

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Brunswick Historic District (Additional Documentation)

Other names/site number: F-2-9

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

The Brunswick Historic District is located in Brunswick, Frederick County, Maryland. It is roughly bounded by the Potomac River to the south, 10th Avenue to the east, Park Avenue through West C Street and West B Street to the north, and Central Avenue to the west.

City or town: Brunswick State: Maryland County: Frederick

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

	
Director/State Historic Preservation Officer	5/5/2023
Signature of certifying official/Title:	Date
<u>Maryland Historical Trust</u>	
State or Federal agency/bureau or Tribal Government	

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Documentation) (F-2-9)
Name of Property

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In my opinion, the property ___ meets ___ does not meet the National Register
criteria.

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

Category of Property

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(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>567</u>	<u>118</u>	buildings
<u>4</u>	_____	sites
<u>1</u>	<u>1</u>	structures
<u>1</u>	_____	objects
<u>573</u>	<u>119</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/Single Dwelling
- DOMESTIC/ Multiple Dwellings
- COMMERCE/TRADE/Business
- COMMERCE/TRADE/Specialty Store
- COMMERCE/TRADE/Financial Institution
- EDUCATION/School
- LANSCAPE/Plaza
- RELIGIOUS/Church
- FUNERARY/Cemetery
- COMMERCE/TRADE/Warehouse
- RECREATION AND CULTURE/Music Facility
- TRANSPORTATION/Rail-Related
- TRANSPORTATION/Water-related

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GOVERNMENT/Fire station

Current Functions

(Enter categories from instructions.)

DOMESTIC/Single Dwelling

DOMESTIC/ Multiple Dwellings

COMMERCE/TRADE/Business

COMMERCE/TRADE/Specialty Store

COMMERCE/TRADE/Financial Institution

COMMERCE/TRADE/Restaurant

EDUCATION/School

LANDSCAPE/Plaza

LANDSCAPE/Parking Lot

RELIGIOUS/Church

FUNERARY/Cemetery

RECREATION AND CULTURE/Museum

RECREATION AND CULTURE/Music Facility

TRANSPORTATION/Rail-Related

TRANSPORTATION/Road-related

GOVERNMENT/City Hall

GOVERNMENT/Police Station

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY

LATE VICTORIAN

LATE 19TH AND 20TH CENTURY REVIVALS

LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Slate, Wood, Concrete, Concrete Block, Stone, Steel, Iron, Others

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style,

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method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Brunswick Historic District is located in Frederick County, Maryland in the town of Brunswick. The district was originally listed in the National Register in 1979. The present Additional Documentation defines the period of significance and provides an accurate accounting of contributing and non-contributing resources. Originally known as Berlin, the town was first platted in 1787. Berlin began to experience economic growth with the arrival of the Chesapeake and Ohio Canal in 1834. The City's main period of development, however, occurred from 1890 to 1930, when the B & O Railroad established and utilized a large freight yard in Brunswick.¹ Today, the architecture and buildings in the historic district primarily reflect this period of growth. The historic district contains a total of 692 resources, representing buildings, structures, and sites. From this total, 573 resources contribute to the district and 119 are non-contributing resources. Non-contributing resources include properties constructed after the period of significance and significantly altered resources that no longer convey integrity. Property types mainly include detached single-family dwellings, as well as commercial buildings, banks, schools, churches, and civic buildings.

The Potomac River forms the southern boundary of the historic district for the entirety of its length. From the river, the west boundary runs north, crossing the CSX rail line and West Potomac Street, then following Brunswick Street and Central Avenue to West B Street. The northern boundary extends along West B Street, East and West C Streets, and Park Avenue. The east boundary is formed by Ninth and Tenth Avenues. A portion of the C & O Canal National Historical Park is located along the river, south of the CSX rail line.

Narrative Description

The Brunswick National Register Historic District contains a total of 692 resources, consisting of buildings, structures, and sites associated with the development of Brunswick from the late eighteenth century to the mid-twentieth century. The community originally developed near the Potomac River around the C&O Canal, which fueled the local economy for most of the nineteenth century. Although the B&O Railroad was constructed through the community in the 1830s, it only factored into the development of community following the establishment of the B&O freight yard in 1891. With the establishment of the freight yard, the B&O railroad became the most significant factor shaping core development of the historic district from 1890 to 1950. The population of Brunswick swelled as the freight yard attracted workers resulting in multiple subdivisions expanding the geographic boundaries of the city away from the river. Much of the "old town" between the Potomac River and the B&O Railroad would begin to disappear, with the railroad purchasing large tracts of the river frontage property for the freight yard. The residential and commercial focus of the town shifted away from the river, with people wanting to escape the noise and pollution from the freight yard. The resulting geographic resettlement created a new central business district along Potomac Street, which was developed with multi-story brick commercial buildings, most of which date

¹ National Register of Historic Places, Brunswick Historic District, Brunswick, Frederick County, Maryland, National Register 79001128.

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from the early twentieth century. As the community grew, houses filled out the residential subdivisions north of Potomac Street. Schools, banks, churches, and other institutional buildings were constructed as the community continued to grow.

The Brunswick Historic District primarily contains a diverse collection of contributing resources that reflect Brunswick's growth as a railroad community, while also including some vestiges of its pre-railroad past as a river/canal town. Brunswick is laid out as a series of long east-west oriented streets that are terraced into the steep topography that rises to the north of the Potomac River. This grid plan follows the original 1787 plat that laid out the original town and the later subdivisions created after the construction of the B&O railyard. This physical development expanded northward from the railroad during the early and mid-twentieth centuries. The development was interrupted only by steep, hilly terrain of Brunswick City Park near the eastern end of the district, which Park Avenue and Gum Spring Road traverse.

Potomac Street is the principal commercial street, but it also contains a mix of residential and civic uses. North of Potomac Street, east-west residential streets in the district include Brunswick, A, B, and C Streets. Garages and other secondary buildings are typically oriented towards the alleys that run between each of these east-west streets. Crossing these principal east-west streets are a series of north-south oriented avenues. Maple Avenue is the central north-south avenue. To the east of Maple, the avenues are numbered and to the west they are named. Burkittsville Road (MD 17) is the main artery entering the town from the north. From a round-about at West B Street, it continues south through the town before crossing the Potomac via a steel-deck-girder and steel-beam bridge completed in 1955. The Brunswick train station, constructed in 1891, stands at the Southwest corner of Maple Avenue and Railroad Square. Brunswick City Park is a steep, wooded strip of land that stretches north of Potomac Street, between Seventh and Park Avenues. The Old Berlin Cemetery is located at S. Delaware Avenue and West B Street.

Most of the contributing resources date from c. 1890 to 1930. The district contains many good examples of late nineteenth and early twentieth-century Stick and Queen Anne-Style dwellings, with more substantial examples located on larger lots occurring along East A Street and the streets east of the city park. Much of the housing within the district is typified by modest, working-class, frame houses that are modest gable-front vernacular Victorian or earlier cross-gabled folk forms. A smaller number of Craftsman-Style bungalows are found on the northern edge of the district. Recent infill construction/replacement houses are present but are minimal within the district. Along Potomac Street, Brunswick's commercial architecture is of both masonry and frame construction, with large storefront windows and surviving brick, cast-iron, or jig-sawn detailing at cornices and around entrances. The district also contains several fine churches in the Late Gothic Revival and Colonial Revival Styles.

On the district's residential streets, houses typically occupy long, narrow lots that run from the street to the adjacent alley. In some cases, the corner lots are slightly larger, and feature bigger, more elaborate dwellings. Front yards are typically small, with the larger back yards in some cases containing secondary structures that include, but are not limited to, storage sheds, garages and guest houses. The town's streets are lined with concrete sidewalks. Tree coverage varies throughout the district, from a few trees in areas along Potomac Street to a more wooded feel on the streets adjacent to the city park. All totaled, the district contains a variety of property types representative of various historical themes.

Property Types

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Residential Dwellings

Residential dwellings account for most of the buildings within the historic district. The oldest surviving dwellings represent the growth of old Berlin from the late eighteenth century to 1890. The oldest house in the Brunswick Historic District is located at 127 West Potomac Street. The Beall House was constructed in 1791, just four years after the original Berlin plat in 1787. Theodore Beall and Samuel Turner jointly acquired lot 23 on which was built the current two-and-a-half story, wood-frame side-gabled house that occupies this site. The house remained in the Beale family until the 1850s.²

The largest concentration of Old Berlin construction is located near the Beall House along North Virginia Avenue. The Beagle House, located at 1 North Virginia Avenue was constructed a year after the Beall House. Charles Beagle built a log dwelling later integrated into the present house on this site. The Ball House, located at 9 North Virginia Avenue, was constructed between 1828 and 1945.³ The Hymes family built a small log cabin on the corner of North Virginia Avenue and B Street in 1836. It is believed that this cabin was later joined with the house at 29 North Virginia Avenue after its construction in the 1880s and still survives to this day.⁴ The houses at 15-17 and 23-25 North Virginia Avenue were likely built shortly after the Civil War in the 1870s.⁵

Other houses part of the development of old Berlin were built at 9 West Potomac Avenue (c. 1830) and 15 West Potomac Avenue (c. 1870), 3 South Maple Avenue (c. 1870), 9 South Maple Avenue (c. 1830), 13 South Maryland Avenue (1854), and 6 North Maryland Avenue (c. 1870). John L. Jordan built the vernacular side-gabled frame house at 15 S. Maryland Avenue sometime between 1854 and 1857.⁶ This 1855 Greek Revival house has folk influences personified in the porch with spindled detailing that was likely added during the Victorian era. The building at 6 North Maryland Avenue was also originally located along South Maryland Avenue but was later moved to its current location.⁷ The building, originally a hotel, is now an apartment building. Its most pronounced feature is its second and third story covered porches.

The majority of resources represent the growth of Brunswick from 1890 to 1930. Houses were constructed on rectangular lots and were regularly set back from the street. Several of the larger, more elaborate dwellings represent Queen Anne Victorian, Colonial Revival, and other eclectic types constructed within the eastern portion of the district along East Potomac Street and East A Street. These houses are all diverse property types with different complex massing and stylistic details. The western portion of the district reflects more uniform worker housing constructed by the B&O Railroad. These modest front and Folk Victorian side-gabled dwellings are all identical in design. Later construction during the 1910s, 1920s, and early 1930s included Foursquare and Craftsman Bungalow housing which filled out the subdivisions. A concentration of Craftsman Bungalows is located along West B Street and North Delaware Avenue.

² Brunswick History Commission 1990:30-31

³ Brunswick History Commission 1990:31

⁴ Brunswick History Commission 1990:31

⁵ James Castle, Personal communication to Eric Griffiths, 3 December 2020

⁶ Brunswick History Commission 1990:30

⁷ James Castle, Personal communication to Eric Griffiths, 3 December 2020

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The economic influence of the B&O freight yard waned in the 1950s, effectively capping Brunswick's period of significance as a district whose primary identity derived from its association with rail transportation.

Log Constructed Houses (1792-c. 1830)

Three log constructed houses were built as part of the early development of old Berlin and were later adapted or incorporated into more substantial frame dwellings. The oldest of these was the Virts House built in 1792. The side-gabled house at 6 West Potomac Avenue was also originally constructed c. 1930 as a log house. The third log house built by the Hymes family was constructed on the corner of North Virginia Avenue and B Street. It is believed that this building remains as an appendage onto the rear of the current late nineteenth century dwelling located at 29 North Virginia Avenue.

Front-Gabled Workers' Houses (c. 1890-1930)

The district contains a large number of two-story, frame, rectangular-plan, front-gabled dwellings that were built after c. 1890 to provide housing for the town's working class. Typical examples are two-bay, two-pile, side-passage dwellings built on stone or brick foundations. Windows are usually one-over-one, double-hung, aluminum or vinyl-sash replacements, with wood sills and wood or vinyl louvered shutters. Most porches have been altered, but originally featured flat or hipped roofs with turned or round wood columns. The front gables of these houses are typically pierced by either a single or paired window. In Brunswick, these dwellings are vernacular examples of the Victorian form, but they typically lack the details seen in higher-style examples. These worker's houses occur in clusters throughout the district but are mainly concentrated along Potomac Street and the areas west of the park. Examples include – 520-536 West Potomac Street.

Centered Front Gable/Folk Victorian (c. 1890-1920)

Along with the front-gabled worker's houses, the historic district contains many two-story, frame, three-bay dwellings with cross-gabled roofs featuring a centered front gable. Most examples are built on a stone foundation and consist of a rectangular-plan main block and rear wing. These houses were originally clad in wooden weatherboard or German siding and were fenestrated with double-hung, wood-sash windows on wood sills. Original details often include turned porch posts with decorative bracketing and molded wood window and door surrounds. In addition, the centered front gable is often clad in wood shingles and is typically pierced by a single, small window which can vary from square to lancet in shape. The earliest examples of this type were constructed during the decades immediately following the Civil War and are based on the standard three-bay, one-pile I-house plan, accentuated with the centered front gable. This type continued to be constructed in Brunswick into the initial decades of the twentieth century. Later examples feature the centered front gable, but in many cases were built on two or three-bay, two-pile plans rather than the traditional I-house plan. Examples include – 832 East A Street; 21 West C Street; 303 West Brunswick Street; 15-17 East B Street; 227-229 East Potomac Street.

Side-Gabled I-House/Vernacular (1791-1920)

Vernacular side-gabled dwellings in the historic district range from nineteenth century I-houses to later, early twentieth-century dwellings. I-houses are rare in Brunswick, and generally represent the pre-1890 period of the town's history. They are two-story, frame, side-gabled, three-bay, one-pile dwellings, and

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typically consist of a rectangular main block and rear wing. Roofs usually overhang at the eaves, and these houses feature brick end or interior chimneys. Simple frame, side-gabled dwellings continued to be built in the historic district after the Civil War and into the early twentieth century. They were originally clad in wood weatherboard siding and fenestrated with double-hung, wood-sash windows, which have been replaced in most examples. There is no standard porch configuration for these dwellings, and porch form and details often represent alterations or replacements. Surviving examples of vernacular, side-gabled dwellings include 35 West Potomac Street, 9 East A Street, and 112 Second Avenue.

Queen Anne Subtypes (c. 1880-1915)

The historic district contains many noteworthy examples of the Queen Anne Style, representing several of the known subtypes dating from the late nineteenth to early twentieth century. Queen Anne dwellings in Brunswick generally fall within the cross-gabled, hipped with lower cross gables, and front-gabled subtypes. These houses are two-story, brick or frame, and L-shaped to irregular in plan. They are usually constructed on raised stone foundations. Some examples feature corner towers with conical roofs. Porches often wrap a side elevation and feature turned posts, bracketing, and spindle work. Eaves are often clad in decorative wood shingles and feature bargeboards or trusses. In addition, many of these houses feature substantial exterior brick chimneys and leaded-glass door and window transoms. One of the most impressive examples in the district is 102 E. A Street (c. 1880-1895, cross-gabled subtype). This two-and-a-half-story frame house features a tall corner tower that is visible from Potomac Street and a wide porch that wraps around the north and west elevations. Stylistic details include a bracketed wood cornice and overhanging, shingle-clad gables with boxed eaves. Other notable Queen Anne-Style houses in the historic district include 403 Brunswick Street (cross-gabled), 701 East Potomac Street (hipped with lower cross gables), 525 West Potomac (hipped with lower cross gables), 705 East Potomac Street (mansard with tower), 828 East A Street (front-gabled), and 916 East B Street (cross-gabled).

Craftsman Bungalow (c. 1900-1930)

Found primarily to the north of Potomac Street, on both sides of the city park, these are typically one-and-a-half-story, three-bay, frame dwellings built on concrete block or brick foundations. In Brunswick, roofs are usually side-gabled, but the district contains some hipped and front-gabled examples. On side-gabled examples, the roof usually extends over the porch, which often features tapered or round wood columns on brick piers. In many cases, these houses feature the trademark, Craftsman-style dormers which can be shed-roofed, gabled, or hipped. Some examples in Brunswick also exhibit decorative Craftsman elements such as bracketed eaves. Windows are typically one-over-one, double-hung, vinyl-sash replacements, although a few examples such as 518 W. B Street have retained their original three and four-over-one, wood-sash windows. In addition, some examples feature front-elevation bay windows. Examples include 29 East C Street (early hipped-roof, concrete block example), 521 West B Street (side-gabled with gabled dormer), 617 Brunswick Street (side-gabled with shed-roofed dormer), and 619 Brunswick Street (front-gabled).

American Foursquare (c. 1900-1930)

Occurring mostly in the western part of the district, these are two-story, two-bay, brick or frame, hipped-roof dwellings that feature trademark hipped-roof dormers on the front and side elevations. The type is primarily derived from the Prairie Style.⁸ Porch roofs range from flat to hipped to gabled, and porch posts

⁸ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2009), 439.

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from tapered to round on brick piers. Windows are usually one-over-one, double-hung, wood-sash or vinyl-sash replacements. Some examples, such as 607 Brunswick Street, have original four-over-one windows. Other representative examples include 7 Third Avenue, 507 West B Street, and 527 West Potomac.

Colonial Revival (c. 1900-1930)

There are a small number of Colonial Revival-Style dwellings in the historic district. Some are examples of the Dutch Colonial subtype and exhibit gabled or cross-gabled gambrel roofs. Examples include 215 West Potomac Street and 205 North Dayton Avenue. There are also several good examples of the Cape Cod subtype, which is a one-story, brick, rectangular-plan dwelling with a steeply pitched, side-gabled roof. These houses feature exterior brick end chimneys and gabled dormers. Windows are usually double-hung, wood-sash or vinyl-sash replacements on brick sills. A one-story garage addition is typically located on one side of the main block. Examples include 212 West B Street and 300 North Delaware. There are also a few larger side-gabled Colonial Revival-style dwellings such as 112 East A Street. It is a two-story, brick, five-bay, side-gabled house with a rear wing and one-story sunroom.

Secondary Structures

Several of the residential lots contain secondary structures in addition to the primary residences. Sheds and garages represent the majority of secondary structures found throughout the district. Most of the garages are accessed along side streets or through the alley system located between principal east-west streets. Most of the garages are one-story, two and one-bay concrete block buildings constructed during the 1950s, 1960s, and 1970s. A few frame garages that date from the early twentieth century remain extant. The first known automobile garage in Brunswick was built by Dr. Horine.⁹ This frame, gabled-roof building remains on the Horine Building lot along East Potomac Street. Other examples of early twentieth century structures include the garage in Werntz Alley behind 529 West Potomac Street and a wood-frame garage with two double-leaf hinged doors fronts B Street at the rear end of the lot containing 305 Brunswick Street. A rare surviving livery stable is located behind 302 West Potomac Street. This wood-frame building located on the corner of South Delaware Avenue and Eel Town Alley was constructed during the nineteenth century and represents the only known surviving example of a livery in the district. Another rare outbuilding is the summer kitchen located behind 309 East Potomac Street.

Commercial Buildings

Brunswick's commercial district is located on Potomac Street and extends from Virginia Avenue on the west to First Avenue on the east. Purpose-built commercial buildings in Brunswick range from one to three-and-one-half stories in height, and are of frame and brick construction, and date from c. 1875 to 1930. Most of the commercial buildings were constructed in the late 1890s and first two decades of the twentieth century. While most are masonry constructed, frame two-story commercial buildings with clapboard siding and storefronts are located at 6 and 8 West Potomac Street.

The business district evolved at its present location following the construction of the B&O Railyard. Commercial warehouses and lumber yards were mostly constructed on the lots closest to the railroad where shipments of supplies could easily be transported to these properties. Most of the early commercial warehouses have since been demolished. One surviving building is the J.P. Karn & Bro. Lumber Yard and

⁹ James Castle, Personal communication to Eric Griffiths, 3 December 2020.

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Warehouse (1893) located at 12 South Maryland Avenue. This two-story frame building has a gabled-roof central pavilion with side gabled north and south wings. A large freight opening originally covered by a sliding door faces South Maryland Avenue on the building's west (front) elevation.

The south side of W. Potomac Street, between Maple and Maryland Avenues, is lined with two-story frame and brick commercial buildings. These buildings exhibit large storefront windows and wood or cast-iron cornices. The building at 24 West Potomac stands out within this group for its ornate, cast-iron façade. The north side of West Potomac is dominated by the large commercial/ residential building at 13-17 West Potomac Street (c. 1910). Owned by L.S. Harmon, the building at 13-17 West Potomac was Harman's Cigar Store. It first appears on the 1910 Sanborn map labeled as a grocery and cigar store. This three-story, frame, front-gabled building incorporates a recessed cast-iron storefront with a bracketed cornice and decorative paneling. Overhanging the storefront is a second-story porch with turned posts, banisters, brackets, and spindles.

Red Men's Hall at 40 West Potomac Street (1904) currently houses the Brunswick Heritage Museum. This building was originally constructed by the Brunswick Red Men and served as the original Red Men's Hall. When the Red men constructed their new building on Potomac Street in 1904, the building was sold to D.C. Winebrenner. The building's addition was constructed by J.P. Karn and Brother. This three-story, five-bay, flat-roofed building features a recessed ground-story entrance bay at the corner of S. Maryland Avenue and W. Potomac Street and large storefront windows with wood mullions. Other elements of the façade include glazed headers, blind arches over the third-story windows, spandrel panels between the second and third-story windows, and a cast-iron cornice with dentils and modillions. Below the easternmost third-story window is a cast-iron balconette with scrolled brackets.

To the west is the Kaplon Store Building at 102 West Potomac Street (c. 1908). It is a three-story, brick, flat-roofed building that also features a recessed corner entrance. The building's six Potomac Street and three Maryland Avenue bays are divided by brick piers and the ground-story bays contain wide arched openings containing large storefront windows. Like 40 W. Potomac Street, the building is crowned by a cast-iron cornice with dentils and modillions.

The Horine Drug Store (1905) at 2 East Potomac Avenue is a three-story, five-bay brick commercial building. Also known as the Law Building, it is a three-and-a-half-story, brick, flat-roofed commercial/ apartment building with the entrance bay set diagonally at the northwest corner. Above the entrance is a two-and-a-half-story projecting bay window. Both the Maple and Potomac Street elevations feature large storefront windows and a heavily articulated cornice with dentils, modillions, and gabled peaks above the attic windows.

The People's National Bank at 117 West Potomac Street (1923) is a two-story, masonry, three-bay, flat-roofed building with a façade clad in marble panels. The centered main entrance features a molded marble surround and is flanked by ornamental, cast-iron lamp posts. A marble belt course embellished with a Greek-key molding runs between the first and second-story windows. In addition, broad marble pilasters support an entablature that features a plain molded architrave, a frieze band containing the engraved lettering "PEOPLE'S NATIONAL BANK," and a molded cornice with dentils. Above the cornice is a parapet of stone ashlar with stone coping.

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A small group of commercial buildings is located on the north side of E. Potomac Street. 15-19 East Potomac are a pair of two-story, brick, shed-roofed commercial buildings. The 1910 Sanborn map depicts a large two-story building at this location on the approximate footprint of the two buildings. They are clearly depicted in the 1927 edition. Both have replacement or altered windows. To the east at 21 East Potomac Street is a one-story, brick, commercial building that was constructed sometime after 1927. The centered entrance is a set of double-leaf, glass and aluminum doors with a large rectangular transom light. To either side of the entrance are large plate-glass display windows with aluminum mullions. An Art Deco-style, extruded aluminum canopy shelters the entrance and storefront.

The former Winebrenner dry goods store is located at 24 South Virginia Avenue. Local merchant D. C. Winebrenner built the two-story, frame, rectangular-plan store c. 1904-1910.¹⁰ The front gabled building is clad in wood siding and its front-gabled roof is covered in asphalt shingles. The four-bay Virginia-Avenue elevation contains the main entrance, which is a set of double-leaf, flat, metal replacement doors in a simple wood surround. The building's windows are six-over-six, double-hung, wood-sash with wood architraves and sills.

Municipal Buildings

Notable municipal buildings within the district include police and fire stations. The City police department is housed in a one-story brick, Colonial Revival building at 20 East A street constructed in 1948. A fire station, originally housed in the building at 223 West Potomac Street, has been adaptively reused as a brewery. This two-and-a-half story vernacular building was constructed in 1950. The building is constructed of concrete block masonry and is capped by a gambrel roof. The south (front) elevation has a false front brick façade with stepped parapet. The south elevation is pierced by two vehicle bays covered by multi-light garage doors.

Schools

Several former school buildings that have served the City of Brunswick are located within the historic district. The first public school during the nineteenth century was a log building located at the corner of Maple Avenue and West B Street.¹¹ The log school could be part of the building that currently occupies this location, 201 North Maple Avenue.¹²

During the 1870s and 1880s, the house at 1 Sixth Avenue served as the first high school before the construction of the East End Public School in 1892.¹³ The former East End Public School at 514 East A Street was built between c. 1892 and 1904. The two-and-a-half-story, brick, square-plan building consists of two attached, six-bay, front gabled wings. The east wing appears on the 1899 Sanborn map, with an annotation indicating that it was constructed in 1892. The west wing first appears on the 1904 map. The wings are joined by a two-story, one-bay hyphen with an entrance on the second story that is accessed by a set of non-original wooden steps. Fenestration consists of two and three-part, 12-over-12, double-hung,

¹⁰ Maryland Inventory of Historic Properties, Gunther's Auction Gallery, Brunswick, Frederick County, MIHP F-2-38.

¹¹ Brunswick History Commission 1990:82

¹² James Castle, Personal communication to Eric Griffitts, 3 December 2020.

¹³ James Castle, Personal communication to Eric Griffitts, 3 December 2020.

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wood-sash windows with wood-sills, three-light transoms, and soldier-coursed brick lintels. Each wing has two bull-eye windows in the front gable, placed to either side of an exterior front chimney.

There are two contributing former school buildings located within the historic district. The school at 321 Brunswick Street was built in 1905 as the West End Public School. It is a two-story, brick, L-plan building with a raised basement and standing-seam metal hipped-roof. The Brunswick Street elevation is divided into 14 bays, which include two pedimented entrance bays. Both entrances consist of single-leaf wood doors with lights and arched transoms and are sheltered by shed-roofed porches with square wood posts. The school's six-over-six, double-hung, wood-sash windows have segmental-arched lintels of rubbed brick. Other details include a rubbed brick water course on the façade and a corbelled brick cornice that wraps around all elevations.

Churches

Ten churches are located within the historic district. They primarily reflect the Late Gothic Revival and Colonial Revival Styles and were constructed between c. 1894 and 1926.

New Hope Methodist Church, 7 South Maryland Avenue, was built in 1893. The Colonial Revival-Style church and attached educational wing were designed by Philadelphia architects Wenner & Fink and were constructed by Brunswick builder Millard J. Keller. The church's stained-glass windows were designed and manufactured by P. J. Reeves & Company of Philadelphia.¹⁴ The brick and concrete church exhibits an asymmetrical plan with a bell tower at the southwest corner of the linear-plan main block. A wing extends to the north of the sanctuary and connects with the educational wing. A large, arched, stained-glass window is situated over the pedimented main entrance. Other details of the façade include wooden pilasters and a cornice with modillions. Windows are double-hung, wood-sash with wood sills and surrounds. The first-story windows of the educational wing feature wood shutters, while those of the sanctuary are topped with blind arched, wood transom panels with a scalloped design.

The German Reform Church at 122 West Potomac (1910) embodies both Late Gothic Revival and Queen Anne influences in its design. It is an irregular-plan, brick, front-gabled church with a large bell tower at the northeast corner and a second, smaller tower at the northwest corner. The building has a gray slate roof, as do both towers, which are each topped with pyramidal, gray and red slate roofs. The main entrance is centered within the five-bay first-story and features a fanlight transom and arched, gabled portico. Four stained-glass lancet windows are located at the first story and six are located at the second. A bluestone sill course divides the two stories of the façade. A small paired lancet window is located in the front gable. Both the gable and the two towers feature a cornice with modillions. The visible east elevation is divided into six first-story bays, along with two second-story bays in the bell tower. All contain stained-glass lancet windows on bluestone sills. The church is currently being adaptively reused as a café.

Another of the more prominently located churches in the district is the First Baptist Church, 3 East A Street (1908). It is a brick, rectangular-plan, front-gabled, Colonial Revival-Style church with a large central bell tower. The brickwork is laid in Flemish bond with glazed headers. A tile belt course runs between the raised basement and sanctuary level. Brick quoining runs along the edges of the façade and central tower. The church sits high above grade and is accessed by a set of dogleg concrete steps. The main entrance is centered in the three-bay façade and is a two-leaf, paneled wood door with an arched, stained-glass transom

¹⁴ "Modern Church Plant to be Used March 8," *The News*, February 26, 1942, 2.

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in an arched brick surround. To either side of the entrance bay is a round-arched window above a smaller, segmental-arched window; both on wood sills and stacked within a recessed, arched brick surround with a cast stone keystone and imposts. Two additional segmental-arched windows are located at the basement level. The tower is pierced by two narrow arched, stained-glass windows with cast stone keystones and imposts. Arched openings pierce each elevation of the upper tower, which is encircled by a tile belt course and is topped by a molded terra cotta cornice and an arcaded brick parapet. To either side of the tower, the front gable is accented by a molded raking cornice of terra cotta. The six-bay side elevations feature arched, stained-glass windows with wood sills and cast stone keystones and imposts.

The Bethany Lutheran Church at 27 East A Street (1904), designed by Charles B. Karn, is a brick, rectangular-plan, three-bay, front-gabled church with a large bell tower at the southeast corner and a second, smaller tower at the southwest corner of the building. The brick is laid in common bond with the number of courses varying across the façade. The main entrance is asymmetrically located to the east and is a set of double-leaf, paneled wood doors with a simple molded wood surround. The entrance is sheltered by a gabled wood portico with round wood columns. The façade windows are all stained-glass lancet windows with stone sills and brick lintels. A large circular stained-glass window is located in the front gable. Two similar windows are located in each of the towers, above the lancet windows. Both towers feature a corbelled brick cornice and are capped by pyramidal, shingle-clad roofs. Above this brick cornice, the bell tower is clad in wood shingles and the openings on each elevation are bridged by a wood balustrade. A bracketed wood cornice runs along the centered front gable of the church and encircles the bell tower above the openings. The four-bay side elevations are pierced by stained-glass lancet windows.

503 Brunswick Street (1926) is a brick, rectangular-plan, three-bay, front-gabled, church on a raised basement. A one-story, frame, rectangular-plan, gabled wing extends to the north of the main church building. The brickwork of the main building is laid in stretcher bond and the basement is clad in cast stone. The roofs of the church and rear wing are both covered in asphalt shingles. A centered brick bell tower, which contains the entrance bay, projects from the façade. The top of the tower features brick crenels at each corner and is capped by cement coping. Two narrow window openings covered in louvered wood shutters pierce each elevation of the tower. These windows have wood sills and segmental-arched brick lintels. The main entrance is accessed by a set of concrete-block and cement double steps with wrought-iron railing. The entrance is a set of double-leaf, wood, paneled doors with a multi-light arched transom. Extending over the entrance is a gabled entrance porch supported by square metal posts. The first-story windows of the façade and side elevations are all three-over-one, double-hung, Gothic-arched windows with wood sills, brick lintels, and tile keystones.

Grace Episcopal, 114 East A Street (c. 1923), is a stone-clad, cruciform-plan, cross-gabled church in the Late Gothic Revival Style. The roof is clad in slate shingles. A narrow, gabled, stone-clad bell tower rises to the east of the nave and north of the transept. Stone-clad buttresses with stone buttress caps are located on the sides of the tower, the side elevations of the nave, and at the gabled ends of the nave and transept. The main entrance of the church is located in the façade, which is oriented north, towards E. A Street. The entrance consists of a set of double-leaf, battened, wood doors with iron strap hinges and an arched wood transom. The doors are recessed within an arched, chamfered, cast stone surround with quoins and drip molding. The façade windows are all stained-glass lancet windows with chamfered stone sills, and a single, large stained glass is situated above the entrance. Along the side elevations, just below the roofline and between the buttresses, the aisles are illuminated by a combination of single, paired, and three-part fixed-

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sash stained-glass windows with chamfered stone sills, stone lintels, and tracery. Below these windows, the raised basement is pierced by six one-over-one, double-hung, wood-sash windows with stone sills and lintels. A side entrance to the church is located in the two-bay east transept, on Second Avenue.

The former Beth Israel Synagogue at 14 East A Street (1917) is a brick, rectangular-plan, three-bay, front-gabled building. The synagogue was the first in Frederick County. Ground was broken on September 25, 1917, and the building was dedicated on June 8, 1919.¹⁵ The brickwork of the synagogue is laid in seven-course common bond and the raised basement is of concrete block. The overhanging roof features boxed lower eaves and is clad in asphalt shingles. A set of concrete steps leads to the centered main entrance, which is a single-leaf, four-paneled, wood door with an arched, single-pane transom. Sheltering the entrance is a gabled brick portico with a barrel-vaulted ceiling and boxes eaves. The two bays to either side of the entrance contain tall, arched window openings with cement sills and soldier-coursed brick lintels. Above the entrance are two round window openings and a semicircular ventilator is situated in the gable. The four-bay side elevations of the synagogue are pierced by tall arched window openings of the same size and style as those in the façade.

Grace Baptist Church, formerly known as the New York Hill Methodist Church and located at 131 Ninth Avenue (c. 1894), is a frame, irregular-plan, cross-gabled Carpenter Gothic church. The church is clad in vinyl replacement siding and the roof in asphalt shingles. The main features of the design are the church's asymmetrical front gable with its large Gothic-arched window with wood tracery, and a bell tower that is set back from the façade. The main entrance is located in the tower bay, and is a set of double-leaf, wood, paneled doors surmounted by a Gothic-arched transom with tracery. Above the entrance, the tower is pierced by a large bulls-eye window. The tower is capped by a pyramidal, asphalt-shingle-clad roof.

404 East A Street is a frame, rectangular-plan, three-bay, front-gabled vernacular church. A building labeled as a Presbyterian Church appears at this location on the 1899 Sanborn map. The church is clad in asbestos shingles and its central, crenelated, bell tower in vinyl siding. The centered main entrance is a set of flat, double-leaf, wood doors. To either side of the entrance, and along the four-bay side elevations, are two-over-two, double-hung, wood-sash windows with wood sills and molded wood lintels. Piercing the front gable of the church is a small, four-light, diamond-shaped, fixed-sash window.

St. Francis Catholic Church (c. 1900-1910) is located at 115 First Avenue. The rectangular-plan church is faced in brick laid in stretcher bond and its front-gabled roof is covered in asphalt shingles. The three-bay façade is oriented to the east and the main entrance is centered within a central projecting bell tower. Accessed by a set of brick steps, the entrance is a double-leaf, paneled wood door, above which is a Gothic arched transom panel. Sheltering the entrance is a gabled portico. To either side of the entrance are two large Gothic-arched stained-glass windows with wood sills and soldier-coursed brick lintels. A large six-light bullseye window is located above the entrance, in the tower. The upper portion of the bell tower features four gabled peaks clad in aluminum siding, as well as four siding-clad corner turrets. Above these elements rises the tower's six-sided, asphalt shingle-covered pyramidal roof. The side elevations of the church are each pierced by four tall, Gothic-arched, stained-glass windows with wood sills.

Old Berlin Cemetery

¹⁵ Neil Sandler, "Early Jews Couldn't Vote, Worship Openly," *The News*, February 20, 1976, 34.

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The Old Berlin Cemetery is a small cemetery located on a 0.5-acre lot on the southeast corner of West B Street and North Dayton Avenue. The original 1787 plat of Berlin designated this area as a community burial ground. The cemetery also appears on the 1873 map of Berlin. It is likely the cemetery contains the graves of towns people dating to the late eighteenth and early nineteenth century, and many of these early graves are likely unmarked. Approximately 75-100 graves are marked by a combination of foot and headstones. Most of the headstones are marble slab markers with rounded or flat tops. A few of the markers are marble obliques. A small collection of twentieth century granite markers are congregated together in the northwest corner of the cemetery. The cemetery property slopes to the south and is enclosed on the north side by a wrought-iron fence. A steel pole and chain fence extends along the east and south sides of the property. Marked graves have both granite and marble headstones.

Parks

Brunswick City Park

Brunswick City Park contains portions of the steeply hilly terrain between East Potomac Street, Park Avenue, Sixth Avenue, and Seventh Avenue. This area is heavily wooded except for the southern end along East Potomac Street, which is clear of trees. This area contains a park building. The Brunswick Dog Park and tennis courts are located on the south side of East Potomac Street.

Square Corner Park

Square Corner Park is located at the northwest side of the intersection of East Potomac Street and North Maple Avenue. The park serves as the town green and contains two pavilion shelters that appear to be less than twenty years old.

Veterans Park

Veterans Park consists of a median in the center of East A Street, between First and Second Avenues, which contains a veteran's memorial. The median is landscaped with clusters of trees and shrubs near its east and west ends. Near the west end of the median is a granite memorial inscribed "Dedicated to Veterans who Served our Country in War and Peace." A World War II-era Sherman tank is located within the center of the median.

Transportation Resources

Transportation infrastructural improvements fueled the development of the Brunswick community since the eighteenth century. The B&O Canal and the B&O Railroad linked the community to regional markets. The latter decision to establish a freight yard in Brunswick proved to be the most significant development responsible for the Brunswick community.

The C&O Canal National Historic Park

The C&O Canal National Historic Park (NHP) is under the jurisdiction of the Chesapeake and Ohio Canal (CHOH) National Historical Park unit of the National Park Service (NPS). The C&O Canal extends 184.5 miles from Cumberland, Maryland to the Potomac River and Rock Creek confluence in Washington, DC. Construction of the C&O Canal began in Georgetown in 1828. The C&O Canal was used mainly for industrial and agricultural purposes from 1831 to approximately 1889 when it experienced a significant

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decline in usage due to the success of rail transportation. The C&O Canal NHP was listed in the National Register in 1966 (documented 1979).

A portion of the historical park is located at the southern end of the historic district, essentially occupying the area between the Potomac River and the B&O Railroad right-of-way. This area today is heavily wooded and includes a campground and the Brunswick Wastewater Treatment plant, both non-contributing resources. Canal era features that remain include the canal prism and adjacent tow path which extend through the park. Within the park near where the highway bridge carrying Burkittsville Road (Route 287) over the Potomac River is Canal Lock 30. Lock 30 was constructed with a mix of Seneca sandstone, local fieldstone, and granite. The lock keepers house originally near Lock 30 was demolished in the 1950s with the construction of the present bridge.

The Baltimore and Ohio Railroad

The Baltimore and Ohio (B&O) railroad represents a linear transportation feature which extends through the district immediately north of the C&O Canal NHP. Today the railroad is owned and operated by CSX for freight services. MARC uses the rail system to provide commuter rail services. Within the western half of the district, the present-day railroad right of way consists of two sets of paired tracts that are separated by green space and a large, paved parking lot. Within the eastern portion of the district, the railroad right of way extends into the former B&O freight yard.

B&O Freight Yard

What remains of the former B&O freight yard is located within the railroad right of way within the eastern portion of the district. Here the two northern and southern paired tracts further widen in distance between one another before converging into an area containing an expansive tract network of more than twenty aligned railroad tracts. During the height of the yard's operation, this area was known as "B Yard."¹⁶ Although the freight yard moved to another location in 1959, the site remains in use as a crew change point for CSX freight services.

The wood-frame WB Tower, constructed in 1910, was moved from the freight yard on April 2, 2022, and placed on city property to ensure its long-term preservation. The relocated tower remains oriented to the tracks, 100 feet from its original location. The two-story tower is sheathed in wood siding and capped with an asphalt-shingle clad hipped roof with overhanging eaves. The building has single-leaf wood paneled doors and six-over-six, double-hung, wood-sash windows.

The open area between two sets of dual tracks west of the expansive track network contains a few prefabricated utilitarian buildings and an observation tower, all likely constructed within the last 20 to 30 years. The early twentieth century round house, the most prominent feature of the B&O freight yard during its heyday, was demolished in 1995. However, the turntable that was part of this facility remains extant. The 1909 WB interlocking tower was moved approximately 100 feet to the opposite side of the tracks in 2022.

¹⁶ Brunswick Historical Commission, Brunswick: 100 Years of Memories, Brunswick, Maryland: Brunswick Historical Commission, 1990:65.

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Brunswick Railroad Station

The Brunswick Railroad Station, officially known today as MARC Brunswick passenger train station, stands at the southwest corner of Maple Avenue and Walnut Street. Designed by E. Francis Baldwin, the station was constructed in 1891. It is a one-story, frame, rectangular-plan building with a gable-on-hipped roof covered in slate shingles. The Queen Anne-Style station is primarily clad in wood shingles, with the lower portion of each elevation finished in a wide band of wood German siding. The roof overhangs at the eaves and is supported by decorative wood brackets. Piercing the south face of the roof are two gabled dormers that are clad in wood shingles and feature stained-glass Palladian windows with wood sills and heavy, molded wood lintels. Two passenger entrances and a service entrance are located in the four-bay south elevation. These entrances vary from single to double-leaf paneled wood doors with transom lights. Paired twelve-over-one, double-hung, wood-sash windows with wood sills and paneled wood aprons flank the two south-elevation passenger entrances. A projecting bay in the south elevation is pierced by a three-part, twelve-over-one, double-hung, wood-sash window. An additional passenger entrance is located in the west elevation. It is a single-leaf, paneled wood door with transom lights and is flanked by twelve-over-one, double-hung, wood-sash windows with paneled aprons. The north elevation is divided into five bays. A portion of the elevation projects and is pierced by two 12-light and one nine-light wood-sash casement windows on wood sills. To the east is a double-leaf, battened wood freight door and a paired eight-over-one, double-hung, wood-sash window. The east elevation contains two paired, twelve-light casement windows.

Maryland State Highway Administration Bridge 1002400

This steel deck-girder and steel-beam bridge carries Burkittsville Road (Maryland State Highway 17) over the CSX Railway tracks, C & O Canal, and Potomac River. The state constructed the bridge between 1953 and 1955. With a span of 2,425 feet between the abutments, the bridge features a 26-foot-wide reinforced concrete deck with an underlying steel beam and stringer support system. The substructure consists of a system of fourteen concrete piers and six concrete columns braced by steel girders. The State Roads Commission constructed the bridge under the Twelve Year Road Program, which was passed by the state legislature in 1953 in an effort to modernize the state's highway network. Planning for the bridge began in 1951, and construction took place in 1953-1954. The bridge opened on July 30, 1955.¹⁷

Integrity

The Brunswick Historic District retains sufficient integrity to convey its significance as a river-based community that transformed into a railroad community and economic center containing a diverse population and several social institutions. The two transportation resources that shaped the development of the community during the nineteenth and first half of the twentieth century remain part of the physical landscape. The C&O Canal remains preserved as part of the C&O Canal National Historical Park and has a sufficiently intact collection of contributing elements that reflect its design, workmanship, location, setting, feeling, and association. The canal prism, towpath and Lock 30 all remain extant, although the lock keeper's house was demolished with the construction of the present highway bridge crossing the Potomac River. What was originally the B&O railroad also still extends through the district just north of the canal. The B&O freight yard itself has seen significant changes, including the demolition of the roundhouse and

¹⁷ Maryland Inventory of Historic Properties, Bridge 1002400, Brunswick, Frederick County, MIHP F-2-37.

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several other buildings. But the physical layout of the yard and such features as the turn table remain. Other physical vestiges of the railroad are the Brunswick Railroad Station and the WB Tower. Although significant demolition has occurred within the freight yard, the railroad resources collectively provide a tangible footprint of the B&O that retains design, feeling, and association as a linear transportation resource that retains tangible historical connections with the community.

The community itself retains sufficient integrity to convey its historical and architectural significance. The original grid plan established with the 1787 plat of Berlin remains. Several of the downtown streets, including the central business district along Potomac Street, still correspond to the original plat. The buildings along these streets and the outlying subdivisions reflect the later development after 1890, when Brunswick transformed from a river-based community into a railroad town. The architecture within the downtown core reflects this early twentieth century development, with individual buildings retaining storefronts and stylistic embellishments like articulated cornice details and window moldings. The streetscapes of the neighborhoods in the west half of the district exhibit worker housing constructed by the B&O Railroad. West Potomac and Brunswick Streets remain populated with identically designed tract housing reflective of company housing design with uniform setbacks and streetscapes. The eastern and northern portions of the district exhibit more architectural variety, with Queen Anne, early twentieth-century revivalist styles, vernacular I-houses, foursquare houses, and Craftsman Bungalow designs. All these houses reflect period architecture from the era of Brunswick’s most significant growth from 1890-1930. Alterations have occurred to many of these properties that have diminished integrity of materials, such as the application of vinyl and aluminum siding and windows. However, most retain character-defining design features of their prescribed styles and modern infill has been modest. The neighborhoods also still retain several of the social institutions, including churches and schools, that shaped and reflected the diversity of the Brunswick community during the early twentieth century. Although changes have occurred to individual properties in the residential areas, taken as a whole, these neighborhoods contain concentrations of resources to communicate the social and economic evolution of Brunswick from its time as a regional railroad center (1890 to 1950) that retain integrity of feeling, association, setting, location, design, and workmanship.

Table 1: Contributing/Non-Contributing Resources

Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
302	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
303	Brunswick	Street		1875	Gothic Revival	Building	Dwelling	Contributing
304	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
305	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
305	Brunswick	Street		1910	Other	Building	Garage	Contributing

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306	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
307	Brunswick	Street		1900	Folk Victorian	Building	Dwelling	Contributing
307	Brunswick	Street		1950	Contemporary	Building	Storage Shed	Non Contributing
308	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
310-312	Brunswick	Street		1900	I-House/ Folk	Building	Dwelling	Contributing
311	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
311	Brunswick	Street		1980	Contemporary	Building	Storage Shed	Non Contributing
315	Brunswick	Street	Brunswick Post Office	1958	Other	Building	Civic Building	Non Contributing
316	Brunswick	Street		1905	Gothic Revival	Building	Dwelling	Contributing
320	Brunswick	Street		1910	I-House/ Folk	Building	Dwelling	Contributing
321	Brunswick	Street		1890	Colonial Revival	Building	Civic Building	Contributing
322	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
324	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
326	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Non Contributing*
328	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
402	Brunswick	Street		1890	I-House/ Folk	Building	Dwelling	Contributing
403	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
406	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
407	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
408	Brunswick	Street		1900	I-House/ Folk	Building	Dwelling	Contributing
409	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
412	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Non Contributing*

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
414	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
415	Brunswick	Street		1870	I-House/ Folk	Building	Dwelling	Contributing
416	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
417	Brunswick	Street		1870	I-House/ Folk	Building	Dwelling	Contributing
501	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
501	Brunswick	Street		1960	Contemporary	Building	Garage	Non Contributing
502	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
503	Brunswick	Street		1926	Gothic Revival	Building	Church	Contributing
504	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
506	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
508	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
510	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
511	Brunswick	Street		1890	Folk Victorian	Building	Dwelling	Contributing
512	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
514	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
515	Brunswick	Street		1890	Queen Anne	Building	Dwelling	Contributing
516	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
517	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
518	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
519	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
520	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
523	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
524	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
525	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
526	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
527	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
528	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
529	Brunswick	Street		1890	Other	Building	Dwelling	Contributing
530	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
532	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
535	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
536	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
537	Brunswick	Street		1900	Craftsman	Building	Dwelling	Contributing
538	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing
540	Brunswick	Street		1900	Queen Anne	Building	Dwelling	Contributing
601	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
601	Brunswick	Street		1940	Other	Building	Garage	Contributing
602	Brunswick	Street		1910	Four Square	Building	Dwelling	Contributing
603	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
604	Brunswick	Street		1910	Four Square	Building	Dwelling	Contributing
605	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
607	Brunswick	Street		1910	Craftsman	Building	Dwelling	Contributing
608	Brunswick	Street		1915	Four Square	Building	Dwelling	Contributing
610	Brunswick	Street		1920	Craftsman	Building	Dwelling	Contributing
613	Brunswick	Street		1910	Queen Anne	Building	Dwelling	Contributing
613	Brunswick	Street		1910	Other	Building	Storage Shed	Contributing
614	Brunswick	Street		1920	Craftsman	Building	Dwelling	Contributing
615	Brunswick	Street		1910	Craftsman	Building	Dwelling	Contributing
616	Brunswick	Street		1905	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
617	Brunswick	Street		1910	Craftsman	Building	Dwelling	Contributing
619	Brunswick	Street		1920	Craftsman	Building	Dwelling	Contributing
620	Brunswick	Street		1950	Minimal Traditional	Building	Dwelling	Non Contributing
622	Brunswick	Street		1950	Ranch	Building	Dwelling	Non Contributing
702	Brunswick	Street		1960	Contemporary	Building	Dwelling	Non Contributing
704	Brunswick	Street		1963	Ranch	Building	Dwelling	Non Contributing
706	Brunswick	Street		1955	Minimal Traditional	Building	Dwelling	Non Contributing
108	Central	Avenue		1965	Ranch	Building	Dwelling	Non Contributing
114	Central	Avenue		1955	Minimal Traditional	Building	Dwelling	Non Contributing
116	Central	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
120	Central	Avenue		1955	Minimal Traditional	Building	Dwelling	Non Contributing
1	E A	Street		1900	Queen Anne	Building	Dwelling	Contributing
2	E A	Street		1915	Other	Building	Dwelling	Contributing
3	E A	Street	First Baptist Church	1908	Colonial Revival	Building	Church	Contributing
9	E A	Street		1895	I-House /Folk	Building	Dwelling	Contributing
12	E A	Street		1940	Colonial Revival	Building	Civic Building	Contributing
13	E A	Street		1900	Queen Anne	Building	Dwelling	Contributing
13	E A	Street		1989	Contemporary	Building	Garage	Non Contributing
14	E A	Street	Beth Israel Synagogue	1917	Colonial Revival	Building	Church	Contributing
16	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
17	E A	Street		1895	I-House /Folk	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
20	E A	Street		1935	Colonial Revival	Building	Civic Building	Contributing
21	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
25	E A	Street		1905	Queen Anne	Building	Dwelling	Contributing
102	E A	Street	Dr. Levin West House	1895	Queen Anne	Building	Dwelling	Contributing
103	E A	Street		1895	I-House /Folk	Building	Dwelling	Contributing
105-107	E A	Street		1895	I-House /Folk	Building	Commercial Building	Contributing
106	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
108	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
109	E A	Street		1895	Queen Anne	Building	Dwelling	Non Contributing*
110	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
111	E A	Street		1905	Queen Anne	Building	Dwelling	Contributing
112	E A	Street		1890	Colonial Revival	Building	Dwelling	Contributing
113	E A	Street		1905	Queen Anne	Building	Dwelling	Contributing
114	E A	Street	Grace Protestant Episcopal Church	1922	Gothic Revival	Building	Church	Contributing
115	E A	Street		1895	Queen Anne	Building	Dwelling	Contributing
201	E A	Street		1910	I-House /Folk	Building	Dwelling	Contributing
205	E A	Street		1895	I-House /Folk	Building	Dwelling	Contributing
206	E A	Street		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
208	E A	Street		1890	Folk Victorian	Building	Dwelling	Contributing
209	E A	Street		1910	Shingle	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
212	E A	Street		1890	I-House /Folk	Building	Dwelling	Contributing
214	E A	Street		1900	I-House /Folk	Building	Dwelling	Contributing
215	E A	Street		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
217	E A	Street		1895	I-House /Folk	Building	Dwelling	Contributing
219	E A	Street		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
220	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
224	E A	Street		1890	Folk Victorian	Building	Dwelling	Contributing
305	E A	Street		1940	Colonial Revival	Building	Dwelling	Contributing
305	E A	Street		2000	Contemporary	Building	Storage Shed	Non Contributing
309	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
311	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
315	E A	Street		1890	Colonial Revival	Building	Commercial Building	Contributing
316	E A	Street		1945	Other	Building	Other	Contributing
319	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
320	E A	Street		1950	Minimal Traditional	Building	Dwelling	Non Contributing
321	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
401	E A	Street		1890	Vernacular	Building	Dwelling	Non Contributing*
404	E A	Street		1920	Other	Building	Church	Contributing
405	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
409	E A	Street		1880	Queen Anne	Building	Dwelling	Contributing
412	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
413	E A	Street		1880	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
416	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
417	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
419	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
420	E A	Street		1900	Colonial Revival	Building	Dwelling	Contributing
422	E A	Street		1870	I-House /Folk	Building	Dwelling	Contributing
501	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
505	E A	Street		1880	Queen Anne	Building	Dwelling	Contributing
506	E A	Street		1900	Queen Anne	Building	Dwelling	Contributing
509	E A	Street		1880	I-House /Folk	Building	Dwelling	Contributing
510	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
510	E A	Street		1925	Other	Building	Storage Shed	Contributing
512	E A	Street		1920	Colonial Revival	Building	Dwelling	Contributing
514	E A	Street		1920	Other	Building	School	Contributing
514	E A	Street		1980	Contemporary	Building	Storage Shed	Non Contributing
706	E A	Street		1955	Minimal Traditional	Building	Dwelling	Non Contributing
709	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
709	E A	Street		1930	Other	Building	Garage	Contributing
710	E A	Street		1910	Folk Victorian	Building	Dwelling	Contributing
713	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
815	E A	Street		1880	Folk Victorian	Building	Dwelling	Contributing
816	E A	Street		1920	Craftsman	Building	Dwelling	Contributing
819	E A	Street		1890	Other	Building	Dwelling	Contributing
822	E A	Street		1920	Craftsman	Building	Dwelling	Contributing
823	E A	Street		1880	Folk Victorian	Building	Dwelling	Contributing
827	E A	Street		1900	Other	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
828	E A	Street		1900	Queen Anne	Building	Dwelling	Contributing
829	E A	Street		1880	Folk Victorian	Building	Dwelling	Contributing
832	E A	Street		1900	I-House /Folk	Building	Dwelling	Contributing
832	E A	Street		1920	Other	Building	Garage	Contributing
901	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
904	E A	Street		1900	Folk Victorian	Building	Dwelling	Contributing
905	E A	Street		1890	Other	Building	Dwelling	Non Contributing*
906	E A	Street		1900	Queen Anne	Building	Dwelling	Contributing
909	E A	Street		1890	Queen Anne	Building	Dwelling	Contributing
910	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
910	E A	Street		2000	Contemporary	Building	Guest House	Non Contributing
911	E A	Street		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
915	E A	Street		1990	Other	Building	Dwelling	Contributing
926	E A	Street		1900	Colonial Revival	Building	Dwelling	Contributing
928	E A	Street		1910	Queen Anne	Building	Dwelling	Contributing
N/A	E A	Street	Veterans Park		N/A	Site	Park	Contributing
N/A	E A	Street	Sherman Tank	c. 1945	N/A	Object	Tank	Contributing
2-4	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
6-8	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
5	E B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
9	E B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
11	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
11	E B	Street		2000	Contemporary	Building	Storage Shed	Non Contributing

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15	E B	Street		1900	Folk Victorian	Building	Dwelling	Contributing
15	E B	Street		2000	Contemporary	Building	Garage	Non Contributing
17	E B	Street		1900	Folk Victorian	Building	Dwelling	Contributing
21	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
21	E B	Street		2000	Contemporary	Building	Guest House	Non Contributing
23	E B	Street		1900	Folk Victorian	Building	Dwelling	Contributing
27	E B	Street		1900	Other	Building	Dwelling	Contributing
31	E B	Street		1935	Colonial Revival	Building	Dwelling	Contributing
39	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
43	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
44	E B	Street		1900	Queen Anne	Building	Dwelling	Contributing
47	E B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
48	E B	Street		1900	Colonial Revival	Building	Dwelling	Contributing
48	E B	Street		1960	Contemporary	Building	Garage	Non Contributing
707	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
707	E B	Street		1940	Other	Building	Garage	Contributing
708	E B	Street		1900	Folk Victorian	Building	Dwelling	Contributing
711	E B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
711	E B	Street		2000	Contemporary	Building	Storage Shed	Non Contributing
712	E B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
713	E B	Street		1945	Folk Victorian	Building	Dwelling	Non Contributing
714	E B	Street		1905	Queen Anne	Building	Dwelling	Contributing
715	E B	Street		1935	Craftsman	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
802	E B	Street		1900	Queen Anne	Building	Dwelling	Contributing
805	E B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
806	E B	Street		1905	Queen Anne	Building	Dwelling	Contributing
807	E B	Street		1900	Folk Victorian	Building	Dwelling	Contributing
810	E B	Street		1905	Queen Anne	Building	Dwelling	Contributing
811	E B	Street		1910	Queen Anne	Building	Dwelling	Contributing
813	E B	Street		1988	Neo-Eclecticism	Building	Dwelling	Non Contributing
813	E B	Street		1925	Other	Building	Garage	Contributing
814	E B	Street		1905	Queen Anne	Building	Dwelling	Contributing
818	E B	Street		1990	Neo-Eclecticism	Building	Dwelling	Contributing
822	E B	Street		1990	Neo-Eclecticism	Building	Dwelling	Contributing
824	E B	Street		1905	Queen Anne	Building	Dwelling	Contributing
908	E B	Street		1895	Folk Victorian	Building	Dwelling	Contributing
912	E B	Street		1895	Folk Victorian	Building	Dwelling	Contributing
916	E B	Street		1900	Queen Anne	Building	Dwelling	Contributing
10	E C	Street		1975	Split Level	Building	Dwelling	Non Contributing
12	E C	Street		1900	Folk Victorian	Building	Dwelling	Contributing
14	E C	Street		1910	Other	Building	Dwelling	Contributing
16	E C	Street		1910	Colonial Revival	Building	Dwelling	Contributing
18	E C	Street		1900	Folk Victorian	Building	Dwelling	Contributing
20	E C	Street		1900	Folk Victorian	Building	Dwelling	Contributing
22	E C	Street		1900	Folk Victorian	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
2-4	E Potomac	Street	Horine Building	1900	Queen Anne	Building	Commercial	Contributing
2-4	E Potomac	Street		1910	Other	Building	Garage	Contributing
15	E Potomac	Street		1915	Other	Building	Commercial Building	Contributing
19	E Potomac	Street		1915	Other	Building	Commercial Building	Contributing
25	E Potomac	Street		1925	Other	Building	Commercial Building	Contributing
29	E Potomac	Street		1910	Queen Anne	Building	Commercial Building	Contributing
101	E Potomac	Street		1940	Other	Building	Automotive	Contributing
107-113	E Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
115	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
117	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
119-127	E Potomac	Street		1940	Other	Building	Automotive	Contributing
133-135	E Potomac	Street	Charles R. Gregory House	1910	Other	Building	Dwelling	Non Contributing*
201-203	E Potomac	Street		1900	Other	Building	Commercial Building	Non Contributing*
201-203	E Potomac	Street		1940	Other	Building	Garage	Contributing
205	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
205	E Potomac	Street		2000	Contemporary	Building	Storage Shed	Non Contributing
209	E Potomac	Street		1970	Colonial Revival	Building	Dwelling	Non Contributing
217	E Potomac	Street		1905	Other	Building	Dwelling	Contributing
221	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
221	E Potomac	Street		1940	Other	Building	Guest House	Contributing
223	E Potomac	Street		1910	I House	Building	Dwelling	Contributing
227	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing
227	E Potomac	Street		2000	Contemporary	Building	Storage Shed	Non Contributing
229	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing
300	E Potomac	Street		1968	Other	Building	Water Treatment Plant	Non Contributing
301	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
301	E Potomac	Street		1980	Contemporary	Building	Storage Shed	Non Contributing
303	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
305	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing
307	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
309	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing
309	E Potomac	Street		1900	Other	Building	Kitchen	Contributing
309	E Potomac	Street		2000	Contemporary	Building	Storage Shed	Non Contributing
315	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
315	E Potomac	Street		1965	Contemporary	Building	Storage Shed	Non Contributing
319	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
319	E Potomac	Street		1980	Contemporary	Building	Storage Shed	Non Contributing
321	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
323	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing
401	E Potomac	Street		1950	Moderne	Building	Commercial Building	Non Contributing
405-407	E Potomac	Street		1910	Other	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
409	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
413	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
415-417	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
419	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
421	E Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
425	E Potomac	Street		1880	Queen Anne	Building	Dwelling	Contributing
427	E Potomac	Street		1880	Queen Anne	Building	Dwelling	Contributing
501	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
503	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
505	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
507	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
509	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
513	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
515	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
517-519	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
521	E Potomac	Street		1880	Folk Victorian	Building	Dwelling	Contributing
523	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
601	E Potomac	Street		1979	Ranch	Building	Dwelling	Non Contributing
655	E Potomac	Street	Brunswick City Park	1994	N/A	Building	Civic Building	Non Contributing
701	E Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
705	E Potomac	Street		1890	Second Empire	Building	Dwelling	Contributing
709	E Potomac	Street		1900	Folk Victorian	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
715	E Potomac	Street		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
717	E Potomac	Street		1915	Queen Anne	Building	Dwelling	Contributing
719	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
721	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
723	E Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
801	E Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
803	E Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
805	E Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
807	E Potomac	Street		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
811	E Potomac	Street		1950	Vernacular	Building	Dwelling	Non Contributing
813	E Potomac	Street		1950	Ranch	Building	Dwelling	Non Contributing
817	E Potomac	Street		1900	Vernacular	Building	Dwelling	Contributing
819	E Potomac	Street		1900	Vernacular	Building	Dwelling	Contributing
851	E Potomac	Street		1910	Other	Building	Dwelling	Contributing
N/A	E Potomac	Street	Square Corner Park	1970	N/A	Site	Park	Non Contributing
6	Fifth	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
8	Fifth	Avenue		1910	I-House	Building	Dwelling	Contributing
10	Fifth	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
14	Fifth	Avenue		1910	I-House /Folk	Building	Dwelling	Contributing
108	Fifth	Avenue		1955	Ranch	Building	Dwelling	Non Contributing
109	Fifth	Avenue		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
110	Fifth	Avenue		1980	Other	Building	Dwelling	Non Contributing
111	Fifth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
112	Fifth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
113	Fifth	Avenue		1910	Tudor Revival	Building	Dwelling	Contributing
114	Fifth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
115	Fifth	Avenue		1910	Other	Building	Dwelling	Contributing
117	Fifth	Avenue		1915	Craftsman	Building	Dwelling	Contributing
118	Fifth	Avenue		1950	Ranch	Building	Dwelling	Non Contributing
119	Fifth	Avenue		1899	Queen Anne	Building	Dwelling	Contributing
6	First	Avenue		1930	Other	Building	Dwelling	Contributing
108, 110, 112	First	Avenue		1910	Other	Building	Dwelling	Contributing
109	First	Avenue	Bethany Lutheran Church	1910	Gothic Revival	Building	Church	Contributing
111	First	Avenue		1910	I-House /Folk	Building	Dwelling	Contributing
113	First	Avenue		1905	Queen Anne	Building	Church	Contributing
114	First	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing
115	First	Avenue	St Francis Catholic Church	1900	Gothic Revival	Building	Church	Contributing
118	First	Avenue		1895	Queen Anne	Building	Dwelling	Contributing
105	Florida	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
123	Florida	Avenue		1955	Minimal Traditional	Building	Dwelling	Non Contributing
107	Fourth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
108	Fourth	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
108	Fourth	Avenue		1960	Other	Building	Garage	Non Contributing
109	Fourth	Avenue		1900	Queen Anne	Building	Dwelling	Contributing
110	Fourth	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
111	Fourth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
113	Fourth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
114	Fourth	Avenue		1910	Colonial Revival	Building	Dwelling	Contributing
115	Fourth	Avenue		1997	Other	Building	Dwelling	Non Contributing
116	Fourth	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
118	Fourth	Avenue		1920	Craftsman	Building	Dwelling	Contributing
120	Fourth	Avenue		1915	Queen Anne	Building	Dwelling	Contributing
122	Fourth	Avenue		1890	I-House /Folk	Building	Dwelling	Contributing
122	Fourth	Avenue		2000	Contemporary	Building	Garage	Non Contributing
8	N Dayton	Avenue		1910	Colonial Revival	Building	Dwelling	Contributing
107	N Dayton	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
111	N Dayton	Avenue		1900	Queen Anne	Building	Dwelling	Contributing
3	N Delaware	Avenue		1910	Other	Building	Commercial Building	Non-Contributing*
205	N Delaware	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
206	N Delaware	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
207	N Delaware	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
208	N Delaware	Avenue		1915	Queen Anne	Building	Dwelling	Contributing
209	N Delaware	Avenue		1905	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
210	N Delaware	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
211	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
212	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
213	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
214	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
215	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
216	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
217	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
218	N Delaware	Avenue		1920	Craftsman	Building	Dwelling	Contributing
105	N Georgia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
111	N Georgia	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
203	N Maple	Avenue		1900	Other	Building	Dwelling	Contributing
205	N Maple	Avenue		1895	Queen Anne	Building	Dwelling	Contributing
207	N Maple	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
207	N Maple	Avenue		1980	Contemporary	Building	Storage Shed	Non Contributing
209	N Maple	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
211	N Maple	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
213	N Maple	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
213	N Maple	Avenue		2000	Contemporary	Building	Garage	Non Contributing
214	N Maple	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
216	N Maple	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
6	N Maryland	Avenue		1880	Queen Anne	Building	Dwelling	Contributing
10	N Maryland	Avenue		1910	Colonial Revival	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
13	N Maryland	Avenue	John L. Jordan House	1855	Greek Revival	Building	Dwelling	Contributing
14	N Maryland	Avenue		1893	Queen Anne	Building	Dwelling	Contributing
15	N Maryland	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
17	N Maryland	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
1	N Virginia	Avenue	Beagle House	1792	I-House /Folk	Building	Dwelling	Contributing
6	N Virginia	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
8	N Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
9	N Virginia	Avenue	Ball House	1830	I-House /Folk	Building	Dwelling	Contributing
11	N Virginia	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
12	N Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
13	N Virginia	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
15	N Virginia	Avenue		1870	I-House /Folk	Building	Dwelling	Contributing
16	N Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
19	N Virginia	Avenue		2010	Colonial Revival	Building	Dwelling	Contributing
20	N Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
20	N Virginia	Avenue		2000	Contemporary	Building	Storage Shed	Non Contributing
22	N Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
22	N Virginia	Avenue		1920	Other	Building	Garage	Contributing
23-25	N Virginia	Avenue		1870	I-House /Folk	Building	Dwelling	Contributing
24	N Virginia	Avenue		1930	Colonial Revival	Building	Dwelling	Contributing
26	N Virginia	Avenue		1915	Craftsman	Building	Dwelling	Contributing
28	N Virginia	Avenue		1910	Other	Building	Dwelling	Contributing
29	N Virginia	Avenue	Hymes House	1830-1880	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
N/A	N/A	N/A	C&O Canal National Historic Park	1832	N/A	Site	Canal	Contributing
N/A	N/A	N/A	B&O Freight Yard	1891-1950	N/A	Site	Freight Yard	Contributing
N/A	N/A	N/A	WB Tower	1910	N/A	Building	Tower	Contributing
N/A	N/A		Bridge 1002400	1955	Concrete	Structure	Bridge	Non Contributing
5	Ninth	Avenue		1930	Minimal Traditional	Building	Dwelling	Non Contributing
7	Ninth	Avenue		1925	Other	Building	Dwelling	Contributing
8	Ninth	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
9	Ninth	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
12	Ninth	Avenue		1895	Folk Victorian	Building	Dwelling	Contributing
13	Ninth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
15	Ninth	Avenue		1890	I-House /Folk	Building	Dwelling	Contributing
16	Ninth	Avenue		1900	Other	Building	Dwelling	Contributing
101	Ninth	Avenue		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
107	Ninth	Avenue		1925	Craftsman	Building	Dwelling	Contributing
111	Ninth	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
115	Ninth	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
119	Ninth	Avenue		1910	Colonial Revival	Building	Dwelling	Contributing
119	Ninth	Avenue		Post-1950	Other	Building	Guest House	Non Contributing
123	Ninth	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
127	Ninth	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing

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127	Ninth	Avenue		1970	Contemporary	Building	Storage Shed	Non Contributing
129	Ninth	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing
131	Ninth	Avenue	New York Hill United Methodist Church	1915	Gothic Revival	Building	Church	Contributing
710	Park	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
712	Park	Avenue		1905	Queen Anne	Building	Dwelling	Contributing
714-716	Park	Avenue		1895	Folk Victorian	Building	Dwelling	Contributing
718	Park	Avenue		1895	Folk Victorian	Building	Dwelling	Contributing
722	Park	Street		1900	Queen Anne	Building	Dwelling	Contributing
724	Park	Avenue		1890	Folk Victorian	Building	Dwelling	Contributing
726	Park	Avenue		1890	Folk Victorian	Building	Dwelling	Contributing
730	Park	Avenue		1910	Other	Building	Dwelling	Contributing
732	Park	Avenue		1900	Folk Victorian	Building	Dwelling	Contributing
736	Park	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
10	S Delaware	Avenue		1900	Queen Anne	Building	Dwelling	Contributing
12	S Delaware	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
14	S Delaware	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
7	S Georgia	Avenue		1910	Other	Building	Dwelling	Contributing
3, 5	S Maple	Avenue		1870	Queen Anne	Building	Dwelling	Contributing
8	S Maple	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
9	S Maple	Avenue		1830	I-House /Folk	Building	Dwelling	Contributing
12	S Maple	Avenue		1910	Colonial Revival	Building	Commercial Building	Contributing

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18	S Maple	Avenue		1950	International	Building	Civic Building	Non Contributing
203	S Maple	Avenue		1890	Other	Building	Other	Contributing
7	S Maryland	Avenue	First United Methodist Church	1907	Colonial Revival	Building	Church	Contributing
8	S Maryland	Avenue		1900	Queen Anne	Building	Dwelling	Contributing
9	S Maryland	Avenue		1890	Folk Victorian	Building	Dwelling	Contributing
11	S Maryland	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
12	S Maryland	Avenue	J.P. Karn Lumber Store	1890	Other	Building	Commercial Building	Contributing
15	S Maryland	Avenue	Gross House and Store	1893	Queen Anne	Building	Dwelling	Contributing
13	Petersville	Road		1925	Colonial Revival	Building	Dwelling	Contributing
15	Petersville	Road		1910	Queen Anne	Building	Dwelling	Contributing
19	Petersville	Road		1910	Queen Anne	Building	Dwelling	Contributing
21	Petersville	Road		1910	Other	Building	Dwelling	Contributing
23	Petersville	Road		1910	Other	Building	Dwelling	Contributing
26	Petersville	Road		1950	Colonial Revival	Building	Other	Non Contributing
27	Petersville	Road		1950	Colonial Revival	Building	Dwelling	Non Contributing
30	Petersville	Road		1970	Other	Building	Commercial Building	Non Contributing
100	Petersville	Road	John T. Williams Funeral Home	1900	Other	Building	Commercial Building	Non Contributing
100	Petersville	Road		1955	Other	Building	Garage	Non Contributing
109	Petersville	Road		1940	Other	Building	Dwelling	Contributing
8	S Virginia	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing

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12	S Virginia	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
15	S Virginia	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing
16	S Virginia	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing
17	S Virginia	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
18	S Virginia	Avenue		1890	I-House /Folk	Building	Dwelling	Contributing
19	S Virginia	Avenue		1990	Other	Building	Dwelling	Non Contributing
20	S Virginia	Avenue		1900	I-House /Folk	Building	Dwelling	Contributing
24	S Virginia	Avenue		1910	Other	Building	Dwelling	Contributing
112	Second	Avenue		1890	I-House /Folk	Building	Dwelling	Contributing
114	Second	Avenue		1988	Other	Building	Dwelling	Contributing
209	Second	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
8	Seventh	Avenue		1910	Folk Victorian	Building	Dwelling	Contributing
12	Seventh	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
102	Seventh	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
102	Seventh	Avenue		2010	Contemporary	Building	Storage Shed	Non Contributing
104	Seventh	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
108	Seventh	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
120	Seventh	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
120	Seventh	Avenue		2000	Contemporary	Building	Storage Shed	Non Contributing
122	Seventh	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
124	Seventh	Avenue		1890	Folk Victorian	Building	Dwelling	Contributing
124	Seventh	Avenue		2000	Contemporary	Building	Garage	Non Contributing
202	Seventh	Avenue		1905	Queen Anne	Building	Dwelling	Contributing

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206	Seventh	Avenue		1920	Queen Anne	Building	Dwelling	Contributing
210	Seventh	Avenue		1895	Folk Victorian	Building	Dwelling	Contributing
214	Seventh	Avenue		1895	Folk Victorian	Building	Dwelling	Contributing
216	Seventh	Avenue		1905	Folk Victorian	Building	Dwelling	Contributing
218	Seventh	Avenue		1960	Split Level	Building	Dwelling	Non Contributing
1	Sixth	Avenue		1890	Queen Anne	Building	Dwelling	Non Contributing
101	Sixth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
101	Sixth	Avenue		2000	Contemporary	Building	Storage Shed	Non Contributing
105	Sixth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
109	Sixth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
109	Sixth	Avenue		1970	Contemporary	Building	Garage	Non Contributing
113	Sixth	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
113	Sixth	Avenue		2010	Contemporary	Building	Garage	Non Contributing
115	Sixth	Avenue		2010	Neo-Eclecticism	Building	Dwelling	Non Contributing
115	Sixth	Avenue		2010	Contemporary	Building	Garage	Non Contributing
119	Sixth	Avenue		1890	Queen Anne	Building	Dwelling	Contributing
1	Tenth	Avenue		1920	Craftsman	Building	Dwelling	Contributing
5	Tenth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
7	Tenth	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
11	Tenth	Avenue		2000	Other	Building	Dwelling	Non Contributing
15	Tenth	Avenue		1895	Queen Anne	Building	Dwelling	Contributing

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17	Tenth	Avenue		1895	Queen Anne	Building	Dwelling	Contributing
19	Tenth	Avenue		1895	Queen Anne	Building	Dwelling	Contributing
21	Tenth	Avenue		1895	Queen Anne	Building	Dwelling	Contributing
8	Terrace	Avenue		1985	Other	Building	Dwelling	Non Contributing
7	Third	Avenue		1910	Four Square	Building	Dwelling	Contributing
8	Third	Avenue		2019	Neo-Eclecticism	Building	Dwelling	Non Contributing
9	Third	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
10	Third	Avenue		2019	Neo-Eclecticism	Building	Dwelling	Non Contributing
107	Third	Avenue		1955	Colonial Revival	Building	Dwelling	Non Contributing
202	Third	Avenue		1910	Queen Anne	Building	Dwelling	Contributing
N/A	W B	Street	Old Berlin Cemetery	1787	N/A	Site	Cemetery	Contributing
7	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
11	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
15	W B	Street		1905	Queen Anne	Building	Dwelling	Contributing
17	W B	Street		1905	Queen Anne	Building	Dwelling	Contributing
107	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
109	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
111	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
112	W B	Street		1910	Folk Victorian	Building	Dwelling	Contributing
113	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
114	W B	Street		1910	Folk Victorian	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
115	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
117	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
119	W B	Street		1890	Queen Anne	Building	Dwelling	Contributing
121	W B	Street		1870	Folk Victorian	Building	Dwelling	Contributing
201	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
203	W B	Street		1895	Queen Anne	Building	Dwelling	Contributing
205	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
209	W B	Street		1905	Queen Anne	Building	Dwelling	Contributing
211	W B	Street		1900	Queen Anne	Building	Dwelling	Contributing
212	W B	Street		1930	Colonial Revival	Building	Dwelling	Contributing
213	W B	Street		1900	Queen Anne	Building	Dwelling	Contributing
215	W B	Street		1900	Queen Anne	Building	Dwelling	Contributing
217	W B	Street		1905	Queen Anne	Building	Dwelling	Contributing
219	W B	Street		1910	Colonial Revival	Building	Dwelling	Non Contributing
301	W B	Street		1900	I-House /Folk	Building	Dwelling	Contributing
303	W B	Street		2000	Other	Building	Dwelling	Non Contributing
412	W B	Street		1960	Minimal Traditional	Building	Dwelling	Non Contributing
416	W B	Street		1955	Ranch	Building	Dwelling	Non Contributing
508	W B	Street		1955	Ranch	Building	Dwelling	Non Contributing
510	W B	Street		1920	Craftsman	Building	Dwelling	Contributing
512	W B	Street		1950	Ranch	Building	Dwelling	Non Contributing
518	W B	Street		1915	Craftsman	Building	Dwelling	Contributing
520	W B	Street		1915	Craftsman	Building	Dwelling	Contributing

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524	W B	Street		1910	Queen Anne	Building	Dwelling	Contributing
524	W B	Street		2000	Contemporary	Building	Garage	Non Contributing
526	W B	Street		1910	Craftsman	Building	Dwelling	Contributing
606	W B	Street		1970	Colonial Revival	Building	Dwelling	Contributing
8	W C	Street		1905	Queen Anne	Building	Dwelling	Contributing
10	W C	Street		1905	Queen Anne	Building	Dwelling	Contributing
14	W C	Street		1910	Other	Building	Dwelling	Contributing
16	W C	Street		1910	Queen Anne	Building	Dwelling	Contributing
20	W C	Street		1950	Other	Building	Dwelling	Non Contributing
22	W C	Street		1910	Other	Building	Dwelling	Contributing
2	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
3	W Potomac	Street		1955	Other	Building	Commercial Building	Non Contributing
5	W Potomac	Street		1910	Other	Building	Commercial Building	Contributing
6, 8	W Potomac	Street		1870	Second Empire	Building	Commercial Building	Contributing
9	W Potomac	Street		1830	I-House /Folk	Building	Dwelling	Contributing
10	W Potomac	Street		1900	Queen Anne	Building	Commercial Building	Contributing
13	W Potomac	Street		1870	Queen Anne	Building	Commercial Building	Contributing
14, 16, 18	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
20	W Potomac	Street		1950	Other	Building	Commercial Building	Non Contributing
21	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing

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23	W Potomac	Street		1920	Other	Building	Commercial Building	Contributing
24-26	W Potomac	Street		1900	Other	Building	Commercial Building	Contributing
30	W Potomac	Street		1900	Queen Anne	Building	Commercial Building	Contributing
35	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
35	W Potomac	Street		2000	N/A	Building	Guest House	Non Contributing
40	W Potomac	Street	Red Mens Hall	1904	Italianate	Building	Commercial Building	Contributing
101	W Potomac	Street		1940	Other	Building	Commercial Building	Contributing
102	W Potomac	Street	Kaplon Store	1905	Italianate	Building	Commercial Building	Contributing
109	W Potomac	Street		1880	Queen Anne	Building	Dwelling	Contributing
113-115	W Potomac	Street	Farmers and Mechanics National Bank	1923	Classical Revival	Building	Bank	Contributing
122	W Potomac	Street		1900	Queen Anne	Building	Church	Contributing
124	W Potomac	Street		1910	Other	Building	Commercial Building	Non Contributing*
127	W Potomac	Street	Beall House	1791	I-House /Folk	Building	Dwelling	Contributing
200	W Potomac	Street		1960	Contemporary	Building	Other	Non Contributing
200	W Potomac	Street		1980	Contemporary	Building	Storage Shed	Non Contributing
213-215	W Potomac	Street		1925	Colonial Revival	Building	Commercial Building	Contributing

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223	W Potomac	Street		1920	Other	Building	Commercial Building	Contributing
227	W Potomac	Street		1870	Folk Victorian	Building	Dwelling	Contributing
230	W Potomac	Street		1910	Queen Anne	Building	Commercial Building	Contributing
301	W Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
302	W Potomac	Street	S.W. George & Co. Building	1905	Other	Building	Commercial Building	Contributing
302	W Potomac	Street		1880	Other	Building	Livery	Contributing
307	W Potomac	Street		1910	Folk Victorian	Building	Dwelling	Contributing
308	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
310	W Potomac	Street		1910	Other	Building	Commercial Building	Contributing
311	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
314	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
315	W Potomac	Street		2000	Neo-Eclecticism	Building	Dwelling	Non Contributing
316	W Potomac	Street		1910	Other	Building	Commercial Building	Contributing
317	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
318, 320	W Potomac	Street		1920	Other	Building	Commercial Building	Contributing
319	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
321	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
324	W Potomac	Street		1890	I-House /Folk	Building	Dwelling	Contributing
325	W Potomac	Street		1900	Colonial Revival	Building	Dwelling	Contributing

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326	W Potomac	Street		1900	Queen Anne	Building	Commercial Building	Contributing
328	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
330	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
332	W Potomac	Street		1900	Shingle	Building	Dwelling	Contributing
334	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
336	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
401	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
401	W Potomac	Street		1920	Other	Building	Garage/Apt	Contributing
406	W Potomac	Street		1905	Other	Building	Dwelling	Contributing
407	W Potomac	Street		1870	I-House /Folk	Building	Dwelling	Contributing
408	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
410	W Potomac	Street		1915	Queen Anne	Building	Dwelling	Contributing
411	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
412	W Potomac	Street		1915	Queen Anne	Building	Dwelling	Contributing
415	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
414-416	W Potomac	Street		1910	Other	Building	Dwelling	Contributing
418	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
419	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
500	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
501, 503, 505	W Potomac	Street		1910	Folk Victorian	Building	Dwelling	Contributing
507	W Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
508	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
509	W Potomac	Street		1880	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
511	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
512	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
513	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
514	W Potomac	Street		1910	I-House /Folk	Building	Dwelling	Contributing
515	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
516	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
517	W Potomac	Street		1910	Four Square	Building	Dwelling	Contributing
518	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
519	W Potomac	Street		1910	Four Square	Building	Dwelling	Contributing
520	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
521	W Potomac	Street		1890	Queen Anne	Building	Dwelling	Contributing
522	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
523	W Potomac	Street		1910	Colonial Revival	Building	Dwelling	Contributing
524	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
525	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
526	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
527	W Potomac	Street		1920	Four Square	Building	Dwelling	Contributing
528	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
529	W Potomac	Street		1920	Four Square	Building	Dwelling	Contributing
529	W Potomac	Street		1920	Other	Building	Garage	Contributing
530	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
531	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
532	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
533	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
534	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
536	W Potomac	Street		1905	Queen Anne	Building	Dwelling	Contributing
600	W Potomac	Street		1920	Contemporary	Building	Commercial Building	Contributing
600	W Potomac	Street		1920	Vernacular	Building	Storage Shed	Contributing
601	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
602	W Potomac	Street		1960	Minimal Traditional	Building	Other	Non Contributing
603	W Potomac	Street		1910	Queen Anne	Building	Dwelling	Contributing
605	W Potomac	Street		1920	Four Square	Building	Dwelling	Contributing
609	W Potomac	Street		1900	I-House /Folk	Building	Dwelling	Contributing
611	W Potomac	Street		1960	Other	Building	Dwelling	Non Contributing
615	W Potomac	Street		1920	Craftsman	Building	Dwelling	Contributing
701	W Potomac	Street		1900	Queen Anne	Building	Dwelling	Contributing
N/A	W Potomac	Street	Bridge 10089	1925	Concrete	Structure	Bridge	Contributing
301	Walnut	Street		1900	Queen Anne	Building	Dwelling	Contributing
303	Walnut	Street		1900	Queen Anne	Building	Dwelling	Contributing
305	Walnut	Street		1900	Queen Anne	Building	Dwelling	Contributing
309	Walnut	Street		1900	I-House /Folk	Building	Dwelling	Contributing
311	Walnut	Street		1900	Queen Anne	Building	Dwelling	Contributing
311	Walnut	Street		2000	Other	Building	Garage	Non Contributing
311	Walnut	Street		1964	Other	Building	Shed	Non Contributing
317	Walnut	Street		1950	Minimal Traditional	Building	Dwelling	Non Contributing
323	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing

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Num	Street Name	Street Type	Property Name	Year Built (Circa)	Style	Resource Type	Resource Category	Contributing/ Non Contributing
325	Walnut	Street		1870	I-House /Folk	Building	Dwelling	Contributing
403	Walnut	Street		1900	I-House /Folk	Building	Dwelling	Contributing
405	Walnut	Street		1870	Folk Victorian	Building	Dwelling	Contributing
409	Walnut	Street		1870	I-House /Folk	Building	Dwelling	Contributing
411	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
415	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
501	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
503	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
505	Walnut	Street		1890	Folk Victorian	Building	Dwelling	Contributing
507	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
509	Walnut	Street		1910	Queen Anne	Building	Dwelling	Contributing
511	Walnut	Street		1990	Other	Building	Dwelling	Non Contributing

Note: All dates are considered estimates.

*No longer retains integrity due to heavy alterations and additions

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

B. Property is associated with the lives of persons significant in our past.

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values,

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or represents a significant and distinguishable entity whose components lack individual distinction.

D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Transportation

Social History

Community Planning and Development

Architecture

Commerce

Period of Significance

1787-1950

Significant Dates

1787 (Berlin Original Plat)

1832-1924 (C&O Canal)

1891 (B&O Freight Yard)

Significant Person

(Complete only if Criterion B is marked above.)

N/A

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Cultural Affiliation

Architect/Builder

Harry B. Funk

JP Karn and Brothers

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Brunswick Historic District was listed in the National Register of Historic Places in 1979. At the time of its listing there was no accounting of its contributing and non-contributing resources, and the Period of Significance was not specifically defined. The present Additional Documentation defines the Period of Significance as extending from 1787, the date of the original plat, to 1950, when operations began to decline at the B&O freight yard that had long driven the town's economy and defined its identity. The overall character of the district is supported by the 1950 end date. The Period of Significance ends before the new bridge to Loudoun County, Virginia was constructed. The construction of the bridge did not dramatically affect development within the existing National Register boundaries. While some infill development is found within the boundaries, the construction of the bridge mainly affected the City of Brunswick outside of the existing National Register boundaries. Further, the bridge did not considerably alter the transportation trends within the National Register boundaries. While the bridge provided more access to the City, it did not change the streetscape as it had existed prior to the bridge's construction.

From the text of the original nomination, it is reasonable to infer that properties constructed prior to 1930 were intended to be considered contributing. There were 556 buildings that were included in the original nomination. The present Additional Documentation identifies 136 additional properties constructed through 1950 for a total of 692 properties. In total, there are 573 contributing properties and 119 non-contributing properties.

The period of significance for Brunswick should be inclusive of all eras of the community's growth from a river town to regional railroad center, extending from 1787 to 1950. Much of the historic district still reflects the period of transition and growth from 1890 to 1930. However, significant vestiges of the heritage of the community remain that predate 1890. The C&O Canal, which was integral to the local economy prior to the establishment of the B&O freight yard, remains intact, extending through the southern boundary of the district. The original 1787 plat of Brunswick remains reflected in the street grid network that comprises the downtown and some of the immediate outlining residential areas. Several early Berlin houses dating to 1791 also remain extant within the district. The B&O Railroad freight yard remained a viable economic institution both regionally and locally until 1950 and continued to shape the development of Brunswick until its decline after 1950. The historic district possesses local and statewide significance inclusive of this broader period of significance under National Register Criterion A in the areas of Transportation, Social History, and Community Planning and Development, and under Criterion C in the area of Architecture. The Brunswick Historic District is significant under Criterion A representing one of the best examples in Maryland of a homogeneous river-based community that transformed into a railroad community and economic center containing a diverse population supported by several social institutions. Brunswick also demonstrates significance under Criterion C and contains a diverse collection of

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architecture reflecting both the various stylistic movements of the late nineteenth and early twentieth centuries, along with the more uniform vernacular railroad worker housing that remains intact and harkens to its days as a railroad town.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Events and trends associated with Transportation played a significant role in transforming Brunswick into a regional economic center. Both the Chesapeake and Ohio (C&O) Canal and the Baltimore and Ohio (B&O) Railroad were pivotal to this development. The C&O Canal became the lifeblood of what was originally Berlin and was responsible for much of its early growth during the nineteenth century. The canal allowed the community to flourish during this time, positioning Brunswick into a regional commerce center. Several warehouses and mills were constructed along the canal during this era, when the physical development of the community was closer to the Potomac River. Although much of this development has been lost, the canal remains preserved within the C&O Canal National Historical Park. The construction of the B&O freight yard transformed Brunswick economically and was responsible for much of the growth exhibited in the community today. The freight yard dramatically increased the community's population resulting in the creation of subdivisions that expanded residential developments outward from the Potomac River. The nineteenth-century downtown area also moved further north to escape the noise and pollution of the freight yard, positioning it along Potomac Street. The B&O freight yard in turn purchased much of the riverfront property, expanding its own capacity as it continued to grow into one of the most prominent freight yards on the B&O mainline.

Brunswick's Social History also contributed to the historic development of the town. The growth of Brunswick during the early twentieth century congregated several diverse groups that helped shape the community during this time. A significant Jewish community settled in Brunswick and began construction of the Beth Israel Congregation Synagogue in 1917, the first Jewish Synagogue established in Frederick County. Other religious denominations, including Catholics, Baptist, and Methodists, built churches as well. The Improved Order of Red Men served as a vital fraternal group that initially helped German settlers assimilate to Anglo-American lifestyles, and later became an important institution to railroad workers during the early twentieth century.

Other groups shaped the initial founding and later development of Brunswick. Berlin was founded as an early community of German settlers. The Germanic ethno-cultural affiliation was responsible for the community's name of Berlin and later Brunswick. The community's population expanded during the early twentieth century to include more diverse groups, including African Americans, who settled in segregated suburbs in the northern portions of the community.

Significant events associated with Community Planning and Development shaped the physical growth of Brunswick from a riverfront community to a railroad town. Although very little of the built environment remains from Brunswick's beginnings as Berlin, the grid street patterns of the original 1787 plat remain intact and was expanded upon by later subdivisions as Brunswick grew as a regional railroad center. The subdivisions west of downtown created by the B&O railroad for its workers reflect the patterned development of a company town. The lots in these subdivisions contain identical housing types with uniform setbacks that communicate company town planning and development.

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Brunswick contains a diverse collection of Architecture that reflects varied popular styles of the late Victorian Era and early twentieth century, while also reflecting the vernacular consistency of the railroad working class settlement. The downtown core of Brunswick contains notable examples of early twentieth-century commercial construction reflecting Romanesque, Victorian, and Classical Revival architecture. The masonry buildings that form the core of the central business district have cast iron façade elements and heavily articulated cornice details, and window moldings. The railroad subdivisions retain uniform collections of vernacular front-gabled and side-gabled folk Victorian-influenced housing. These houses line the streets within the western portion of the district and visually convey the railroad company town that Brunswick was during the early twentieth century. Other subdivisions to the north and east reflect more diverse, popular styles of the Victorian era and early twentieth-century construction. Many Queen Anne and revivalist houses built by the community's upper classes remain in these areas, often intermixed with vernacular I-houses and early twentieth-century Craftsman Bungalows.

Historic Context

EARLY HISTORY AND SETTLEMENT (1700-1832)

The town of Brunswick is nestled on the north bank of the Potomac River in southwestern Frederick County. Natural thoroughfares through the mountains were first used by Native Americans and were later developed into established trade routes used by the earliest settlers traveling across the river to Virginia. Long before European settlers inhabited the area, the land that would later become Brunswick was called "Buffalo Wallow," for the large herds of bison that would gather along the river valley to quench their thirst. Later on, it was called "Eel Pot Ford," because of the eels that were trapped in triangular pods crafted by the Native American groups. Indigenous tribes of the area were predominantly a group of Iroquois Native Americans known as the Susquehannocks, who were drawn to the river for fishing. In the Algonkian language, the word "Potomac" translated to "something bought," or "trading place."¹⁸ Villages of the Tuscarora and Piscataway also lined the banks of the upper Potomac and its tributaries by the dawn of the eighteenth century.¹⁹

The French became the first Europeans to arrive in the region. More than a century before the English came to the area, the French used the natural routes through the mountains to trade fur. As early as 1632, French Jesuit missionaries explored the upper reaches of the Potomac, establishing connections with the Native American tribes there. The French enjoyed peaceful relations with the local native populations, as the commerce that benefited all parties during an era when the upper Potomac remained isolated from warring tribes and encouraging English settlement.²⁰ Shortly after 1700, The Swiss prospector Louis Michael ventured up the Potomac and explored the areas around the confluence of the Potomac and Shenandoah Rivers, around present-day Harper's Ferry.²¹

In 1728, Thomas Wilcoxson surveyed a tract of land called "Coxon's Rest" (Figure 1) located where the C&O Canal Lock 30 presently sits. The narrow tract of land stretched three miles long and was less than a

¹⁸ Dorothy U. Strathern, *Barry-Berlin-Brunswick*, 1964. Brunswick History Commission. 1.

¹⁹ Smithtown: One Name Brunswick, Maryland Hasn't Had, No Date, 1. Obtained online 24 June 2020 at www.historysharkproductions.com/living-united-for-80-years-part-i-a-community-chest/-smithtown-one-name-brunswick-maryland-hasnt-had

²⁰ Diana J. Sims, "Brunswick: A Railroad Renaissance," *Frederick Magazine*, October 1990, 28.

²¹ Sims, *Barry-Berlin-Brunswick*, 4.

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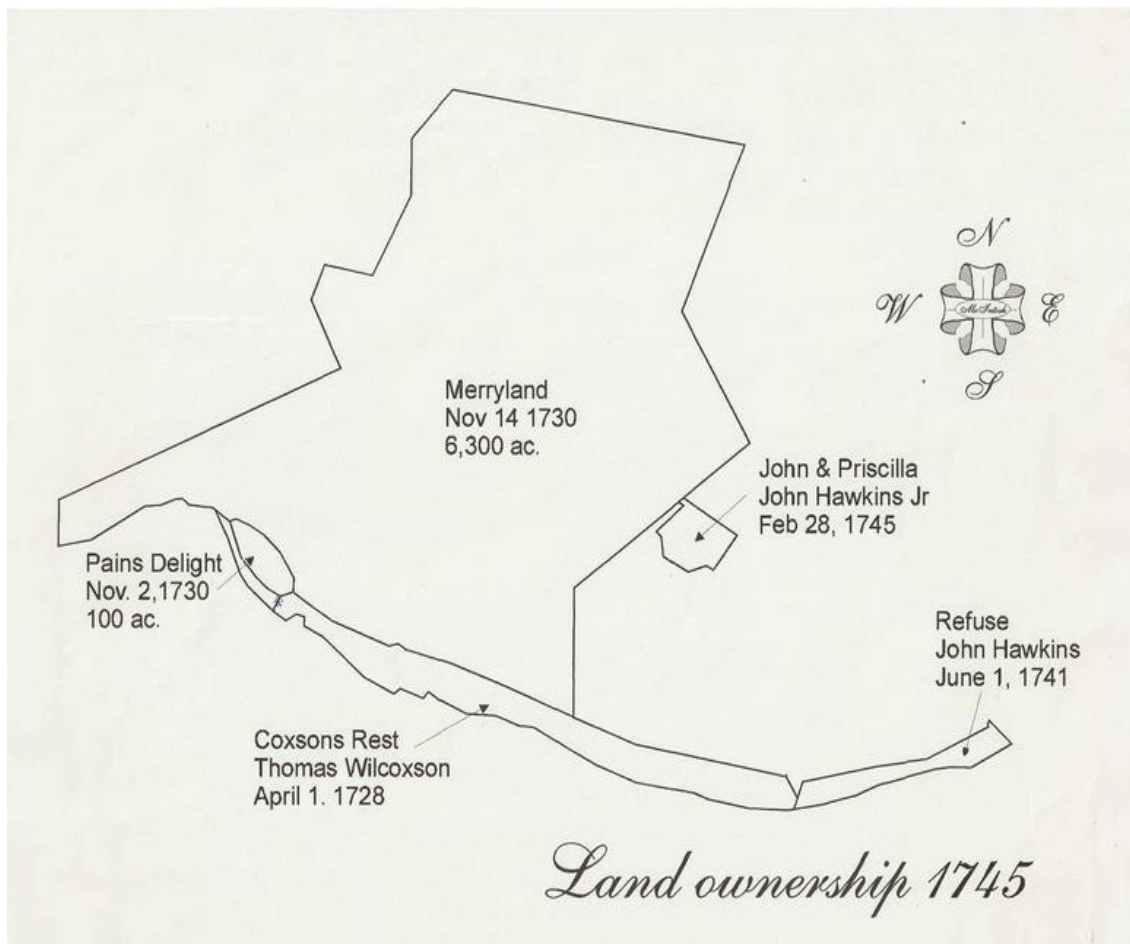


Figure 1. Map of land ownership in 1745. Courtesy of the Brunswick Historical Commission.

quarter-mile wide.²² In 1730, Flayle Payne settled west of Coxon's Rest. This land was named "Payne's Delight" where the town of Knoxville currently sits. Payne established a trading post along the river at this location.²³

In 1744, a second trader named Henry Roth, Jr. settled within Coxon's Rest and also operated a trading post along the river. For nearly twenty years, Roth operated the post until he relocated to Pennsylvania. During this time, John Hawkins, Sr. operated a ferry that saw increasing traffic from German migrants from Baltimore and Pennsylvania who would eventually settle portions of the Shenandoah Valley in northern

²² David Homer McIntosh, "Upper Potomac," *Some History about the Village of Berlin April 1, 1728 to April 7, 1890*, Brunswick History Commission, 94.

²³ David Homer McIntosh, "Upper Potomac," *Some History about the Village of Berlin April 1, 1728 to April 7, 1890*, Brunswick History Commission, 94

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and central Virginia. Many referred to Brunswick as “German Crossing,” or “Potomac Crossing” through the eighteenth century.²⁴

On August 30, 1753, the King of England, George II, granted 3,100 acres to John Hawkins as a land grant known as “Hawkins’ Merry Peep O’Day.” The land bordered the Merryland Tract to the north, South Mountain to the west, and “Haw Bottom” to the east. Five years later, the land grant was divided amongst Hawkins’ sons.²⁵ In 1766, a descendant of Hawkins conveyed 1,550 acres of the tract to Thomas Gantt, Sr. Eleven years later, Gantt’s son conveyed 201 acres to Clement Holliday, who later conveyed the land to Leonard Smith in 1780.²⁶

Smith surveyed the land on January 26, 1775. In 1787, he laid out the small town of Berlin in a gridded pattern (Figure 2). While unclear, it is thought that the name Berlin originated from the German immigrants who were traveling into the area. Smith likely intended to lure some of these German travelers to settle in his town by using the familiar name of the famous German city.²⁷ The town contained ninety-six lots in total, measuring one-half acre in size on average.²⁸ Many of the original deeds described log or frame dwellings no smaller than sixteen by twenty feet in size. Many of these dwellings also had sizeable stone or brick chimneys. When Leonard Smith died in 1794, at least forty-seven of the lots had been sold. Over time, Smith’s descendants sold the remaining lots.²⁹ By 1793, a store existed at the end of First Street close to the banks of the Potomac. Traders likely bought and sold goods at this store for several decades. Farmers brought crops and other goods including corn, wheat, tobacco, potatoes, wool, meat, and animal hides. The store itself provided building materials for houses, barns, and fences, in addition to farming supplies.³⁰

Due to its riverside location, the town of Berlin continued to attract a steady amount of transportation and trade. By April 6, 1822, Jacob Waltman, Jr. upgraded his small ferry to what was referred to as a “heavy ferry.” Now able to carry more resources, trade increased between Berlin and Loudoun County, Virginia. This allowed larger items like wagons and horses to be able to travel across the river. Berlin soon became a thriving port town that saw large convoys of flat bottom wooden rafts carrying items like grain, flour, bacon and whiskey down the stream to Georgetown. Berlin continued to steadily grow through 1832, when the town became large enough to justify the establishment of a post office. With the establishment of a post office, the name “Berlin” was changed to “Barry.” This was done to avoid confusion with another town in Maryland under the same name, located along the eastern shore. However, this name did not catch on, and the majority of the town’s citizens continued the use of the name “Berlin” when referring to the town, and “Barry” when regarding the post office.³¹

²⁴ Brunswick History Commission. *Brunswick: 100 Years of Memories*, (Brunswick: Brunswick History Commission, 1990). 11-12

²⁵ Brunswick History Commission., *Brunswick: 100 Years of Memories*, 12

²⁶ Edward D. Smith, Historic Resource Study: Brunswick, Maryland, (Denver: Denver Service Center, National Park Service, January 1978), 1.

²⁷ Alyssa R. Fisher, *Rooted Deeply in our past: A Landscape History of Brunswick Maryland*, MoA Thesis, James Madison University, May 2013, 12.

²⁸ Brunswick History Commission, *Brunswick: 100 Years of Memories*, 13.

²⁹ Strathern, *Barry-Berlin-Brunswick*, 1964. Brunswick History Commission. 6-7.

³⁰ Fisher, *Rooted Deeply in our past: A Landscape History of Brunswick Maryland*, 2013:14-15.

³¹ Brunswick History Commission, *Brunswick: 100 Years of Memories*, 13.

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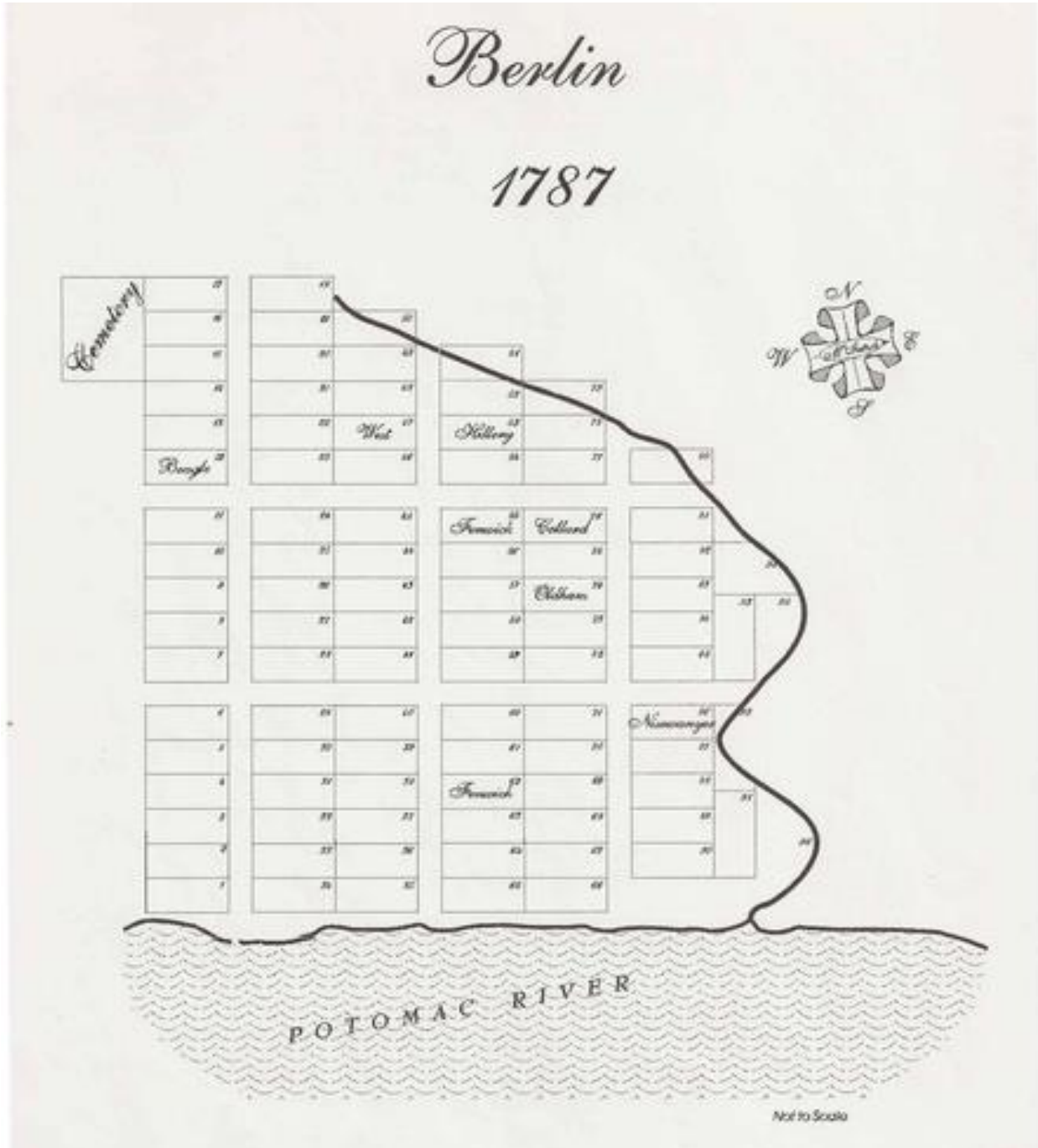


Figure 2. Plat of Berlin in 1787. Courtesy of the Brunswick Historic Commission.

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EARLY CANAL PERIOD (1832-1860)

During the nineteenth century, transportation advances fueled western expansion across the country. Beginning in the early nineteenth century, the construction of canals and later railroads that moved both people and goods overland played an important role in the growth of Berlin. Both the Baltimore and Ohio (B&O) Railroad Company and the Chesapeake and Ohio (C&O) Canal Company passed through the town of Berlin by the mid-1830s. Berlin, however, was not a designated station stop and the B&O Railroad only maintained a tool shed in the town proper, and a small section gang to manage the right-of-way. In contrast, the C&O Canal played a more substantial role in the development of Berlin during this period.

In 1825, the C&O Canal Company was chartered by President James Monroe to construct a man-made permanent solution by constructing a “shipping canal connecting tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania.” The Potomac Company transferred their rights to the C&O Canal Company on August 1, 1828. Construction on the canal began on July 4, 1828 near Little Falls, Maryland with ceremonies led by President John Quincy Adams. From the beginning, construction of the canal proved to be a slow and difficult process. Labor shortages, scarcity of building supplies, financial difficulties and challenging terrain caused the project to move rather slowly, delaying years at a time. On October 10, 1850, the C&O Canal was completed and opened for usage along its 184.5-mile length from Washington, D.C. to Cumberland, Maryland.³²

Between June 1828 until January 1832, a series of injunctions delayed the construction of the C&O Canal north of Point of Rocks.³³ When a court decision in January 1832 allowed construction to commence beyond Point of Rocks, The C&O Canal Company began acquiring rights-of-way from Point of Rocks to Harpers Ferry mostly through the purchase of property along the Potomac River. The canal company purchased a total of thirteen lots within Brunswick, which included Lots 1 and 2 from David and Elizabeth Williard of Washington County, Lot 3 three from Perry and Ann Hilliary of Frederick County, Lots 35-38 from John and Sarah Stambock of Preble County, Ohio, and Lots 64-69 from John and Fanny McPherson of Frederick County. The canal company purchased thirty-one acres of land immediately south of the town of Berlin from Joseph Cromwell for \$1,450 and forty-eight acres of land immediately north of Berlin from Emerentienne Corbally for \$1,440.³⁴

With the necessary land acquired, the canal company commenced construction in the Berlin vicinity in late 1832. Berlin would be the location of canal Lock 30, which was planned to occupy original town lots 1 and 2. The C&O Canal Company granted the initial building contract for Lock 30 to Obadiah Gordon on March 14, 1832. Gordon initiated work on the lock in June 1832 but soon abandoned the project for some unknown reason. In September 1832, the canal company issued a new construction contract to Andrew Small who resumed work on the lock in October 1832 and completed work on year later in October 1833 at a total cost of \$11,694.51.³⁵ When completed, Lock 30 was 15 feet wide and 100 feet long and held a

³² Philip S. Romigh and Barry Mackintosh, *National Register of Historic Places Nomination: Chesapeake and Ohio Canal, Washington, District of Columbia; Montgomery County, Maryland; Frederick County, MD; and Allegany County, Maryland*. Washington, D.C.: National Capital Region, National Park Service, 1979, 8: 1-2.

³³ Romigh and Mackintosh, *National Register of Historic Places Nomination: Chesapeake and Ohio Canal, Washington, District of Columbia; Montgomery County, Maryland*, 8:2.

³⁴ Smith, 1978:3

³⁵ Smith, 1978:3

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maximum depth of 16 feet.³⁶ As was the case all along the canal, the canal company built a lockhouse for the lockkeeper. This house was finally completed in 1836.³⁷

When the section of the C&O Canal from Point of Rocks to Harpers Ferry opened to commercial traffic in 1834, it was not long before commercial activity in Berlin centered around Lock 30. The C&O Canal expanded trade beyond the regional networks that helped found the town in earlier decades. Now cargos all the way from Georgetown could travel up the canal to Harpers Ferry and vice versa. In the decades that followed the opening of the canal, a period of prosperity and commerce began in Berlin. Almost immediately after completion, boats began to appear on the canal. Cargos held flour, grain, stone, whiskey, and coal.³⁸ During the next two decades, small stores, warehouses, and a flour mill all appeared in the City. For many residents of Berlin, the arrival of the canal offered an opportunity to afford a modest living.³⁹

Charles F. Wenner became one of the first entrepreneurs to take advantage of the canal. In 1845, Wenner built a gristmill complex on lots adjacent to the north side of the canal. Water channeled from the C&O canal powered the mill. Water was drawn from the canal through a sluiceway just above the canal lock (Lock 30). The mill complex contained two mill buildings directly on the canal and most likely ground corn as its most prominent crop. In 1853, the mill processed seventy-five barrels of flour per day.⁴⁰

During the 1850s, several other individuals made requests to the C&O Canal company to operate businesses on canal property near Lock 30. In 1854, Joseph Waltman built a warehouse on Lot 67. A year later in 1855, John Jordan opened a store near Lock 30. Canal Records also indicate that Charles Wenner operated a warehouse near the canal in the late 1850s. It is unclear if Wenner acquire Waltman's store or if he built his own warehouse.⁴¹

An 1858 Map of Berlin shows the development of the town on the eve of the Civil War (Figure 3). Wenner's mill and Jordon's store are shown along the canal. To the north, houses sporadically lined First, Middle, and Third Streets. One warehouse is identified on the west side of First Street near the B&O railroad. Another significant accomplishment for the Town of Berlin during the 1850's was the construction of the first bridge across the Potomac River. By the mid-nineteenth century, ferry service across the Potomac River grew increasingly unsatisfactory for businesses and farmers in Berlin who wanted to expand their markets into Virginia. With support from locals on both sides of the river, the Loudoun and Berlin Bridge Company formed in 1854 with the sole purpose of constructing a permanent bridge across the Potomac River. The bridge, located at the end of First Street south of Lock 30, was a wooden covered bridge supported on eight stone piers completed in 1858.⁴²

³⁶ Fisher, 2013:16.

³⁷ Smith, 1978:3

³⁸ Romigh and Mackintosh, *National Register of Historic Places Nomination: Chesapeake and Ohio Canal, Washington, District of Columbia; Montgomery County, Maryland*, 8:2.

³⁹ Strathern, *Barry-Berlin-Brunswick*, 1964. Brunswick History Commission. 13.

⁴⁰ Fisher, 2013:18

⁴¹ Smith, 1978:5

⁴² Smith, 1978:6

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Figure 3: Berlin in 1858

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CIVIL WAR (1861-1865)

By the 1860s, Berlin had grown to a population of 300-500 people. Several of Berlin's families owned slaves as evidenced in the 1860 Census records. U.S. Census data indicates that the Petersville District of Frederick County, which Berlin was part of, had a population of 558 slaves in 1858. The vast majority of these slaves likely worked the plantations and farms that dotted the rural countryside.⁴³ John Brown chose nearby Harper's Ferry for his raid in 1859 because he hoped the surrounding enslaved populations would join his revolt.

Maryland's remaining in the Union at the outbreak of the Civil War made Berlin essentially a border town with Confederate Virginia right across the Potomac River. The bridge spanning the Potomac River was only three years old when the war started and made Berlin one of the most attractive locations for a river crossing for both sides. Both sides positioned units near the river crossings to monitor enemy movements. Union pickets occupied Berlin by the summer of 1861. On the night of July 9, 1861, Confederate forces seized the initiative conducting a raid that destroyed the Berlin bridge. Union reports of the engagement note that about 25 Confederate troops took up positions along the Virginia shoreline firing volleys at Union pickets on duty across the river. Soon other Confederates set fire to the bridge. Union command dispatched a battalion of the 18th New York regiment to aid the pickets fearing another reprisal, but none came. Union reports note no soldiers being wounded or killed during the engagement. Other raids also resulted in the destruction of bridges at Harper's Ferry and Point of Rocks.⁴⁴

By eliminating the permanent crossing of the Potomac River, the Confederates hoped to eliminate mass union crossings at these locations. This, however, proved not to be the case. Union engineers chose Berlin as a crossing location following the Battle of Antietam, constructing two pontoon bridges across the river. Portions of the Union army moved over these bridges between October 25 and November 12, 1862. The following June, portions of the Army of the Potomac re-crossed the Potomac River at Berlin during the

Gettysburg campaign. Other than the bridge raid and its position for troop crossings, several skirmishes were recorded in Berlin. Berlin was also twice the Headquarters for the Army of the Potomac for a short period, once after Antietam and once after Gettysburg. Berlin was important during the war for resupplying troops via the B&O Railroad and the use of the B&O's telegraph equipment to communicate with Washington, DC. Berlin's economy suffered because of the war's impact on the C&O canal. Confederate raids along the canal disrupted trade along the canal and even ceased the passage of goods entirely at times.⁴⁶

LATER CANAL PERIOD AND RECONSTRUCTION (1866-1890)

⁴³ Fisher, 2013:18

⁴⁴ Fisher, 2013:20

⁴⁵ Smith, 1978:7

⁴⁶ James Castle. Information provided to Eric F. Griffiths, November 2020.

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The end of the Civil War in 1865 resulted in the immediate restoration of uninterrupted trade along the C&O Canal. The trade and transportation of coal increased until it peaked in 1871. More than 850,000 tons of coal were carried down the canal at this time, with more than 500 boats in operation.⁴⁷

The 1873 Map of Berlin (Figure 4) illustrates that the town recovered from the difficulties brought about by the Civil War. Development in the town continued to be close to the waterfront, near both the C&O Canal and B&O railroad. The later canal period (1870-1889) has often been referred to as the “Golden Age” of the canal in the context of the history of Brunswick. The canal during this period continued to play a dominant role in regional trade. On January 21, 1868, the C&O Canal Company granted William Graham permission from the C&O Canal Company to operate a warehouse near Lock 30. The addition of Graham’s warehouse brought the total number of warehouses along the canal in Brunswick to three. Charles F. Wenner and John L. Jordan Sr. continued to operate the warehouses they established in the 1850’s. Wenner also operated a flower mill on Lot 32 known as “Berlin Mills,” which appears on the *1873 Atlas of Frederick County, Maryland*. B. P. Crampton Company purchased the mill following Wenner’s death in 1882.⁴⁸

Several merchants had shops in Berlin. In 1882, John Thomas Scharf noted several merchants operating in the town, including E. D. Barnard, a builder; W. A. Bernard, a blacksmith; Thomas Watt, a butcher; Joseph Shilling, a shoemaker; and T. B. Leopold, a restaurant owner.⁴⁹

As Berlin’s prosperity remained connected to the viability of the C&O Canal, commercial decline began in the late 1870s as many coal operators began shipping their product using the B&O Railroad. The widespread use of coal, coupled with a nationwide economic depression, caused the canal to suffer greatly. The B&O Railroad quickly became the C&O Canal’s greatest competitor. Several floods during this period caused severe damage to the canal, further weakening its competitive standing with the railroad. The worst of these events occurred on June 1, 1889, when an enormous flood permeated the Potomac Valley. The flood severely damaged the canal, leaving it “a total wreck,” according to some observers.⁵⁰ Historian Walter Sanderlin noted that the devastation of the flood proved significantly hurtful economically to the communities that relied upon the canal for their prosperity.⁵¹ Already facing extensive amounts of debt, the C&O Canal Company was forced to declare bankruptcy.⁵² The C&O Canal continued to operate under its receivers into the early twentieth century. However, after 1889, the canal declined in importance in local commerce, soon being replaced by the B&O Railroad as the life blood of the local economy. Brunswick lost all connections with the canal after the Flood of 1924. It later received designation as the Justice Douglas C&O Canal National Park on May 17, 1977.⁵³

B&O RAILROAD AND GROWTH (1890-1950)

⁴⁷ Romigh and Mackintosh, *National Register of Historic Places Nomination: Chesapeake and Ohio Canal, Washington, District of Columbia; Montgomery County, Maryland*, 8:2.

⁴⁸ Smith 1978:

⁴⁹ Smith 1978:7.

⁵⁰ Smith 1978:8.

⁵¹ Smith 1978:8.

⁵² Karen Gray, “A Brief History of the Chesapeake and Ohio Canal,” Accessed online on July 13, 2020 <http://www.whilbr.org/itemdetail.aspx?idEntry=6016>.

⁵³ Brunswick History Commission, *Brunswick: 100 Years of Memories*, 70.

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The continual troubles caused by flooding made the C&O Canal a less viable resource for river towns like Berlin. The canal's chief competitor, the Baltimore and Ohio (B&O) Railroad stood to benefit the most from the situation. As early as the 1830s, both the B&O Railroad Company and the C&O Canal Company competed with one another to acquire necessary real estate through Brunswick. During these early years, the railroad played a lesser role in the development of the town than the C&O Canal. After it opened, the B&O Railroad largely bi-passed Berlin, which was not initially a designated station stop, and the company only maintained a tool shed in the town proper and a small section gang to manage the right-of-way.



Figure 4: 1874 Map of Old Berlin

In 1890, the B&O Railroad decided to construct a new freight yard in Berlin. This decision became the singular event that would shape the history of Brunswick for decades to come. Not only did the B&O

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Railroad overtake the C&O Canal as the most significant resource for the local economy, but the railroad would transform the physical development of Brunswick through the course of the early twentieth century.⁵⁴

The decision to construct a new freight yard resulted from the need to alleviate overcrowding at the B&O's Locust Point freight yard in Baltimore.⁵⁵ The B&O also wanted to close its Martinsburg, WV yard and needed a replacement location. In the months that followed, the B&O Railroad chose Berlin as the location for a new freight yard for several reasons. One factor was the town's geography. Berlin was located near junction points at Harper's Ferry, Weverton, and Washington Junction. Real estate was also much cheaper in Berlin than other towns. There were significant amounts of available land along the rail line in the flat lands near the Potomac River, which made it a perfect location for a rail yard.⁵⁶

The B&O Railroad constructed the freight yard in two sections. The older and main section of the freight yard was built between 1890 and 1893 at a cost of one million dollars. A later section was built between 1906 and 1907 (Figure 5). Construction of the freight yard attracted over 600 workers, doubling the town's population of 300. Thus, began a boom period of growth for Berlin that would continue for over the next few decades. The B&O freight yard added even more permanent jobs that increased the town's population to 2,471 by 1900 and to over 5,000 by 1910.⁵⁷

Among the first buildings constructed at the freight yard was the roundhouse and turntable. The first roundhouse was completed in June of 1891. It was an iron frame semicircular building. In 1907, the B&O Railroad constructed a second roundhouse at the freight yard. This more elaborate semicircular brick building included twelve stalls for locomotives (Figures 6 and 7). In 1916, an addition to the building added seventeen more stalls. The roundhouse would remain as the central building in the railyard until its demolition in 1995.⁵⁸ The B&O Railroad built other buildings, although less imposing, in the vicinity of the roundhouse at this time, including a blacksmith shop, machine shop, tin shop and passenger depot.⁵⁹ In 1891 the B&O Railroad constructed a Queen Anne-style station at the end of Seventh Avenue near the B & O tracks as an incentive for prospective buyers of the houses being constructed by the company in that area of town. The location outside of the downtown area proved to be ill-suited and the station was not significantly used for passenger traffic at this location. The citizens of Brunswick petitioned for another station within the downtown business district, and the station building was moved to its present location at the intersection of Maple and Maryland Avenues.

From its earliest days, the Brunswick yard was a major coal accumulation point, where coal from the west was held until it was transported to the docks in Baltimore. The yard was also the first division point out of Baltimore going west. The B&O Railroad located division points, where the train crews changed shifts, approximately every 100 miles on the railroad. The primary purpose of the YMCA in Brunswick, which is believed to have been built by the railroad in 1907 and leased to the YMCA, was to house the crews who ended their shifts in the town.⁶⁰

⁵⁴ Smith 1978:8

⁵⁵ Fisher, 2013:27.

⁵⁶ Smith 1978:8

⁵⁷ Smith 1978:9

⁵⁸ Kate Leckie, "Brunswick Roundhouse falling to wrecking crews," *The News*, 2 November 1995: A-1.

⁵⁹ Fisher, 2013:30.

⁶⁰ Greater Brunswick Area Chamber of Commerce, *A Brief History of Brunswick*, 2

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The B&O freight yard also marked another name change for the town. The B&O Railroad petitioned the name change in order to avoid confusion with the other Maryland town of the same name. An act of the Maryland legislature made the name change official on April 8, 1890.⁶¹



Figure 5: B&O Freight Yard at Brunswick (Undated Brunswick History Commission)

⁶¹ Smith 1978:9

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Figure 6: 1907 Postcard of Roundhouse (Brunswick History Commission)

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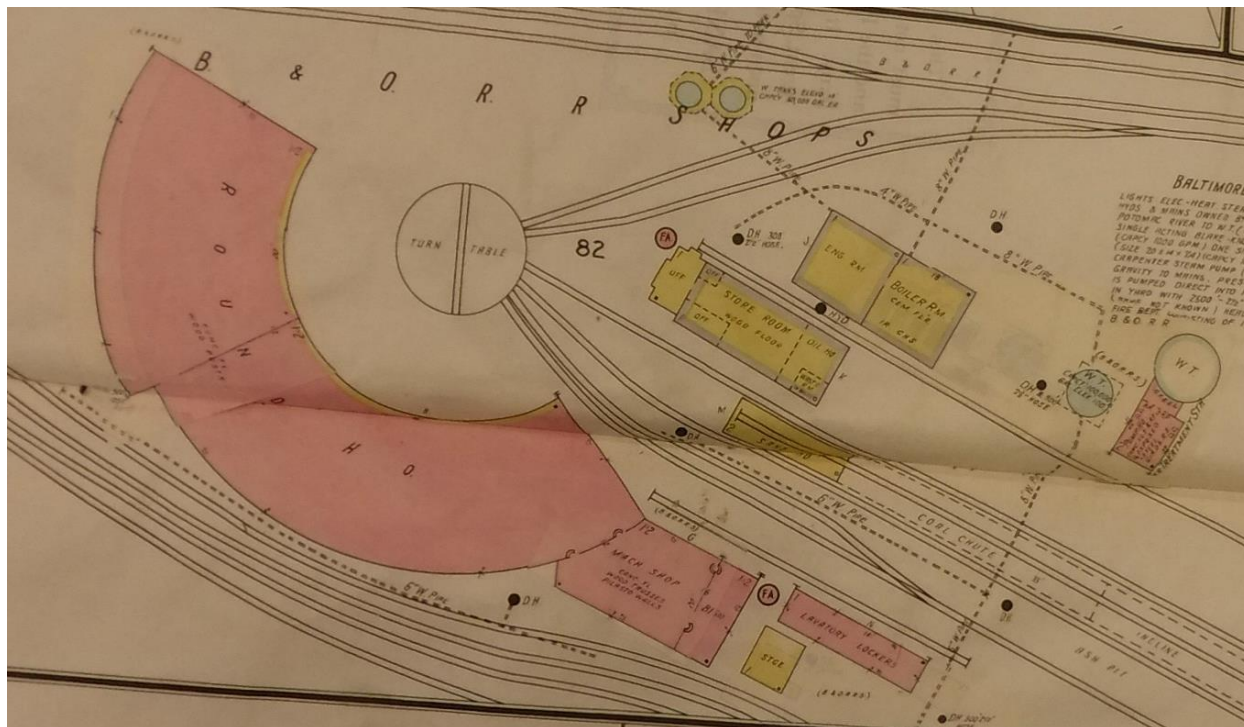


Figure 7: Roundhouse (1927 Sanborn Map)

The reconstruction of the bridge across the Potomac River also occurred at the same time the B&O Railroad was constructing its rail yard. The crossing had not been reconstructed in prior decades after its destruction during the Civil War. But renewed interest in the bridge project led to the incorporation of the Brunswick and Lovettsville Bridge Company in 1890 by the states of Virginia and Maryland. The company purchased the piers, which remained from the earlier bridge and contracted with the Youngstown Bridge Company of Youngstown, Ohio to construct an iron bridge across the river. The Youngstown Bridge Company initiated construction on June 26, 1893 and completed the truss bridge on October 16, 1893. The community dedication occurred on October 27, 1893 when the bridge formally opened. The iron truss bridge was replaced by the current concrete bridge in 1955.⁶²

The establishment of the new B&O freight yard radically redeveloped Brunswick. The center of the old town located along the riverfront that had grown up around the C&O Canal was abandoned as the canal and its impact on the local economy continued to decline after the 1889 flood. People also increasingly moved from this area to escape the noise and pollution created from railroad operations.⁶³ The B&O Railroad reclaimed portions of this area for the construction of the railyard. The B&O Railroad ended up purchasing approximately 600 acres. Railroad executives recorded in the company minute book that they intended to use approximately one-hundred acres for the railyard, with the remaining five hundred acres devoted to worker housing.⁶⁴ In 1890 the B&O Railroad formed the Real Estate and Improvement Company which subdivided Railroad owned property not needed for the freight yard to create the First and

⁶² Smith 1978:10

⁶³ Brunswick History Commission, *Brunswick 100 Years of Memories*, 1990:48

⁶⁴ Fisher 2013:29

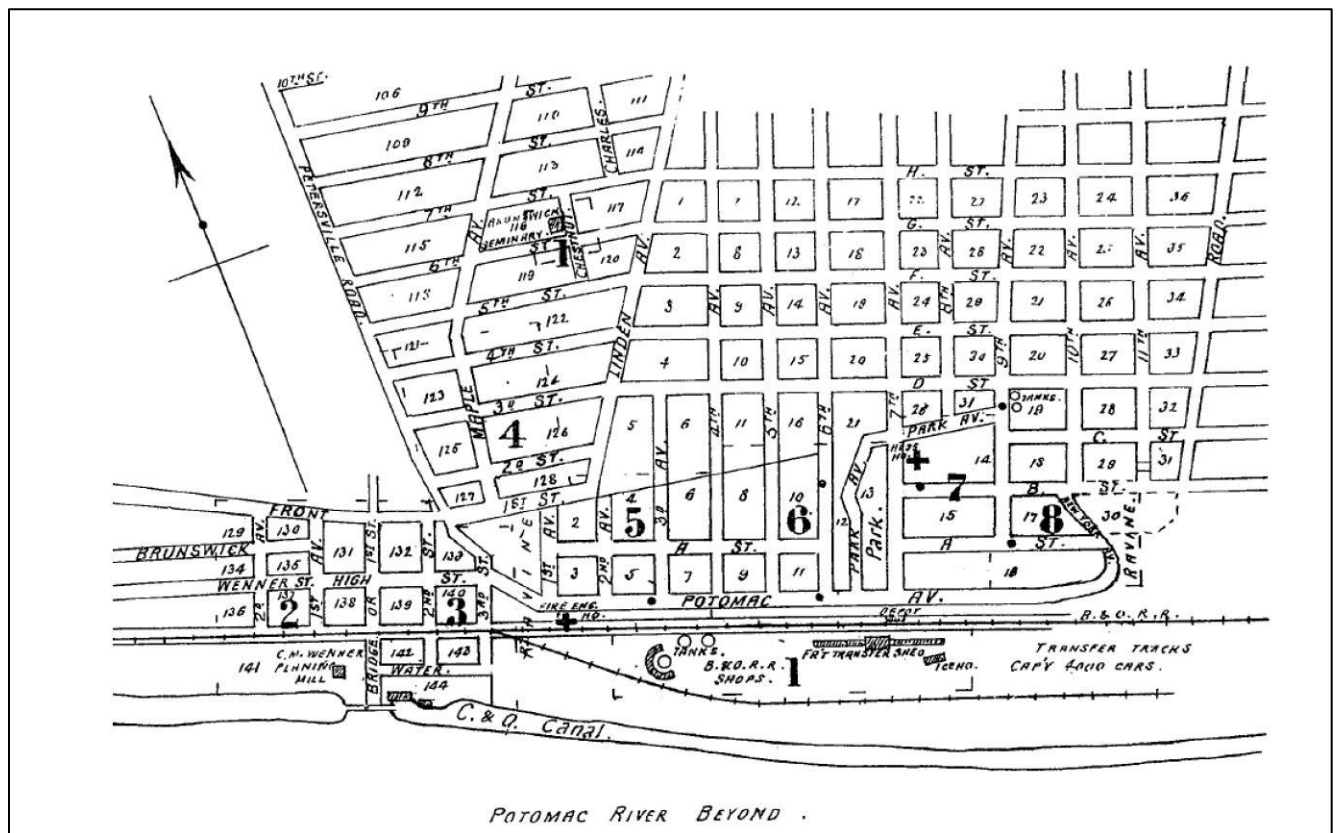
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Second Subdivision plats for worker housing. Other private developers also soon followed, and in 1890 and 1891 Charles Wenner created two additional housing subdivisions, known as C.M. Wenner's First and Second Additions. In this subdivision, Wenner also provided an acre of land he donated to the town as the location of a new school along Brunswick Street. In 1890, James Biser subdivided a tract of land between the railroad and the public road to Knoxville creating another 67 lots. In 1891, the Brunswick Mutual Land and Improvement Company obtained and subdivided land between Terrace Avenue and Third Avenue. The last major subdivision of this era occurred in 1906, when the Brunswick Industrial Company subdivided land creating 152 lots west of Maryland Avenue.⁶⁵

These housing developments swelled the size of Brunswick and expanded the town away from the Potomac River, which had been the lifeblood of the community for much of its history (Figure 8). The real estate boom sent land values soaring, in some places quadrupling in value. The *Frederick Daily News* reported:

In regard to the boom in real estate the reporter learned that land which a few months ago would have been a drag on the market at \$25 per acre cannot be bought today for \$100. Almost daily strangers can be seen from Pennsylvania and other parts of the country, who are in quest of land, suitable for building lots. Monday last there was a perfect influx of speculators on hand endeavoring to secure some bargains, which, however, are not to be had so easily, as parties owning property in the vicinity are holding on at high prices.⁶⁶



⁶⁵ Smith 1978:9

⁶⁶ *Frederick Daily News*. January 2, 1890.

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Figure 8: Brunswick Subdivisions from 1899 Sanborn Map

Within the First and Second Subdivisions, the Real Estate and Improvement Company built worker housing. The worker housing constructed here were detached rows of identical two-and-a-half story frame dwellings with simple rectangular massing and front porches. These houses could be constructed cheaply without expensive ornamentation or features. Other houses represented Folk Victorian influenced side-gabled dwellings built for workers who earned more modest incomes. These two-and-a-half story side-gabled dwellings all characteristically had centered front gabled dormers and front porches.

Other subdivisions in the town were developed with a greater variety of housing stock. C.W. Wenner's Addition contained several different designs constructed on larger, less urban lots. These more elaborate houses represented Victorian, Colonial Revival, and other styles in vogue at the turn-of-the-twentieth century.⁶⁷

Redevelopment also radically shifted the town's central business district further to the north. The center of the business district during the nineteenth century, as already noted, was closer to the waterfront along the C&O Canal. Areas within the floodplain often endured hardship with flooding. The new rail yard allowed for the development of a new central business district outside of the floodplain north of the Railroad. Some of the first new businesses were warehouses, lumber stores and yards, and general stores. Lumber remained in high demand in Brunswick between 1890 and 1920 for the construction of houses. The railroad often carried supplies of lumber to the town, which is why several lumber yards were located near the railroad.⁶⁸

Jerimiah and William Karn established one of the town's lumber yards in 1892. The Karn brothers were originally from Burkittsville, Maryland. Jeremiah was familiar with Brunswick, having worked as a carpenter for both the C&O Canal and B&O Railroad. The J.P. Karn & Bro. Lumber company located north of the railroad along Maryland Avenue provided both building supplies and construction contracts to Brunswick citizens, profiting greatly from the growth of the town. The brothers became primary builders responsible for the construction of many houses in the early twentieth century subdivisions. A series of 1920s advertisements for J.P. Karn and Bro. focused on home construction, using such catch phrases as "Make Ours a City of Homes," "You Can Own Your Own Home," "It is Easy-Buy a Building Lot from J.P. Karn & Bro. Brunswick and Build Your Home."⁶⁹

The core of the downtown area in the early twentieth century formed one block further to the north along West Potomac Street This area was initially developed with several warehouses, which were mostly replaced with brick commercial buildings between 1900 and 1920. Many of the commercial buildings had storefronts and upper story living spaces. Stylistic embellishments included cornice details and window crowns. The buildings housed a diverse grouping of merchants that sold hardware, paints, clothing, china, groceries, jewelry, and confections, among other things.⁷⁰

Red Men's Hall, which currently houses the Brunswick Railroad Museum, is typical of the buildings constructed along West Potomac Street during the early twentieth century. The building served as the meeting place for the Improved Order of Red Men, a fraternal organization formed in Baltimore in 1834 that attracted German-born Americans and aided their assimilation to the Anglo-American lifestyle. The

⁶⁷ Fisher 2013:62

⁶⁸ Fisher, 2013:38.

⁶⁹ Fisher, 2013:39

⁷⁰ Fisher, 2013:48

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Delaware Tribe Number 43 of the Improved Order of Red Men was founded in Brunswick in 1867. In 1906, the fraternal order had 380 members. The organization for a time served almost in the capacity of a labor union for several railroad workers, providing insurance and small pensions that covered the cost of funerals and other family expenses in the case of accidental deaths.⁷¹

The Victor Kaplon furniture store was located in an Italian Renaissance-styled three-story brick building located at the corner of Potomac Street and Maryland Avenue, just west of the Red Men's Hall. Kaplon immigrated to New York from Russia in 1885 and originally sold goods throughout Maryland, Virginia, and West Virginia largely through a mail order business begun in 1912. Dr. Arlington Grove Horine had a drug store and offices (Figure 9) and served as the B&O Railroad surgeon from 1891 to 1903. He also became the town's health officer promoting city sanitation. His drug store was located in a brick building constructed on the corner of Potomac Street and South Maryland Avenue in 1905.⁷²



Figure 9 Horine Building (1910, Brunswick History Commission)

⁷¹ Fisher, 2013:42-43

⁷² Fisher, 2013:45-46

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The business district was bookended by two banks. The People's National Bank, established in 1906, was housed in a building at the western end of the business district along Potomac Street, located across from the Reformed Church at 115 West Potomac Street. At the eastern end of the district was the Farmers and Mechanics National Bank, which occupied a Classical Revival building located at 1 West Potomac Street.⁷³

The growth Brunswick experienced at the turn of the twentieth century also resulted in the establishment of more churches. The Methodist Episcopal Church was the first church established in Berlin in 1850. The church building was located on Second Street and remained the only church in town until the 1890s. The growth of Brunswick resulting from the B&O rail yard resulted in the establishment of other denominations, which erected churches in the town. Five new churches were constructed between 1890 and 1893: St. Francis Roman Catholic Church (1890), Grace Episcopal Church (1892), Bethany Lutheran Church (1892), Grace Episcopal Church (1892), and the New York Hill Methodist Church (1893). Most of the churches ended up being constructed within the B&O Railroad subdivisions.⁷⁴

A second wave of church construction began after the turn of the century. Several churches constructed in Brunswick at this time included the Mount Olivet Baptist Church (1904), the Reformed Church (1906), the First Baptist Church (1906), the Ebenezer Methodist Church (1909), and the Beth Israel Congregation Synagogue (1917). Beth Israel was the first Jewish Synagogue established in Frederick County (Figure 10). Himan Werntz became one of the most prominent members of the small Jewish community to settle in Brunswick and served as its local religious leader. The Synagogue was a one-and-a-half story, front-gabled brick building with round-arched and circular windows. The Jewish population declined significantly by the mid-twentieth century and the synagogue was eventually sold.⁷⁵

The Ebenezer Methodist Church and Mount Olivet Baptist church served African American congregations. African Americans also began settling in Brunswick in larger number attracted by employment opportunities with the B&O Railroad. U.S. Census data from 1910 identifies several African Americans who lived in Brunswick at this time and worked as laborers and freight handlers with the railroad, but also served as farm hands, servants, janitors, and laundresses. These low-level jobs reflected the social stereotypes and norms of Jim Crow segregation. The African Americans settled in segregated areas in the northern outskirts of Brunswick in the early twentieth century, further away from the downtown areas and the railroads. The churches that served African American congregations were also located in these northern neighborhoods, which included sections of Sixth, Seventh, and Eighth Streets and Petersville Road.⁷⁶

As Brunswick grew, so too did the need to construct new schools. The East Brunswick School was expanded in 1890 and 1904. This school, located in the northeast part of Brunswick, served as the main community school housing the high school until overcrowding resulted in the construction of a new high school in 1911 on Sandy Hook Hill. After a fire in the 1920s, the Board of Education erected a new school on the site that served the community until the 1960s.⁷⁷

⁷³ Fisher, 2013: 48-49; Smith 1978:17

⁷⁴ Fisher, 2013:51

⁷⁵ Fisher, 2013:77

⁷⁶ Fisher, 2013:53-54.

⁷⁷ Fisher, 2013:59.

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Brunswick continued to grow into the 1920s and 1930s. By the late 1920s, Brunswick's population increased to almost 4,000. The B&O Railroad continued to be the largest employer in the community, employing more than 1,300 people. Many of the remaining working population that was not employed by the B&O worked in grocery stores, department stores, hardware, and drug stores.⁷⁸ Housing construction continued to fill out the subdivisions during this time. Craftsman bungalows and Colonial Revival-style dwellings, in vogue at the time, were built in great numbers in Brunswick during the 1920s and 1930s.



Figure 10: Beth Israel Synagogue (Fisher, 52)

The City undertook several major civic improvements beginning in the late 1920s. Prior to 1922, cisterns, private wells, and a town well provided Brunswick with its water supply. In 1921, a pump house was constructed on Petersville Road which was connected to a 50,000-gallon storage tank built at North Maple Avenue and West F Street. These systems were replaced in the late 1920s by a three-million-gallon reservoir constructed along Souder Road. Water was collected from Cool, Stevens, and Painter Springs on the Virginia side of the Potomac River and fed across the river to Brunswick through a pipeline. In 1932,

⁷⁸ Diana J. Sims, "Brunswick: A Railroad Renaissance," *Frederick Magazine*, October 1990:27.

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the City expanded the system by adding another feed to Yourtee Springs in Washington County, Maryland.⁷⁹ During the 1930s, the City also filed an application with the Works Progress Administration (WPA) for funding for the construction of a sewer system. The City also funded a portion of the cost through a \$45,000 public bond. The B&O Railroad also assisted with the project by granting permission for sewer lines to be placed along its property.⁸⁰

The B&O Brunswick yard continued to thrive in the 1940s. Until the 1950s the yards at Brunswick remained and were equivalent in size and importance to the B&O yard at Cumberland, Maryland. During World War II, the facility serviced 101,000 railroad cars per month. Massive amounts of material for the war effort passed through the Brunswick facility.⁸¹

Decline of the B&O Railroad 1950-1990

During the 1950s, freight activity within the Brunswick yard began to decline. The use of steam locomotives at Brunswick ended in 1953. In 1959, The B&O Railroad decided to move the freight yard to another location. This ended more than six decades of prosperity that Brunswick enjoyed due to the freight yard. The construction of better highways coupled with better jobs in growing suburban areas resulted in a decline in Brunswick's population during the late twentieth century. Passenger rail service continued and was enhanced after the 1970 passage of the National Railroad Passenger Corporation which founded Amtrak.

⁷⁹ Brunswick History Commission, *Brunswick 100 Years of Memories*, 1990:21.

⁸⁰ Brunswick History Commission, *Brunswick: 100 Years of Memories*, 1990:21.

⁸¹ Brunswick History Commission, *Brunswick: 100 Years of Memories*, 1990:48.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey _____
 recorded by Historic American Engineering Record _____
 recorded by Historic American Landscape Survey _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

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Acree of Property Approximately 320

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------------|------------------------|
| 1. (A) Latitude: 39.316947N | Longitude: -77.635242W |
| 2. (B) Latitude: 39.316138N | Longitude: -77.636926W |
| 3. (C) Latitude: 39.310648N | Longitude: -77.637377W |
| 4. (D) Latitude: 39.305931N | Longitude: -77.612467W |
| 5. (E) Latitude: 39.311795N | Longitude: -77.614149W |
| 6. (F) Latitude: 39.313091N | Longitude: -77.613650W |
| 7. (G) Latitude: 39.313983N | Longitude: -77.623913W |
| 8. (H) Latitude: 39.314501N | Longitude: -77.623800W |
| 9. (I) Latitude: 39.315531N | Longitude: -77.629893W |
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| 11. (K) Latitude: 39.315924N | Longitude: -77.630358W |
| 12. (L) Latitude: 39.315109N | Longitude: -77.630815W |

Verbal Boundary Description (Describe the boundaries of the property.)

The shoreline of the Potomac River forms the southern boundary of the Brunswick Historic District. At the Brunswick Campground, the boundary extends north crossing the former B&O freight yard and continues northward to the intersection of East Potomac Street and Tenth Avenue. The boundary continues northeast on Tenth Avenue and then westward along East B Street. At the intersection with East B Street and Ninth Avenue, the boundary extends north along Ninth Avenue and then west along Park Avenue. When Park Avenue bends to the south, the boundary continues west to the intersection of Second Avenue and East B Street. There, it extends north to East C Street. The boundary extends westward along East C Street and crosses Petersville Road (Route 17) to the parcels on the east side of North Delaware Avenue. Here, the boundary extends northward along the lots lines until reaching West C Street, where it extends westward again ending at the west end of the lots fronting the west side of North Delaware Avenue. At this point, the boundary follows the rear of these lots south to West B Street, where it extends westward again along West B Street. At the intersection with Central Avenue, the boundary extends south to Brunswick Street and runs west along Brunswick Street for approximately 250 feet where it extends south to the Potomac River.

Boundary Justification (Explain why the boundaries were selected.)

The 1979 nomination contains discrepancies between its verbal and drawn boundaries. For the purposes of this Additional Documentation, the original drawn boundaries were used. The boundary includes the C&O Canal, B&O Railroad, and most of the central business district along East Potomac Street. It also includes residential subdivisions that contain worker housing constructed by the B&O Railroad,

Brunswick Historic District (Additional
Documentation) (F-2-9)
Name of Property

Frederick County, Maryland
County and State

located within the western portion of the district, and other neighborhoods to the north and east that reflect the city's growth during the Period of Significance.

11. Form Prepared By

name/title: Eric Griffiths and John Gentry
organization: EHT Traceries, Inc.
street & number: 440 Massachusetts Avenue, N.W.
city or town: Washington state: DC zip code: 20001
e-mail eric.griffitts@traceries.com
telephone: (202) 393-1199
date: October 15, 2020; revised August 31, 2022

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

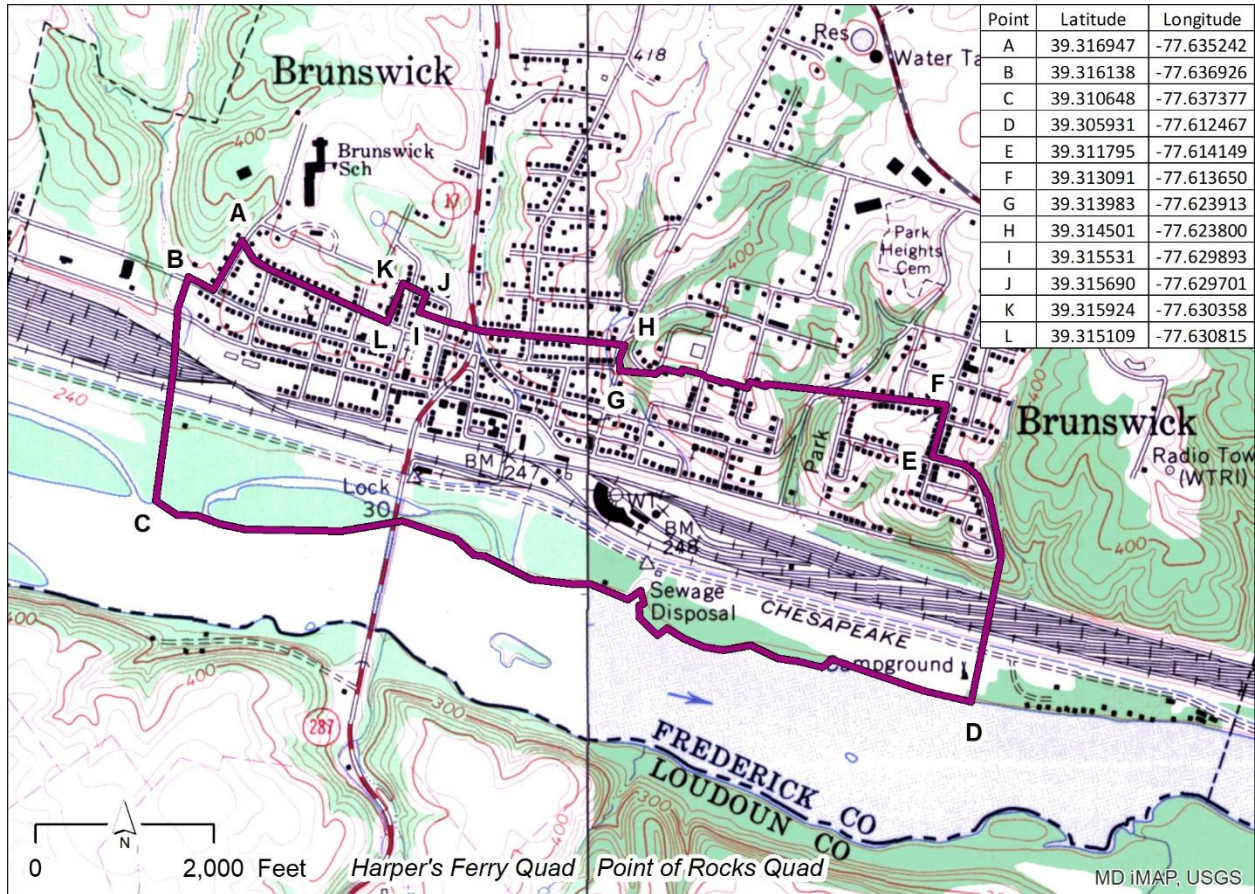
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Brunswick Historic District (Additional
 Documentation) (F-2-9)

Frederick County, Maryland

Name of Property

County and State



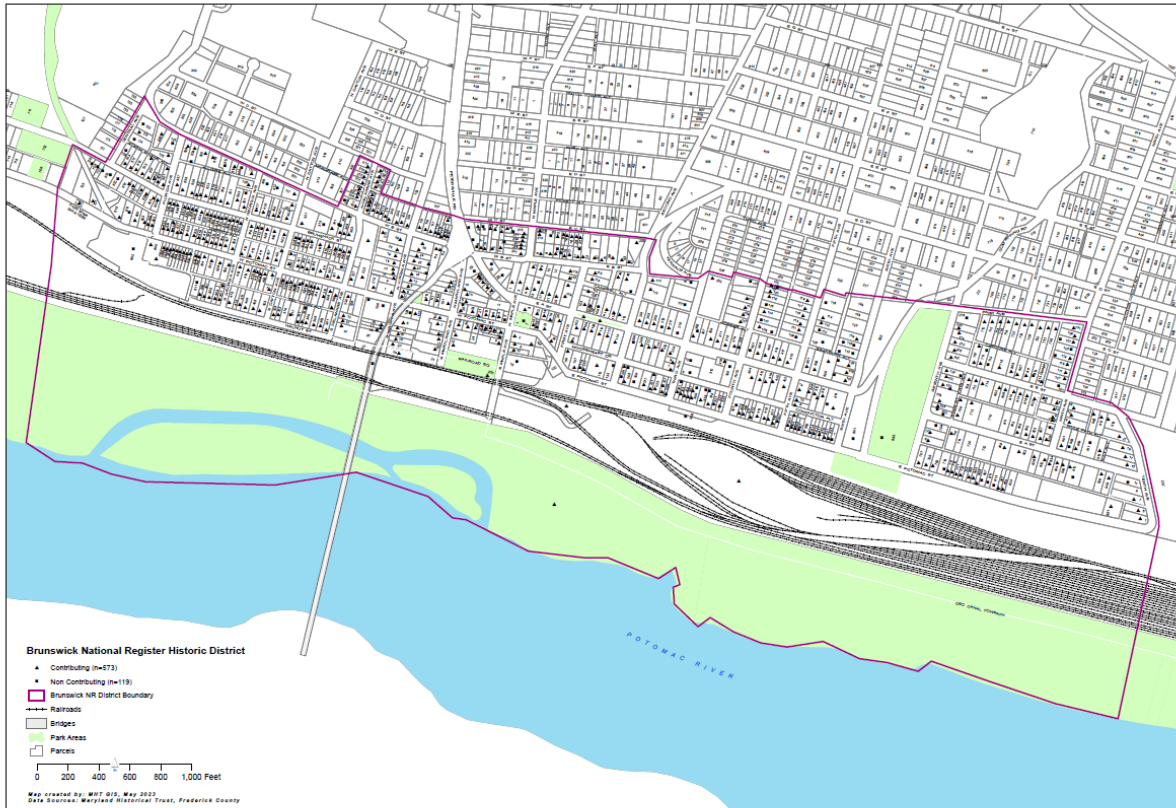
Brunswick Historic District Boundary

Brunswick Historic District (Additional
Documentation) (F-2-9)

Frederick County, Maryland

Name of Property

County and State



Brunswick Historic District Boundary Map

Brunswick Historic District (Additional
Documentation) (F-2-9)
Name of Property

Frederick County, Maryland
County and State

Photographs

Name of Property: Brunswick Historic District (Update)
City or Vicinity: Brunswick, Maryland.

Photographer: Benjamin Walker, EHT Tracerics, Inc.
(Photographs 2,4,5, 11-13, 16-21, 25, 26)
John Gentry, EHT Tracerics, Inc.
(Photographs 1,6-10, 22-24, 27, 28)
Eric Griffitts EHT Tracerics, Inc.
(Photographs 3, 14, 15, 29-34)

Date of Photographs June, July, and December 2020
Location of Original Digital Files: Maryland Historical Trust
Number of Photographs 34

Note: although some of these photographs may be more than two years old, they nevertheless accurately represent the condition and appearance of the resource at the time of submission of the documentation.

Brunswick Historic District (Additional
Documentation) (F-2-9)

Frederick County, Maryland

Name of Property

County and State

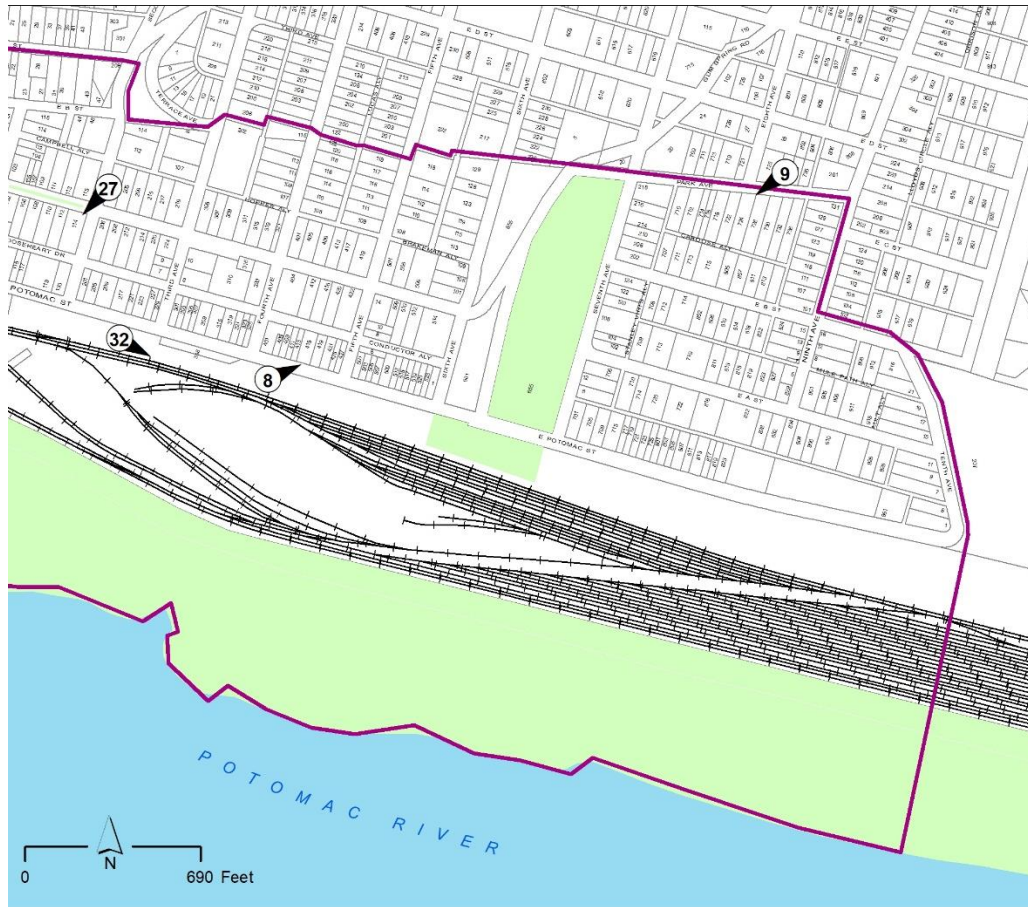


Photo Key: Eastern Half of District

Brunswick Historic District (Additional
Documentation) (F-2-9)

Frederick County, Maryland

Name of Property

County and State

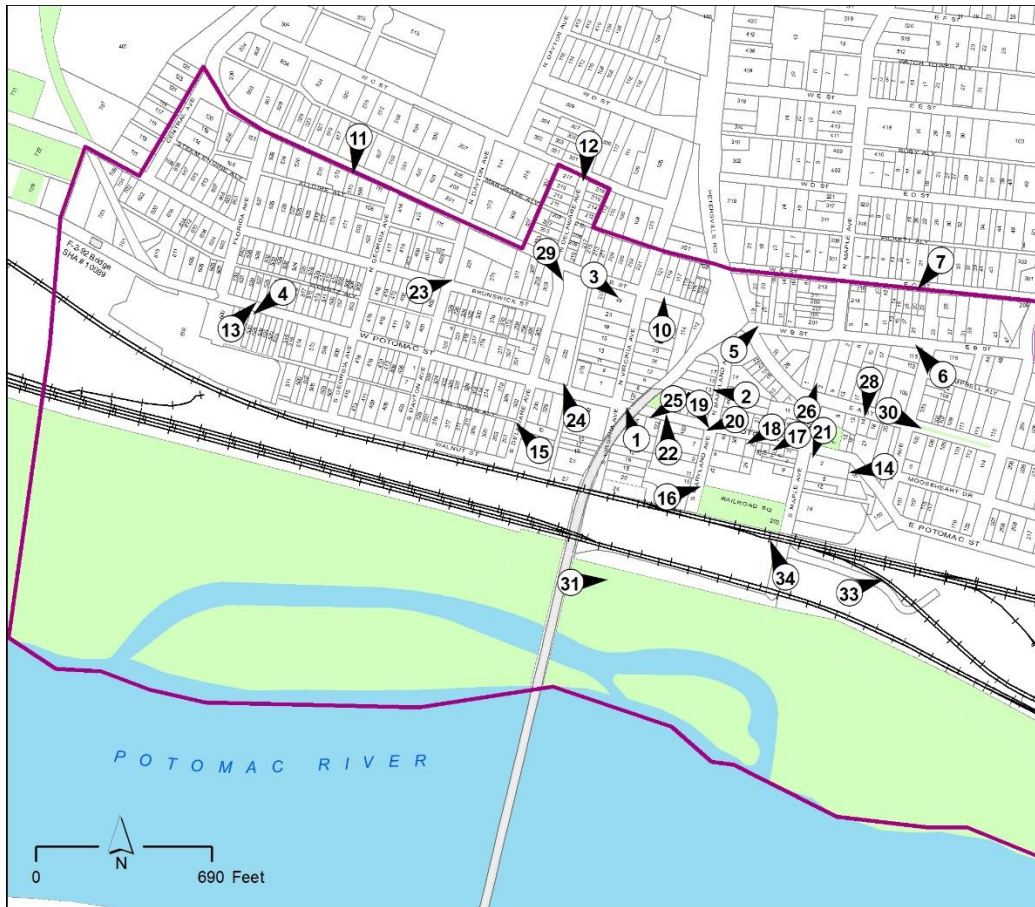


Photo Key: Western Half of District

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 1 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_001.tif
Beall House, 127 W Potomac Street, facing north



Photo 2 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_002.tif
John L. Jordan House, 13 N Maryland Avenue, facing northwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 3 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_003.tif
Original log house attached to 29 N Virginia Avenue, facing southeast



Photo 4 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_004.tif
B&O Worker Housing 526-536 West Potomac Street, facing southwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 5 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_005.tif
Front Gabled Houses, 7-17 West B Street, facing northwest



Photo 6 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_006.tif
Front and Side Gabled Dwellings on East B Street, facing northwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 7 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_007.tif
B&O Worker Housing, Side Gabled Folk Victorian, 20 East C Street, facing southwest



Photo 8 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_008.tif
415-417 East Potomac Street, facing northeast

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 9 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_009.tif
I Houses along Park Avenue, Looking Southwest



Photo 10 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_010.tif
Queen Anne House at 119 West B Street, facing north

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 11 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_011.tif
Craftsman/Bungalow at 510 West B Street, facing south



Photo 12 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_012.tif
Craftsman/Bungalows along North Delaware Ave., facing south

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 13 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_013.tif
Foursquare and Colonial Revival Houses along 500 Block of W. Potomac St., facing north



Photo 14 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_014.tif
Automobile Garage on Horine Property, 2 E Potomac Street, facing southwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 15 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_015.tif
Livery behind 302 W Potomac Street, facing northwest



Photo 16 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_016.tif
J.P. Karn & Bro. Warehouse, 12 South Maryland Ave, facing northeast

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 17 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_017.tif
Masonry Commercial Buildings on West Potomac Street, facing southwest



Photo 18 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_018.tif
Frame Commercial Buildings on West Potomac Street, facing southwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 19 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_019.tif
Red Men's Hall, 40 West Potomac Street, facing southeast



Photo 20 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_020.tif
Kaplon Furniture Store, 102 West Potomac Street, facing southwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 21 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_021.tif
Horine Pharmacy, 2 East Potomac Street, facing southeast



Photo 22 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_022.tif
People's National Bank, 113 West Potomac Street, facing north

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 23 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_023.tif
Former West End School at 321 Brunswick Street, facing northeast



Photo 24 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_024.tif
Former Fire Station at 223 West Potomac Street, facing northwest

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 25 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_025.tif
122 West Potomac Street, facing southwest



Photo 26 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_026.tif
First Baptist Church, 3 East A Street, facing north

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 27 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_027.tif
Grace Episcopal Church, 114 East A Street, facing southwest



Photo 28 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_028.tif
Beth Israel Synagogue 14 East A Street, facing northeast

Brunswick Historic District (Additional
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Name of Property

Frederick County, Maryland

County and State



Photo 29 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_029.tif
Old Berlin Cemetery, facing southeast



Photo 30 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_030.tif
Veterans Park, East A Street, facing east

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

County and State



Photo 31 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_031.tif
C&O Canal, Lock 30, facing east



Photo 32 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_032.tif
B&O Freight Yard, facing southeast

Brunswick Historic District (Additional
Documentation) (F-2-9)

Name of Property

Frederick County, Maryland

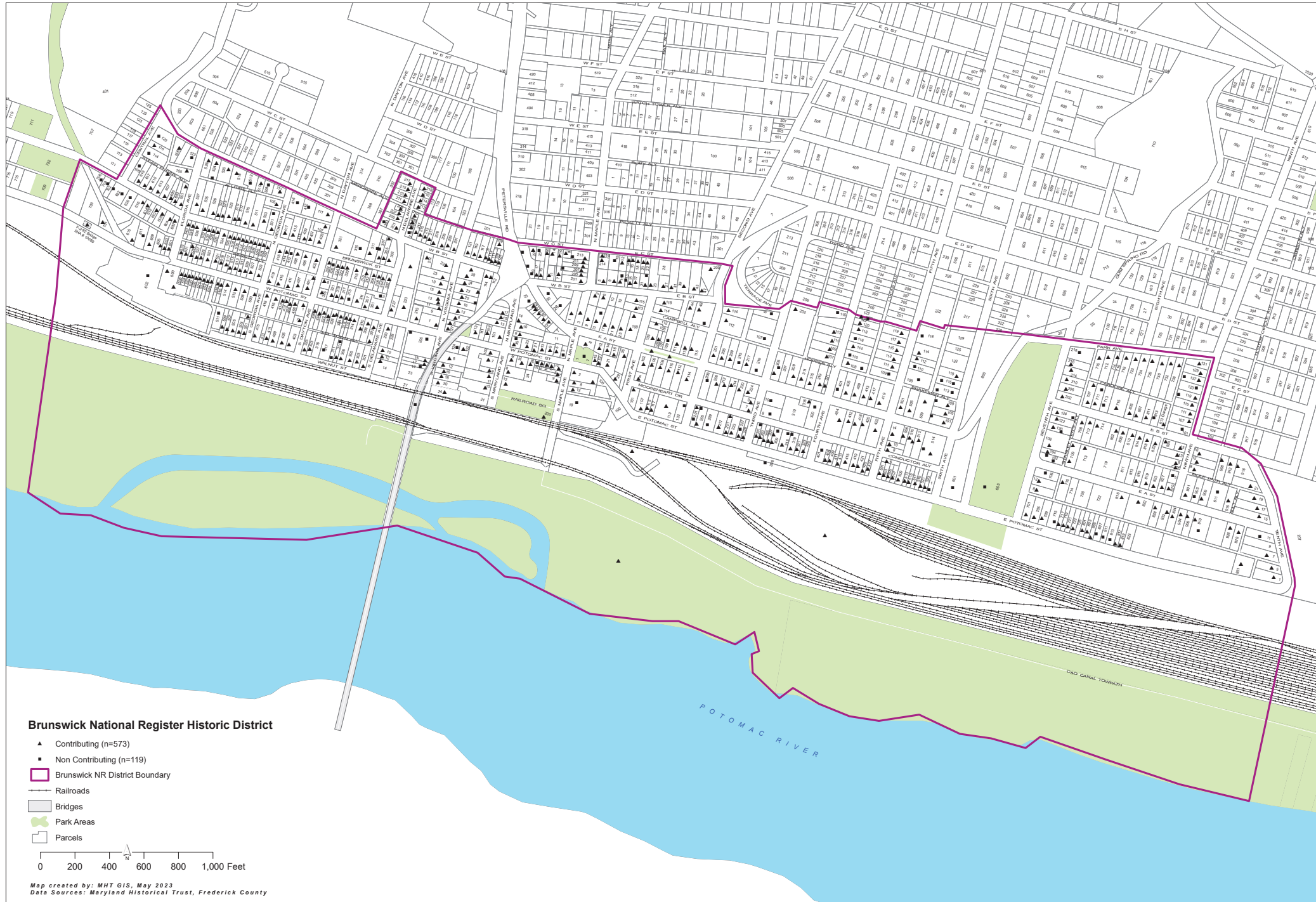
County and State



Photo 33 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_033.tif
B&O Freight Yard, WB Tower, facing northeast



Photo 34 of 34: MD_FrederickCounty_BrunswickHD(Addl Doc)_034.tif
B&O Passenger Station, facing northwest



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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Berlin; Barry; Brunswick

AND/OR COMMON

BRUNSWICK HISTORIC DISTRICT (preferred)

2 LOCATION

STREET & NUMBER

of Maryland Routes 79 and 478

North bank Potomac River at the intersection

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Brunswick

VICINITY OF

Sixth

STATE

CODE

COUNTY

CODE

Maryland

24

Frederick

021

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

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

Multiple, public and private owners.

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

STREET & NUMBER

Court Square

CITY, TOWN

STATE

Frederick

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Berlin; Barry; Brunswick

AND/OR COMMON

BRUNSWICK HISTORIC DISTRICT (preferred)

2 LOCATION

STREET & NUMBER

roughly bounded by Potomac River, S.W. of Park, and C.S.
of Maryland Routes 79 and 478

North bank Potomac River at the intersection

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Brunswick

VICINITY OF
CODE

Sixth

STATE

Maryland

24

COUNTY

Frederick

CODE

021

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
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDEN
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:

4 OWNER OF PROPERTY

NAME

Multiple, public and private owners.

STREET & NUMBER

SEE CONTINUATION SHEET #1.

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

STREET & NUMBER

Court Square

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

UNITED STATES DEPARTMENT OF THE INTERIOR
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INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County
Maryland

CONTINUATION SHEET ITEM NUMBER 4 PAGE 1

OWNERS OF PROPERTY

List 1: Structures of particular historic merit

- (1) American Legion Home, c. 1845
18 South Maple Avenue
- (2) The John L. Jordan House, c. 1855
13 North Maryland Avenue
- (3) The Wenner Farmhouse, c. 1825-1850
938 North Maple Avenue
- (4) The Koenig House or Cannon Farmhouse, c. 1850-1875
511 East "H" Street
- (5) The Baltimore & Ohio Roundhouse, c. 1907
between Second & Third, south of East Potomac Street
- (6) Baltimore & Ohio Westbound Station, c. 1891
corner of South Maple Avenue, south of West Potomac Street
- (7) Baltimore & Ohio Y.M.C.A. Building, c. 1907
116 East Potomac Street
- (8) Law Building (Horine Building, former residence/pharmacy), c. 1
2 South Maple Avenue
- ✓ (9) The Pharmacy (former Red Man's Lodge Bldg.), c. 1904,
also now the Brunswick-Potomac Foundation, Inc. Center (Museum)
40 West Potomac Street Builder: Harry B. Funk
& 44
- (10) Farmer's & Mechanic's National Bank, c. 1923
117 West Potomac Street
- (11) Brunswick Post Office, c. 1958
315 Brunswick Street
- (12) Public Library, (West End School Bldg.), c. 1905
317 Brunswick Street Builder: Harry B. Funk
& 321
- (13) The First Baptist Church, c. 1908
3 East "A" Street Builder: Harry B. Funk

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INVENTORY -- NOMINATION FORM

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Brunswick Historic District
Frederick County

CONTINUATION SHEET Maryland ITEM NUMBER 4 PAGE 2

OWNERS OF PROPERTY, continued

- (14) Bethany Lutheran Church, c. 1904
corner of First Avenue & East "A" Street, 27 East "A" Street
(rectory at 111 First Avenue)
- (15) Grace Protestant Episcopal Church, c. 1923
114 East "A" Street
Builder: Charles B. Karn
- (16) The first Hebrew Synagogue in Frederick County
Beth Israel Synagogue, date on cornerstone 1917
14 East "A" Street
Builder: Harry B. Funk
- (17) East End School Bldg. (now apartments), c. 1892, addition 1905
6th Avenue Baxter Apartments, corner of Sixth Ave. & East "A" St.
- (18) Gross Store Building, c. 1892
19 South Maryland Avenue
- (19) Kaplon Store Building, c. 1908
102 West Potomac Street
Builder: Harry B. Funk
- (20) Dr. Levin West's House, c. 1880-1895?
102 East "A" Street
- (21) St. Francis Catholic Church & Rectory, c. 1900-1910?
113 First Avenue
- (22) New York Hill United Methodist Church, c. 1894
corner of Ninth Avenue & Park Road, Rectory at 725 Park Avenue
- (23) J. P. Karn Lumber Store Building, c. 1893
14 South Maryland Avenue
- (24) First Methodist Church, c. 1907
7 South Maryland Avenue
- (25) Old Post Office Building, (now Katz Jewelry Store), c. 1901
1 East Potomac Street
- (26) Charles R. Gregory House/Bakery, c. 1892
now Gordon's Exxon Station,
133 East Potomac Street
& 135

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INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County

CONTINUATION SHEET Maryland ITEM NUMBER 4 PAGE 3

OWNERS OF PROPERTY, continued

- (27) Smith & Carlisle Store Building (formerly Meadow's Grocery), c. 1875-1900, now My Sister's Place, Fritz Cab
1 South Maple Avenue, 2-4 West Potomac Street
- (28) S.W. George & Co. Building, (now Brunswick Hardware), c. 1892
302 West Potomac Street
- (29) Unnumbered green structures (noted on the map) I believe to be structures built before 1890, some possibly log construction:
21 West Potomac Street, 35 West Potomac Street, 127 West Potomac Street, 1 North Virginia Avenue, 9 North Virginia Avenue, 29 N 9 South Maryland Avenue, 15 South Maryland Avenue, 3, 5, & 9 South Maple Avenue (needs to be checked out)
- (30) Brick-Yard Office Building (now residence), c. 1806 (according H. Austin Cooper
209 Second Avenue
- (31) Brunswick Church of God, c. 1910
122 West Potomac Street

CJK 5/1/77

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County

CONTINUATION SHEET Maryland ITEM NUMBER 4 PAGE 4

OWNERS OF PROPERTY, continued

List 2: Structures of no historic merit
(all structures on this list date after 1930, based on the
Sanborn Maps source at the Brunswick Library or because
they are obviously modern)

Central Avenue (North to South)

#120 N, #114 N, #108 N

Florida Avenue (North to South)

#123 N

Georgia Avenue (North to South)

no exceptions

Dayton Avenue (North to South)

no exceptions

Delaware Avenue (North to South)

#300 N ?

Virginia Avenue (North to South)

#24 N, ?

Former Schnauffer Hospital #28 N,
c. 1935 ?

Maryland Avenue (North to South)

no exceptions

Petersville Road (North to South)

#109 N, #30 N, C & P Tel. Bldg.

Maple Avenue (North to South)

no exceptions

Third Avenue (North to South)

#107 N

Fourth Avenue (North to South)

no exceptions

Fifth Avenue (North to South)

#118 N, #110 N trailer, #109 N
trailer

Sixth Avenue (North to South)

no exceptions

Seventh Avenue (North to South)

no exceptions

Ninth Avenue (North to South)

#109 N, #103 N store built onto
#5 N

Tenth Avenue (North to South)

no exceptions

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County

CONTINUATION SHEET Maryland

ITEM NUMBER 4

PAGE 5

OWNERS OF PROPERTY, continued

First Avenue (North to South)

no exceptions

Second Avenue (North to South)

no exceptions

Park Avenue (East to West)

no exceptions

"C" Street (East to West)

no exceptions

"B" Street (East to West)

#713 E, #715 E

#212 W brick cape cod ?, #412 W, #416 W, #508 W, #512 W

"A" Street (East to West)

#404 E church bldg., #320 E,

#20 E ? (City Hall + Jail 1948 add. surrounds orig. 1910 structure)

#12 E

Brunswick Street (East to West)

#315 W c. 1958 post office, #524 W brick modern add. onto old ?,
#620 W, #622 W, #702 W, #704 W, #706 W

Potomac Street (East to West)

#401 E, #125 E Weil Brothers Gas Station, #31 E modern store front onto
old ?, #21-29 E, City utility bldgs. between Third & Fourth Aves. south
of East Potomac Street

#1 W, #5 W, #25 W, #101 W Shell Station, #200 W Ambulance Bldg. #225 W
Fire Hall, #600 W, #611 W

Walnut Street (East to West)

#317 W

CJK 5/1/77

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INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County
Maryland
CONTINUATION SHEET ITEM NUMBER 4 PAGE 6

OWNERS OF PROPERTY, continued

List 3: List of addresses for all properties in the Brunswick
Historic District (use this for mailing labels)
Properties in this list that are not on lists 1 or 2,
are to be considered historic in terms of this nomination.

*(Potomac Street divides North from South)

Central Avenue (North to South)

#120 N, #116 N, #114 N, #108 N

Florida Avenue (North to South)

#123 N, #105 N

Georgia Avenue (North to South)

#111 N, #105 N, #7 S

Dayton Avenue (North to South)

#111 N, #107 N, #8 N, #1 S, #7 S

Delaware Avenue (North to South)

#307 N, #305 N, #303 N, #301 N, #300 N, #218 N, #217 N, #216 N, #215 N,
#214 N, #213 N, #212 N, #211 N, #210 N, #209 N, #208 N, #207 N, #206 N,
#205 N, #204 N

#10 S, #12 S, #14 S

Virginia Avenue (North to South)

#123 N, #29 N, #28 N, #26 N, #25 N, #24 N, #23 N, #22 N, #21 N, #20 N,
#19 N, #17 N, #16 N, #15 N, #13 N, #12 N, #11 N, #9 N, #8 N, #6 N, #1 N,
#6 S, #7 S, #8 S, #9 S, #11 S, #12 S, #13 S, #15 S, #16 S, #17 S, #18 S,
#20 S

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County
Maryland

CONTINUATION SHEET

ITEM NUMBER 4

PAGE 7

OWNERS OF PROPERTY, continued

Maryland Avenue (North to South)

#26 N, #24 N, #17 N, #15 N, #14 N, #13 N, #12 N, #10 N,
#2 S, #7 S, #8 S, #9 S, #11 S, #14 S, #15 S, #19 S

Petersville Road (North to South)

#109 N, #30 N, #27 N, #25 N, #23 N, #21 N, #19 N, #15 N, #13 N,
C & P Telephone Bldg.

Maple Avenue (North to South)

#216 N, #214 N, #213 N, #211 N, #209 N, #207 N, #205 N, #10 N, #8 N,
#4 N,

#1 S, #2 S, #3 S, #4 S, #5 S, #6 S, #8 S, #9 S, #10 S, #12 S, #18 S

First Avenue (North to South)

#118 N, #114 N, #113 N, #112 N, #111 N, #108 N, #6 N, #2 N

Second Avenue (North to South)

#209 N, #112 N

Third Avenue (North to South)

#107 N, #10 N, #9 N, #7 N, #3 N, #2 N

Fourth Avenue (North to South)

#122½ N, #122 N, #120 N, #118 N, #114 N, #113 N, #111 N, #109 N, #1
#107 N

Fifth Avenue (North to South)

#119 N, #118 N, #117 N, #115 N, #114 N, #113 N, #112 N, #111 N, #11
#109 N

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OWNERS OF PROPERTY, continued

Sixth Avenue (North to South)

#119 N, #113 N, #109 N, #105 N, #101 N, Sixth Avenue Apartments

Seventh Avenue (North to South)

#216 N, #214 N, #210 N, #206 N, #202 N, #124 N, #124½ N, #122 N, #120
#112 N, #108 N, #104 N, #102 N, #8 N

Ninth Avenue (North to South)

New York Hill UM Church 9th Ave. & Park Rd., #129 N, #127 N, #123 N
#119 N, #115 N, #111 N, #109 N, #103 N, #101 N, #16 N, #15 N, #13 N
#12 N, #9 N, #8 N, #5 N

Tenth Avenue (North to South)

#21 N, #19 N, #17 N, #15 N, #9 N, #7 N, #5 N, #1 N

The Wenner Farmhouse

*(Maple Avenue divides East & W

938 North Maple Avenue

Park Avenue (East to West)

#736 E, #732 E, #730 E, #726 E, #724 E, #722 E, #718 E, #716 E, #714
#712 E, #710 E

"C" Street (East to West)

#22 E, #20 E, #18 E, #16 E, #14 E, #12 E,
#8 W, #10 W, #14 W, #16 W, #20 W, #22 W

"B" Street (East to West)

#916 E, #912 E, #908 E, #811 E, #807 E, #805 E, #715 E, #713 E, #711
#707 E, #50 E, #48 E, #47 E, #44 E, #39 E, #31 E, #29 E, #27 E, #23
#21 E, #17 E, #15 E, #11 E, #10 E, #9 E, #8 E, #6 E, #5 E, #4 E, #2

#7 W, #11 W, #13 W, #15 W, #17 W, #19 W, #107 W, #109 W, #111 W, #113
#113 W, #114 W, #115 W, #116 W, #117 W, #118 W, #119 W, #121 W, #203
#203 W, #205 W, #209 W, #211 W, #212 W, #213 W, #215 W, #217 W, #219
#301 W, #412 W, #416 W, #508 W, #510 W, #512 W, #518 W, #520 W, #522
#526 W.

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OWNERS OF PROPERTY, continued

"A" Street (East to West)

#928 E, #926 E, #910 E, #909 E, #906 E, #905 E, #904 E, #901 E, #832 E
 #829 E, #828 E, #827 E, #824 E, #823 E, #822 E, #819 E, #816 E, #815 E
 #814 E, #810 E, #806 E, #802 E, #714 E, #713 E, #712 E, #710 E, #709 E
 #708 E, #510 E, #509 E, #506 E, #505 E, #501 E, #422 E, #420 E, #419 E
 #417 E, #416 E, #413 E, #412 E, #409 E, #405 E, #404 E, #401 E, #321 E
 #320 E, #319 E, #315 E, #311 E, #309 E, #305 E, #302 E, #224 E, #220 E
 #217 E, #214 E, #212 E, #209 E, #208 E, #205 E, #201 E, #115 E, #114 E
 #103 E, #102 E, #27 E, #25 E, #21 E, #20 E, #19 E, #17 E, #16 E, #14 E
 #13 E, #12 E, #9 E, #3 E, #2 E, #1 E

Brunswick Street (East to West)

#302 W, #303 W, #304 W, #305 W, #306 W, #307 W, #308 W, #310 W, #311 W
 #312 W, #315 W, #316 W, #317 W, #320 W, #321 W, #322 W, #324 W, #326 W
 #328 W, #402 W, #403 W, #406 W, #407 W, #408 W, #409 W, #412 W, #414 W
 #415 W, #416 W, #417 W, #501 W, #502 W, #504 W, #506 W, #507 W, #508 W
 #510 W, #511 W, #512 W, #514 W, #515 W, #516 W, #517 W, #518 W, #519 W
 #520 W, #523 W, #524 W, #525 W, #526 W, #527 W, #527 1/2 W, #528 W, #529 W
 #530 W, #532 W, #535 W, #536 W, #537 W, #538 W, #540 W, #601 W, #602 W
 #603 W, #604 W, #605 W, #607 W, #608 W, #610 W, #613 W, #614 W, #615 W
 #616 W, #617 W, #619 W, #620 W, #622 W, #702 W, #704 W, #706 W

Potomac Street (East to West)

#851 E, #823 E, #819 E, #817 E, #813 E, #807 E, #805 E, #803 E, #801 E
 #723 E, #721 E, #719 E, #717 E, #715 E, #709 E, #707 E, #701 E, 600 bl
 City Park, #523 E, #521 E, #519 E, #517 E, #515 E, #513 E, #509 E,
 #507 E, #505 E, #503 E, #501 E, #427 E, #425 E, #421 E, #419 E, #417 E
 #415 E, #413 E, #409 E, #407 E, #405 E, #401 E, #325 E, #323 E, #321 E
 #319 E, #317 E, #315 E, #309 E, #307 E, #305 E, #303 E, #301 E, #229 E
 #227 E, #223 E, #221 E, #219 E, #217 E, #213 E, #211 E, #209 E, #205 E
 #203 E, #201 E, #135 E, #133 E, #125 E, #119 E, #117 E, #116 E, #115 E
 #113 E, #111 E, #109 E, #101 E, #35 E, #31 E, #29-21 E, #19 E, #15 E,
 #11 E, #9 E, #5 E, #3 E, #1 E

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OWNERS OF PROPERTY, continued

Potomac Street (east to west), continued

#1 W, #2 W, #4 W, #5 W, #6 W, #7 W, #8 W, #9 W, #10 W, #11 W, #12 W,
 #13 W, #14 W, #15 W, #16 W, #17 W, #18 W, #20 W, #21 W, #23 W, #24 W,
 #25 W, #26 W, #35 W, #36 W, #40 W, #44 W, #101 W, #102 W, #109 W, #11
 #115 W, #117 W, #122 W, #124 W, #126 W, #127 W, #200 W, #201 W, #215
 #220 W, #222 W, #224 W, #225 W, #227 W, #230 W, #301 W, #302 W, #304
 #307 W, #308 W, #310 W, #311 W, #313 W, #314 W, #315 W, #316 W, #317
 #318 W, #319 W, #320 W, #321 W, #324 W, #325 W, #326 W, #328 W, #330
 #332 W, #334 W, #336 W, #401 W, #406 W, #407 W, #408 W, #410 W, #412
 #414 W, #416 W, #415 W, #418 W, #419 W, #500 W, #501 W, #503 W, #505
 #507 W, #508 W, #509 W, #511 W, #512 W, #513 W, #514 W, #515 W, #516
 #517 W, #518 W, #519 W, #520 W, #521 W, #522 W, #523 W, #524 W, #525
 #526 W, #527 W, #528 W, #529 W, #530 W, #531 W, #532 W, #533 W, #534
 #536 W, #600 W, #601 W, #603 W, #605 W, #609 W, #611 W, #615 W, #701
 #703 W

Walnut Street (East to West)

#301 W, #303 W, #305 W, #309 W, #311 W, #317 W, #323 W, #325 W, #403
 #405 W, #409 W, #411 W, #415 W, #501 W, #503 W, #505 W, #507 W, #509

Koenig House or Cannon Farmhouse

511 East "H" Street

DESCRIPTION

F-2-9

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 boundaries of the Brunswick Historic District include the town of Berlin as laid out in the late 18th century, the B & O Railroad yards along the Potomac River, and the part of the 1890-1910 railroad "boom town" that stretches along the rail yards on either side of the original town. Also included with this nomination are two noncontiguous sites, the Koenig house and the Wenner farmhouse and their remaining outbuildings.

Only a few buildings remain from this town's first one hundred years, 1790-1890. These include the American Legion Home, the John L. Jordan house, the Wenner farmhouse, and the Koenig house. These and other early structures are scattered throughout the present corporate limits of Brunswick.

photo 38
The American Legion Home (by David H. Brown). This was once a story and a half farmhouse, the home of Joseph Waltman who owned "Potomac Farm" which lay east of the creek behind the Legion Home. The house, however, was within the limits of Berlin. The original part, built in the 1790's, was probably the rear section of the present building as the stone chimney and framing indicate that part is much older than the front. The main or front portion was constructed soon after 1845 and was composed of the wooden portion of the wood and iron rails that were replaced in that year by iron ones. The house was altered in 1902 to a full two-story building, and a cinder block wing was added to the north after its purchase by the American Legion in 1946. The main block of the building is presently a two-story, three-bay structure with 10/10 sash windows and a one-bay Greek Revival style entrance portico. There is an *irregular* A-roof, dentilled cornice, and an exterior chimney on the south end. The building is covered with white clapboards. It stands on the east side of Maple Avenue at Walnut Street. *(now completely altered, 1979)*

photo 39
The John L. Jordan House (now known as the Baxter Apartments). West side Maple Avenue, north of West Potomac Street. Built circa 1855, this is an L-shaped, stuccoed house of 2 1/2 stories with a gable roof. It is three bays wide with the entrance in the north bay and a porch across the front. A three-bay addition out the back connects to another gable-roofed section. This was the home of John L. Jordan, the first mayor elected after incorporation of Brunswick in 1890. Jordan served two terms as mayor, from 1890-1892 and from 1898 to 1900. He also served as Clerk of the Circuit Court of Frederick County from 1891 to 1897.

The Wenner Farmhouse. The main block of this brick house was built in the period 1825-1850; the frame addition was built in 1887. It is located on the east side of North Maple Avenue at its intersection with West J Street. The farmhouse has a gable roof, outside end chimneys with corbel caps, and a stone foundation. It has a three-bay main facade with a central entrance framed with transom and sidelights and two 2/2 sash windows. A frame porch extends across this west facade. A smokehouse of common bond brick also stands on the property. This farmhouse is one of the oldest structures within the city boundaries. The house is named for Charles Fenton Wenner, a successful miller, merchant, and farmer who

(see continuation sheet #11)

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DESCRIPTION

purchased it in 1868. In the 1890's he annexed forty acres of his farm-land to the town as "Wenner's Addition to Wenner's Brunswick." From 1935 until recently the house was owned by one of Wenner's grandsons who worked as Yardmaster in Brunswick for the B & O for forty years.

The Koenig House or Cannon farmhouse. This fieldstone house, built in the third quarter of the 19th century, is located on the north side of East H Street at its intersection with Sixth Avenue. It is a 2 1/2-story, three-bay house with the entrance in the easternmost bay. There is a single dormer on all but the rear face of the hipped roof. The springhouse on the property is composed of a stone section with a gabled tin roof and a concrete addition with a leanto tin roof. Built in a "hangover Georgian" style, the house was originally constructed as a summer cottage. It later became a farmhouse and is now a city residence within the town limits of Brunswick. Thomas J. Cannon, late 19th century owner of this property, was a prominent citizen in the area. A land company he formed in 1890 annexed 160 acres to the town as "Cannon's Addition to Brunswick."

photos 1 x 2
The major B & O buildings in Brunswick dating from the period circa 1900 include the roundhouse, the railroad station, and the B & O YMCA building. The Baltimore and Ohio Roundhouse. In 1891 a frame, iron-covered roundhouse was built in the newly-laid B & O yards as an engine terminal where engines were repaired and changed direction. By 1907 a brick, twelve-stall roundhouse in the shape of a quarter circle had replaced this structure. In 1916-17 another brick quarter circle extension was built; by 1927 a small brick "leanto" had been added to the east, bringing the capacity to nineteen stalls at its peak and employing 500 men. Many-paned bay windows encircle the one-story, semi-circular building and groups of three pilasters support the three-part entablature encircling the flat roof.

photo 3
Baltimore and Ohio Station (westbound). In 1891 the Real Estate and Improvement Company built this Queen Anne-style station at the end of the present Seventh Avenue near the B & O tracks. It was meant to be an incentive for prospective buyers of the houses being constructed by the company in that area of town. However, in this location outside the commercial crossroads area near the bridge, the station was little used. Several years of clamoring by the townspeople for a better facility near the business district finally resulted in the removal of this building to its present site at the intersection of Maple and Maryland Avenues. It is a frame, 1 1/2-story structure with two gabled dormers on the south side of the gable roof. These dormers each contain

(see continuation sheet #12)

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DESCRIPTION

a Palladian style window. A pent roof with exposed rafters encircles the north, west, and south sides. Shingle siding covers most of the building, with an imbricated pattern in the shingles of the dormers.

photo
7

Baltimore and Ohio Y.M.C.A. Building. Constructed circa 1907, this is a three-story frame building on a full brick basement. It is situated on the south side of East Potomac Street between First and Second Avenues, immediately by the side of the rail yards. Also a Queen Anne-style building, it is twelve-bays wide and seven deep, a large, square building erected by the Railroad.

The town of Brunswick consists of the railroad yards along the river with the several buildings connected to it (see above), the downtown business district along West Potomac Street in what was Old Berlin, and numerous residential districts, of different character.

photo
12

The business district is limited for the most part to the several blocks along West Potomac Street from Virginia to First Avenue. The street here is lined with stores and office buildings. Some are simply remodeled houses; most are actual store and office buildings of late 19th and early 20th century vintage. On the southeast corner of Maple Avenue and West Potomac Street is the Law Building. It is a 3 1/2-story brick structure with the entrance bay set diagonally across its northwest corner. There are store windows on either side of the doorway which is an arched one. Above these is a single 2/2 window on each floor. Above the arched doorway in the entrance bay are two bay windows. There are stone lintels above the windows of the building; a modillion cornice with dentilled frieze extends around the top of the flat-roofed building with peaks over the bays containing attic windows. There is a three-story porch in the northeast corner of the building. The Pharmacy on the southeast corner of Maryland Avenue and West Potomac Street is a three-story, five-bay building of brick. The front is laid in Flemish bond with glazed headers; the bays are marked by a tall, narrow arch which contains the windows of the second and third stories; a modillion cornice with dentilled frieze is topped with a partial story exhibiting pilasters and a molded cornice. The first floor has had a mid-20th century store front applied to it. The two stores to the left of this are of a similar type, though they are two-story structures. Further to the west on the north side of the street is the Farmers and Mechanics National Bank, a two-story, three-bay building of ashlar masonry laid in regular courses. The three bays are separated by Doric order pilaster of the stone; a dentilled cornice extends around the building three

photo
15

photo
20

(see continuation sheet #13)

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CONTINUATION SHEET

DESCRIPTION

courses from the flat roof; the simple entrance contains a modern door and is flanked by two iron columns topped with spherical lights.

The bridge carrying Maryland Route 79 through Brunswick and over the Potomac to West Virginia forms a division in the townscape. To the west are streets lined with houses which are for the most part built so close together that they give the appearance of rowhouses. The houses on the west side of Delaware Avenue north of West B Street are two-bay, frame buildings with the gable end facing the street. They have porches across the front one story above the street with latticework sides on the basement and first floor levels. The view from B Street shows a continuity in the profile of these buildings, a long series of similar rooflines and porches, all painted white. The houses on Brunswick Street are also individual ones; they do not give a rowhouse appearance, however, as each has a slightly different styling. They are all two or three-bay, two to 2 1/2-story buildings, usually of frame with a one-story front porch. Several larger public buildings are interspersed in some of the residential districts. For example, Brunswick Street between Dayton and Delaware Avenues are the Brunswick Post Office and the public library. The former is a small, brick, 20th-century box, and the latter is a two-story, sixteen-bay brick building, perhaps once a school. The houses on West Potomac Street in the 300, 400, and 500 blocks are again single buildings built so close together and in such similar styles that they appear to be rowhouses. These are 2 1/2-story, two to three-bay houses of frame with front porches and gable ends to the street, distinguished from one another only by their paint colors.

photo 33

photos 24, 25, 26

photos 27, 28, 29, 30

photo 35

photos 36, 37

The area within the historic district boundaries to the east of Maryland Route 79 and to the northeast of the business district consists of large, more individualized houses interspersed with numerous churches. These are again two to 2 1/2-story frame structures with porches, but some of them are L-shaped, some are very large square buildings, and some are rectangular; there are more trees on these streets and the lots are larger, all of which gives this area a more spacious look than those described above. There are three churches within two blocks on A Street. The First Baptist Church, a brick structure of Gothic-influenced Georgia design, stands on the north side of A Street at Maple Avenue; Bethany Lutheran Church on the northwest corner of A Street and First Avenue is an Italianate Gothic brick building; and the Grace Protestant Episcopal Church on the northwest corner of A Street and Second Avenue is a stone, buttressed Gothic Revival building.

(see continuation sheet # 14)

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DESCRIPTION

photo
B

South of this area, across East Potomac Street from the rail yards is another row of the detached but rowhouse-appearing buildings. These are again 2 1/2-story, two or three-bay structures of frame with porches and gable ends facing the street. Moving east along East Potomac Street there is a park at the corner of Park Avenue followed by another block of similar houses. Above this is a hill with a number of more varied houses on larger lots. Along the ridge that is Tenth Avenue are several very large Victorian frame houses. On East B Street are more modest houses similar to those on A Street. On Park Avenue parallel to East B Street the houses are also similar in appearance but are placed closer together on their lots with less trees around them.

photo
35

photo
A-D

Brunswick is stretched along the Potomac River bank which carries the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad tracks and yard that have supported the town since the early 19th century. With its varied residential districts and small business center, it survives as an example of the sort of town built by the railroads in the late 19th and early 20th centuries.

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ADDENDUM TO DESCRIPTION

photo 18
photo 13
The central business section, basically West Potomac Street between Virginia and First Avenues, is lined with two to three story, late Victorian commercial structures of brick. The Law Building, the Pharmacy, and the several buildings next to the latter are representative of this architecture and are described in the nomination form (continuation sheet #2). Campbell's Market at 24 West Potomac Street has a second floor of pressed metal with twisted columns, foliation, and a cornice. 15 and 17 West Potomac is a combined residential and commercial structure typical of such in this section (see NR form).

photo 11
It is a 2-1/2 story frame building with gable end facing the street. The residential second floor overhangs the first with a balcony with spindle railing and cutwork. The first floor has two store fronts with bracketed and dentiled cornice. At 3 East Potomac Street, the S & N Katz Jewelry Store is a two-story frame building with a sawtooth cornice, Venetian-type glass, an ornate doorway, and simple window surrounds.

photo 23
At either end of the central business district are a small number of frame commercial structures of the same vintage as the brick ones. The building at 220-222-224 West Potomac Street is exemplary of these.

photo 22
It is a two-story frame structure with a false front and a shed roof behind it. Covered with German siding, it has a pressed metal cornice with foliated pattern. A porch stretches across the second floor and is supported by brackets. The entrance to the second floor is located between the two store fronts. The Brunswick Hardware Company at 302 West Potomac Street is also a two-story frame building with a porch supported by brackets across the second floor. It has a mansard roof covered with pressed metal and a nice store front with multi-paneled double door flanked by pilasters.

General residential descriptions are given in the National Register form (continuation sheets 3 and 4). More specifics follow here.

photo 27-30
West Potomac Street between Georgia and Florida. #520: 2-1/2 stories, 2 bays, 1-story porch, frame, 2-light transom, simple surrounds, narrow wood siding, gable end to street, scalloped shingles in gable peak. 521 and others: 2 stories, 2 bays, 1-story porch, hipped roof frame, bungalow variations. Victorian-Queen Anne-detail--diamond window in gable, fish scale shingles, geometric shapes--mixed with Colonial Revival detail--"Palladian" windows, porch columns, slate roofs.

SEE CONTINUATION SHEET #14b

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ADDENDUM TO DESCRIPTION, continued

photo 25 Brunswick Street west of Georgia. 511: 2-story, frame cross gable, interior chimneys, simple surrounds, 1-story porch. 515: 2-story, more ornate, frame, polygonal corner tower with witches cap cutout shingles on dormer, interior corbeled chimneys. 517, 519, 525, 527: frame, 2-story, 2-bay, 2-pane window sash, tripartite window in gable, gable facing street, frame, 1-story porch with square piers or Tuscan columns. (Brunswick Street west of Florida Avenue the same.)

photo 24 Brunswick Street between Georgia and Dayton Avenues. 417: 2-story frame gable roof, cut out garland in cornice. 415: 3-story, frame, cross-gable, fish scale shingles, 2 gothic windows, 1-story porch, 2/2 sash, cornice of panels with applied cutwork decoration separated by brackets. 403: 2-story, frame, 3-bay, stylized brackets support overhanging roof, king post in gable, 1-story porch with square, chamfered posts.

photo 23 West side of Delaware Avenue north of West Brunswick Street: bung frame, square posts on 1-story porch, 2-story, large dormer with extend exposed rafters, single pane sash, latticework on porch; and 2-story, frame, gable end facing street, double windows, 2/2 sash, 3-bay, 1-story porch over 2 bays, latticework on porch.

East B Street. 15, 17: 3-bay, 2-story, frame with porch, cross gable with quatrefoil cutwork in peak and fish scale shingles.

First Avenue. 118: 3 bays plus polygonal tower, pressed metal roof on house, shingles roof on tower, cross gable.

A Street. 102: large Victorian, frame, German siding, various forms of fishscale shingle on turret and cross gable, 2/2 sash, dentil cornice and brackets. 311: 5-bay, cross gable, 2-story, frame, 1-story porch across front with sunbursts on porch columns, full stone basement 2-light transom, bracketed cornice. East of 4th Avenue: 2-story, frame stone foundation, 1-story porch, 1 turret, 1 polygonal bay, cutwork on porches, Queen Anne/Gothic windows and shingles.

North side of East Potomac Street east of city park. 715-803: 2-story, 3-bay, gable end to street, frame, 2/2 sash, 2-light transom, many light door, 1-story porch with turned posts and stickwork decoration. shingled or pressed metal gables, double-windows or ventilators in gables, plain window trim, raised stove foundation, simple wood cornice with returns.

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ADDENDUM TO DESCRIPTION, continued

West side of Tenth Avenue overlooking wooded drop. Eight very similar houses. Large Victorian, frame, imbricated slate roof, projecting bay on right with overhanging roof (1 jerkinhead roof with fishscale shingles, 2 have 3-sided tower roof or regular gable), 1-story porch on left, stone foundations.

A Street west from Ninth Avenue, south side. 832, 828, 826: 2-story cross gable, corner boards, German siding, imbricated slate roof, 1-story porch with turned posts, foliated panels, and brackets with cut out moldings, same foliated panels in cross gables, split spindle on window lintel, bulls-eye window with cut out stair above and shingles in gables, 1-story wing to rear.

East side of Ninth Avenue. 2-story, 3-bay, frame, cut out art deco patterns on 1-story porch, cross gable or gable end to street.

The industrial structures are all related to the railroad. The major ones are described in the National Register form. Other smaller buildings related to the railroad exist in the yard; these all appear to date from the construction of the yard here circa 1890 to 1910 or possibly the next several decades.

Intrusions are not seriously intrusions, but rather noncontributing structures. These consist of a gas station on the northwest corner of West Potomac Street and Maryland Avenue, a new bank on the northwest corner of West Potomac Street and Maple Avenue, a liquor store at 17-19 E. Potomac Street, and several new structures, mostly on the south side of West B Street just west of Maryland Rte. 79 (Petersville Road).

SIGNIFICANCE

F-2-9

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	<input checked="" type="checkbox"/> ARCHITECTURE	___EDUCATION	___MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
___1700-1799	___ART	___ENGINEERING	___MUSIC	___THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	___EXPLORATION/SETTLEMENT	___PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	___COMMUNICATIONS	___INDUSTRY	___POLITICS/GOVERNMENT	___OTHER (SPECIFY)
		___INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Brunswick is a town with a double heritage, one of which is reflected in its physical appearance, and the other which, except for a few scattered buildings, is extant only as a part of recorded history. In its early days, Brunswick (then known as Berlin) was a small, river town whose trade-oriented economy was boosted by the arrival of the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad in the second quarter of the 19th century. The growth of the railroad ultimately altered the town beyond recognition when a large rail yard established there in the 1890's caused a massive building boom. Brunswick today is a railroad town of basically circa 1890 to 1930 period construction, with very few visual remnants of its earlier and quieter identity.

The land on which Brunswick is situated was a land grant of 3,100 acres called "Hawkins Merry Peep-O-Day," given to John Hawkins in 1753. A part of this tract owned by Leonard Smith in 1787 was laid out in a town of ninety-six lots which Smith called Berlin. A flour mill was established and trade developed with the surrounding area. Berlin was situated on the north-south route between Frederick County, Maryland, and Loudon County, Virginia. A ferry operated here before 1822 and in 1859 a wooden toll bridge was built over the Potomac to replace the one burned in the Civil War. The increased traffic created by the coming of the C & O Canal reinforced Berlin's position as a local center of commerce. The construction of the B & O Railroad from Point of Rocks to Hagerstown through Berlin also added to the town's prosperity.

During the Civil War, the Confederates took advantage of Berlin's location to make raids into Maryland, using a pontoon bridge when the bridge there was burned. The Union forces also passed through the town, as after the battles of Antietam and Gettysburg, Generals McClellan and Meade each camped their armies here before advancing into Virginia.

A picture of Berlin penned by Alexander Gardner, a Civil War photographer, published to accompany a photograph of the bridge at Berlin in his Gardner's Photographic Sketch Book of the Civil War, is as follows:

Berlin is a quiet little village on the B & O Railroad, 12 miles from Point of Rocks. A fine bridge connected with the Virginia shore until June, 1861 when the Confederates sacrificed it to the spirit of destruction that ruined Harper's Ferry and laid waste the border. Its inhabitants,

(see continuation sheet #15)

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NATIONAL PARK SERVICE

F-2-9

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County,
Maryland

CONTINUATION SHEET ITEM NUMBER 8 PAGE 15

STATEMENT OF SIGNIFICANCE

numbering about 500, are dependent principally for support upon the business of the C & O Canal, which passes the place, and during the war, from the interruption of navigation, necessarily suffered much hardship.

In his 1882 history of western Maryland, J. Thomas Scharf wrote about Berlin:

This village (Barry Post-Office) is on the Baltimore and Ohio Railroad, seventy-five miles from Baltimore, and fifteen from Frederick by county road. The town has great advantages for trade, and does a large business in grain, fertilizers, and coal.

The small, but prosperous 19th century town of Berlin underwent a metamorphosis beginning in 1890, resulting in the turn of the 19th century town of Brunswick. This transformation is described in a handbill published in 1896:

There once was a town of Berlin, and it was a nice, quaint old place but in 1890 the B & O R.R. Co., finding itself crowded at Martinsburg, West Virginia, for yard room, packed up its goods and chattels and moved about twenty-five miles farther east to what was then Berlin, Maryland. Here at once freight yards were established, with the capacity of 4,000 cars; large freight transfer sheds were also built, and before the world had time to think of it, the city of Brunswick had been added to Maryland's list of municipalities and was booming as was no other town in the state.

T.J.C. Williams also wrote of this change in his 1910 history of Frederick County:

Before the construction of the yard the town was known as Berlin; it had about two hundred inhabitants, having dwindled to this number from five hundred or more immediately preceding the Civil War. The only enterprises which seemed to afford a gainful occupation for her citizens were two grocery stores, a saloon, a flour mill and the railroad itself, whose section gang was located at the place; in all there seemed to be employ-

(see continuation sheet #16)

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Brunswick Historic District
Frederick County,

CONTINUATION SHEET Maryland

ITEM NUMBER 8

PAGE 16

STATEMENT OF SIGNIFICANCE

ment for less than a score of men out of a total population of about two hundred. In 1890, however, the work of constructing the new yard began. . . . As if by magic a town of six hundred inhabitants sprang up consisting mainly of the contractor's force. . . . As the work neared completion the temporary inhabitants were replaced by permanent residents until in place of the contractor's city of six hundred appeared a stable community of two thousand which has steadily grown to the present proportions. beginning about 1893 the new town began to grow with the rapidity of a 'boom town' on the plains. Railroad men began to build homes and move into them. Street after street was built, electric lighting was introduced; a town hall; Masonic hall; churches, schools and other public buildings went up; pavements were made and a modern town appeared on the map of Frederick County.

Brunswick (changed in 1890 from Berlin to avoid confusion with Berlin in Worcester County) today is a railroad town of turn of the century vintage. Although there are a few earlier houses, most notably the Wenner House and the Koenig House on the outskirts of the town, the majority of buildings were built during the period 1890 to 1930. There are many row-type houses along the railroad yard and in the western section and houses spaced more openly in the center of town and along the cliffs in the southeast section, giving the appearance of housing constructed for the railroad workers and for those who came to serve the community created by the railroad.

The railroad yards at Brunswick have continued as a repair shop and switchyard from 1890 until the present. Until the 1950s they were equivalent in size and importance to the yard at Cumberland, Allegany County (the latter is now larger). Brunswick was a coal classification point where coal from the west was held until it was transported to the docks in Baltimore. It was also the first division point out of Baltimore going west. Division points, located approximately every 100 miles on the railroad, were places where the train crews changed shifts. The primary purpose of the B & O YMCA in Brunswick, probably built by the railroad and leased to the YMCA, was to house the crews who ended their shifts in the town. As a YMCA, however, the building was also available to the townspeople who belonged to it.

(see continuation sheet #17)

F-2-9

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Brunswick Historic District
Frederick County,

CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 17

STATEMENT OF SIGNIFICANCE

From the point of view of historic preservation, Brunswick presents an unusual opportunity to study the environment of a late 19th century railroad town. For, as 19th century Berlin was lost to the circa 1900 railroad boom town, so many such railroad towns have themselves been lost in the path of progress.

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HERITAGE CONSERVATION AND RECREATION SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County
Maryland

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 17a

HISTORY: See National Register Nomination form.

SIGNIFICANCE:

Brunswick is a turn-of-the-century railroad town little altered from that time to the present day. Though the railroad has been much reduced in economic importance, leading to a "back water" atmosphere in the town, this same economic problem has led to the preservation of much of the town's late 19th and early 20th century appearance. Railroad towns such as this, with their working-class architecture-- nearly all houses similar with differences evident only in detail and an interesting change in lot size, set back, and house size from the part of town nearest the rail yards to that high on the bluffs--are many times overlooked in the study of architectural and social history and especially in the concerns of preservation. They are thought to be too new or their architecture too unimportant for consideration. Because of this attitude it is important to officially recognize the value of such places.

Baltimore, Cumberland, and Brunswick are the only sites in Maryland that house large rail yards for the major railroads passing through the state. Baltimore has no equivalent railroad community nor does Cumberland making the town of Brunswick the only one of its type in Maryland.

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

Brunswick Historic District
Frederick County,
Maryland

CONTINUATION SHEET ITEM NUMBER 9 PAGE 18

MAJOR BIBLIOGRAPHICAL REFERENCES

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- Miller, Francis Trevelyan. The Photographic History of the Civil War. New York: Castle Books, 1957, Vol. II, ff. 56 & 57, 266 & 267, Vol. IV, ff. 77, 275.
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- Simmons, Henry E. A Concise Encyclopedia of the Civil War. New York: Bonanza Books, 1965.
- The Blade Times (Brunswick, Maryland), July 2, 1953, March 16, 1967 & March 30, 1967.
- The Potomac Edison Company. The Valley News Echo. Hagerstown, Md., 1965, the FORWARD, Vol. 2, No. 3, Vol. 2, No. 5, Vol. 3, No. 1, Vol. 3, No. 10, Vol. 3, No. 11, Vol. 4, No. 4, Vol. 5, No. 12.
- The War of the Rebellion--Official Records of the Union and Confederate Armies. Washington, D.C.: U.S. Government Printing Office, 1887, Series 1, Vol. 19, pt. 1, ff. 520, 533, 546, 642, 790. 1889, Series 1, Vol. 27, pt. 3, ff. 695, 696, 697, 718, 721, 725 1901, Series 1. Vol. 5, & Vol. 19, pt. 1, f. 157, & Vol. 19, pt. 2, ff. 501, 506, 507, 510, 511.
- Titus, C. O. & Co. Atlas of Frederick County Maryland. Philadelphia: C. O. Titus & Co., 1873.

GEOGRAPHICAL DATA (VERBAL BOUNDARY DESCRIPTION)

west on East C Street to its intersection with Petersville Road, Maryland Route 79, from there west to Delaware Avenue (include Delaware above West B Street), running then with West B Street to the point of beginning.

MAJOR BIBLIOGRAPHICAL REFERENCES

F-2-9

- Gardner, Alexander. Gardner's Photographic Sketch Book of the Civil War.
 New York: Dover Publications, Inc., 1959 copy of original two volume
 work published 1866.
- Hungerford, Edward. The Story of the Baltimore and Ohio Railroad, 1827-
 1927. New York-London: G. P. Putnam's Sons, 1928, Vol. I & II.

(see continuation sheet #18)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 320
 UTM REFERENCES

⁴³⁵⁵⁻⁴⁸⁰
 E.1 8.2 7 3 8 6 0. 4 3 5 3 7 8 0
 F.1 8. 2 7 4 3 7 0. 4 3 5 5 2 1 0

A 1,8 | 2,7,4 | 6,8,10 | 4,3,5,4 | 5,2,0
 ZONE EASTING NORTHING
 C 1,8 | 2,7,2 | 5,2,0 | 4,3,5,4 | 3,5,0

B 1,8 | 2,7,4 | 6,8,10 | 4,3,5,3 | 7,8,10
 ZONE EASTING NORTHING
 D 1,8 | 2,7,2 | 6,7,10 | 4,3,5,5 | 10,7,10

VERBAL BOUNDARY DESCRIPTION (see continuation sheet #8)

Beginning at the intersection of West B Street and Central Avenue, then running south to the Potomac River, following the bank of said river east 1.5 miles, then running north to the intersection of East Potomac Street and Tenth Avenue, then continuing on the following courses: north on Tenth Avenue, west on East B Street, north on Ninth Avenue, west on Park Avenue following the southern line of "Cannon's Addition to Brunswick" west to the intersection of Second Avenue and East B Street, then north on Second Avenue

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

njm

NAME / TITLE Connie Koenig, Researcher/
 Pamela James, Assistant Historian

ORGANIZATION Frederick County Landmarks, Inc./
 Maryland Historical Trust DATE 10/74 - 1/76

STREET & NUMBER 511 East H Street/
 21 State Circle TELEPHONE /267-1438

CITY OR TOWN Brunswick/
 Annapolis STATE Maryland 21716/21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

John N. Pearce 3/15/78

TITLE STATE HISTORIC PRESERVATION OFFICER

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

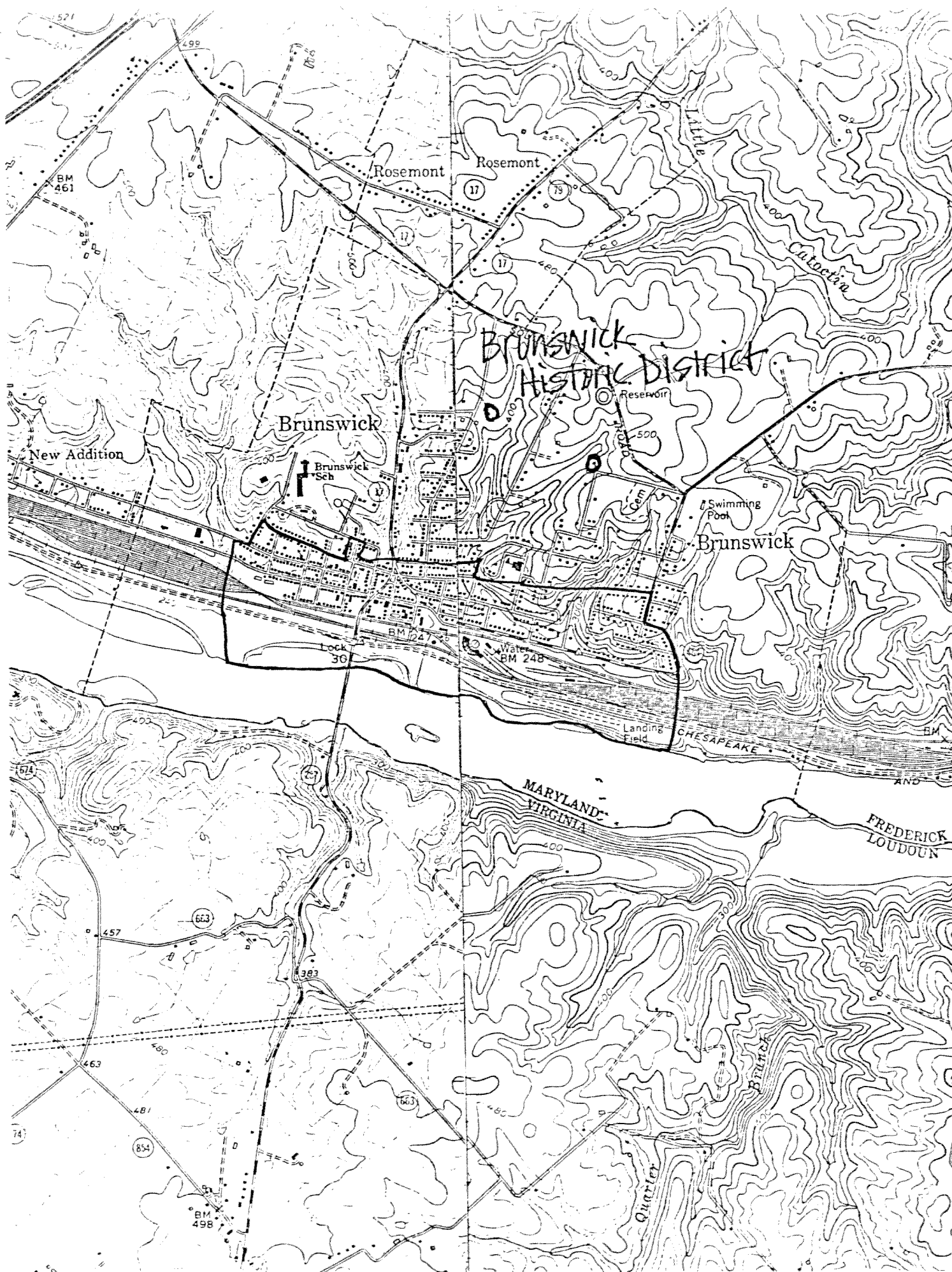
DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



HARRIS CERRY
0040

POINT OF ROCKS
0015

F-2-9



F-2-9

F- Brunswick H.D.
PMJ 11/75

Bto Roundhouse
from NW



BRUNSWICK

F-2-9

PMT 12/78

north side of W. Potomac St.
east of Florida Ave.



BRUNSWICK

F-2-9

EMJ 12/78

South side of W. Potomac St.
looking east from Maryland Ave.



LIQUORS

ICE

LIQUORS

JW

rice	88¢
rice	3.17
rice	2.17

CHEVROLET

BRUNSWICK

F-2-9

24 W. Potomac St. (Campbell's Market)

PMT 12/78



Brunswick

F-2-9

north side of brunswick st.
west of Georgia Ave.

PMJ 12/78



Prescription Arts
PHARMACY

Brunswick

F-2-9

366AA W. Monroe St.

F11J 12/78



Brunswick

F-2-9

P.M.J. 12/78

South side of W. Potomac St
west of Maryland Ave.



Brunswick
F-2-9

PMJ 12/78

NW from the eastbound
station, panorama part A



BRUNSWICK

F-2-9

PMJ 12/78

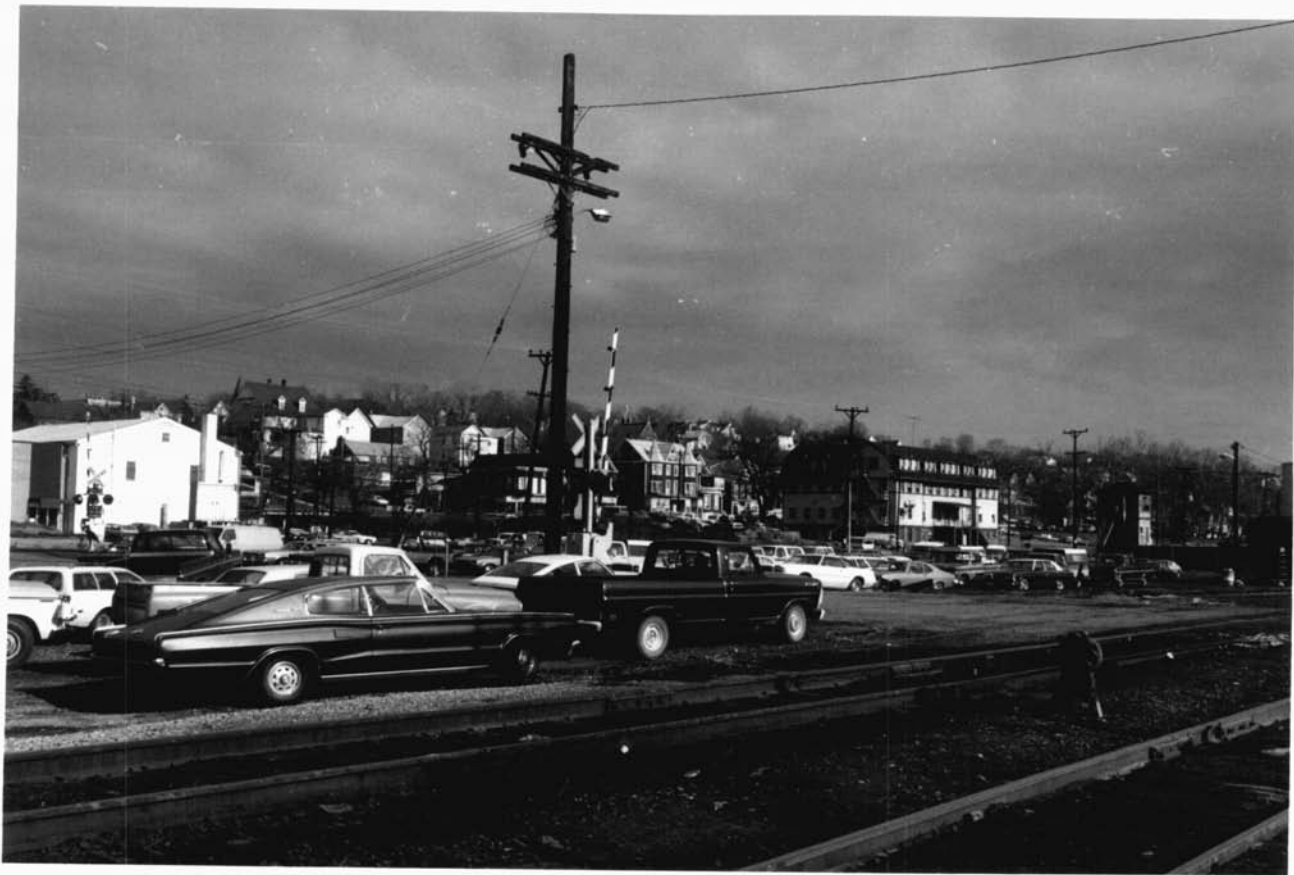
panorama, part B
north
looking ~~west~~ from eastbound station



Brunswick
F-2-9

EMJ 12/78

looking north to town from
the eastbound bus station



BRUNSWICK
F-2-9

panorama part C
looking NNE from last bond
station.

PMT 12/78



BRUNSWICK

F-2-9

panorama, part D

PMT 12/78 Looking ^{NE}~~South~~ from eastbound station



Brunswick

F-2-9

PMT 12/78

BTO yard, switching
station from the east



Brunswick

F-2-9

6 to yard
switching station
from the west

PART 12/78



Browswick

F-2-9

BTO Enginehouse from the SW

PAAJ 12/78



Brunswick

F-2-9

BTD enginehouse

PMJ 12/78



F-2-9

PMJ

12/78

Brunswick
eastbound station



BRUNSWICK

F-2-9

east of second Ave.

PAIJ 12/78 looking ^{east} south along the N side of
E. Otisac St.



BRUNSWICK

F-2-9

PNJ 12/78

north side of E. Potomac St.
Cooling west from the B to YMCA.



BRUNSWICK

F-2-9

PWT 12/73

111 E. POTOMAC ST.



BRUNSWICK

F-2-9

PNT 12/78

north side of E. Potomac St.
east of Maple Ave.



F-2-9

F- Brunswick H.D.
PMJ 11/75

S side W. Potomac St. 1
100 block
1910 Church of God in
foreground



F-2-9

PMT 12/78

Brunswick Reformed Church (1910)
south side of W. Potomac St.



PNJ 12/78

15-17 W. Potomac St.

BRUNSWICK

F-2-9



FOR SALE
MACHAT
432-1484

RE-ELECT
G. DAVID G.
COULMA

BRUNSWICK

F-2-9

PMJ 12/78

220-224 W. Potomac St.



BRUENSWICK

F-2-9

PMT 12/73

South side of W. Potomac St.
Looking east from Florida Ave.



Brunswick

F-2-9

531 W. Potomac

north side of
W. Potomac St. in the
block east of Florida
Ave.

PMJ 12/78



Brunswick

F-2-9

PMJ 12/78 302 W. Potomac St.



Brunswick
F-2-9

PMT 12/78

536 W. Potomac St.



F-2-9

12 Delaware Avenue
Brunswick

PMJ 12/78



PMJ 12/78

F-2-9

Brunswick
10 Delaware Ave.



BRUNSWICK
F-2-9

north side of brunswick st. west of Florida Ave.

PMJ 12/78



F- Brunswick

~~west~~ east side Maple Ave,

F-2-9

pmJ 11/75



F-2-9

F- BRUNSWICK H.D.
PMJ 11/75



BRUNSWICK H.D.

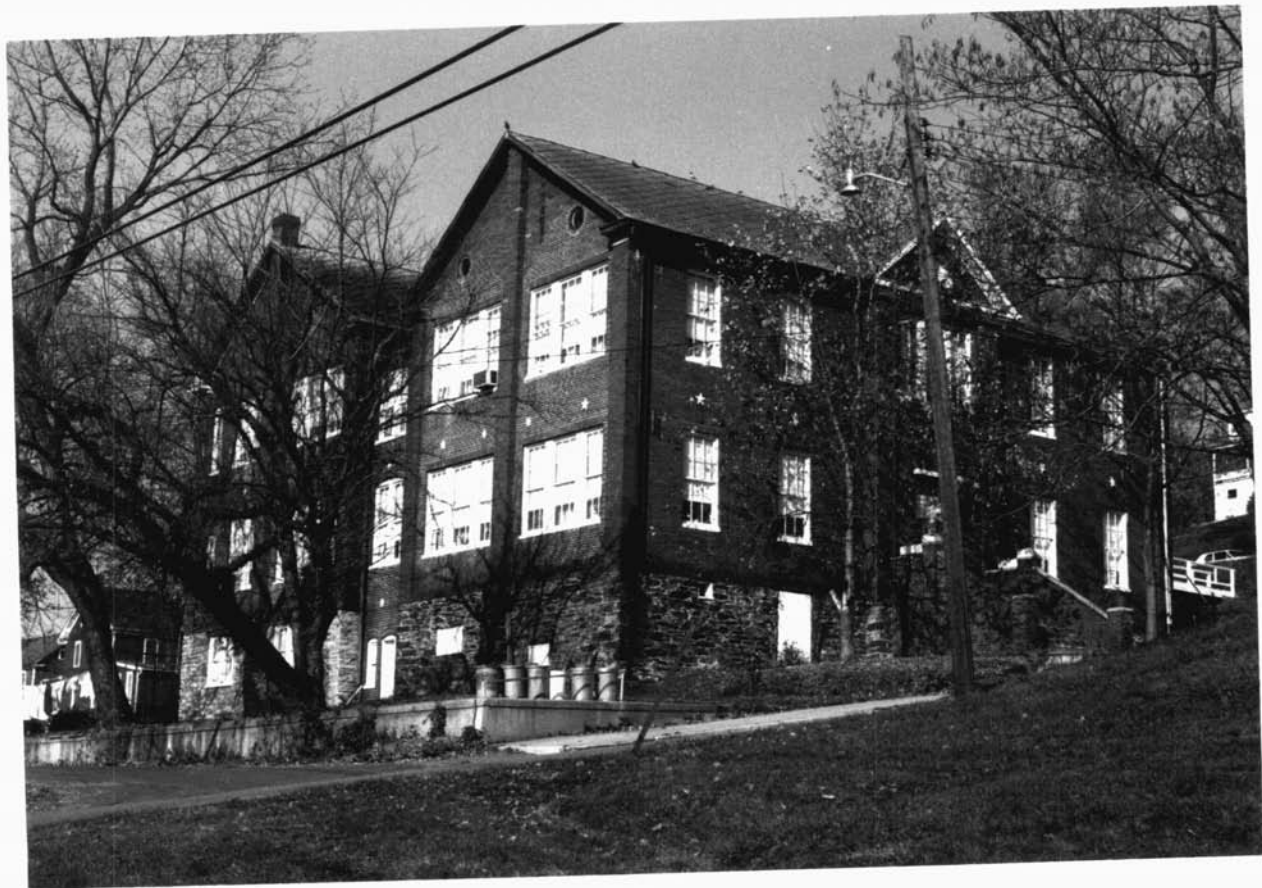
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BRUNSWICK

F-2-9





BRUNSWICK HD

F-2-9