

Property Address <u>Brandywine Road/Missouri Avenue/Cherry Tree Crossing Road, Brandywine, Prince George's</u>	
County _____	
Owner Name/Address <u>Multiple</u>	Year Built <u>1872-1930</u>

**Description:**

The Brandywine Historic District was previously surveyed by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in 1974 and the Prince George's County Historic Preservation Commission in 1986 and 1987. Since the time of the previous survey, the contributing structures within the district are unaltered.

**National Register Evaluation:**

The Brandywine Historic District is eligible for the National Register of Historic Places under Criteria A and C. The community meets Criterion A as representative of the social structure and economy of a late-nineteenth century railroad village. Extant structures in the town, including churches, a bank, a hotel, a store and multiple residences which date to the period of significance, remain as characteristic features of a town which grew as a result of the development of the railroad in Prince George's County. The district is not eligible under Criterion B, as historic research indicates no association with persons who have made specific contributions to history. The community is eligible under Criterion C, due to the presence of examples of the Mission style, Bungalows, the Queen Anne style, and nineteenth century commercial architecture. The seventeen (17) contributing buildings within the historic district have good integrity of materials and the community retains the feeling and setting of a small railroad village. Finally, the district has no known potential to yield important information, and therefore, does not meet Criterion D.

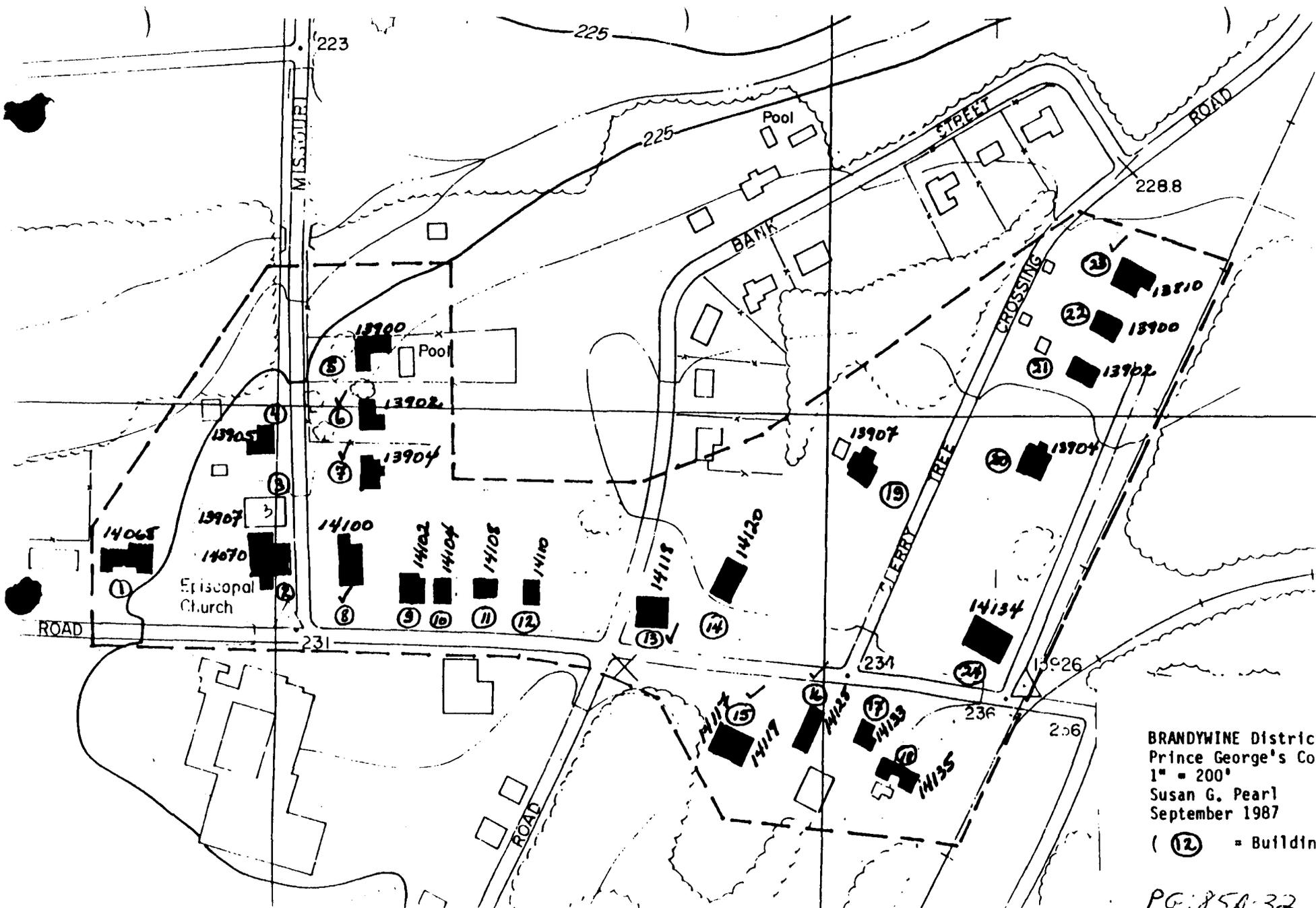
**Verbal Boundary Description and Justification:**

According to the Maryland Historical Trust State Historic Sites Inventory Form prepared in 1986 and 1987, the boundary of the Brandywine Historic District consists of an area along Brandywine Road, approximately 487.7 meters (1600 feet) long and 243.8 meters (800 feet) wide, totaling approximately 12.14 hectares (30 acres). It includes buildings on both sides of Brandywine Road, both sides of Missouri Avenue and both sides of Cherry Tree Crossing Road. The area is bounded on the east by the Conrail (Popes Creek Line) Railroad. Twenty-four (24) structures are located within the district; seventeen (17) contributing and seven (7) non-contributing (see attached map).

<b>MHT CONCURRENCE:</b>			
Eligibility	<input type="checkbox"/> recommended	<input checked="" type="checkbox"/> not recommended	
Criteria	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C
	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> F
Considerations	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C
	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> F
	<input type="checkbox"/> G	<input type="checkbox"/> None	
<b>Comments:</b> <u>MHT is not comfortable completing its review of this district without more substantial information concerning the boundaries, significance, and integrity of this proposed Historic District. We have serious concerns about the district as a collection of properties. No forms have been completed, and existing information only identifies one pivotal building. Significance as a railroad community needs strengthening.</u>			
Suzanne Pickens	07/21/1997	<i>B. Kurita</i>	7/21/97
Reviewer, Office of Preservation Services	Date	Reviewer, NR program	Date

Preparer:  
 P.A.C. Spero & Company  
 September 1996

*Handwritten signature*



BRANDYWINE District  
 Prince George's Co  
 1" = 200'  
 Susan G. Pearl  
 September 1987  
 (12) = Building

PG: 85A-32

U.S. 301 South Corridor  
Transportation Study

Survey # D100 PG: 85A-32  
Property Name Brandywine Hist. Dist.  
Town/County Brandywine / Prince George's Co.  
Quadrangle Brandywine

1:89

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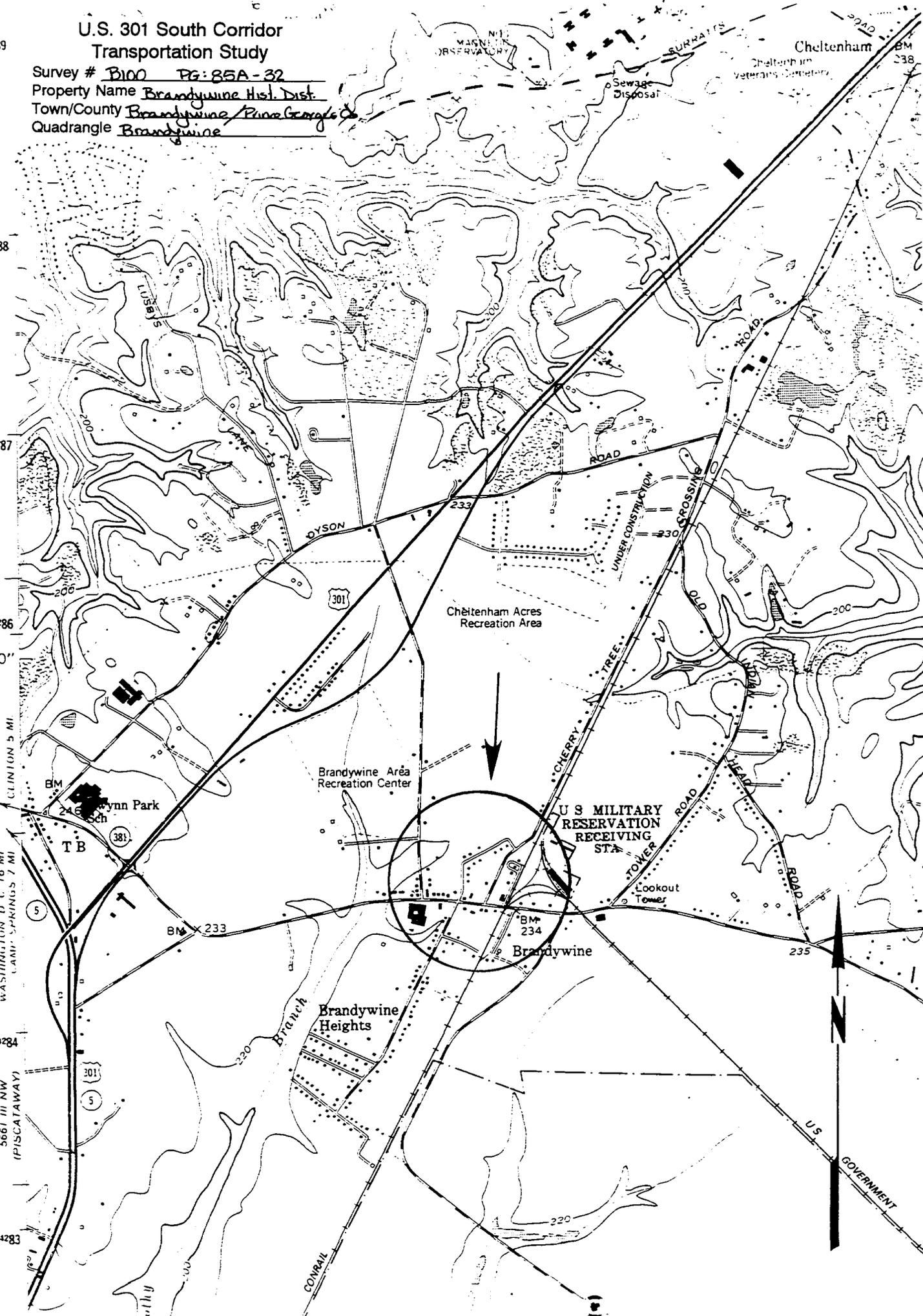
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CLINTON 5 MI

WASHINGTON D.C. 10 MI  
(LAND SPRINGS 7 MI)

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Cheltenham Acres  
Recreation Area

Brandywine Area  
Recreation Center

U.S. MILITARY  
RESERVATION  
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STA.

Brandywine

Brandywine  
Heights

Cheltenham

Cheltenham  
Veterans Cemetery

BM  
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BM  
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T B  
Wynn Park

BM  
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BM  
233

235

U.S.  
GOVERNMENT

MAGNETIC  
OBSERVATORY

Sewage  
Disposal

SURRAITS

OYSON

ROAD

ROAD

UNDER CONSTRUCTION

ROAD

CHERRY  
TREE

WOLKER  
ROAD

HEALD  
ROAD

ROAD

CONRAIL

SIBBELL  
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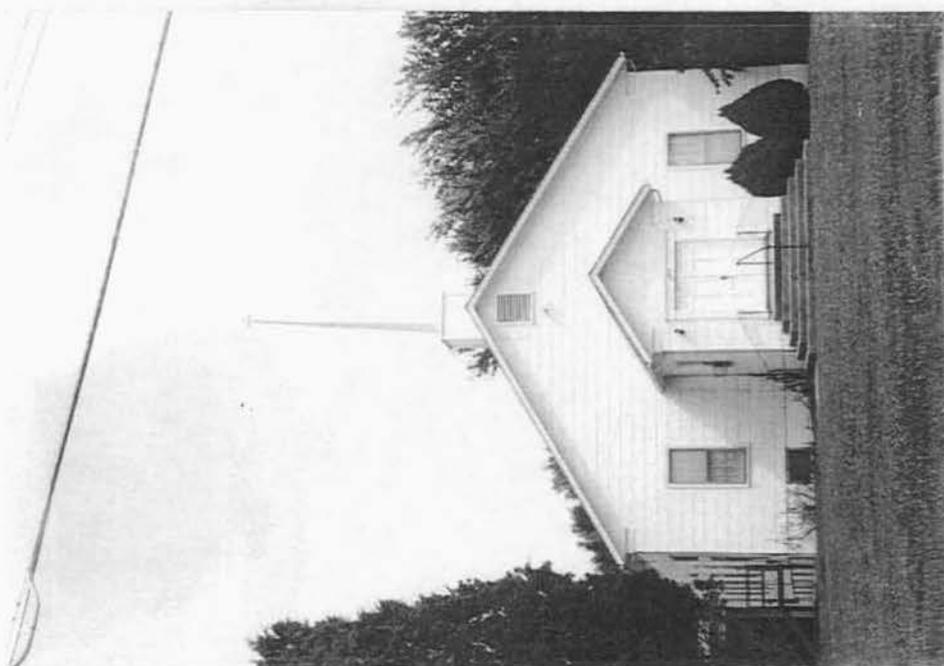
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# Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic Brandywine

and/or common Brandywine

## 2. Location

street &amp; number Brandywine Road (14068-14134); Missouri Ave., (13900-13907) not for publication

city, town Brandywine Cherry Tree Crossing Road (13810-13907) vicinity of congressional district 4

state Maryland county Prince George's

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input 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 checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Twenty four (24) owners

street &amp; number Cf. Building Inventory telephone no.:

city, town state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber

street &amp; number Main Street folio

city, town Upper Marlboro state MD

## 6. Representation in Existing Historical Surveys

title None

date  federal  state  county  local

depository for survey records

# 7. Description

Survey No. PG#85A-32

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

## Description

The Brandywine historic survey district consists of an area along Brandywine Road, approximately 1,600 feet long and 800 feet wide, totaling circa 1,280,000 square feet (or 30 acres). It includes buildings on both sides of Brandywine Road, and on both sides of Missouri Avenue and Cherry Tree Crossing Road; the area is bounded on the east by the tracks of the Conrail (Popes Creek Line) Railroad.

This area comprises R-R (rural-residential) in the north and west section, C-S-C (commercial shopping center) along part of Brandywine Road, and C-M (commercial miscellaneous) zoning along the east boundary of the railroad track.

Twenty-four (24) buildings are included and described: 16 residences (including one early twentieth century bank now converted into a dwelling), two churches, and six commercial buildings (including a modern bank and post office, a Victorian hotel and general store building).

Ten of these buildings have been documented as part of the Prince George's County historic survey project:

- Building Inventory # 2: Chapel of the Incarnation, P.G. #85A-27;
- Building Inventory # 9: John R. Tayman House, P.G. #85A-7;
- Building Inventory #11: Joanna Canter House, P.G. #85A-8;
- Building Inventory #12: Old Bank of Brandywine, P.G. #85A-30;
- Building Inventory #18: Brandywine Hotel, P.G. #85A-12;
- Building Inventory #19: William W. Early House, P.G. #85A-9;
- Building Inventory #20: William B. Early, Jr., House, P.G. #85A-10;
- Building Inventory #21: Marian Early Bean House, P.G. #85A-28;
- Building Inventory #22: Charles S. Early House, Jr., P.G. #85A-29;
- and
- Building Inventory #24: William H. Early Store, P.G. #85A-11.

Inventory forms for these ten buildings are submitted as part of this District survey. One, the William W. Early House (#85A-9), has been nominated to the National Register of Historic Places.

The survey district includes 17 contributing buildings and 7 non-contributing buildings. The contributing buildings range in date of construction from ca. 1872 (William H. Early Store, Building Inventory #24), through turn-of-the-century dwellings and service buildings, to 1920's bungalows and 1930's commercial establishments. The non-contributing buildings include dwellings from the 1950's and (modern) commercial establishments from the 1970's.

The survey district is characterized by both residential and commercial buildings. The dwellings are of several varieties: plain vernacular frame dwellings (#1, #9 and #11), elaborate Queen Anne/Victorian houses (#19 and #20), twin "Classic Box" dwellings of ca. 1910 (#21 and #22), and five bungalows from the 1920's. The 1913 Bank of Brandywine (#12) has been converted into a small single-family dwelling. The late nineteenth century commercial buildings are landmarks in the community: the William H. Early Store (#24) and the Brandywine Hotel (#18). In addition to these, the survey district includes two churches: a meeting house style church from the 1920's (#14), and a unique Mission Style chapel (#2).

This is a rural agricultural area which was transformed by the construction of the railroad into a small commercial junction community. Building lots were laid out on a grid pattern, but development was never fully realized. In the residential area in the north and west, the streets are tree-lined; there are no sidewalks. The prominent Queen Anne/Victorian house of William W. Early (#19) was constructed to front on the Brandywine Road, but is now accessible from the early twentieth-century Cherry Tree Crossing Road. This same road now provides access to the other Queen Anne/Victorian house (#20) and the "Classic Box" houses (#21 and #22), which were built to front on the Popes Creek Railroad line. In the commercial section to the south and east, there are virtually no trees.

A building inventory follows; it includes brief descriptions of all 24 buildings. Maryland Historical Trust Inventory forms follow for the ten buildings previously surveyed.

Building Inventory  
Proposed Brandywine Historic District

- A = Contributing resource with exceptionally high level of integrity and historic and/or architectural significance.
- B = Contributing resource with high level of integrity and historic and/or architectural significance.
- C = Contributing resource with low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration, or by further research.
- E = A resource which does not contribute to the significance of the whole.

1. (C) House, 14068 Brandywine Road (North side), ca. 1890's, Tax Map 145, Parcel 219.

Two-story frame side-gabled house with an entrance in the center bay of the three-bay south facade. Central entry porch and 2/1 windows.

This modest I-house, although substantially altered, contributes to the character of the district as a whole.

2. (B) Chapel of the Incarnation, 14070 Brandywine Road (North side), P.G. #85A-27, 1916, Tax Map 145, Parcel 218.

One-story L-shaped mission-style church with cross gable. Has a four-bay nave and a two-bay east wing. Constructed of pebble-filled concrete block to resemble adobe. Entry vestibule at south gable end. Gable ends decorated with mission-style shaped parapets.

The mission style of this church building makes it unique in Prince George's County; it is a distinctive landmark in this railroad community.

3. (B) Bungalow, 13907 Missouri Avenue (West side), ca. 1920, Tax Map 145, Parcel 64.

One-and-one-half story front-gabled frame bungalow with an entrance in the central bay of the three-bay east gable end. Shed-roof porch with turned posts across the east gable end and south facade. Has 1/1 windows.

- 2 -

Typical small bungalow, now used as Parish House for the adjoining Chapel of the Incarnation.

4. (C) Bungalow, 13905 Missouri Avenue (West side), ca. 1920, Tax Map 145, Parcel 280.

One-and-one-half story side-gabled frame bungalow. First story sheathed with brick. Entrance is in the first bay of the five-bay east facade. A shed-roof dormer with two windows is centered in the east plane of the roof. Has 1/1 windows.

Typical side-gabled bungalow, now altered by brick veneer.

5. (B) Bungalow, 13900 Missouri Avenue (East side), ca. 1920, Tax Map 145, Parcel 114.

One-and-one-half story hip-roof frame bungalow, with hip-roof dormers. Covered with white asbestos shingle siding. One-story porch with turned posts wraps around south and west facades. Entrance in south facade.

This is a good example of the popular hip-roof bungalow style.

6. (E) 1950's House, 13902 Missouri Avenue (East side) Tax Map 145, Parcel 197.

Two-story side-gable gambrel roof frame dwelling with beige asbestos shingle.

7. (E) 1960's House, 13904 Missouri Avenue (East side) Tax Map 145, Parcel 66.

One-and-one-half story side-gabled brick dwelling. Entrance is in the center bay of the five-bay west facade, with fan transom and entry porch. The west plane of the roof has two gable-roof dormers.

8. (E) Modern Post Office Building, 14100 Brandywine Road (North side) Tax Map 145, Parcel 205.

Flat-roof one-story brick post office building with a glass-front entrance on the south facade.

9. (C) John R. Tayman House, 14102 Brandywine Road (North side), P.G. #85A-7, 1914, Tax Map 145, Parcel 72.

Two-story frame (T-shape) cross-gable dwelling with a gable-front-and-wing plan. Entrance is in the second bay of the south

- 3 -

facade. Covered with white German siding and patterned tin roof. Has 1/1 windows.

The Tayman House is considerably altered, but is a good and visible example of the popular early twentieth century gable-front-and-wing plan vernacular dwelling.

10. (C) Meinhardt Bungalow, 14104 Brandywine Road (North side), circa 1930, Tax Map 145, Parcel 204.

One-and-one-half story side-gabled bungalow with an entrance in the center bay of the three-bay south facade. Has an entry porch. Covered with light green asbestos shingle.

Typical modest housing of this community in the side-gabled bungalow style.

11. (C) Joanna Canter House, 14108 Brandywine Road (North side), P.G. #85A-8, 1899, Tax Map 145, Parcel 126.

Two-story frame side-gabled house with an I-house plan. Three-by-one-bay, with the entrance in the central bay of the three-bay south facade. One-story one-bay addition across the west gable end, and one-story addition across the north rear facade. Covered with white aluminum siding. One-story hip-roof porch across south front. Has 2/2 windows.

A much-altered example of the simple I-house plan dwelling; this house has contributed to the character of the community since the turn of this century.

12. (B) Old Bank of Brandywine, 14110 Brandywine Road (North side), P.G. #85A-30, ca. 1913, Tax Map 145, Parcel 131.

One-story three-by-three-bay hip-roof building, covered with stucco. Entrance is in the center bay of the south facade, with gable roof entry porch.

This small stucco-covered bank building is a major contributor to the Brandywine streetscape, and is possibly the only structure of its type surviving in Prince George's County.

13. (E) Citizens Bank and Trust, 14118 Brandywine Road (North side), 1970's, Tax Map 145, Parcel 116.

Modern brick one-and-one-half story mansard-roof bank building.

14. (B) First Baptist Church, 14120 Brandywine Road (North side), ca. 1920's, Tax Map 145, Parcel 117.

One-and-one-half story front-gable meeting house style frame church covered with white asbestos shingle. Five-bay nave with two-bay rear extension. Entrance is through a one-story vestibule centered on the three-bay south gable end, through a panelled double door with classical surround. Tall slim steeple.

This meeting-house style church is a visible contributor to the Brandywine streetscape.

15. (E) J & D Liquor (west) and Jumping Jack (east), 14117 and 14119 Brandywine Road (South side), ca. 1940's, Tax Map 145, Parcel 122.

One-story concrete block commercial building with a glass store front (north facade) and a false front parapet above.

16. (E) Webbs Grocery, 14125 Brandywine Road (South side), ca. 1930's, Tax Map 145, Parcel 122.

One-and-one-half story front-gable commercial building covered with "brick tex". Concrete block rear extension to south.

17. (C) Middleton Building, 14133 Brandywine Road (South side), ca. 1920's, Tax Map 145, Parcel 123.

One-and-one-half story frame bungalow covered with brown siding.

This bungalow-style dwelling has been substantially altered and converted to offices of a building contracting company.

18. (C) Brandywine Hotel, 14135 Brandywine Road (South side), P.G. #85A-12, ca. 1895, Tax Map 145, Parcel 124.

Large two-story frame hotel with an entrance in the central bay of the five-bay north facade. First and fifth bays are cross gables. A one-story porch stretches across the north (main) and east facade, facing the railway.

This large hotel building has been a major contributor to the Brandywine streetscape since circa 1895. As a temporary residence for travelling businessmen and railroad employees, it has played an important part in the history of this railroad community.

19. (A) William W. Early House, 13907 Cherry Tree Crossing Road (West side), P.G. #85A-9, 1907, Tax Map 145, Parcel 199.

Two-and-one-half story hip-roof frame dwelling with an entrance in the principal south facade. Features asymmetrical gable-roof extensions, projecting bays and a corner tower. Distinctive Queen Anne style decorative elements include jig-sawn barge-boards, patterned shingle siding, a veranda with a spindle-work frieze course and ornamental acroteria on the peaks of the patterned tin roof.

This elegant Queen Anne style dwelling was built by a member of the prominent Early family in 1907/08, probably from a pattern book design; it is one of the best examples of its type surviving in Prince George's County, and is a prominent and attractive local landmark.

20. (B) William B. Early House, 13904 Cherry Tree Crossing Road (East side), P.G. #85A-10, ca. 1910, Tax Map 145, Parcel 207.

Two-and-one-half story side-gable frame dwelling with projecting bays and a corner tower. Entrance is in the center bay of the three-bay east facade. One-story wrap around veranda has jig-sawn brackets and spindlework frieze. Covered with light green vinyl siding. Has 2/2 windows.

This house was built by another member of the locally prominent Early family, to expand his small dwelling; it is a handsome example of Queen Anne style architecture, and follows the example of the William W. Early house.

21. (B) Marian Early Bean House, 13902 Cherry Tree Crossing Road (East side), P.G. #85A-28, ca. 1910, Tax Map 145, Parcel 210.

Two-and-one-half story square pyramidal-roof frame dwelling, "Classic Box" style. Entrance is in the second bay of the three-bay east facade (facing railroad), with a two-story semi-octagonal projecting bay in the first bay. A hip-roof dormer is centered in the east plane of the roof. Original siding is covered with gray asbestos shingle. A one-story Tuscan-columned porch stretches across the east facade.

This house, built for the sister of William B. Early, was built at approximately the same time as his house, but in an entirely different style. It is a fine example of the popular "Classic Box" style of dwelling.

22. (B) Charles S. Early, Jr., House, 13900 Cherry Tree Crossing Road (East side), P.G. #85A-29, ca. 1910, Tax Map 145, Parcel 211.

Identical to 13902 except that original siding is covered with yellow synthetic diamond-shaped shingle; addition to rear.

This house is a twin of the Marian Early Bean house, built for her brother, Charles S. Early, Jr. Together, the two houses stand as distinctive landmarks and major contributors to the Brandywine streetscape.

23. (E) 1950's House, 13810 Cherry Tree Crossing Road (East side), Tax Map 145, Parcel 214.

One-and-one-half story side-gabled brick cottage, three-by-one-bay. Full facade three window shed-roof dormer in each plane of the roof. Entrance is in east facade.

24. (B) William H. Early Store, 14134 Brandywine Road (North side), P.G. #85A-11, 1872 and 1915, Tax Map 145, Parcel 212.

Two-story side-gabled frame commercial building, five-by-two-bay, with an entrance in the central bay of the five-bay south facade. One-story porch across the south facade. Original siding is covered with white asbestos shingle. Has a two-story two-bay deep hip-roof north wing and a one-story gable-roof concrete-block storage wing attached to the rear.

This store has been a noticeable landmark in the village of Brandywine since the completion of the railroad in 1872; although enlarged and altered, it is a visible reminder of the earlier commercial activity of this railroad-oriented village.

# 8. Significance

Survey No. PG#85A-32

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" 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 type="checkbox"/> social/humanitarian
<input checked="" 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 checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		Local history

**Specific dates** \_\_\_\_\_ **Builder/Architect** \_\_\_\_\_

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The historic survey district for Brandywine is a three-block section of Brandywine Road, a railroad village which grew up around the Baltimore and Potomac Railroad and its junction with the Southern Maryland and Point Lookout Railroad. The 24 buildings on the survey reflect the society and economy of this late nineteenth century railroad town. The period of significance of the building ranges from the 1870's, when the village was first platted, into the 1930's. The village reached its peak population in the early 1880's during the period of construction of the Baltimore and Potomac Railroad and the spur line of the Southern Maryland Railroad; the junction of these two railroad lines formed the nucleus of the village.

There was a small village at Brandywine by the early years of the nineteenth century, at the intersection of the old road from Woodville (Aquasco) and the road to Indian Head in Charles County.<sup>1</sup> The first store and post office were established at Brandywine by 1846, approximately one mile east of the present village.<sup>2</sup> On the eve of the Civil War, the store and post office were operated by William H. Early. His farm and dwelling house (recently demolished) adjoined the store.<sup>3</sup>

Early in the nineteenth century the region around Brandywine was a rural area, dotted with small farms and large plantations; tobacco was the principal crop, and the economy was based upon agriculture and slave labor.

The construction of the Baltimore and Potomac Railroad after the Civil War changed the face of Prince George's County. Planters of the eastern and southern sections of the County were in need of a way of transporting their produce to market in volume, and by the early 1850's a movement had begun to establish a railroad line between Baltimore and Southern

MARYLAND HISTORICAL TRUST  
STATE HISTORIC SITES INVENTORY FORM  
Statement of Significance (continued)

Survey No. PG#85A-32

Section 8 Page 2

Maryland. A group headed by members of the Bowie family succeeded in obtaining a charter to form the Baltimore and Potomac Railroad Company, but plans for construction were brought to an abrupt halt with the beginning of the Civil War. Finally, in 1868, construction began on the 73-mile line from Baltimore to Popes Creek on the Potomac in Charles County. The first trains ran in 1872.<sup>4</sup>

The construction (between 1868 and 1872) of the Popes Creek line through the Nottingham and Aquasco Election Districts created a substantial increase in population, and a new (11th) district called Brandywine was established in 1872 from parts of the Nottingham, Aquasco and Piscataway Districts.<sup>5</sup> The new railroad line also opened up new business opportunities, and early in 1872 William H. Early, merchant and postmaster, purchased 42 acres of land which lay along the tracks on both sides of the public road between Washington, and Woodville. It was this parcel of land which was to become the nucleus of the railroad village of Brandywine.<sup>6</sup>

At approximately this time, 1872, Early constructed a new general store (P.G. #85A-11) immediately west of the tracks, fronting onto the north side of the public road. (This building served as the general store and post office until a separate small post office was built across the road around the turn of the century. A hotel building was constructed at approximately the same time, ca. 1895, just south of the small post office building, P.G. #85A-12.) Early's store prospered, and he bought up more and more of the neighboring land. By the time of his death in 1890, he owned 3,000 acres in the Brandywine area, constituting most of the village itself.<sup>7</sup>

By the late 1870's, a second railroad line was planned. The Southern Maryland Railroad Line was constructed in the early 1880's; it curved southeast from Brandywine into Charles and St. Mary's Counties, and brought more business to the junction village. During the construction of this second line, the population of Brandywine reached its peak, circa 250.<sup>8</sup>

In the mid 1870's, Robert A. Bowie, a surveyor and civil engineer who in 1876 married William H. Early's daughter, Margaret, surveyed and drew a plat for the planned Brandywine City. The plan showed a large grid centering on the junction of the Popes Creek line of the Baltimore and Potomac Railroad with the (then proposed) Southern Maryland Line. According to the plat, the old TB, Woodville, Brandywine and Washington Stage Road, renamed Sabine Street, was to constitute the main street running east and west through the village, and twelve north-south cross streets, which bore names of some of the prominent local families (e.g., Early, Bowie, Wilson, Townsend and Osborn) defined the 56 blocks of 34 building lots. Three of these blocks were laid out as formal parks, and one oversize block was reserved for the passenger and freight depot just southwest of the junction of the two railroad lines.<sup>9</sup>

MARYLAND HISTORICAL TRUST  
STATE HISTORIC SITES INVENTORY FORM  
Statement of Significance (continued)

Survey No. PG#85A-32  
Section 8 Page 3

The envisioned development of this land, however, never materialized. The population of the railroad village peaked in the early 1880's, as high as 250 in 1882, including four merchant establishments, several saw mills and grist mills, wheelwright and blacksmith shops; the town included also several railroad agents and foremen, carpenters, physicians, etc.<sup>10</sup> By the end of the 1880's, however, after the railroad construction was completed, the population had dropped to 60. It remained at approximately this size well into the twentieth century.

After the death of William H. Early in 1890, his approximately 3,000 acre estate was divided among his heirs. Surveyor Thomas H. Latimer surveyed and platted all of Early's land holdings, and an appointed commission allotted all parts of the land to Early's children and grandchildren. His eldest son, Charles S. Early, received nearly 1,000 acres, including the general store (P.G. #85A-11) and a strip of lots north of it where his three children were soon to build their homes: William Berry Early renovated an older house which stood just north of the general store, creating a fine example of late Victorian/Queen Anne style residence (P.G. #85A-10); Charles S. Early, Jr., and Marian Early Bean, built identical and fine Foursquare houses on the lots to the north (P.G. #85A-28 and 29).

Margaret Bowie, daughter of William H. Early, received over 1,000 acres around the outskirts of the village. The four children of William H. Early's deceased son, James Alonzo, received a total of 875 acres, on which they soon built their homes. Two of these sons built their homes (no longer standing) on the south side of Brandywine Road across from the store, while the eldest son, William W. Early, built an elegant Queen Anne style residence (P.G. #85A-9) on the site of his father's older residence. The latter remains the most prominent residence in Brandywine.<sup>11</sup>

In addition to the store and the four surviving Early residences, two more buildings in the village of Brandywine have associations with the influential Early family. Charles S. Early, Jr., was one of the Directors of the Southern Maryland German American Bank which incorporated in 1912 and built the small bank building (P.G. #85A-30) in the following year. This bank became the Bank of Brandywine and has always been an important element in the Brandywine streetscape. In 1916, the same Charles S. Early, Jr., served as chairman of the building committee for an Episcopal Chapel in Brandywine; the Chapel of the Incarnation (P.G. #85A-27) built in that year is a fine and unique (for this area) example of Mission Style architecture.<sup>12</sup>

The bustling city envisioned by Robert Bowie in his plat of the 1870's never materialized, and Brandywine remained a small residential crossroads village. The hotel at the railroad junction housed many travelling businessmen and laborers, but by the turn of the century, there

were still only about a dozen buildings clustered around the junction.<sup>13</sup> In 1913, a bank was established, and at approximately the same time, a substantial brick schoolhouse was built, similar in plan to the school at the railroad junction town of Bowie. (Before this time, the children of Brandywine attended a small schoolhouse in TB, ca. two miles to the west). In 1916 an Episcopal chapel was built, as a mission chapel for St. Thomas Parish.<sup>14</sup> During the 1920's and 1930's a few bungalow style dwellings filled in the spaces between the older dwellings, and finally, in the 1950's and 1960's, areas around the junction were subdivided for modern residences. A few more commercial buildings have appeared along the main street, and a new bank and post office were constructed in the 1970's, but Brandywine remains a quiet, principally residential community.

The buildings of this survey reflect the social, cultural and economic history of this late nineteenth century railroad town. They include the store built at the beginning (1872) of the town's development (Building Inventory #24), and the Victorian Hotel (Building Inventory #18) which was a focal point in this transportation-oriented village; seven early dwelling houses, including four fine examples (Building Inventory #19-#22) of Early family homes; an early twentieth century bank (Building Inventory #12) and a rare 1916 Mission Style Chapel (Building Inventory #2); five bungalows of the 1920's and 1930's (Building Inventory #3, #4, #5, #10, and #17), in short, all of the elements of a functioning small town. The boundaries define a roughly three-block area which includes all of these elements: residential, religious and commercial. The boundaries may be expanded or adjusted at some future time.

#### Notes

- 1 Road Survey, Prince George's County, Levy Court Records 1828.
- 2 Table of Post Offices in the United States, 1846, Library of Congress.
- 3 Martenet Map of Prince George's County, 1861.
- 4 The Baltimore and Potomac Railroad, Popes Creek Line, Prince George's County Historical Society, 1973.
- 5 Prince George's County Tax Assessments.
- 6 Prince George's County Deeds, HB #5:566, HB #10:564.
- 7 Ibid, cf. also Prince George's Equity #1904.
- 8 G. M. Hopkins Atlas of Prince George's County, 1878; cf. also Maryland Gazeteers, 1870's and 1880's.
- 9 Plat of Brandywine City by Robert Bowie, mid 1870's, from Equity #1904.

MARYLAND HISTORICAL TRUST  
STATE HISTORIC SITES INVENTORY FORM  
Statement of Significance (continued)

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Survey No. PG#85A-32

Section 8 Page 5

10 Maryland Directory, 1882, entry on Brandywine, p. 418.

11 Prince George's County Equity #1904; cf. National Register Nomination P.G. #85A-9, and MHT Inventory Forms P.G. #85A-10, -28, and -29.

12 MHT Inventory Forms P.G. #85A-27 and -30.

13 Map of Prince George's County showing Topography and Election Districts, U.S.G.S. 1903.

14 cf. P.G. #85A-27 and #85A-30.

# 9. Major Bibliographical References

Survey No. PG#85A-32

Cf. Notes, Item #8  
Plats: A#76, and plat in Equity #1904

# 10. Geographical Data

Acreeage of nominated property ca. 1,280,000 square feet

Tax map #145

Quadrangle name Brandywine

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A          
Zone Easting Northing

B          
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

# 11. Form Prepared By

name/title Susan G. Pearl, Research/Architectural Historian

organization P.G.Co. Historic Preservation Commission date 1986/1987

street & number #4010 C.A.B., c/o M-NCPPC telephone 301-952-3521

city or town Upper Marlboro state Maryland

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

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

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

1704364429

~~PA # 85A-7-12~~  
PG. 85A-32

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM

for the

NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

<b>1. NAME</b>				
COMMON:				
AND/OR HISTORIC: Brandywine				
<b>2. LOCATION</b>				
STREET AND NUMBER: Rte. 381				
CITY OR TOWN: Brandywine				
STATE: Maryland			COUNTY: Prince George's	
<b>3. CLASSIFICATION</b>				
<b>CATEGORY</b> (Check One) <input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<b>OWNERSHIP</b> <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<b>STATUS</b> <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
<b>ACCESSIBLE TO THE PUBLIC</b> Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No				
<b>PRESENT USE (Check One or More as Appropriate)</b>				
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input checked="" type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify) <u>Vacant</u>	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Religious	_____	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____
<b>4. OWNER OF PROPERTY</b>				
OWNER'S NAME: Various private owners				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
<b>5. LOCATION OF LEGAL DESCRIPTION</b>				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Prince George's County Courthouse				
STREET AND NUMBER:				
CITY OR TOWN: Upper Marlboro			STATE: Maryland	
Title Reference of Current Deed (Book & Pg. #):				
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>				
TITLE OF SURVEY: None				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The nineteenth century buildings are mostly frame, two stories, with three bay facades. Several stores remain. One has a gabled facade with central doorway; the other is two stories with a five bay facade and two entrances suggesting two separate uses. The ice plant is a frame and concrete building, largely in ruins. One house has two bay windows flanking the central entrance and a tower on the back; a bracketed porch runs across the facade. A second ornate house has a tower and bracketed porch.

The Chapel of the Incarnation (Episcopal) is a poured concrete building with a stuccoed facade. The facade has a Flemish gable with bell turret. The rafters ends are exposed along the sidewalls.

SEE INSTRUCTIONS

**B. SIGNIFICANCE**

**PERIOD (Check One or More as Appropriate)**

- |  |                                       |  |                                       |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

**SPECIFIC DATE(S) (If Applicable and Known)**

**AREAS OF SIGNIFICANCE (Check One or More as Appropriate)**

- |   |                                      |   |  |
|---|--------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education   | <input type="checkbox"/> Political      | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric    | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi-  | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry    | losophy                                 | _____                                    |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention   | <input type="checkbox"/> Science        | _____                                    |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape   | <input type="checkbox"/> Sculpture      | _____                                    |
| <input type="checkbox"/> Art            | Architecture                         | <input type="checkbox"/> Social/Humon-  | _____                                    |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Literature  | itarian                                 | _____                                    |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military    | <input type="checkbox"/> Theater        | _____                                    |
| <input type="checkbox"/> Conservation   | <input type="checkbox"/> Music       | <input type="checkbox"/> Transportation | _____                                    |

**STATEMENT OF SIGNIFICANCE**

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Blank area for Major Bibliographical References.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreege Justification:

Blank area for Acreege Justification.

11. FORM PREPARED BY

NAME AND TITLE:  
Christopher Owens, Park Historian

ORGANIZATION: MNCPPC      DATE: 27 Aug 74

STREET AND NUMBER:  
8787 Georgia Avenue

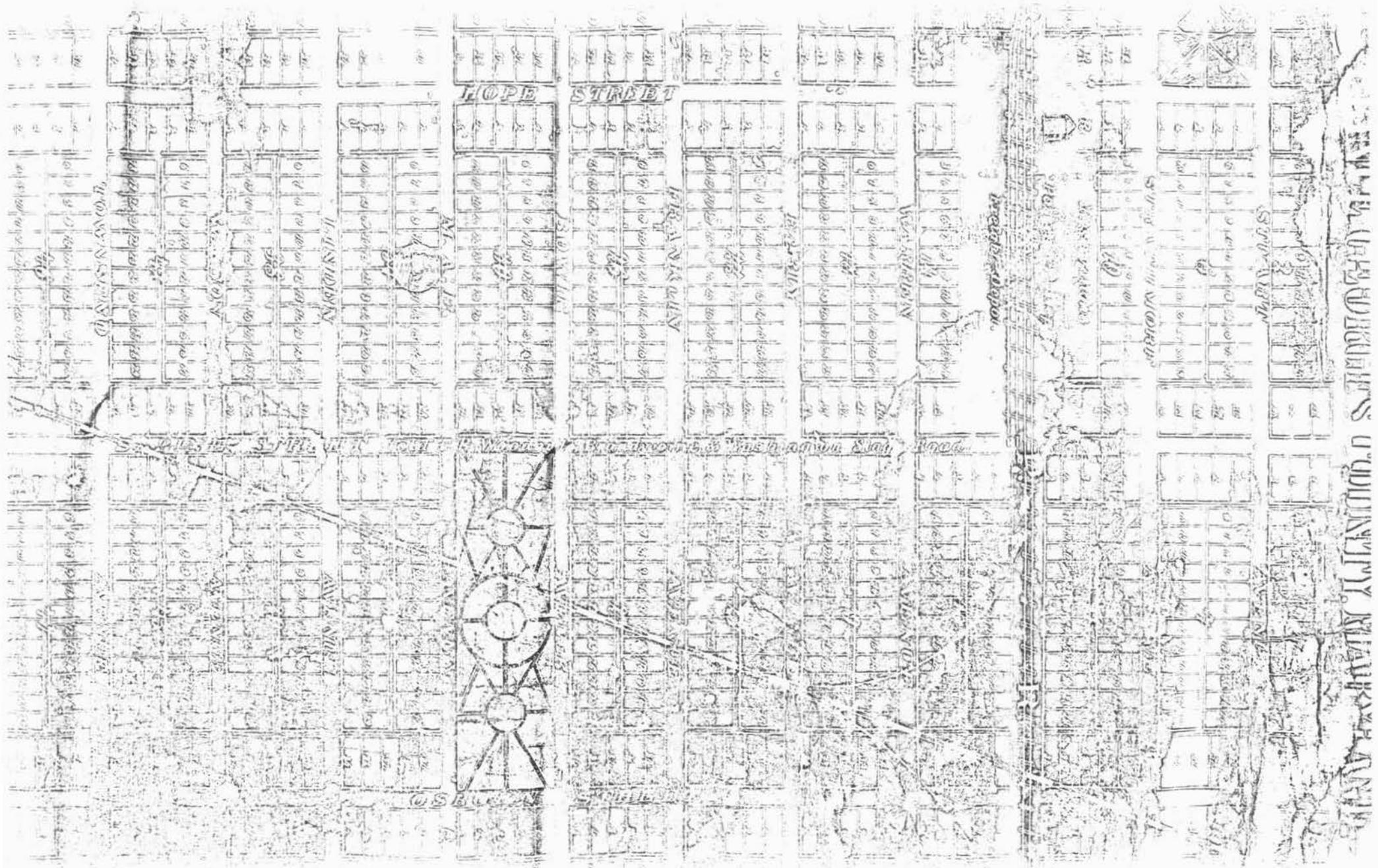
CITY OR TOWN: Silver Spring      STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:  
 National     State     Local

Signature \_\_\_\_\_

SEE INSTRUCTIONS



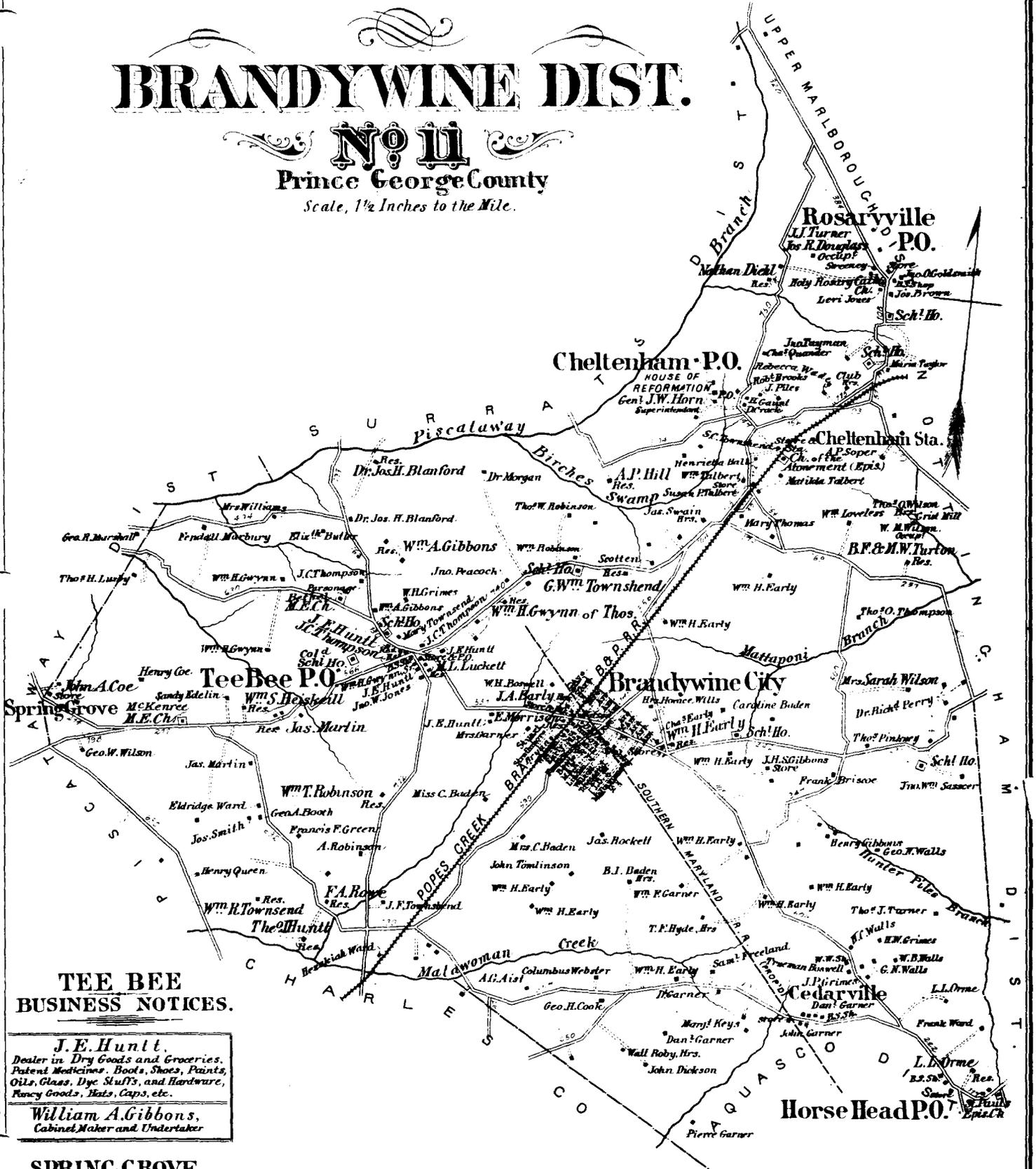
Plat of Brandywine, 1870's, Robert Baird, Surveyor

# BRANDYWINE DIST.

## No. 11

Prince George County

Scale, 1/2 Inches to the Mile.



### TEE BEE BUSINESS NOTICES.

**J. E. Huntt.**  
 Dealer in Dry Goods and Groceries,  
 Patent Medicines, Boots, Shoes, Paints,  
 Oils, Glass, Dye Stuffs, and Hardware,  
 Fancy Goods, Hats, Caps, etc.

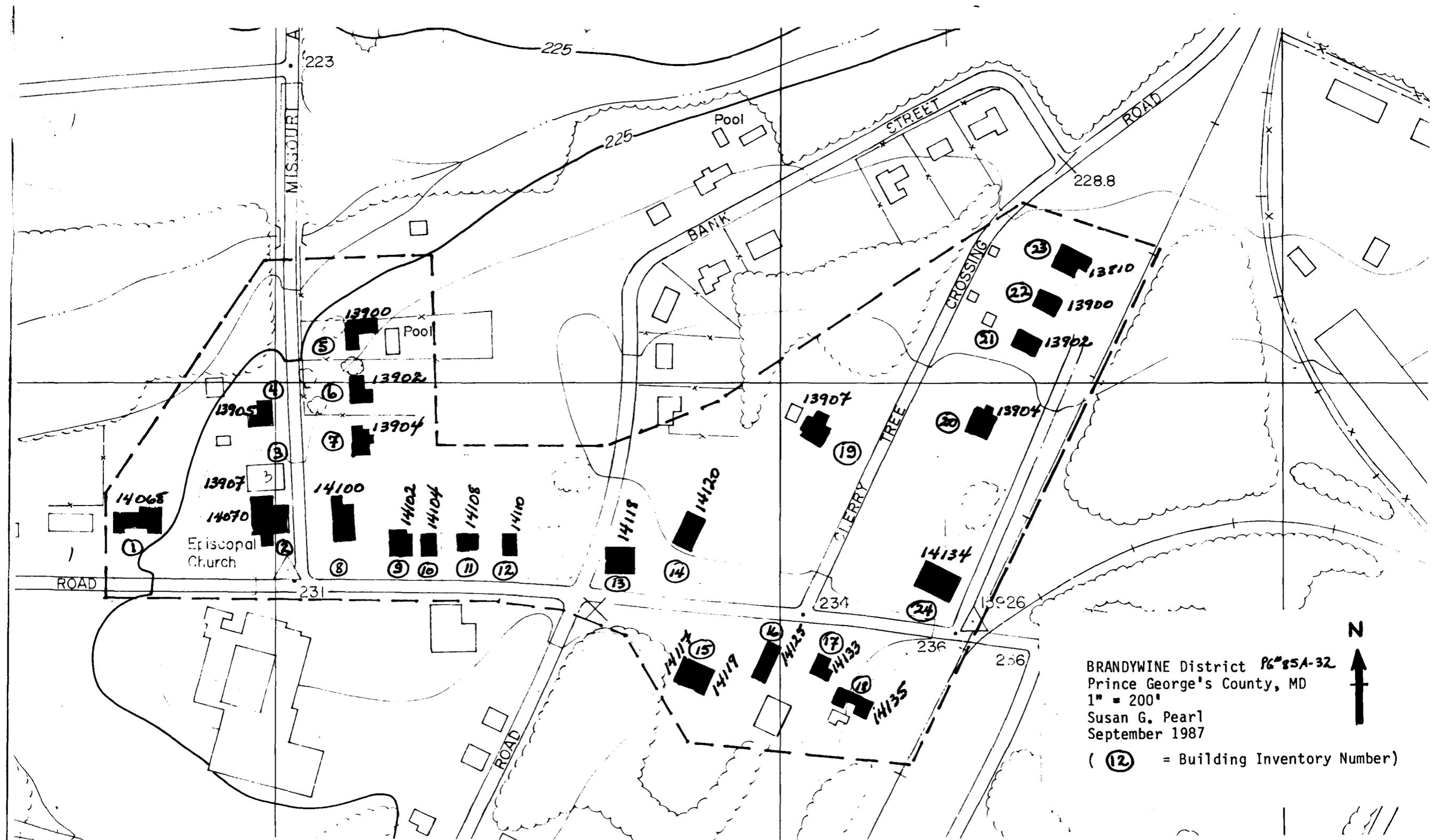
**William A. Gibbons,**  
 Cabinet Maker and Undertaker

### SPRING GROVE

**John A. Coe,**  
 Dealer in Dry Goods, Groceries and  
 General Country Produce.

Note: The figures on the Roads show the distance in Rods from junction to junction thereof.

Entered according to Act of Congress in the year 1878 by G.M. Hopkins, in the Office of the Librarian of Congress at Washington D.C.



BRANDYWINE District PG#85A-32  
 Prince George's County, MD  
 1" = 200'  
 Susan G. Pearl  
 September 1987  
 ( 12 ) = Building Inventory Number

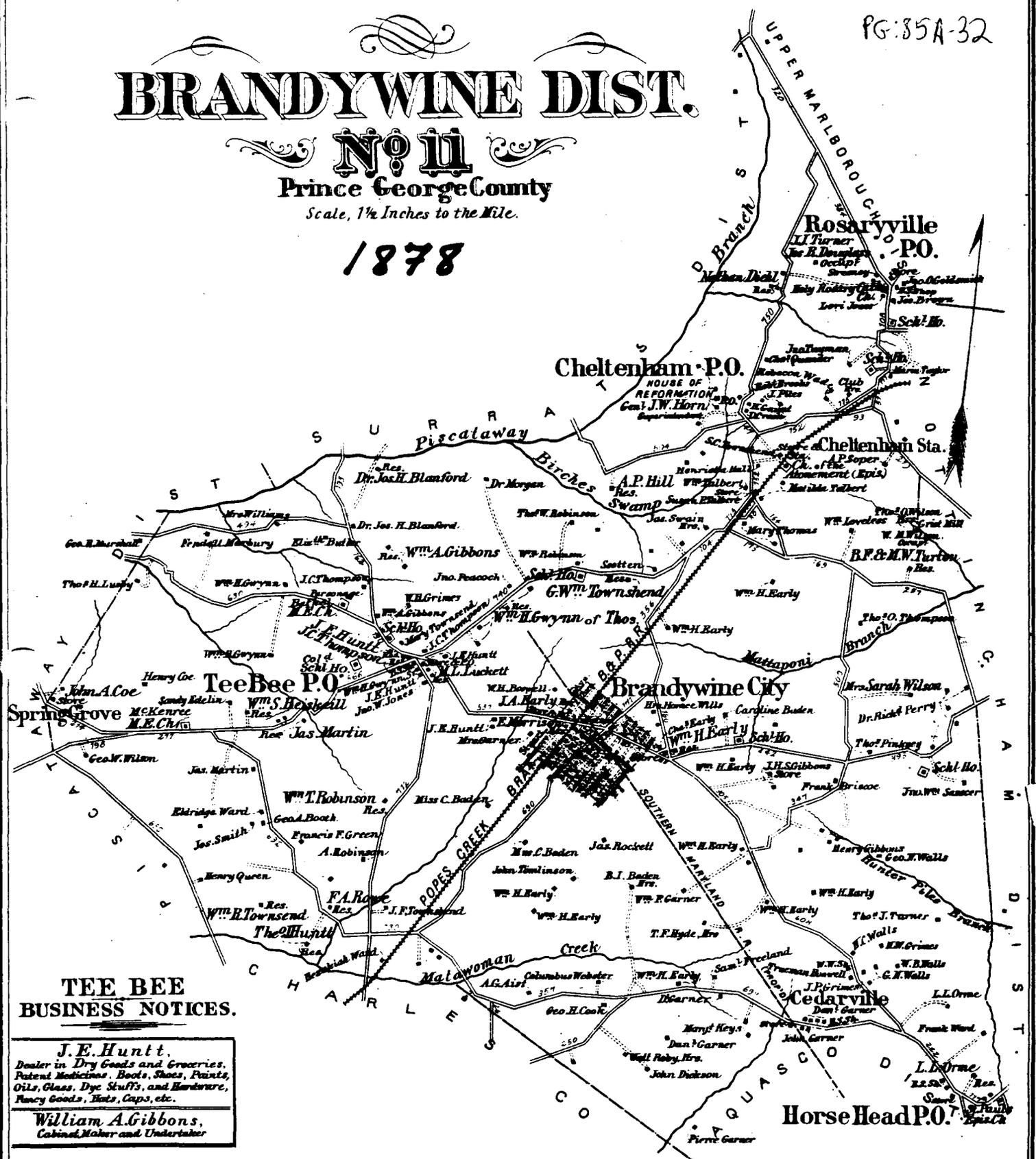
# BRANDYWINE DIST.

## No. 11

Prince George County

Scale, 1/4 Inches to the Mile.

### 1878



### TEE BEE BUSINESS NOTICES.

**J. E. Huntt.**  
 Dealer in Dry Goods and Groceries,  
 Patent Medicines, Boots, Shoes, Paints,  
 Oils, Glass, Dye Stuffs, and Hardware,  
 Fancy Goods, Hats, Caps, etc.

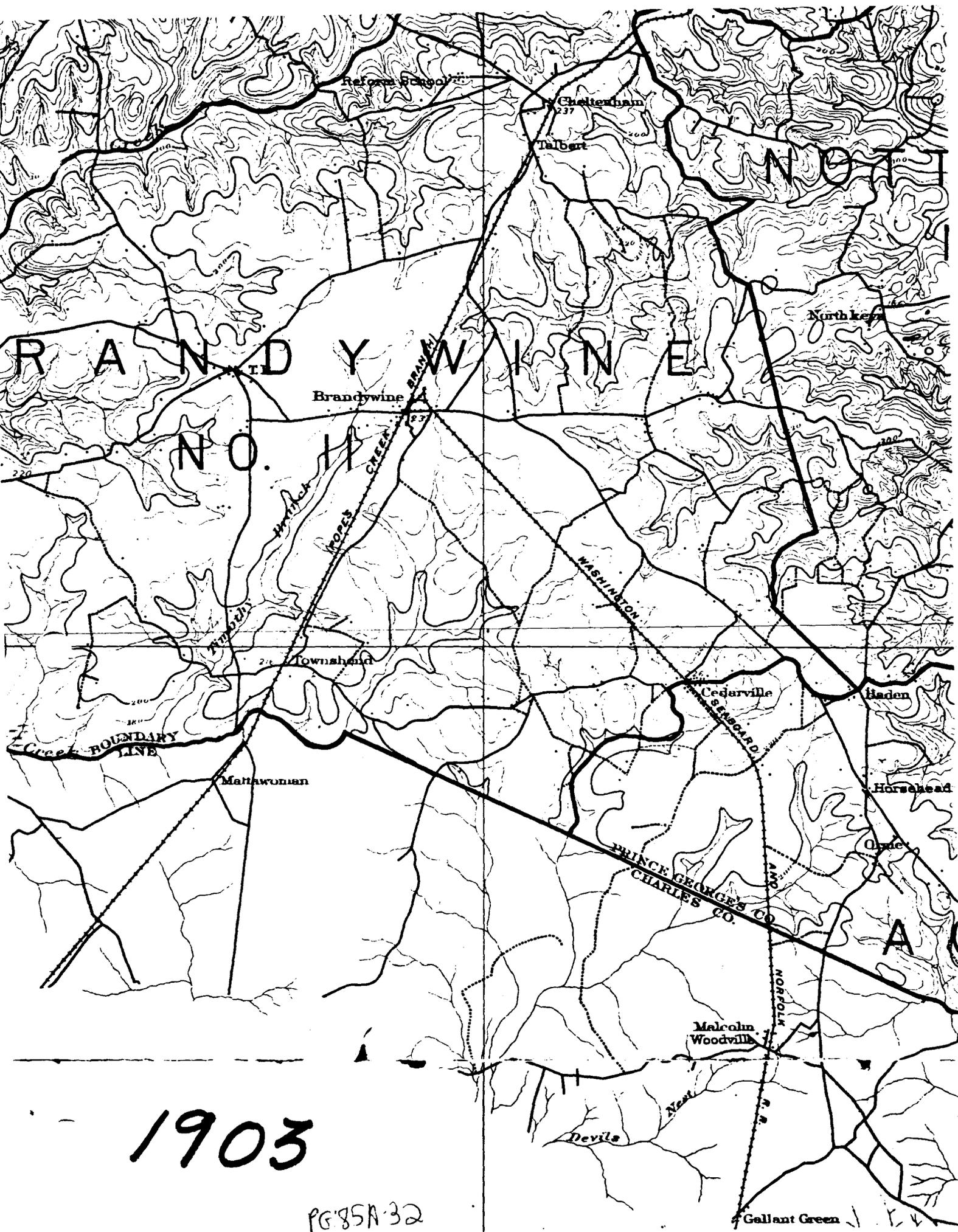
**William A. Gibbons,**  
 Cabinet Maker and Undertaker

### SPRING GROVE

**John A. Coe,**  
 Dealer in Dry Goods, Groceries and  
 Local Country Produce.

Note: The figures on the Roads shows the distance in Rods from junction to junction thereof.

Entered according to Act of Congress in the year 1878 by G.M. Hopkins, in the Office of the Librarian of Congress at Washington, D.C.



1903

PG 85A-32

Gallant Green

JEAN H. KURTZ  
2757-324  
30A.  
P. 46

R-A

5.68A  
P. 49

ALBERT P. ...  
3354, 473  
2607 A.  
P. 48

I-2

R-R

HOLT MANOR

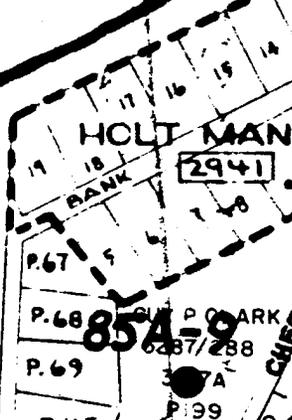
2941

5439 / 229  
2.01A.  
P. 61

P. 221

WILLIAM MITCHELL  
5533/801  
2.65A.  
P. 114

R. L. SWANN  
5494 / 892  
3 02A  
P. 280



U.S. NAVY GARAGE

R-R

UNITED STATES OF AMERICA  
167/3', 658/417  
17.41 A.  
P. 172

85A-27

85A-8

85A-9

85A-10

85A-29

85A-28

85A-30

85A-11

85A-7

C-S-C

C-M

I-2

R-R

BOARD OF EDU  
106/186  
2199/175  
1409/196  
3820/291,294  
17.42A. P. 167

RICHARD H. DOBSON  
17+3-433  
3 02 A.  
P. 53

HENRY A. MEINHARDT  
5263 / 098  
3.89A.  
P/C P. 262

EARLY HAVEN

0372

BRANDYWINE AUTO PARTS INC  
4007/951  
47 97A.  
P. 275

PG 35A-32

C-M

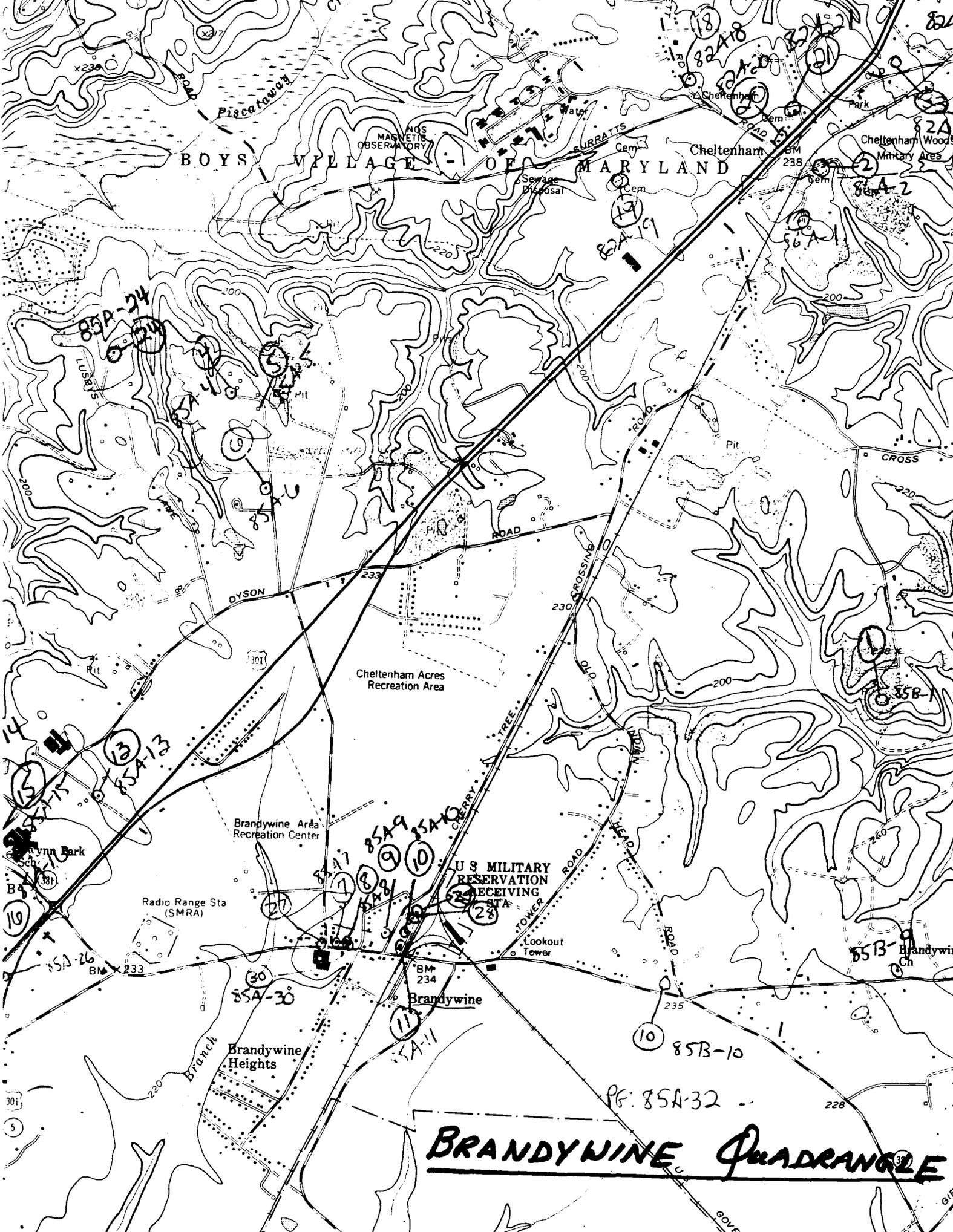
ALICE WATSON

PENNSYLVANIA

P. 222

B

BOYS VILLAGE OF MARYLAND



**BRANDYWINE QUADRANGLE**

PG: 85A-32

Map labels include: Piscataway Green, MAGNETIC OBSERVATORY, Cheltenham, Cheltenham Wood, Military Area, Cheltenham Acres Recreation Area, Brandywine Area Recreation Center, U.S. Military Reservation Receiving Station, Radio Range Sta (SMRA), Brandywine, Brandywine Heights, Lookout Tower, TOWER, ROAD, CROSSING, DYSON, CHERRY TREE, HEAD, GOVERN, Park, Cemetery, Sewage Disposal, Water, Pit, BM 238, BM 234, BM 233, BM 235, BM 236, BM 237, BM 238, BM 239, BM 240, BM 241, BM 242, BM 243, BM 244, BM 245, BM 246, BM 247, BM 248, BM 249, BM 250, BM 251, BM 252, BM 253, BM 254, BM 255, BM 256, BM 257, BM 258, BM 259, BM 260, BM 261, BM 262, BM 263, BM 264, BM 265, BM 266, BM 267, BM 268, BM 269, BM 270, BM 271, BM 272, BM 273, BM 274, BM 275, BM 276, BM 277, BM 278, BM 279, BM 280, BM 281, BM 282, BM 283, BM 284, BM 285, BM 286, BM 287, BM 288, BM 289, BM 290, BM 291, BM 292, BM 293, BM 294, BM 295, BM 296, BM 297, BM 298, BM 299, BM 300, BM 301, BM 302, BM 303, BM 304, BM 305, BM 306, BM 307, 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NAME #10

PG:85A-32

LOCATION RR TRACKS 1 BLOCK N. OF RT 381 BRANDYWINE, Md

FACADE SE

PHOTO TAKEN 8/27/74 MOWYER







NAME STORE ? #7 PG: 85A-32  
LOCATION N SIDE RT. 381 BRANDYWINE, Md  
ECADE S  
PHOTO TAKEN: 8/27/74 MDWYER



NAME #8

PG. 85A-32

LOCATION N SIDE RT. 381 BRANDYWINE, MD

FACADE SE

PHOTO TAKEN 8/27/74 MDWYER



NAME RR STATION HOUSE ? #12

PG:85A-32

LOCATION S SIDE RT 381 & RR TRACKS BRANDYWINE, Md

FACADE N

PHOTO TAKEN 8/27/74 MDWYER



NAME OLD STORE #11

PG: 85A-32

LOCATION RR TRACKS + RT 381 BRANDYWINE, Md

FACADE S

PHOTO TAKEN 8/27/74 MOWYER