deliver to another carrier on the route to said destination.

It is mutually agreed, in consideration of the rate of freight named in the Bill of Lading for which this receipt is to be exchanged, and as to each carrier of all or any of said property over all or any of said portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, therein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

MARKS.

Consignee, J C Shoupe

DESTINATION.

Place, Cumberland

County,

State, Md

Route,

Charges Advanced, $

Car No.

DESCRIPTION OF PROPERTY.

2 bbl Buckwheat Flour

If an "order" consignment is desired, a regular Bill of Lading must be obtained in exchange for this receipt.

U M Stanton

FOR CONDITIONS SEE OTHER SIDE.

IN ORDER to avoid DETENTION of Drayman, SHIPPERS are requested to FILL IN this SHIPPING RECEIPT and INVOICE attached.

NOT NEGOTIABLE.

This Shipping Receipt is NOT NEGOTIABLE; it is intended for straight consignment only, and if given for merchandise marked for points beyond this carrier's lines, it is understood and agreed that this receipt is only to this carrier's terminus in the direction of destination, and that the rates are subject to difference in classification adopted by other carriers. It is distinctly understood and agreed (except the shipment be billed to "order," as provided for in Section 9 of the conditions) that unless this Shipping Receipt, or the regular Bill of Lading issued at the point of shipment in exchange therefor, be surrendered to the Agent at destination, properly endorsed, on or before the arrival there of the hereinbefore described property, the carrier is authorized and empowered to deliver the said property to the consignee or his authorized agent, and after such delivery the said carrier shall not be responsible for said goods to any party to whom this receipt may have been transferred or assigned.

It is further agreed that there shall be no increase of liability by reason of any alterations or erasures in this instrument.

THE BILLS OF LADING of the JENNINGS BROS. RAILROAD CO. contain the following as the conditions on which all freight is received for transportation by the said Jennings Bros. Railroad Co., and the Steamboats, Railroad Companies and Forwarding Lines which it connects:—

1. No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire or by quarantine or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, change in weather, heat, frost, wet or decay, or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable dispatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occuring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this Bill of Lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computations. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event.

4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereinunder, shall have the privilege, at its own cost, of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seed carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost there held subject to a lien for all freight and other charges. Delivering carrier may make a reasonable charge per day for the use of any vessel or car and for use of track after the car has forty-eight hours for unloading, and may add such charge charges hereunder, and hold said property subject to a Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings shall be at owner's risk, until the cars are attached to, and after they are detached from trains.

6. No carrier hereunder will carry, or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications unless a special agreement to do so, and a stipulated value of the articles are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition or erasure in this Bill of Lading, which shall be made without special notation hereon of the agent of the carrier issuing this Bill of Lading, shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this Bill of Lading properly endorsed shall be required before the delivery of property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of carrier, be delivered without requiring the production or surrender of this Bill of Lading.

10. Owner or consignee shall pay freight at the rate within stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this Bill of Lading, the freight charges must be paid upon the articles actually shipped, and at the rate and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this Bill of Lading, including the conditions that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea or other waters; or fron explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and to be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

MAKE CHECKS PAYABLE TO JENNINGS BROS.

All Information Required By This Form Must Be Shown Hereon.

BILL NO. .....

Mr. Gideon Broadwater

Nov. 25 1912

To Jennings Bros. R. R., Dr.,

{ For Charges Advanced, Receiving, Weighing, Storage, Transportation, Delivery, etc., on Freight.

W. B. 24 DATE ..... CAR ..... IN ..... FROM ..... TO .....

ORIGINAL POINT OF SHIPMENT.	ARTICLES	WEIGHT	RATE	DOLL'RS	CTS.
Martins Ferry	30 Bdles Galv. Stone Riding				
DATE	2 Bdles. Galv. Iron				
ORIGINAL CAR NO.		5365	8	4	29
INITIAL			R	8	58
CONSIGNOR				12	87
SECTION					
	ADVANCE CHARGES.				
	CARTAGE.				

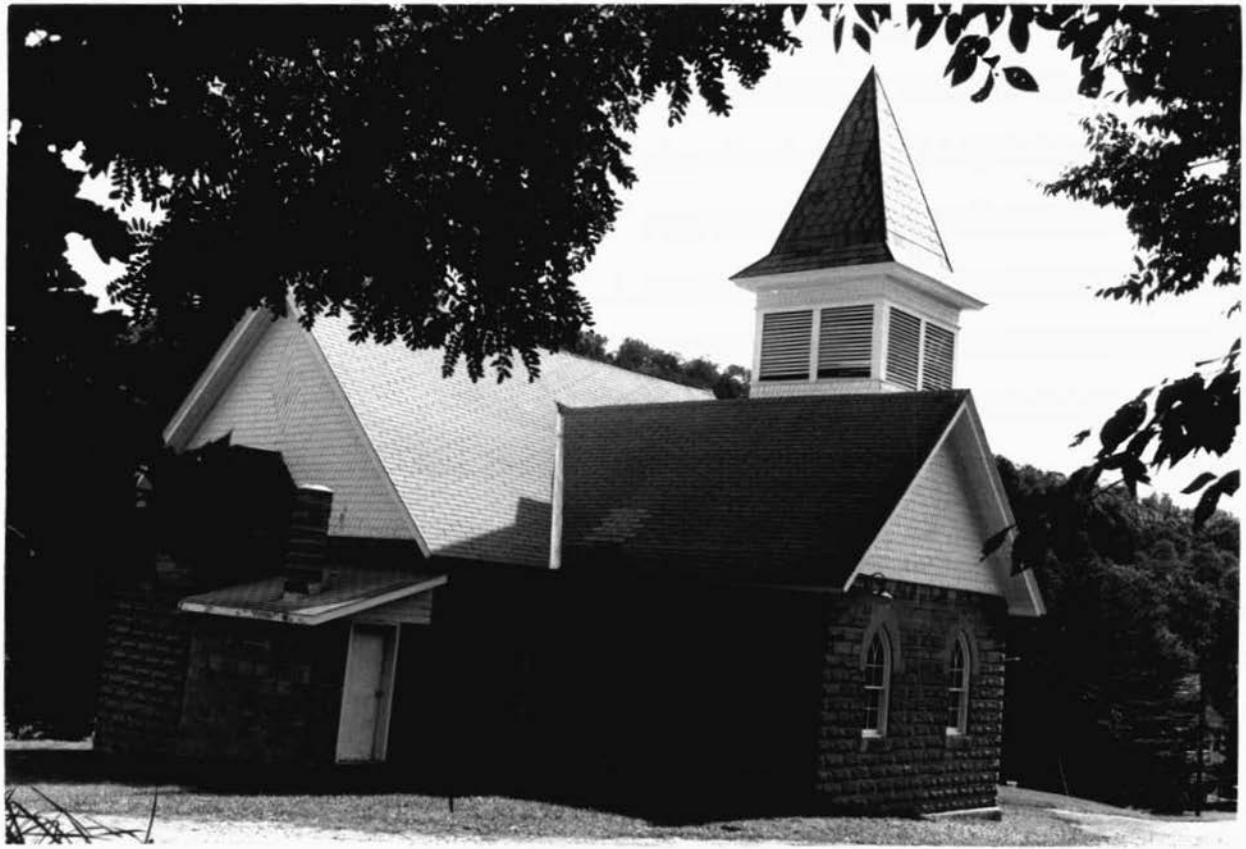
RECEIVED PAYMENT FOR THE COMPANY.

All Claims For Overcharge On This Shipment Must Be Presented To The Agent, Accompanied By Bill Of Lading And This Freight Bill, Within 48 Hours After Delivery Of Property.

U M Stanton AGENT.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
#1 Facade: NE elev.

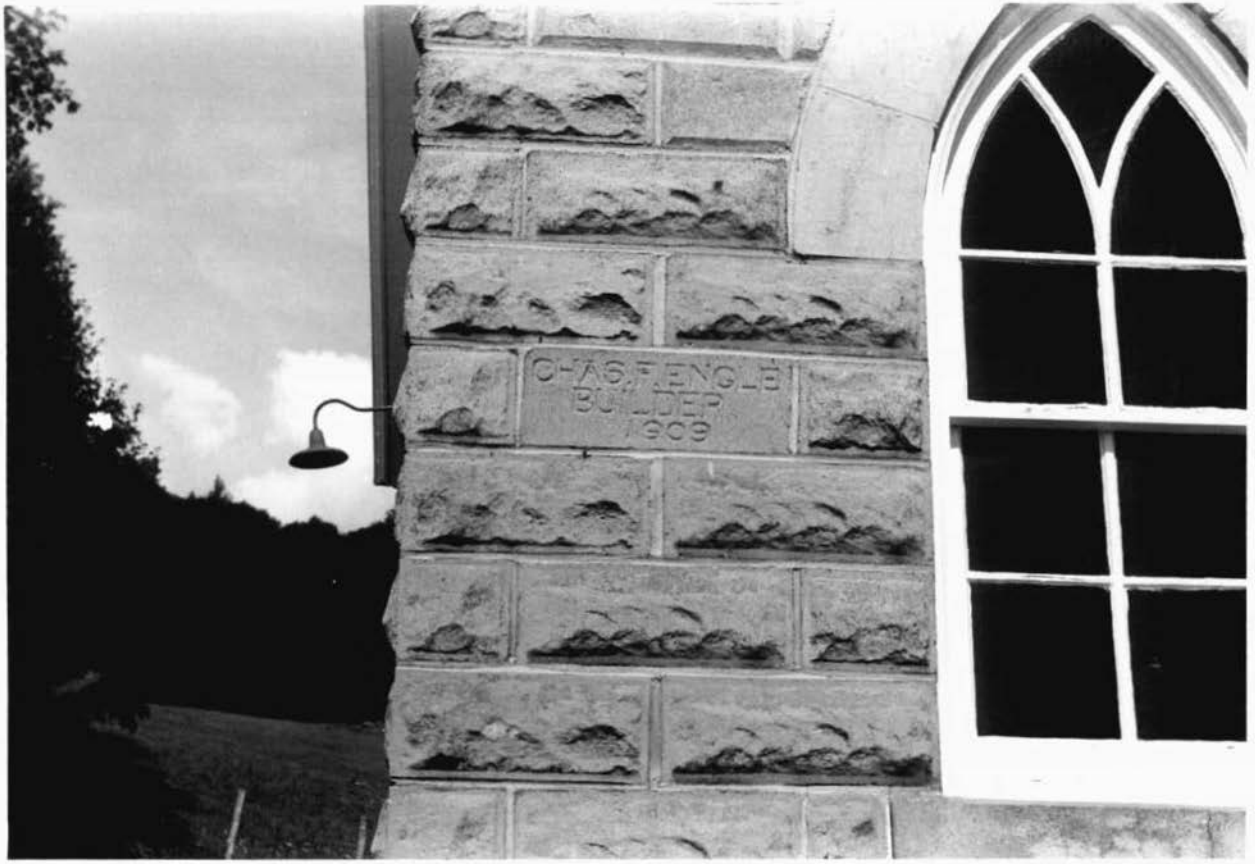
FIGURE 191.



G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/25/80
1 SW & SE elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
| Detail, SE elev.

FIGURE 192.


CHAS. F. ENGLE
BUILDER
1909

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
1 Builderstone, NE elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
#3 Fac. NE elev; NW elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
3 NW & SW elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
4 Fac. NE elev.; NW elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Ann Burns 8/25/80
#4 SW elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/25/80
5 -Store: Fac., SW elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
5 Store, SW & NW elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
6 Fac. - SW elev.; SE elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
6 Outbldg: SW elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
8 Facade, NE elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
9 Facade - N elev.

FIGURE 17.7

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
9 Fac. - N elev. W elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
9 Porch - E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/28/80
9 S elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
#10 Facade-E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
|| Facade-E elev; N elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
11 S elev; Facade-E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
11 W elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
#1 Facade-E elev.; S elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
13 Facade-E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
#13 N & W elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
#14 Facade - E elevation

G-II-C-071
Jennings Historic District
Garrett Co., Md
Merry Stinson 8/26/80
15 Facade E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/26/80
17-Fac: E elev; N elev.

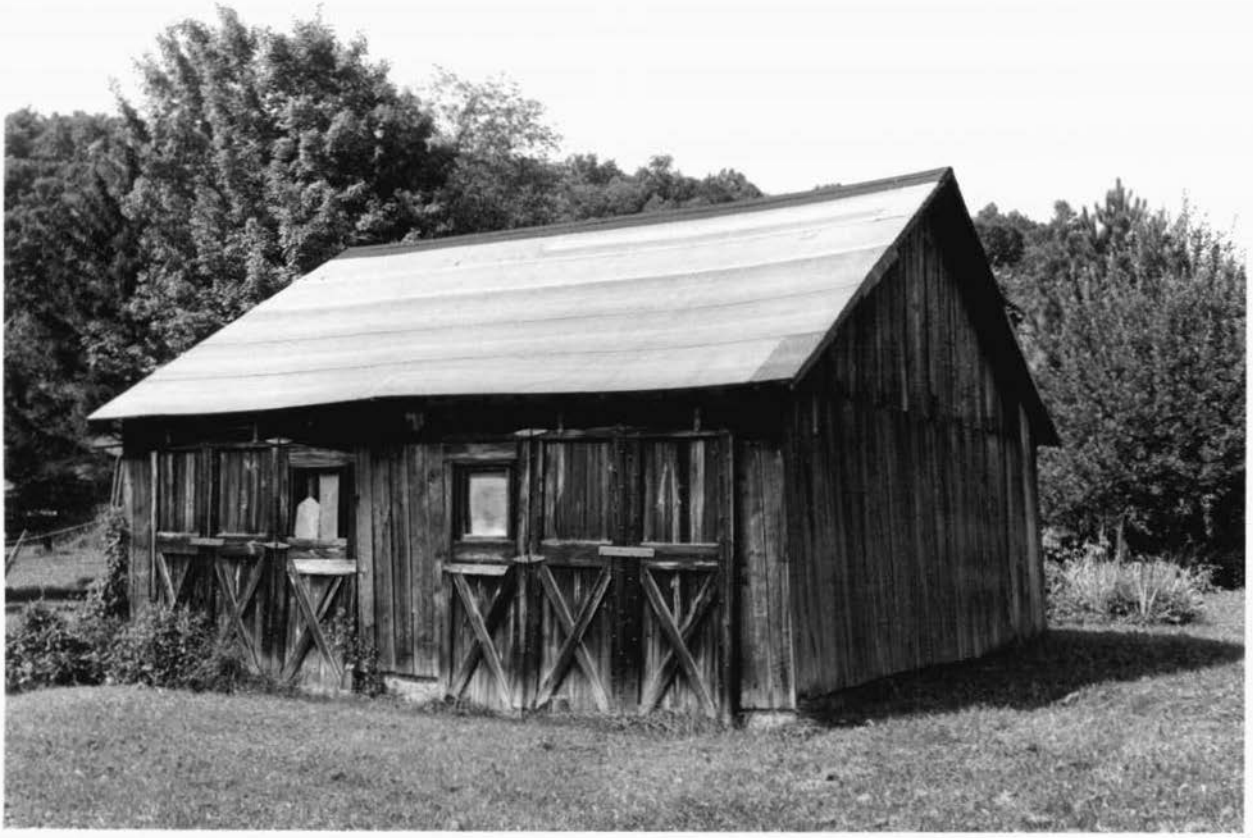
G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/25/80
#17-S elev; Fac: E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
#18 W elev.

G-II-C-671
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
#18 Outbldg. S & E elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
19 Facade-E elev; N elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
19 N & W elevs.



G-II-C-071
Jennings Historic District
Garrett Co., MD
M. Stinson 8/26/80
19 Outbuilding

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
21 Fac.-E elev.; N elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
21 S elev; Fac.-E elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
22W elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/25/80
23 Facade-W elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
#24 S elev.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
#24 N & W elevs.

G-II-C-071
Jennings Historic District
Garrett Co., MD
Merry Stinson 8/26/80
#24 N & W elevs.