

G-11-C-071

Jennings Survey District
Multiple, private

early 20th century

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.

Magi No.

DOE yes no

Maryland Historical Trust

State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Jenningsand/or common Jennings Survey District

2. Location

street & number Jennings Rd., Bear Hill Rd. not for publicationcity, town Jennings vicinity of congressional district 6state Maryland county Garrett

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> 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 liberstreet & number 4th and Alder Streets foliocity, 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

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> 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			
<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/
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

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 south 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 1889²; 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

and a two story polygonal 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 feet⁵ 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.

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

²Ibid., p. 270.

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

⁴Ibid., p. 51.

⁵Ibid., p. 53.

⁶Ibid., p. 53.

⁷Ibid., p. 57.

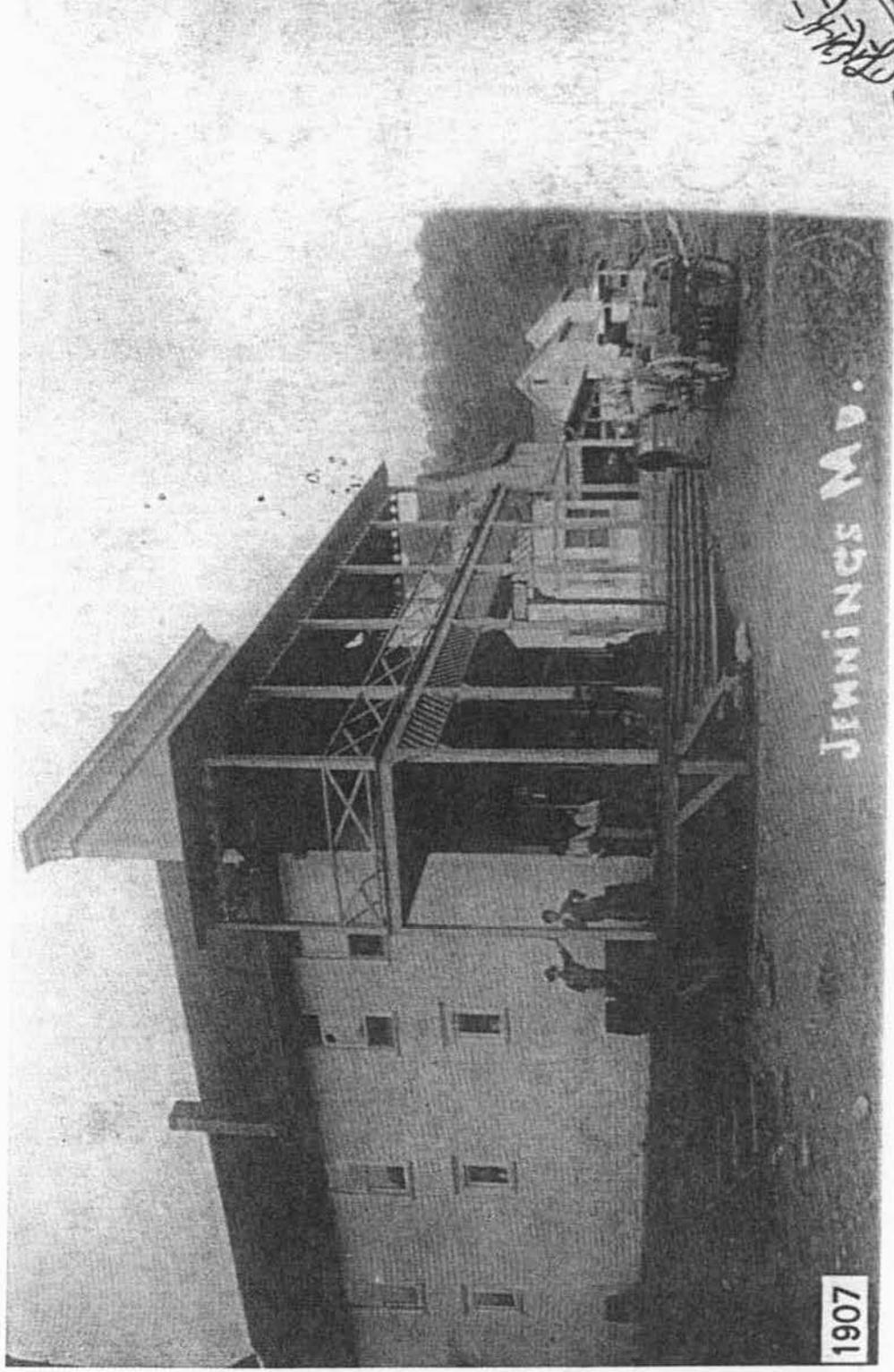
⁸Ibid., pps. 57-58.



Feldstein, Albert L.

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

G-II-C-071





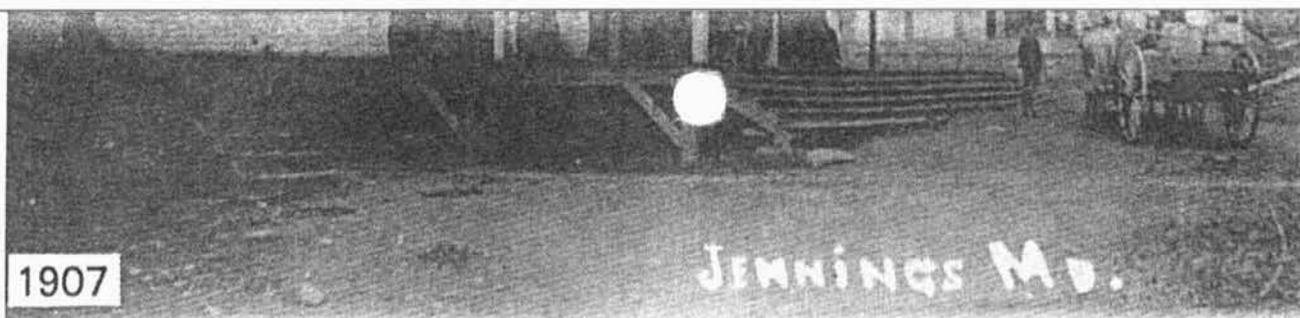
G-11-C-071

26068

(LC-USF33)

Abandoned hotel and general store in
ghost lumber town, Jennings, MD

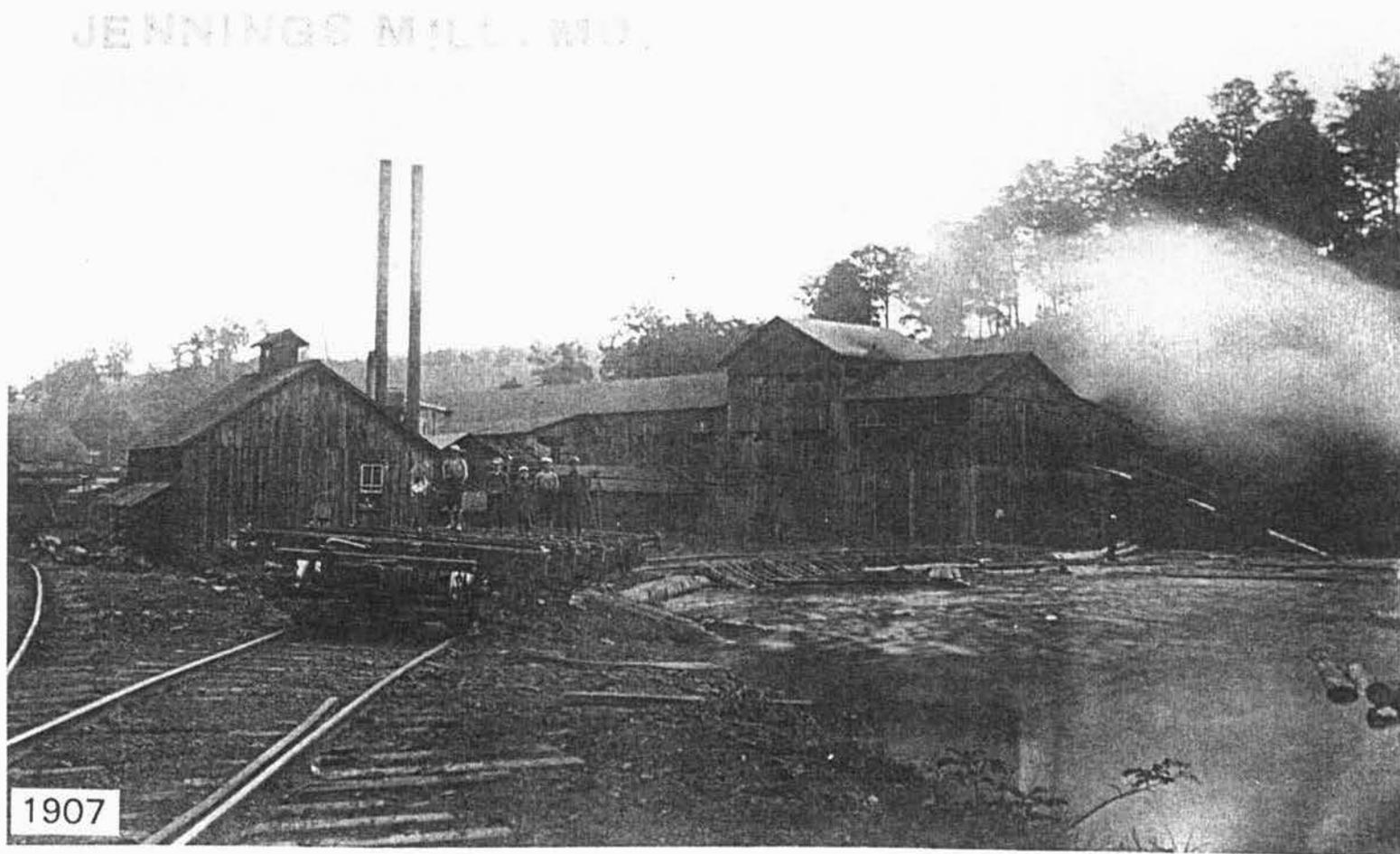
Rothstein 12/37



1907

JENNINGS MD.

Handwritten signature or initials

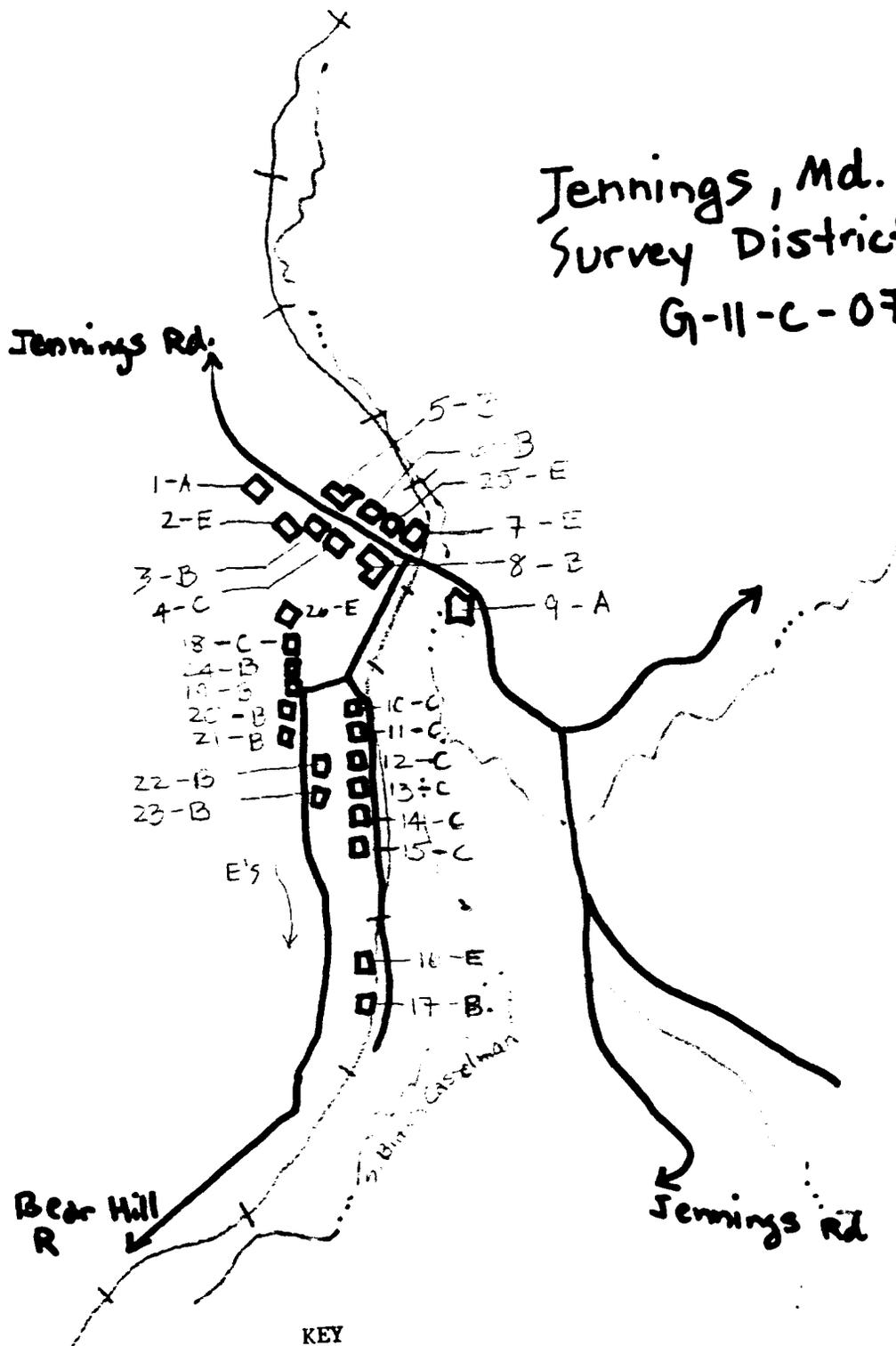


JENNINGS MILL, MD.

1907

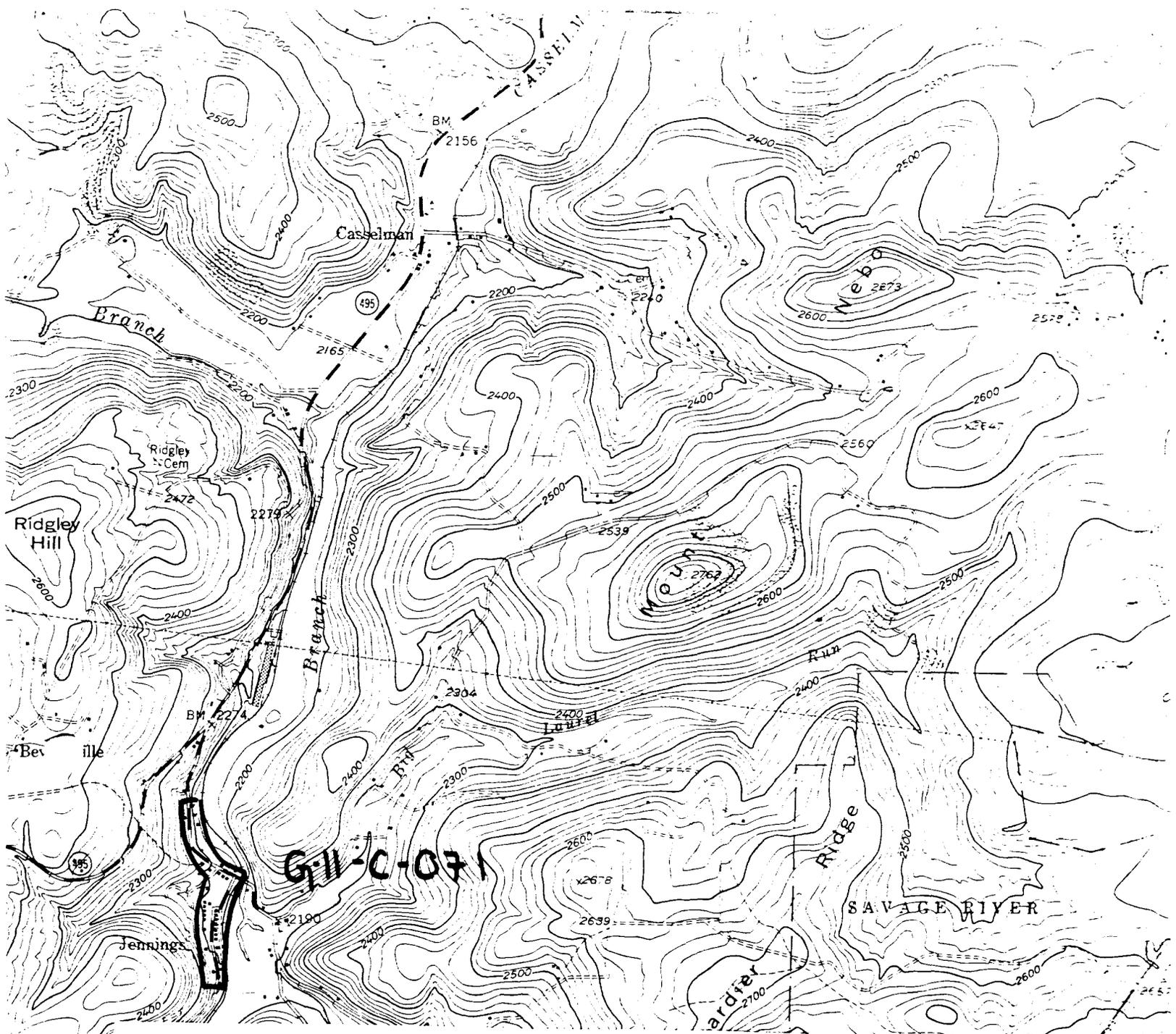
CAS

Jennings, Md.
 Survey District
 G-11-C-071



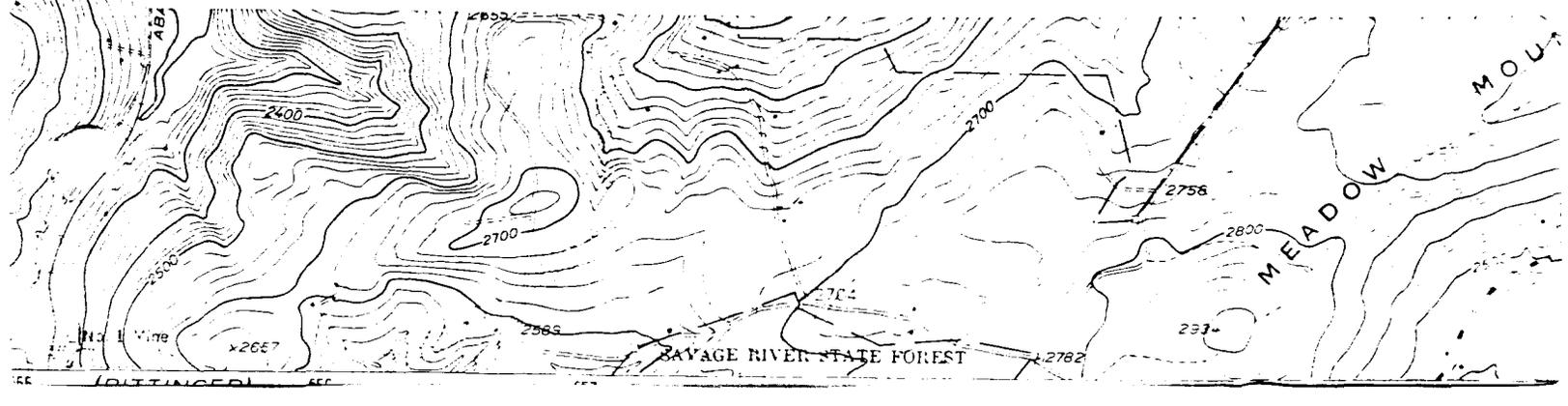
KEY

- 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



JENNINGS BROS. RAILROAD COMPANY.

Received at

Grantsville Md, on *4/26*

1908

from

J 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.

DESCRIPTION OF PROPERTY.

Consignee,

J C Shroyer

DESTINATION.

Place,

Cumberland

County,

State,

Md

Route,

2 Hhd Buckwheat Flour

Charges Advanced, \$

Car No.

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

J W Broadwater

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 occurring 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 lading 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. The 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 been stored for more than twenty-four hours for unloading, and may add such charge to the freight hereunder, and hold said property subject to a lien for the same. 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 from 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.



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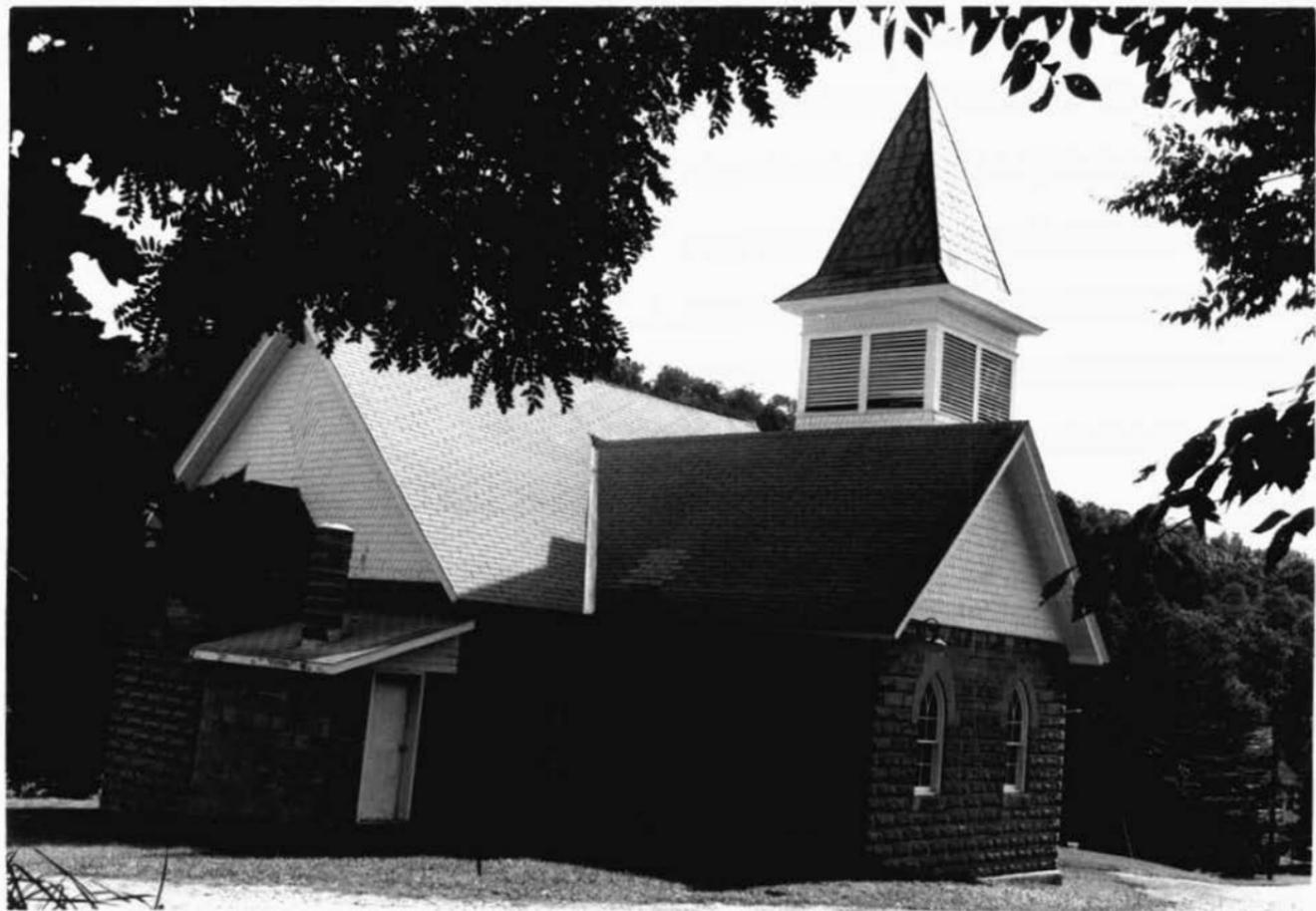
Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

| Facade: NE elev.

FIGURE 191.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/25/80

| SW & SE elevs.



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Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

| Detail, SE elev.

FIGURE 192.



CHAS. FENGLER
BUILDER
1909

G-II-C-071

Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

1 Builderstone, NE elev.



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Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

#5 Fac. NE elev; NW elev.



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Jennings Historic District

Garrett Co., MD

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3 NW & SW elevs.



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Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

A Fac. NE elev.; NW elev.



G-II-C-071

Jennings Historic District

Garrett Co., MD

Ann Burns 8/25/80

4 SW elev.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/25/80

5 -Store: Fac., SW elev.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/28/80

5 Store, SW & NW elevs.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/28/80

6 Fac. - SW elev.; SE elev.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/28/80

6 Outbldg: SW elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

8 Facade, NE elev.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/28/80

9 Facade - N elev.

FIGURE 177



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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.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

#10 Facade-E elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

|| Facade-E elev; N elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

11 S elev; Facade-E elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

11 W elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

#12 Facade-E elev.; S elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

B Facade-E elev.



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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.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/26/80

17-Fac: E elev; N elev.



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Jennings Historic District

Garrett Co., MD

M. Stinson 8/25/80

#17-S elev; Fac: E elev.



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Jennings Historic District

Garrett Co., MD

Merry Stinson 8/25/80

#18 W elev.



G-11-3-571

Jennings Historic District

Garrett Co., MD

Merry Stinson 8/26/80

#10 Outbldg. S & E elevs.



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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.



6-11-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.



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