

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes   
no

Property Name: Old Relay Station Inventory Number: G-I-B-117  
 Address: Frostburg Road Historic district: yes  no  
 City: Frostburg Zip Code: 21532 County: Garrett  
 USGS Quadrangle(s): Frostburg  
 Property Owner: Ralph E. and Helen M. Teets Tax Account ID Number: 004955  
 Tax Map Parcel Number(s): 0058 Tax Map Number: 0021  
 Project: Fourmile Ridge Wind Energy Project Agency: USACE  
 Agency Prepared By: GAI Consultants, Inc.  
 Preparer's Name: Michael Kenneally Date Prepared: 12/3/2013  
 Documentation is presented in: MIHP form  
 Preparer's Eligibility Recommendation: Eligibility recommended  Eligibility not recommended   
 Criteria: A B C D Considerations: A B C D E F G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes  
 Site visit by MHT Staff yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Physical Description

The Old Relay Station is located in a saddle between Four Mile Ridge and Little Savage Mountain on the north side of Beall School Road. This resource originally functioned as a stagecoach stop on the old Braddock's road. However, circa 1950, the building was converted into a single dwelling. There is also a circa-1950 garage, circa-1950 workshop, circa-1950 vehicle equipment shed, two circa-1950 sheds, and the ruins of an outbuilding located on the property. Property access was limited during this survey.

Old Relay Station/Dwelling (Circa 1875/Circa 1950)

The original portion of this resource, consisting of a reported relay station consists of large irregular-coursed ashlar blocks. The original stone walls of the Old Relay Station structure are visible on the west and north (rear) elevations. It appears that the structure was originally two-stories tall, but the top of the structure has been removed as evidenced by concrete block infill near the eaves of the current structure. Additionally, it appears that the original ashlar block structure had large deep-set windows. All of these window openings have been modified, some infilled with concrete block and others with uncoursed rubble, all of the altered windows currently have brick sills. The north (rear) elevation of the structure has one original window opening completely filled in

<b>MARYLAND HISTORICAL TRUST REVIEW</b>													
Eligibility recommended <input type="checkbox"/>							Eligibility not recommended <input checked="" type="checkbox"/>						
Criteria:	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	Considerations:	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	
MHT Comments:	<u>Lacks integrity</u>												
	<u>Jonathan Sages</u>						<u>1/14/14</u>						
	Reviewer, Office of Preservation Services						Date						
	<u>[Signature]</u>						<u>1/13/14</u>						
	Reviewer, National Register Program						Date						

with stone, and what appears to be an original shuttered opening. Dominating the building is a circa-1950 wood frame addition appended onto the original ashlar structure. This one-story addition is constructed upon a concrete block foundation, is clad in aluminum siding, and is capped with a front gable roof covered in corrugated metal. The roof is pierced at the ridgeline by two interior chimneys, one concrete block and one brick. The façade (south elevation) features a hipped roof enclosed porch clad in plywood and decorative wood panels. This porch has been enclosed since the previous MIHP recordation in 1980. A circa-1970 gable roof addition is also appended to the east elevation. Fenestration consists of two-over-two double-hung metal sash windows, three-over-one double-hung wood sash windows, and one-over-one double-hung windows in the façade and east elevation additions, as well as replacement sliding sash windows in the Old Relay Station section of the house. This resource has been heavily altered and stands in fair condition.

**Workshop (Circa 1950)**

A large circa-1950 two-story rectangular workshop is situated to the north of the Old Relay Station. This wood frame structure is built into a slight rise, and rests on a raised concrete block foundation, with evidence of utilizing an earlier stone foundation on the southern elevation. The structure is clad in plywood and is capped by a front gable roof covered in corrugated metal. A plywood door is located on the southern gable end, as is a sliding, plywood bay door. A second plywood door is located on the west elevation. Fenestration consists of sliding metal sash windows, and fixed single-light and three-light wood sash windows.

**Garage (Circa 1950)**

A circa-1950 one-story garage is located to the south of the Old Relay Station, immediately adjacent to Beall School Road. This concrete block structure rests on a continuous concrete block foundation and is capped by a front gable roof covered in corrugated sheet metal. The eaves feature exposed rafter tails. The gable end contains a single garage bay door and entry door on the west elevation. A metal chimney flue is present on the east elevation. Fenestration consists of sliding metal sash windows, with a fixed window in the gable eave on the west elevation.

**Shed 1 (Circa 1950)**

A circa-1950 one-story shed is located in a wooded area on the edge of a field to the north of the Old Relay Station and workshop. The three-bay wide by one-bay deep wood frame structure is clad in asphalt roll and capped by a side gable roof, also covered in asphalt roll. A central door is flanked by two paired windows on the façade (east elevation). The windows have been removed from the structure, and some openings have been boarded over. This structure stands in poor condition.

**Shed 2 (Circa 1950)**

A second circa-1950 shed is located on the edge of a field to the northeast of the Old Relay Station. This one-story, wood frame structure is clad in corrugated metal sheeting, and is capped by a front gable roof covered in deteriorating asphalt roll. This building stands in poor condition.

**Shed 3 (Circa 1950)**

A third circa-1950 shed is located on the edge of a field to the east of Shed 2, and immediately to the west of the vehicle/equipment shed. This one-story wood frame structure is capped by a gable roof covered in deteriorated asphalt roll. Portions of the structure are clad in plywood, but some of the interior framing is exposed. This structure is in a high state of deterioration and is partially collapsed.

**Vehicle/Equipment Shed (Circa 1950)**

A circa-1950 vehicle/equipment shed is located on the edge of the field to the east of the Shed 2. This one-story, three-bay wide wood frame structure is clad in corrugated sheet metal and vertical plank siding, and is covered by a front gable roof covered in corrugated sheet metal. An open wagon bay is located on the gable end on the south elevation. A wood frame shed roof addition

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_____ Reviewer, National Register Program							_____ Date						

has been appended to the east elevation. This building stands in poor condition.

**Outbuilding Ruins**

The remains of what appears to be a timber frame outbuilding are located in a field to the east of the Old Relay Station. The roof of this structure has collapsed, but plywood sheeting covered in places by deteriorated asphalt roll cover the framing. This building is in a ruinous state.

**History and Significance**

The first Europeans began to arrive in the area around Avilton, Maryland in the mid-eighteenth century. There is little record of those who settled in the area first, as they did not file patents or commission surveys, but built cabins and cleared small portions of land. However, after the Revolutionary War development in the area greatly expanded. The forests that covered the mountains were slowly but surely cleared. Pine forests largely made up the land between Savage and Negro Mountains, with a few other varieties like spruce and hemlock intermixed (Brown 1896:54). These large wood-covered miles attracted many hunters to the area, including Meshach Browning, who wrote a book about the many years he spent living as a pioneer in the area around Avilton and directly west. Hunters like Browning who populated the area used the National Road, which was constructed through the area in the early nineteenth century, to get their hides and meats back to eastern markets (Browning 1942:195). While the hunters settled early, it was not long before additional lots were readied for settlement. Many of the earliest lots in the area were surveyed for veterans of the Revolutionary War. Some of these lots went to men like Thomas Johnson, who eventually became Governor of Maryland. There were also land speculators who made their mark on the area, including men like Brooke Beall and William Deakins (Rowland 2009:39).

The earliest land records of the area typically consist of people with large tracts of land selling those tracts to other speculators. But, starting in the mid-1800s that began to change, as smaller portions of land were sold off, and more and more farms were raised in the valleys between the mountains. As land was freshly cleared, many farmers from east of the Appalachians began to plant tobacco. However, they learned quickly that the soil was made too poor by tobacco farming in this area (Brown 1896:300). The settlement that would later become Avilton was originally known as "The McKenzie Settlement" for the many numbers of Scottish immigrants, particularly McKenzies, who settled there. The early farmers of this area grew primarily wheat, rye, oats and potatoes. A partial listing of the founding families of this area was included in Garrett County: A History of Maryland's Tangleland and includes: Garlitz, Blocher, Wilhelm, Broadwater, Miller, Crowe and Merrill among others. By 1885, the area was known as Avilton, and a post office was opened under that name (Schlosnagle 1978:65).

In the second half of the nineteenth century, railroads made their way through Garrett County, connecting the area like never before. As the railroads arrived, the many pine forests that surrounded area farms were looked at with a new sense of their value. While they had been used as a source of building materials for years, the forests were now logged and the timber was shipped to larger markets on the railroad. On Savage Mountain, it was the Juniata Lumber Company that took advantage of the fine timber of the area (Brown 1896:264,275). Increasingly, the agricultural area was dotted throughout by people who worked in the industry. As Jacob Brown described the area "she grew from a county of crude backwoods settlements and small self-sufficient farms to a county of coal towns, timber towns, resort towns, trade towns, and increasingly fertile fields and meadows (Brown 1896:304)." While the area was still largely rural, times were slowly changing.

By the first half of the twentieth century, more and more people were working both on their farms and in various industries. By the 1940 Census, many household heads were listed as working in mining or timbering, while it is also indicated that many continued to pursue agriculture (Ancestry.com). While they produced goods for local markets, the demands of an increasingly connected society drew more and more residents off their farms. The effects of the great depression were also seen in the 1940 Census of the

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area, with many people listed as road builders or general laborers who were employed in emergency government work (Ancestry.com). After World War II, some farms began to not be used for agriculture. This has led to the decline of some of the properties, and the destruction of others. Many families, descendants of the original settlers at McKenzie Settlement, continue to use the fields around Avilton to raise cows and some grains, continuing some of the traditions that were started so many years ago.

According to previous documentation, the Old Relay Station is associated with stage coach activities on old Braddock's Road. Constructed circa 1875, the relay station would have functioned as a place for a stage coach to change horses and pick up and drop off passengers, parcels, and supplies.

The land associated with this property has changed hands many times over the years. The first noted deed for the exchange of the land was on October 26, 1819. On this date, many hundreds, if not thousands of acres were transferred from Governor Thomas Johnson to his son Joshua Johnson. Governor Johnson had received these lots in Allegany County as part of his payment from the state for his service during the Revolutionary War. He received a total of 404 military lots for his service, all of which were transferred to his son Joshua upon his death. Joshua Johnson, like his father before him, was the largest landholder in what was then Allegany County. Upon Joshua Johnson's death in about 1853, his many acres were distributed among his heirs. Many of the acres stayed together and were passed or sold to Thomas J. Johnson, including the lots on which the Old Relay Station was built. The names attached to the acreage at the time are also recorded. They include "Traveler's Rest," "Addition" and "Subtraction." The name "Traveler's Rest" was an interesting choice given the eventual use of the property for the relay station. These three properties totaled approximately 345 acres, which were held together until after 1900, when the properties 95 acre were split off with the Old Relay Station. These 95 acres were further reduced to 27.5 acres with the property's sale in 1957, bringing the property to its current size.

After Thomas J. Johnson's death in the late 1870s, a portion of the estate was sold on July 13, 1877, to William R. Percy and Joseph T. Hansel. The two men owned their acreage together, adding to it in 1878 when they were listed as tenants in common (Garrett County Deeds 3:559). There is not a lot of information available about Percy and Hansel. When he registered for the draft during the Civil War, William R. Percy listed his occupation as a clerk, his age as twenty-one, and his residence as Frostburg. Mr. Percy did quite well for himself over the years. In 1870, Percy listed himself as a store clerk, and the value of his real estate at \$18,000 (US Census Bureau 1870). Percy's partner in the property was Joseph T. Hansel. While Mr. Hansel did not have as high of a profile as Mr. Percy, his particular skills may have come in handy at the relay station. In 1870, Joseph T. Hansel listed his occupation as a stone mason. It is quite possible that the Old Relay Station was built sometime while Percy and Hansel owned the property, and that Joseph Hansel was the builder.

Joseph Hansel and William Percy sold the property on November 19, 1885 to Peter Eisel, who sold the property the next day to Thomas McNeil (Garrett County Deeds 11:11; Garrett County Deeds 11:13). Peter Eisel undoubtedly was just working as a facilitator for the land transaction. Thomas McNeil owned the property until his death in about 1892, when the property was sold by his administrator to Christopher R. Martens (Garrett County Deeds 20:112). Christopher Martens only owned the property for two years, before selling it to Andrew J. Willison on December 8, 1894. Willison added to this acreage, buying additional land from Joseph T. and Jennie C. Hansel on June 20, 1895 (Garrett County Deeds 26:253; Garrett County Deeds 28:306).

Andrew J. Willison was born in about 1838. When he registered for the draft during the Civil War, he listed his occupation as a carpenter, and that he lived in or near Frostburg (Provost Marshal General's Bureau 1863). In 1870, Willison had acquired land totaling \$2500, and had a wife, Massuria, and three sons, George, Lawrence and Edward. By 1910, Andrew and his son Edward were working at a lumber mill. Andrew was the manager of the mill, and his son was a dealer (US Census Bureau 1910). The lumber business Andrew founded in 1895 was continued by at least one of his sons, because in 1947 the Cumberland and Pennsylvania Railroad listed one of the local industries they served as Willison Lumber in Frostburg (Stackem 2002). Mr. Willison

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owned the property until his death. On October 24, 1912, the property was sold to Noah S. McKenzie, who owned it until 1926.

Noah McKenzie was involved in deals throughout the area, sometimes owning properties for a very short period of time. While he owned this property for several years, his involvement with the land on which the Sowers farm sits lasted only one month. In 1910, Noah McKenzie lists his occupation as a farm operator, but he was likely also a local investor, buying properties when he saw an opportunity and renting them out. Noah S. and his wife Inas McKenzie sold the property on January 16, 1926 to Victor and Ruth Agnes Robison (Garrett County Deeds 91:408; US Census Bureau 1910). This is the first instance where the acreage of the property drops from 345 to 95 acres. The additional acreage was likely sold to another family who constructed a farm on the property. The Robisons owned the property for two years, selling it to George Stern on October 3, 1928 (Garrett County Deeds 98:128).

George Stern and his sister Martha owned the property until 1944. During that time, George listed his occupation as manager, likely at a local coal mine. He was a second generation immigrant, with his father moving to the United States from Budapest, and his mother from Germany (US Census Bureau, 1930). George willed the property to his sister, and Martha Stern sold their 95 acre property to William H. and Pearl R. Green on April 15, 1944. Little information exists to illuminate the lives and William H. or Pearl R. Green, but Pearl Green sold the property to John L. and Rose Anne Diehl on August 30, 1956 (Garrett County Deeds 200:530). John and Rose Diehl had two children, William and Elizabeth, and in 1940 John worked as a Brakeman for the railroad, which brought him about \$1800 per year (US Census Bureau 1940). John and Rose sold the 27.5 acres on which the Old Relay Station sits on March 27, 1957 to Ralph E. and Helen M. Teets, who continue to own the property.

The property was identified as a relay station as part of an earlier survey, but no new information was found to further substantiate the use of the stone building as such. The ownership history of the property does not provide any insight, and the many changes to the property over time make it difficult to learn more from the structure itself. It is interesting to note the number of times the property changed hands. Unlike many of the agricultural properties in the area, this property was used more as an investment, and as such had a slightly different mix of owners, though several common family names from the area do surface in the ownership history.

NRHP Evaluation

While the Old Relay Station is associated with old Braddock's Road and early modes of travel in western Maryland, it has been heavily altered and no longer reflects its former use. The incorporation of part of the structure into a circa-1950 residence in particular greatly diminishes its integrity and historical character. Therefore, the resource is recommended not eligible for NRHP listing under Criterion A. Local historical and genealogical sources provide no information regarding any individuals associated with this property, and there is no evidence that any individuals associated with the property were significant in local, state, or national history. Therefore, the resource is recommended not eligible for NRHP listing under Criterion B. The Old Relay Station stands as a heavily altered and unrecognizable example of a stage coach relay station. The removal of the second story, modification of the window openings, addition of concrete block infill, and incorporation of the extant structure into a circa-1950 wood-frame dwelling all greatly diminish the resource's historical character and integrity, and it no longer retains integrity of design, materials, workmanship, or feeling. Thus, the Old Relay Station is recommended not eligible under Criterion C. Eligibility under Criterion D cannot be determined as the resource has not undergone archaeological testing.

References

Allegany County Land Records  
Various year Recorder of Deeds. Retrieved from <http://www.mdlandrec.net>.

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MHT Comments:													
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_____ Reviewer, National Register Program							_____ Date						

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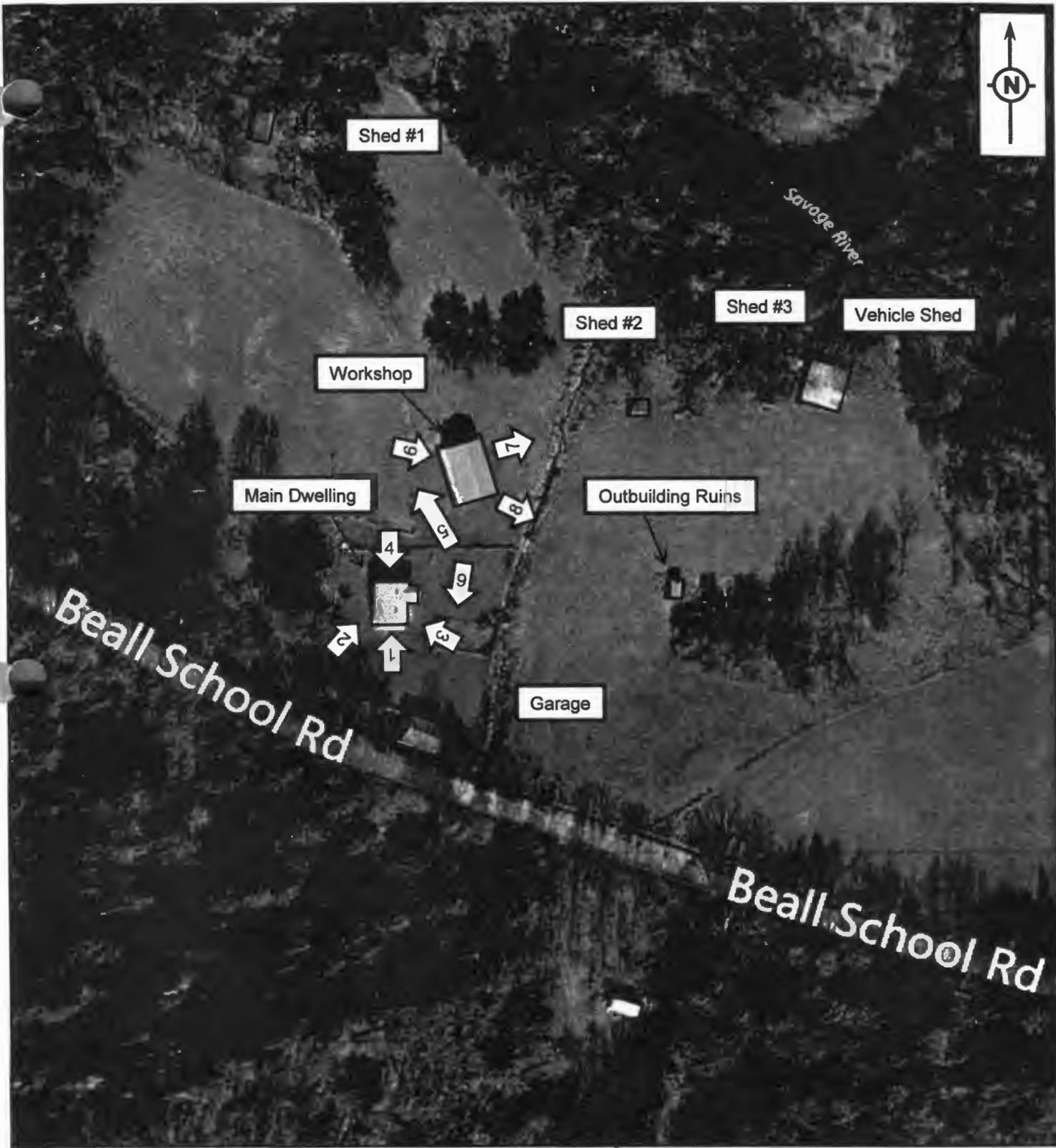
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1880 1880 United States Federal Census. Available at Ancestry.com.  
1900 1900 United States Federal Census. Available at Ancestry.com.  
1910 1910 United States Federal Census. Available at Ancestry.com.  
1920 1920 United States Federal Census. Available at Ancestry.com.  
1930 1930 United States Federal Census. Available at Ancestry.com.  
1940 1940 United States Federal Census. Available at Ancestry.com.

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Shed #1

Savage River

Shed #2

Shed #3

Vehicle Shed

Workshop

Main Dwelling

Outbuilding Ruins

Garage

Beall School Rd

Beall School Rd



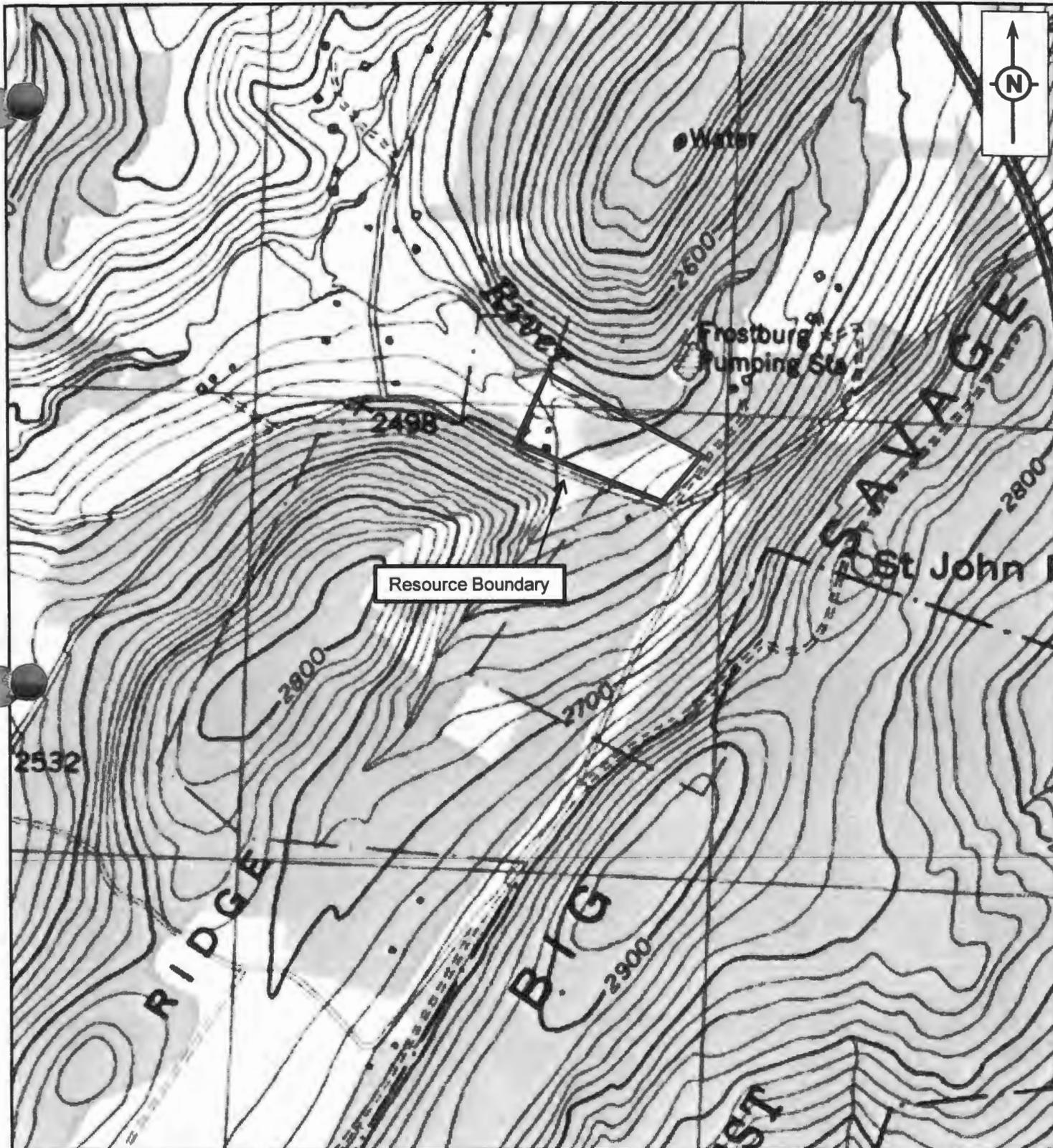
SOURCE: MICROSOFT CORPORATION, 2013.



gai consultants

G-I-B-117  
Resource Sketch Map

Old Relay Station  
180 Beall School Road  
Frostburg, Garrett County



gai consultants

SOURCE: USGS 7.5 MINUTE FROSTBURG QUADRANGLE MAP (1998).

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Old Relay Station  
 180 Beall School Road  
 Frostburg, Garrett County

G-I-B-117

Old Relay Station

GAI Consultants, Inc.

Previously Recorded Resources within Indirect APE – Fourmile Wind Energy Project

Garrett County, Maryland

Epson Premium Glossy Paper/Epson UltraChrome pigmented inks

G-I-B-0117\_2013-08-22\_01 – Main dwelling, south façade, facing north

G-I-B-0117\_2013-08-22\_02 – Main dwelling, south and west facades, facing northeast

G-I-B-0117\_2013-08-22\_03 – Main dwelling, south and east facades, facing northwest

G-I-B-0117\_2013-08-22\_04 – Main dwelling, north façade, facing south

G-I-B-0117\_2013-08-22\_05 – Shed, facing northwest

G-I-B-0117\_2013-08-22\_06 – Workshop, facing east

G-I-B-0117\_2013-08-22\_07 – Vehicle shed, facing northeast

G-I-B-0117\_2013-08-22\_08 – Outbuilding ruins, facing east

G-I-B-0117\_2013-08-22\_09 – Garage, facing south



G-1-B- 117

Old Relay Station

Garrett County, Maryland

Liz Williams

8-22-15

MD SHPO

Main dwelling, south facade, facing north

119



G-1-B-117  
Old Relay Station  
Garrett County, Maryland  
Liz Williams

8-22-13

MD SHPO

Main dwelling, south and west facades, facing northeast

2/9



G-1-B-117

Old Relay Station

Garrett County, Maryland

Liz Williams

8-22-13

MD SHPD

Main dwelling, South and east facades, facing northwest

3/9



G-1-B- 117

Old Relay Station

Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Main dwelling, North facade, facing south

4/9



G-1-B-117  
Old Relay Station  
Garrett County, Maryland  
Liz Williams  
8-22-13  
MD SHPD  
Shed, facing northwest  
5/9



G-1-B-117  
Old Relay Station  
Garrett County, Maryland  
Liz Williams  
8-22-13  
MD SHPO  
Workshop, facing east  
6/9



G-1-B-117

Old Relay Station

Garrett County, Maryland

Liz Williams

8-22-13

MD STPO

Vehicle shed, facing northeast

7/9



G-1-B- 117  
Old Relay Station  
Garrett County, Maryland  
Liz Williams  
8-22-13  
MD SHPO  
Outbuilding ruins, facing east  
8/9



G-1-B-1117  
Old Reby Station  
Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Garage, facing south

9/9

G-I-B-117

Old Relay Station  
Finzel  
Private

The Old Relay Station, a greatly altered random ashler structure, once functioned as a stagecoach stop on the Braddock's Road. Although greatly altered, is a surviving representative of the stagecoach days.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1202455604

**1 NAME**

HISTORIC

AND/OR COMMON

Old Relay Station

**2 LOCATION**

STREET & NUMBER

Frostburg Rd., N side, approx. 1/4 mile E of intersection with Beall School Road

CITY, TOWN

Finzel

CONGRESSIONAL DISTRICT

6th

VICINITY OF

STATE

Maryland

COUNTY

Garrett County

**3 CLASSIFICATION**

**CATEGORY**

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

**OWNERSHIP**

- PUBLIC
- PRIVATE
- BOTH

**PUBLIC ACQUISITION**

- IN PROCESS
- BEING CONSIDERED

**STATUS**

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

**PRESENT USE**

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

G-I-B-117

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Relay Station, a greatly altered random ashler structure, is located in the saddle between Four Mile Ridge and Little Savage Mountain. It once functioned as a stagecoach stop on the old Braddock's Road. Recent alterations, including the removal of a second story, changes in window openings, and the addition of a 1-story frame wing on the facade have greatly diminished the architectural significance. The original stone walls repointed in a modern fashion, are visible on the N.E and N.W. elevations.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

G-I-B-117

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Old Relay Station, although greatly altered, is a surviving representative of the stagecoach days. The historic archeological potential is great and should be investigated.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Donna Ware, Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1981

STREET &amp; NUMBER

Shaw House, 21 State Circle

TELEPHONE

301-269-2438

CITY OR TOWN

Annapolis

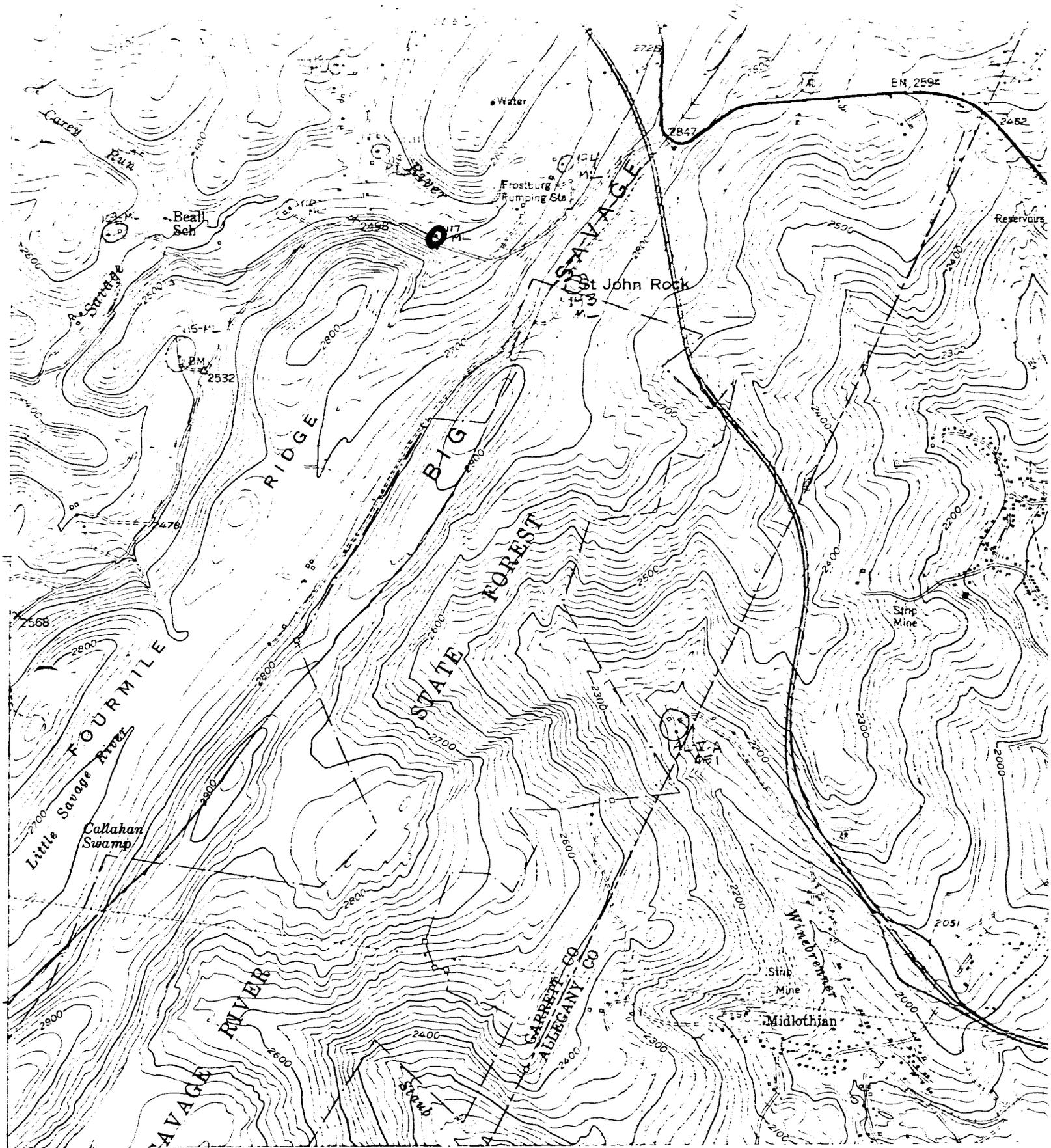
STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



Frostburg; MD-PA  
 USGS 7.5 Minute Series  
 Scale 1:24,000  
 1949; photorevised 1974

G-I-B-117  
 Old Relay Station  
 Frostburg Road, N side,  
 approx. 1/4 mile E of  
 intersection with Beall School  
 Road



G-I-B-117

Old Relay Station

Garrett Co., MD

Donna Ware 11/3/80

Facade, SW elev.



6767

G-I-B-117  
Old Relay Station  
Garrett Co., MD  
Donna Ware 11/3/80  
SE elev.



G-I-B-117

G-I-B-117

Old Relay Station

Garrett Co., MD

Donna Ware 11/3/80

Detail, NW elev.