

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
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DATE ENTERED

**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NOT FOR PUBLICATION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
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> 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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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 St.  
of Maryland Routes 79 and 478

CITY, TOWN

Brunswick

VICINITY OF  
CODE

24

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

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

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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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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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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 to 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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Frederick County

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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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Brunswick Historic District  
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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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Brunswick Historic District  
Frederick County  
Maryland  
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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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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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Frederick County  
Maryland

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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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Frederick County

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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 <sup>irregular</sup> 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

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

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

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,

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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-

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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.

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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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**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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- 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.
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- 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 E.1 8.2 7 3 8 6 0. 4 3 5 3 7 8 0  
 UTM REFERENCES 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      B 1,8 | 2,7,4 | 6,8,10 | 4,3,5,3 | 7,8,10  
 ZONE EASTING NORTHING      ZONE EASTING NORTHING  
 C 1,8 | 2,7,2 | 5,2,0 | 4,3,5,4 | 3,5,0      D 1,8 | 2,7,2 | 6,7,10 | 4,3,5,5 | 0,7,10  
 ZONE EASTING NORTHING      ZONE EASTING NORTHING

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 DATE 3/15/78

TITLE STATE HISTORIC PRESERVATION OFFICER

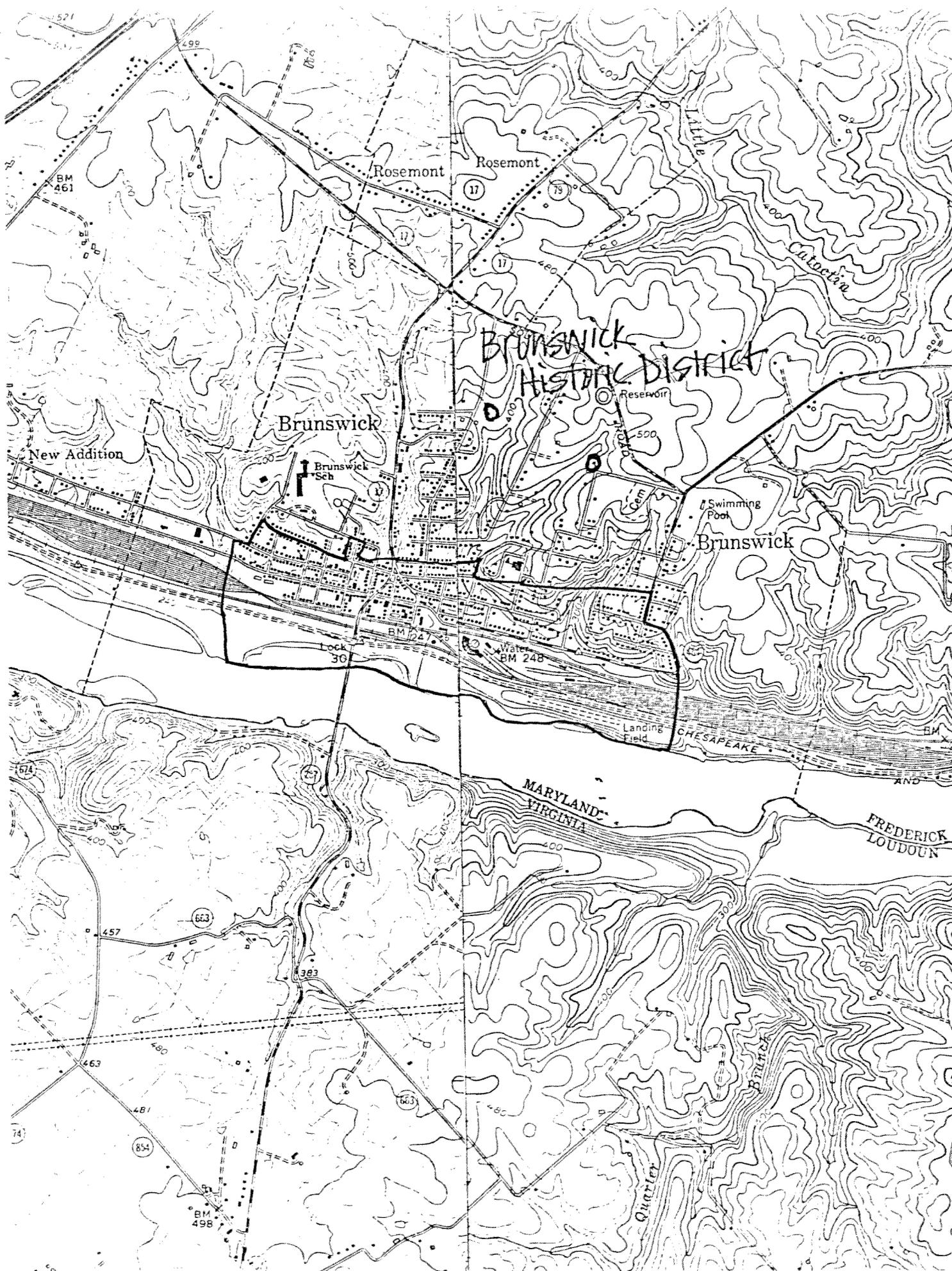
FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION DATE

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER



HARPERS 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

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

BBAA W. Moniac, 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

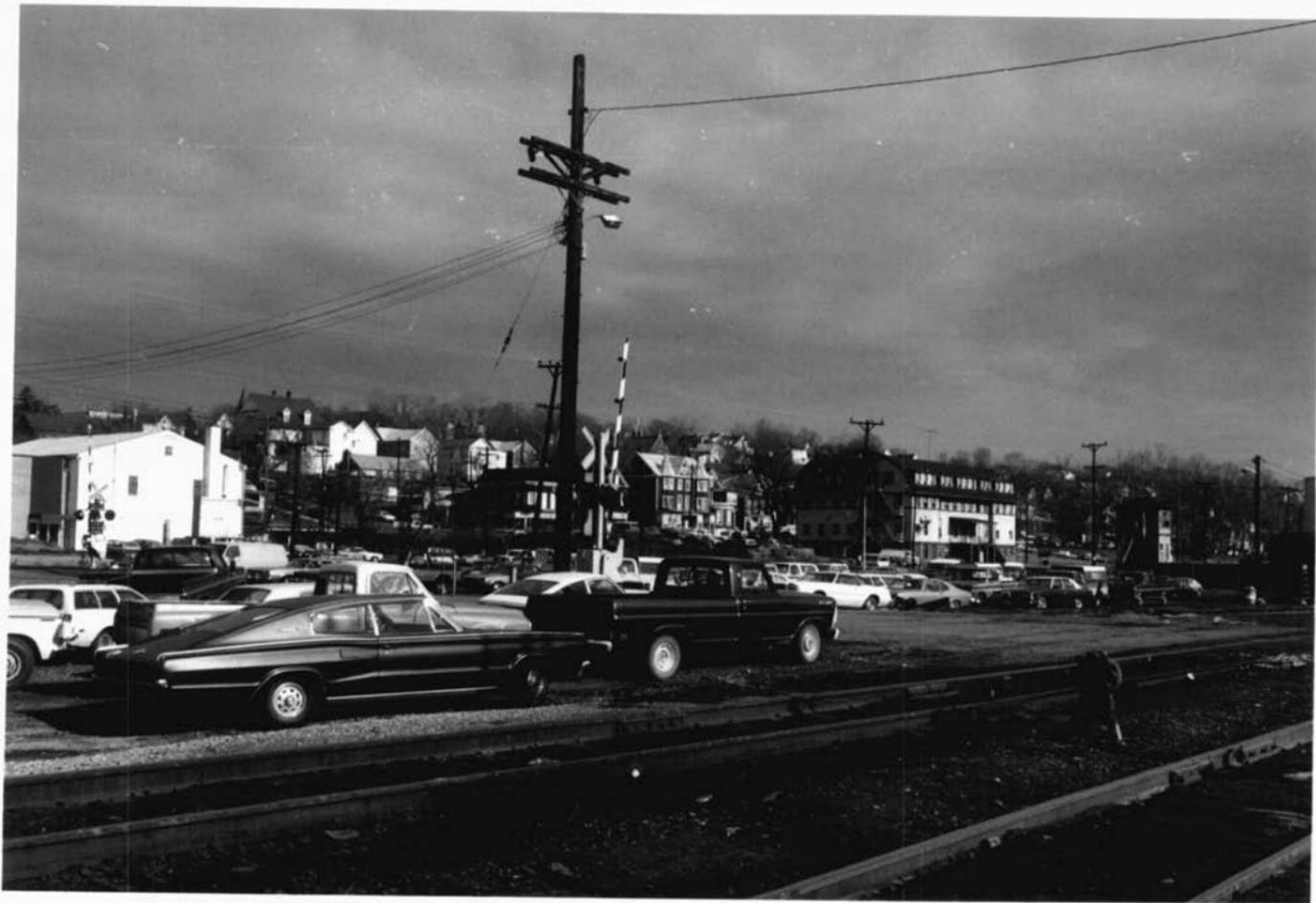
panorama, part B  
north  
looking ~~west~~ from eastbound station



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 <sup>NE</sup>~~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

PAAT 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 <sup>east</sup> south along the N side of  
E. Ottonac 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

PNTJ 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



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.

F-2-9



Brunswick  
F-2-9





BUNSWICK HD

F-2-9