

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: Redhouse District Inventory Number: G-V-A-181
Address: Intersection of US 50 and US 219 Historic district: yes no
City: Oakland Zip Code: 21550 County: Garrett
USGS Quadrangle(s): Table Rock
Property Owner: various Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Roth Rock Windpower Project Agency: DNR
Agency Prepared By: Maryland Historical Trust
Preparer's Name: Jonathan Sager Date Prepared: 6/28/2006

Documentation is presented in: _____

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 no Listed: yes no
Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*
Redhouse is a small community at the intersection of US 50 and US 219. Eight properties in the area were surveyed and recorded in the Maryland Inventory of Historic Properties in 1981. Determination of Eligibility forms were completed for seven of these during 2005 and 2006. The district contains the following individually inventoried properties:
G-V-A-058 - St. John's Lutheran Church was built in 1903.
G-V-A-059 - The St. John's Parsonage is an early or mid- twentieth century house.
G-V-A-043 - The late nineteenth century Knepp Barn and ca. 1940 house are at the site of the ca. 1830 Redhouse Tavern (demolished). The property is not individually eligible for the National Register.
G-V-A-044 - The late nineteenth century Redhouse School is individually eligible for the National Register under Criteria A and C.
G-V-A-045 - The early twentieth century Knepp Gas Station has been significantly altered and is not individually eligible for the

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Jonathan Sager 6/28/06
Reviewer, Office of Preservation Services Date
[Signature] 6/28/06
Reviewer, National Register Program Date

National Register.

G-V-A-046 - The current condition of the 1895 Lighthouse Bible Church is not known.

G-V-A-060 - The former Chimney Corner restaurant building was built in 1932. The property is individually eligible for listing in the National Register under Criterion C, as an example of rustic style design typical of this mountainous recreation area during the early twentieth century.

G-V-A-061 - The Redhouse General Store was demolished between 1981 and 2006.

The following contextual information was prepared by Paula S. Reed and Associates, Inc.

"Many of the earliest settlers coming into Garrett County beginning in the 1820s were Germans from the Palatinate region, who came to western Maryland either directly from Germany, or from previous American settlements in Pennsylvania. These people were for the most part farmers and established farmsteads around small communities, usually containing a church and a mill. In Pleasant Valley, south of Oakland, Anabaptist sectarians, Mennonites and Brethren dominated (Danna M. Ware et al. Green Glades and Sooty Gob Piles: The Maryland Coal Region's Industrial and Architectural Past. Crownsville, MD: Maryland Historical Trust, 1991: 30, 130.). Among these sectarians was Samuel Gnegy who settled along the West Virginia-Maryland border. He and his neighbors were of the Amish sect, but broke from the church and organized the Holdeman Mennonite sect (The Glades Star. v. 2, no. 16. Oakland, MD: The Garrett County Historical Society, Sept. 1954: 246.). They built a church along the route of US 219, adjacent to the state line in 1886 or 1887 (MIHP# G-V-A-013, Gnegy Church).

"One German-influenced community was Redhouse, which developed at the intersection of the Northwestern Turnpike (US Route 50) and the Great Warrior's Path (US Route 219). In about 1832 a two-story frame inn was built at this junction, on the property now occupied by G-V-A-043, the Benjamin F. Knepp Barn, on the southeast corner of the intersection. The red-painted Red House Tavern and the surrounding hamlet served stagecoaches, covered wagons, settlers, cattle drovers, and other travelers at the busy intersection. The tavern property included a drovers' pasture for use by patrons' herds. Also near the intersection was a tollgate for the turnpike, the only one for the Northwestern Turnpike in Maryland. The original tavern operator was Frederick C. Carstens, who sold the Red House to Peter Shirer in 1841 (MIHP# G-V-A-043, Benjamin F. Knepp Barn). Then, the B & O Railroad made its way through Oakland about eight miles to the north in 1852. Eventually the railroad superseded the highways' freight-hauling function and wagons and drovers dwindled at the Redhouse intersection. Peter Shirer sold the Red House to Jacob Swartzentruber in 1855, who owned it through the Civil War. During the war, soldiers confiscated livestock and forage from the tavern and from surrounding farms (G-V-A-043). The next owner was Christian Martin who demolished the tavern, and in 1890 transferred the property to his son-in-law William Knepp. In the 1920s, Benjamin Knepp, William's son, acquired the property. Benjamin Knepp removed the house that Christian Martin built and constructed the current dwelling on the property, a stone bungalow. He also built a gas station in the northwest corner of the Redhouse intersection (G-V-A-043).

"The predominant occupation in the Redhouse area was grain and livestock farming throughout the nineteenth and early twentieth centuries, although lumbering was also prominent, especially in the last quarter of the nineteenth century (Ware et al Green Glades, 35). In 1912, coal mining began in southwestern Garrett County, but the landscape on the west side of Backbone Mountain, along the Youghiogheny River remained agricultural (Ware et al Green Glades, 32). In 1910, oats, corn, buckwheat, wheat, rye and barley were the most widely cultivated crops and combined with livestock production which thrived on good pastureland in the area's grassy glades (Ware et al Green Glades, 35).

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Eligibility recommended _____				Eligibility not recommended _____									
Criteria:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	Considerations:	<u> </u> A	<u> </u> B	<u> </u> C	<u> </u> D	<u> </u> E	<u> </u> F	<u> </u> G	<u> </u>
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

"Today, Redhouse is an unincorporated rural village. This crossroads community continued the tradition of serving travelers through the Knepp Gas Station (G-V-A-061), the Chimney Corner Restaurant (F-V-A-060), and the general store (G-V-A-061) with the influx of automobile traffic on the highways in the early twentieth century. Although no extensive town developed at Redhouse, the hamlet was always a focal point for the greater farming region. Churches and schools located near the crossroads served the community. St. John's Lutheran Church (G-V-A-058) and parsonage (G-V-A-059) were built in the early twentieth century to replace their 1820 and 1864 predecessors on the same site. The Redhouse School (G-V-A-044), a late-nineteenth century one-room school, still stands in the village. The influx of automobile traffic along the highways in the early twentieth century revived the village enterprises serving travelers, although no extensive town developed. In the late twentieth century the Redhouse business ceased their traditional functions, as travelers sought such services in larger towns. The bulk of the east-west traffic now passes well to the north on Interstate 68. Most of the buildings remain in the village in their basic original form, but several are vacant or now have different uses."

The Redhouse District is not eligible for state or national registers under Criterion A. While the community has historical significance for association with nineteenth-century transportation, the settlement of the region, and late nineteenth and early twentieth century travel and commerce, it does not maintain sufficient historic integrity to represent these trends. The demolition of the Redhouse Tavern and all other early and mid- nineteenth century structures, and the demolition or significant alteration of all of the twentieth century commercial buildings, significantly diminished the historic integrity of the district.

The above context identifies a number of individuals who made contributions to local history. The tavern and store that may have been associated with historically noteworthy individuals have been demolished. The gas station has been altered. The church and parsonage are not associated with any individuals identified in the context. The district is not eligible for listing in state or national registers under Criterion B.

The surveyed buildings in the Redhouse District consist of a late nineteenth century barn, a ca. 1900 school, a few other early twentieth century buildings, a ca. 1930 rustic style restaurant building, and a ca. 1940 house. This collection of buildings is not representative of any particular historical trend, style, or building tradition. Changes over time have diminished the ability of the district to illustrate a typical early twentieth century crossroad community of the region - the general store has been demolished; the church has had additions to the front and is covered with vinyl siding; the porch has been removed from the gas station. The district is not eligible for state or national registers of historic places under Criterion C.

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 Reviewer, Office of Preservation Services

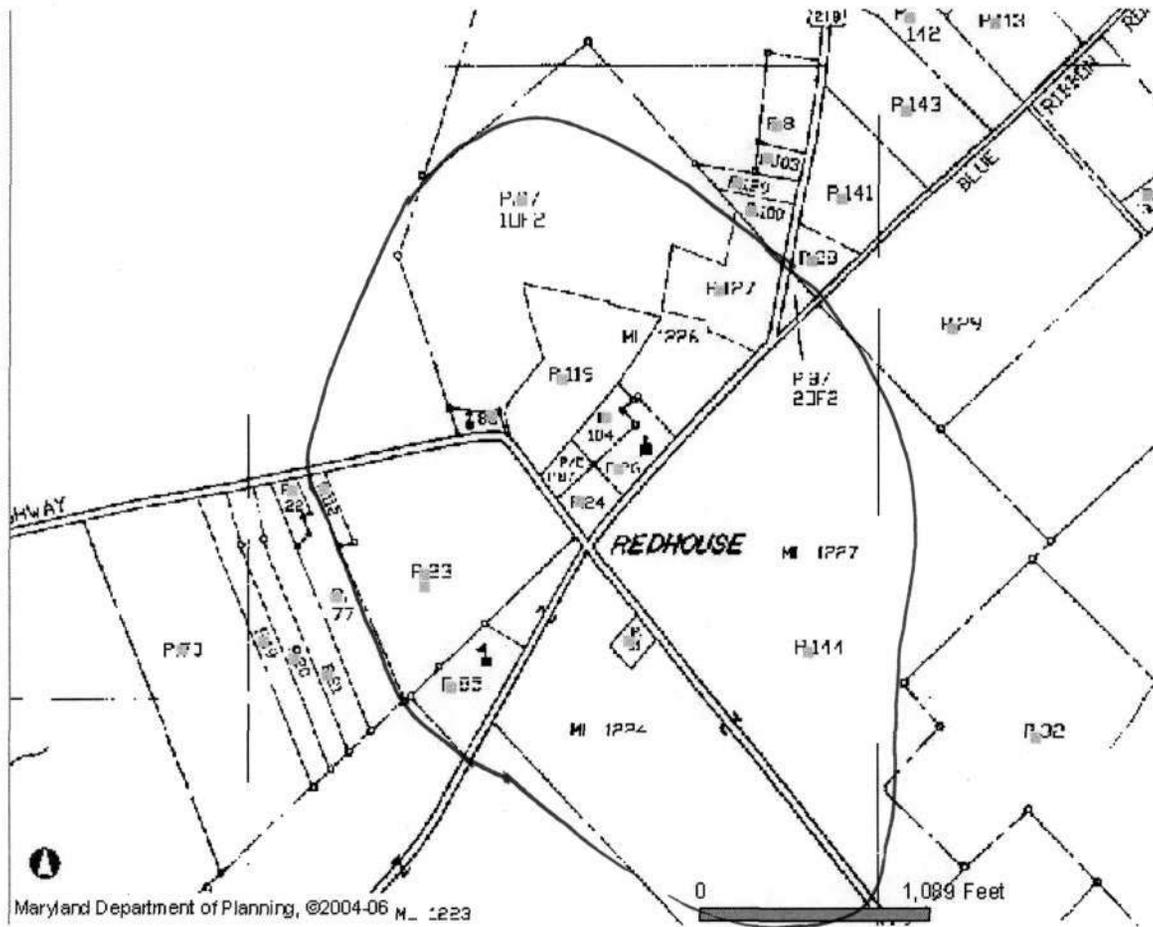
 Date

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