WA-HAN-068
171 W. Main Street
Hancock, Washington Co., Maryland
Capsule Summary

The building located on the half lot known as 171 W. Main St. is frame construction on a stone foundation. The foundation and first story sit in the 100 year floodplain of the Potomac River and has been subject to numerous floods since its construction c. 1880s. The house is occupied and is in fair condition.

171 W. Main Street in Hancock, Maryland, built c. 1880s, is significant under National Register Criterion A and C as a contributing building in a potential Hancock Historic District. Built during the highpoint of the importance of the C & O Canal as an economic force in Hancock, the building is typical of the period and region. Continued population expansion in the town of Hancock through the first half of the 20th century ensured the importance of housing, particularly tenant housing. Unfortunately the location of the southwest end of Hancock, in the floodplains of both the Potomac River and the Little Tonoloway Creek, placed the dwellings along W. Main Street at repeated risk of flooding. Repairs following floods have impacted the historic integrity of many of these buildings, including 171 W. Main St. Repeated flood damage has also resulted in loss of structural integrity. As a gable fronted Gothic-influenced building, the house is also noteworthy under Criterion C.

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. WA-HAN-068
Magi No.
DOE ___ yes X no

1. Name of Property (indicate preferred name)

historic

and/or common 171 W. Main Street

2. Location

street & number 171 W. Main Street ___ not for publication

city, town Hancock ___ vicinity of Sixth congressional district

state Maryland county Washington

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ Public	X occupied	___ Agriculture	___ museum
X building(s)	X Private	___ unoccupied	___ Commercial	___ park
___ structure	___ Both	___ work in progress	___ Educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ Entertainment	___ religious
___ object	X in process	X yes: restricted	___ Government	___ scientific
	___ being considered	___ yes: unrestricted	___ Industrial	___ transportation
	___ not applicable	___ no	___ Military	___ other ___

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

name Steve and Patricia Sexton

street & number 245 Pennsylvania Ave. telephone no.:

city, town Hancock state and zip code Maryland 21750

5. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Courthouse Liber 804

street & number Washington Street Folio 924

city, town Hagerstown state Maryland

6. Representation in Existing Historical Surveys

title Historic Preservation Survey and Planning Project, Hancock, Washington County, Maryland

date 1990 ___ federal ___ State X county ___ local

depository for survey records Maryland Historical Trust

city, town Crownsville state Maryland

7. Description

Survey No. WA-HAN-068

Condition		Check one		Check one	
___ excellent	___ deteriorated	___ unaltered		X original site	
___ good	___ ruins	X altered		___ moved	date of move ___
X fair	___ unexposed				

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

Description:

The building located on the half lot known as 171 W. Main St. is of frame construction on a stone foundation. The foundation and first story sit in the 100-year floodplain of the Potomac River and the house has been subject to numerous floods since its construction c. 1880s. The house is occupied and is in fair condition.

The dwelling is a two-story gable front, frame building on stone foundation. The north (front) elevation is three bays wide with a door, window, window fenestration pattern. An arched louvered vent is located in the gable peak. All windows have six over one sash, except on the first story front where they are replacement one over one sash windows. Windows and the door have pointed wood architraves on the front elevation, flat architraves are on the side elevations. A plain wide band frieze runs around the building under wide eaves with pronounced roof returns on the gable ends. A full-length porch is located on the first story north elevation. The flat roof with wide band frieze is supported by square posts on a concrete block parapet. Endposts against the front elevation on the second story suggest an upper level railing was previously on the porch roof, however these do not appear original to the building. A two-story one bay addition on the rear of the dwelling appears to be nearly contemporary with the original construction; the roof-line, cornice band and wood German siding are carefully matched. This addition however sits on a concrete block foundation, possibly replaced following a recent flood. A brick interior chimney rises at the intersection of the original section of the building and the two-story addition. The roof is standing seam metal. A one-story shed roofed screened porch is located on the south (rear) elevation. A one-story frame, one bay garage addition is located on the west elevation of the house.

The interior first floor consists of a side hall with stairs, the hall opens into a front and back parlor. These rooms have a wide opening in the wall between them. The moldings in the hall and parlors, all located within the original footprint of the dwelling, are all original low-profile moldings. The staircase has a machine carved square newel post with a carved 'rose' motif. The stair rail is also original, with turned balusters. The kitchen is located at the south end of the first floor, within the contemporary addition.

The 33' x 300' half-lot fronts on the south side of West Main Street, near the west end of the town of Hancock. The eastern boundary line of the lot is shared with the western boundary of 167 W. Main St. The southern boundary line ends just north of the Western Maryland Railroad right-of-way. The western boundary of the lot is shared with the eastern property line of 173 W. Main Street. The front of the building faces directly onto the sidewalk. The rear yard is grass with little or no landscaping. Mature deciduous trees screen the railroad. South of the railroad is the C & O Canal National Park and the Potomac River beyond. The Little Tonoloway Creek runs from the NW, to the south side of the railroad and drains into the Potomac River in this area as well. Many of the historic buildings in the immediate vicinity, particularly to the west, have been removed as a result of repeated flooding.

8. Significance

Survey No. WA-HAN-068

Period		Areas of Significance		Check and justify below					
___	Prehistoric	___	Archeology-prehistoric	X	community planning	___	landscape architecture	___	religion
___	1400-1499	___	archeology-historic	___	conservation	___	law	___	science
___	1500-1599	___	agriculture	___	economics	___	literature	___	sculpture
___	1600-1699	X	architecture	___	education	___	military	___	social/
___	1700-1799	___	art	___	engineering	___	music		humanitarian
X	1800-1899	___	commerce	___	exploration/settlement	___	philosophy	___	theater
X	1900-	___	communications	___	industry	___	politics/government	___	transportation
				___	invention			___	other (specify)

Specific dates c. 1880s **Builder/Architect** Unknown

check: Applicable Criteria: X A ___ B X C ___ D
and/or
Applicable Exceptions: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Level of Significance: ___ national ___ state X local

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

Significance:

The dwelling known as 171 W. Main Street in Hancock, Maryland, built c. 1880s, is significant under National Register Criterion A as a contributing building in a potential Hancock Historic District. Built during the highpoint of the importance of the C & O Canal as an economic force in Hancock, the building is typical of the period and region. Continued population expansion in the town of Hancock through the first half of the 20th century ensured the importance of housing, particularly tenant housing. Unfortunately the location of the southwest end of Hancock, in the floodplains of both the Potomac River and the Little Tonoloway Creek, meant that the dwellings along W. Main Street were at repeated risk of flooding. Repairs following floods have impacted the historic integrity of many of these buildings, including 171 W. Main Street. The building is also significant under Criterion C for its architecture. It is an excellent example of a late 19th century vernacular gable-fronted building influenced by the Victorian Gothic style. It remains largely intact as a small residence with modest, but stylish detailing.

Historic Context

In the 19th century there were three major transportation developments, all founded in the desire to improve trade between Baltimore and other coastal market towns and the west. They were the National Pike, the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal. In 1806, in Thomas Jefferson's administration, federal funds were authorized for the construction of a "National Road" to facilitate trade and settlement in the west. Still later, in 1814, work was begun on this road, the first of its kind in the United States. Although the National Pike actually ran from Cumberland to Wheeling, it is significant to the 19th century economy of Washington County, because shortly after the Pike was finished in 1818, public roads and turnpikes between Baltimore and Cumberland were upgraded, linking the western parts of Maryland with Baltimore in a continuous, smooth macadam surface. The National Pike encouraged many economic enterprises in Washington County, including freight and coach lines.[1]

[1] J. Thomas Scharf, *History of Western Maryland* (Philadelphia: Louis H. Everts, 1882), pp. 1329-1338.

The Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were both started in 1828. The railroad began in Baltimore and the Canal in Georgetown on the Potomac River. George Washington and other promoters of the 18th century who sought to improve navigation on the upper Potomac conceived the idea of a canal. From its inception, the canal was troubled by financial problems, so its progress was impeded and it did not reach Cumberland until 1851. The railroad fared better and was completed to Cumberland by 1842.

The C & O Canal has left a notable architectural legacy. Some specific types of architecture associated with the canal included locks and aqueducts of finely cut limestone. Largely the work of the Irish masons who were employed to construct the canal, the masonry techniques used for these structures are quite different from those of the stone domestic architecture found in the surrounding countryside. Other structures include lock keepers' houses, warehouses, barns and retaining walls.

The canal clung to the north side of the Potomac River while the Baltimore and Ohio Railroad meandered from Maryland to Virginia (West Virginia) and back again. In the path of these two transportation systems grew a series of towns. To accommodate the travelers and the freight traffic on the canal, Washington County's river towns flourished with hotels, taverns, warehouses and related commerce. Hancock and Williamsport show architectural evidence of prosperity during the second half of the 19th century when operation of the canal was at its peak.

There were settlers inhabiting the site of Hancock where the Tonoloway Creek enters the Potomac River in the 1730s. "Hunters and trappers about 1730-1735 established the Northbend Crossing settlement of some ten or more huts and cabins for north-south trading."[2] According to Emily Leatherman in her book, *Hancock, Her First Hundred Years*, Joseph Hancock, who had a land grant, settled there in 1749 and laid out the town. J. Thomas Scharf stated that Hancock is one of the oldest towns in the state.[3] Its location at a natural crossing place of the river would explain the early existence of a settlement at Hancock despite its distance from more fully settled areas in the mid-18th century.

According to both Leatherman and Scharf, John Donovan was among the early settlers of Hancock. Land records indicate that he purchased about 29 1/2 acres from Edward Hancock, recorded on November 27, 1792. Donovan kept a "public-house" or tavern and lived in a house at the corner of Wason Street (now Church St. extended) and the National Pike. This house, which unfortunately no longer stands, is said to have been the first building in Hancock and the adjacent well is said to have been the first water supply.

By the first quarter of the 19th century, the town had a number of businesses and services. Among them was Jacob Houck, druggist; John Johnson, a farmer and merchant; Rev. Joseph Powell, who died on August 28, 1804 at the age of 70; Leonard Shafer, merchant; James Saunders, tavern keeper at the "Sign of the Cross Keys" in 1805. Another tavern keeper, John Protzman, had the "Sign of the Green Tree" after 1808; and John Mathews an innkeeper operated the "Sign of Seven Stars" which was formerly occupied by John Protzman. Capt. Jacob Stephens was listed as an innkeeper as was Col. David Stephens. Andrew Gould kept the Union Inn in 1820. Charles Warland was a saddler, Dr. Samuel J. Gregory, David C. Cartwright and John Brody were merchants. John Davis, a merchant, was listed in 1817 as the contractor for making a turnpike from the Conococheague to Cumberland. Ralph Donavan was a tanner.[4] These industries and businesses indicate that Hancock was a thriving commercial center during the first decades of the 19th century. According to the 1820 census Hancock had a population of 266, consisting of 219 whites, three free colored and 44 slaves. By 1880, the population had risen to 931, and by 1915 the population was 1500, according to the Sanborn Insurance Maps.[5]

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[2] Emily M. Leatherman, *Hancock, Her First Hundred Years.* No Publisher: 1985, quoting Scharf, *History of Western Maryland* (Philadelphia: Louis H. Everts, 1882).

[3] Scharf, p. 1252.

[4] Leatherman, pp. 2-3.

[5] Scharf, p.1253.

Hancock's history is closely associated with the Potomac River. The town's trade during the early 19th century was largely with Georgetown with boatmen hauling goods up and down the river on a seasonal basis. The Potomac Company, established in 1785 ran boats and built locks and channels around rapids and shallows in the river.

The C & O Canal was completed to Hancock in 1850 and created a boost to the local economy which was sustained fairly evenly until the canal closed in 1924. Hancock along with Williamsport became major stopping point on the canal between Cumberland and Georgetown.

Like all river towns Hancock was subject to flooding. There were major floods in 1819, 1842, 1877, 1889, 1936,1985 and 1996. The 1889 flood closed the C & O Canal for more than a year. When boating on the canal resumed, the volume of trade did not return. Finally, in 1924 the canal ceased to operate. During those final years the Canal Towage Company ran it. However, during the mid-19th century, the canal was at its peak operation. The season for boating on the canal was from about March 1 until the water froze solid in the winter, usually around Christmas time. During the heyday of the canal, as many as 700 boats were using this transportation system.

In Hancock, the town's appearance was oriented to the river and to the canal. Canal Street, now a quiet thoroughfare which resembles an alleyway was once a bustling main street. It was considered the principal commercial and trade section of town. Many businesses had their own docks or wharves on the canal. One block up or north of Canal Street was the National Pike also a busy highway. Hotels were located along the Pike, Hancock's Main Street, situated to attract both land and water travelers.

Another important influence on Hancock's development was the B & O Railroad. Construction was begun in Baltimore on July 4, 1828 and the railroad was open to Hancock by June 1, 1842, and to Cumberland by November 5 the same year.[6] The railroad did not actually pass through Hancock. It was constructed on the south side of the Potomac River and had a depot opposite Hancock, called Alpine Station. Passengers and freight were taken across the river to Hancock by ferryboat until the Potomac River bridge was built in 1892. In 1905 the Western Maryland Railroad was constructed through Hancock, following a route along the canal and causing a building boom in Hancock.

The Business Guide published by the Baltimore and Ohio Railroad Company in 1860 lists businesses in Hancock and provides evidence of the town as a thriving river, rail and highway center. Among the listings for 1860 were three blacksmiths; a coach maker; three coopers; six merchants; two flour mills; a cement mill; a sawmill and a woolen mill; five tanners; five taverns and two wheelwrights.[7] Among these businesses and industries was listed a cement mill. It was, during the 19th century one of the major industries of the Hancock area. Deposits of natural cement were found at Round Top Hill southwest of Hancock during the 1830s. Shafer cement was produced in a cement mill there until 1863 when the mill was purchased by Robert Bridges and Charles W. Henderson. Bridges and Henderson operated the Round Top cement works until the early 1900s when the mill went out of business because of competition and demand for Portland cement. The mill during its years of peak operation during the third quarter of the 19th century furnished cement for public buildings in Washington, D. C.

The Civil War had an effect on Hancock, mostly through troop movements along the Canal, Railroad and National Pike. However, with Hancock's strategic location at an important river crossing between Union Maryland and Confederate Virginia, it was frequently occupied by either side. In January 1862, Confederate General Stonewall Jackson, having captured Romney and Bath (Berkeley Springs) in Virginia (now West Virginia), moved north toward Hancock. He gave Union troops there an ultimatum to surrender or the Confederates would bombard

[6] Leatherman, p. 26, quoting the B & O Railroad Co. Business Guide.
[7] Ibid, p. 15, quoting the B & O Railroad Business Guide.

the town. The Union forces refused to surrender and were eventually reinforced. The Confederates shelled Hancock, but retreated to Romney when the Federal reinforcements arrived. Although some property was damaged in the shelling, there is no record of major devastation.

The early years of the 20th century brought major changes to Hancock's appearance. Most responsible for this was the construction of the Western Maryland Railroad which brought a development boom in town. According to a newspaper account of April 7, 1905: "The Barton House Inn in Hancock ceased to be a hotel April 1, after having been a hostelry for nearly 100 years. It will be converted into a store. The house is of logs, weatherboarded and two stories high . . . Hancock is teeming with activity. The steam shovels for making the roadbed for the Western Maryland connecting link are working in the town. The streets are crowded with teams . . . The Light House, another old hotel at Hancock is being torn down to make room for the Wabash depot. It was constructed of logs cased with brick . . . changes are being made in every quarter of the town."[8]

There were also in the opening decades of the 20th century, several disastrous fires, one in 1907 which destroyed the Carl block and in January 1908, the Masonic Temple burned as well as the adjacent J.K.P. Grove building. In 1911, the Hancock Shale and Brick Company lost five buildings to fire and in June 1915, three more buildings in the downtown were damaged or destroyed by yet another fire. These destructive fires contributed to the large amount of new construction in Hancock during the early 20th century. In addition to the fires, floods resulted in the removal of historic resources with the 1889, 1936, 1985 and 1996 floods being the most damaging.

Another significant development in Hancock's history around the turn of the century was the beginning of the fruit packing and canning industry. Among the most successful growers were Edmund Pendleton Cohill who established an orchard in 1886 and R. Samuel Dillon, who also pioneered commercial orcharding in the Hancock area, beginning in 1900. The Dillon orchards became the largest in Maryland.

In 1935, President Franklin D. Roosevelt visited the Woodmont Rod and Gun Club near Hancock for a few days of relaxation and fishing. Other dignitaries who were with him included Jim Farley, Postmaster General, Vice President John N. Garner, Rep. Joseph W. Byrns, Speaker of the House; and Sen. Joseph T. Robinson of Arkansas. Others presidents who visited Woodmont include Chester A. Arthur, Benjamin Harrison, Grover Cleveland, James A. Garfield and Herbert Hoover.[9]

Resource History

The dwelling now known as 171 W. Main Street is located on Lot No. 18 on the 1937 Plat of Hancock, in the Brent's Brown & Rixey Addition. It was one of two lots (17 and 18) sold to John Conradt (Conrad) by George Brent in 1856.[10] George Brent was the son of Thomas C. Brent and executor of his will, giving him charge over the large amount of real estate owned by Thomas C. Brent in the Hancock area.

By 1874, John Conrad was forced to sell his Hancock real estate to pay his debts. In a Deed of Trust dated 12 February 1874, Conrad turned his property over to Joseph Murray. In addition to two houses and a lot on the west end of town, Conrad conveyed "two other lots of ground situate in the said town of Hancock, each lot improved by dwelling house and other improvements, said two lots front on the South Side of Main Street adjoin the property of Margaret Brady on the West, . . . Thos Little on the South, and Elenore [Elmira] Swain on the East." In 1876, Murray sold the two lots individually; Lot No. 17 measuring 66 feet by 300 feet was sold to Isaac N. Bayne. Lot No. 18, also measuring 66' x 300', was sold to Martin Jenkins.[11] The 1877 Map of Hancock (*Atlas of*

[8] Hancock News, April 7, 1905, as quoted in Leatherman, p. 34.
[9] Hancock News, May 1935, as quoted in Leatherman, p. 82.
[10] Washington Co. Land Record I.N. 12/179.
[11] Washington Co. Land Records 74/675 and 74/559.

Washington County) shows the two lots with their respective dwellings, although the lots should have been shown with equal widths (see attached map).

According to Emily Leatherman's history of Hancock, in the 1870s "Solomon and Martin Jenkins were the undertakers. They also sold handmade furniture."[12] Solomon Jenkins was shown on the 1877 map as 'S. Jenkins' with a lot containing what appears to be a dwelling house and a shop, as well as a building, possibly a workshop, located on a small creek running through his lot. Martin Jenkins had a large home on the west end of Hancock in addition to the dwelling recently acquired from John Conrad. Presumably the smaller dwelling on Lot 18 was used as rental property.

Jenkins sold the western half of Lot 18 with the older dwelling in 1885.[13] However he retained the eastern half of the lot. The c. 1880s gable front building, now known as 171 W. Main St., may have been constructed as a shop for the Jenkins brothers retail business. It may also have simply been an additional rental property constructed during the busiest boom-time of the C & O Canal. Jenkins owned the half-lot with its new building for an additional 17 years. In 1912, Martin and his wife Ann sold the property for $1,400 to Ellen Carpenter.[14] Despite passing through four additional owners over the years, the attractive little dwelling has changed very little from its original appearance.[15]

Chain of Title

804/924 4 March 1986 $10,000
From: Genevieve P. Sipes
To: Steve A. and Patricia B. Sexton
S side of Main St. 33' x 300'

375/506 19 Dec. 1961 $10.00
From: John A. Latimer, Jr., trustee (375/504 reconveyance)
To: Merril J. and Genevieve P. Sipes

221/377 10 April 1942 $925
From: Lewis E. and Gertie A. Weaver, Wm. and Susie Weaver, Leroy W. and Helen M. Breakall, heirs of Annie Weaver, widow
To: James O. Sipes [died 1961] and Merril J. Sipes

185/509 16 April 1930 $1,500
From: John T. Mason, executor of the estate of Ellen Carpenter
To: Annie E. Weaver

138/341 19 March 1912 $1,400
From: Martin and Ann C. Jenkins
To: Ellen Carpenter
33' x 330' "to the lot now owned by The Hancock Building Sand Co."

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[12] Leatherman, p. 22.
[13] Washington Co. Land Record 87/379.
[14] Washington Co. Land Record 138/341.
[15] Washington Co. Land Records 185/509, 221/377, 375/506, and 804/924.

74/559 18 March 1876
From: Joseph Murray, trustee for John Conrad [in debt]
To: Martin and Ann Jenkins
66' on the S side of Main, adjoining Brady on W, Bayne on E, and Little on S

WMcKK 6/314 12 Feb. 1874
From: John Conrad
To: Joseph Murray, Trustee
Deed of Trust to pay debts of J. Conrad by selling his real estate in Hancock, "consisting of two houses and one lot of ground situate on Main Street at the West end of the said town, also two other lots of ground situate in the said town of Hancock, each lot improved by dwelling house and other improvements, said two lots front on the South Side of Main Street adjoin the property of Margaret Brady on the West, . . . Thos Little on the South, and Elenore [sic] Swain on the East."

I.N. 12/179 24 May 1856 $225
From: George Brent, executor of Estate of Thomas C. Brent
To: John Conradt [sic]
three lots, including one on the S side of Main St. bounded by Alexander Kenner on the W, John G. Wilson on the S, Jacob Hagel [Shlagel ?] on the E known by two lot #s on the Plat of Brents Addition - unfortunately the lot #s were not given (shown as blanks).

9. Major Bibliographical References

Survey No. WA-HAN-068

See attached Continuation Sheet.

10. Geographical Data

Acreage of nomination property 9,075 sq. ft.

Quadrangle name Hancock

Quadrangle scale 1" = 2000'

Verbal boundary description and justification

See attached Continuation Sheet

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	Paula S. Reed, PhD, Architectural Historian; Edie Wallace, Research Associate		
organization	Paula S. Reed and Associates, Inc.	date	11 October 2000
street & number	105 N. Potomac Street	telephone	301-739-2070
city or town	Hagerstown	state	MD

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
People's Resource Center
100 Community Place
Crownsville, MD 21032-2023
410-514-7000

Major Bibliographical References:

Lake, Griffing and Stevenson, An Illustrated Atlas of Washington County, Maryland. Philadelphia, 1877.

Leatherman, Emily M. *Hancock, Her First Hundred Years*, Hancock, MD: no publisher, 1985.

Reed, Paula S. "Historic Preservation Survey and Planning Project, Hancock, Washington County, Maryland, Final Survey Report." Hagerstown, MD: Preservation Associates, Inc., 1990.

Scharf, J. Thomas, *History of Western Maryland*, Philadelphia, PA: Louis H. Everts, 1882.

Washington County Land Records, Washington Co. Courthouse, Hagerstown, MD.

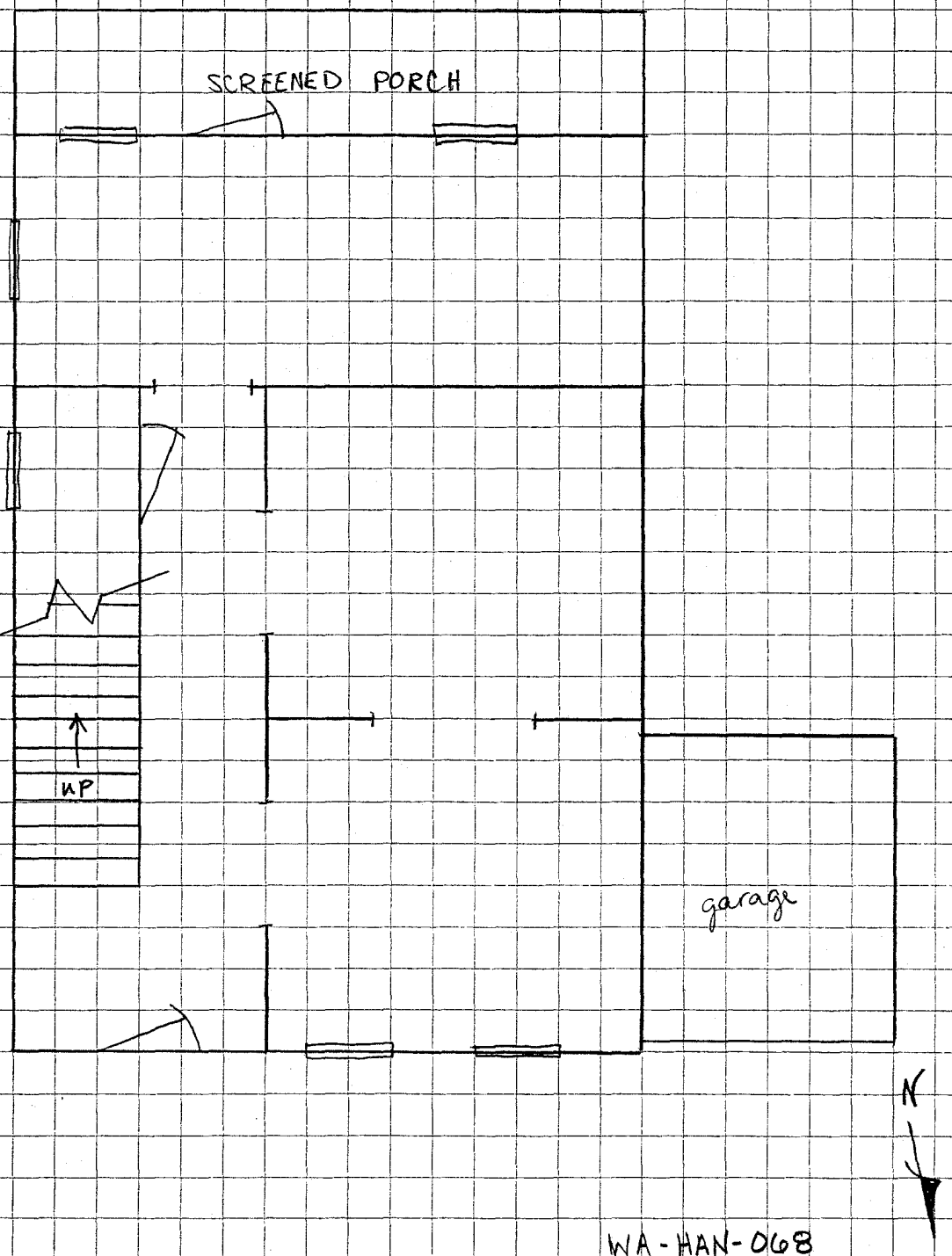
Washington County Office of Wills, Washington Co. Courthouse, Hagerstown, MD.

Verbal Boundary Description:

The boundary is shown by the outlines of Parcel 629 on Tax Map 501 of the Washington Co. tax map (attached).

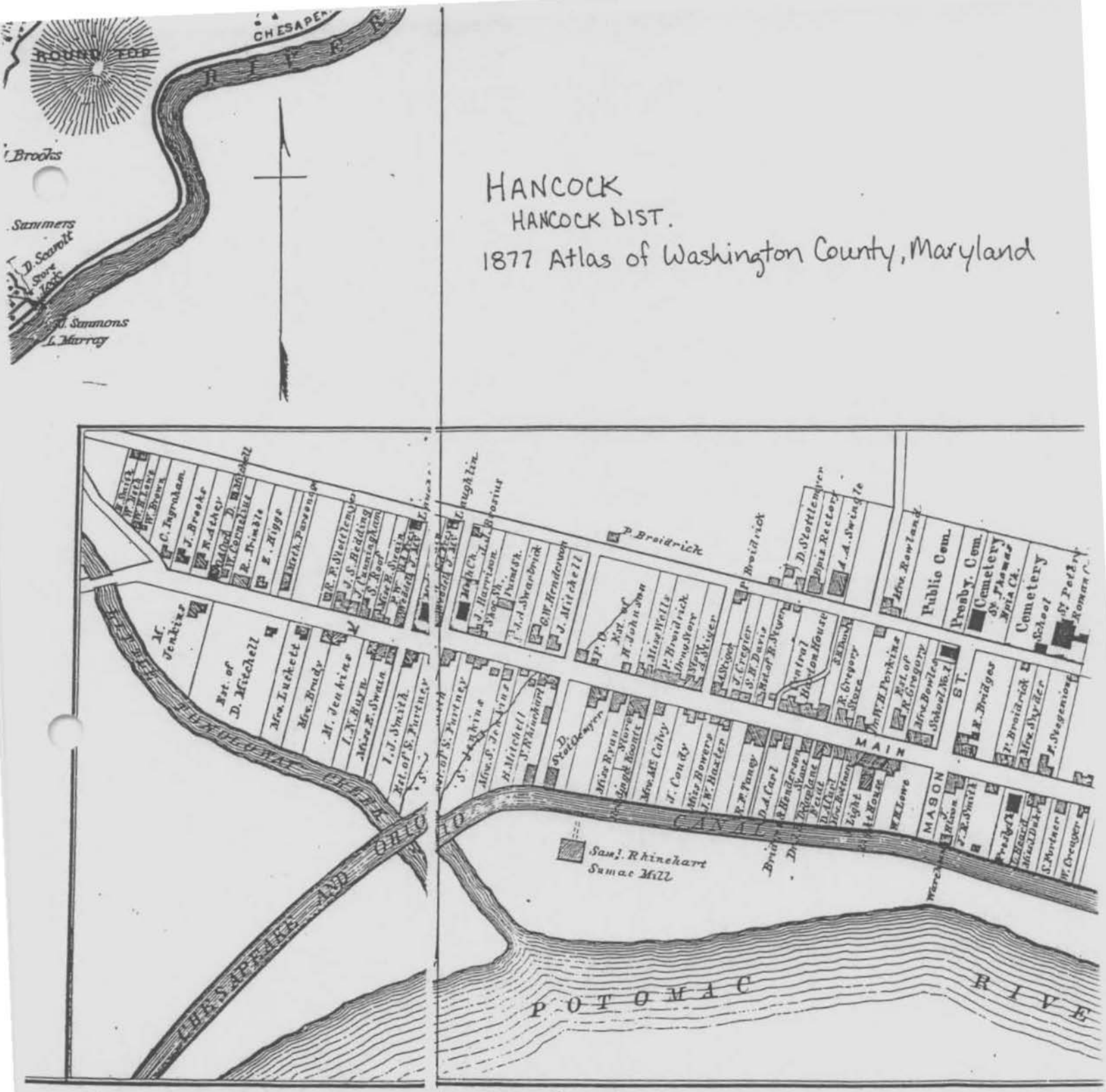
Verbal Boundary Justification:

The current boundary is that which was established in the property sale of March 1912, Washington Co. Land Record Liber 138, Folio 341.



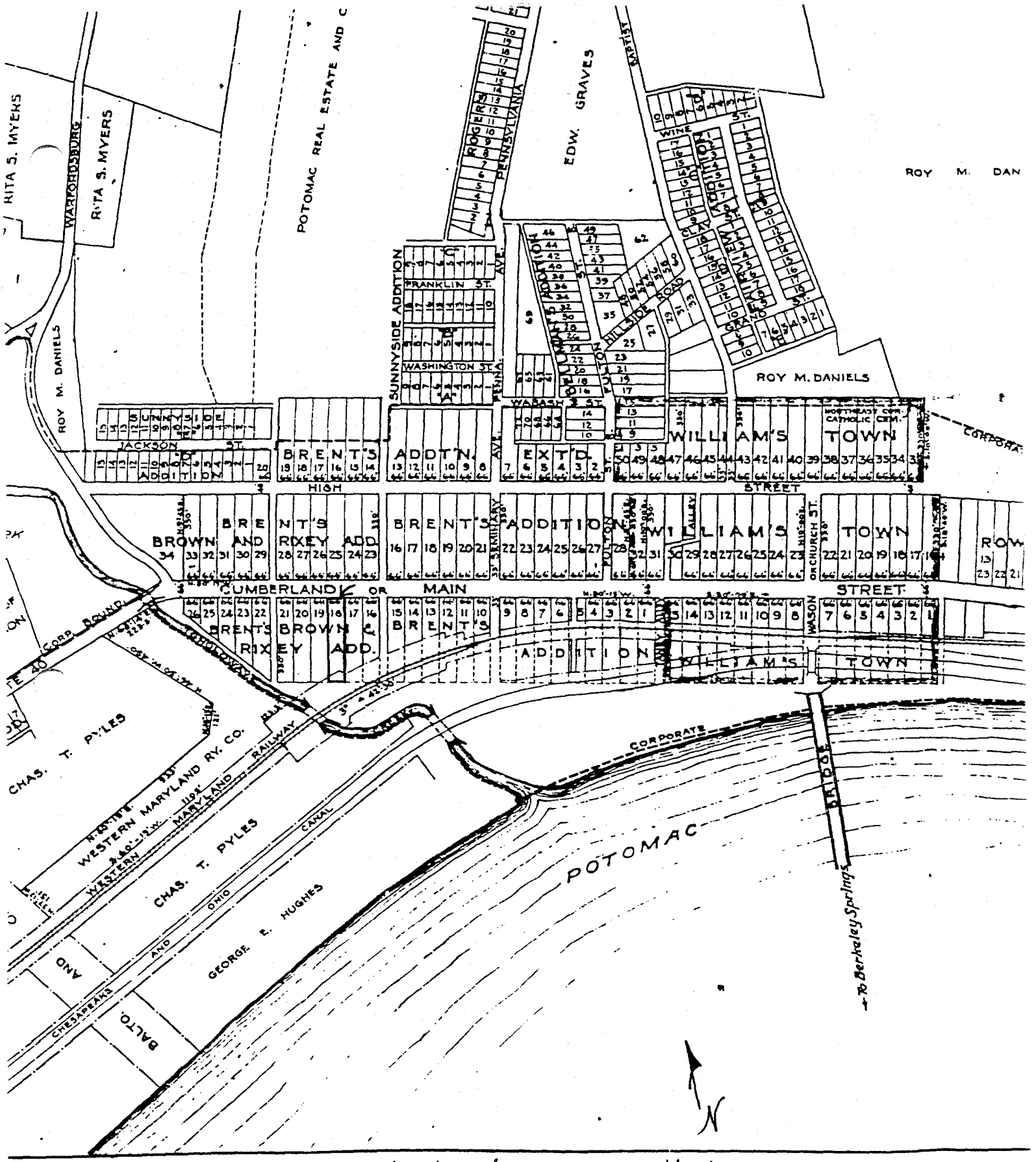
WA-HAN-068
171 W. Main Street
FLOORPLAN- 1st FLOOR

HANCOCK
HANCOCK DIST.
1877 Atlas of Washington County, Maryland



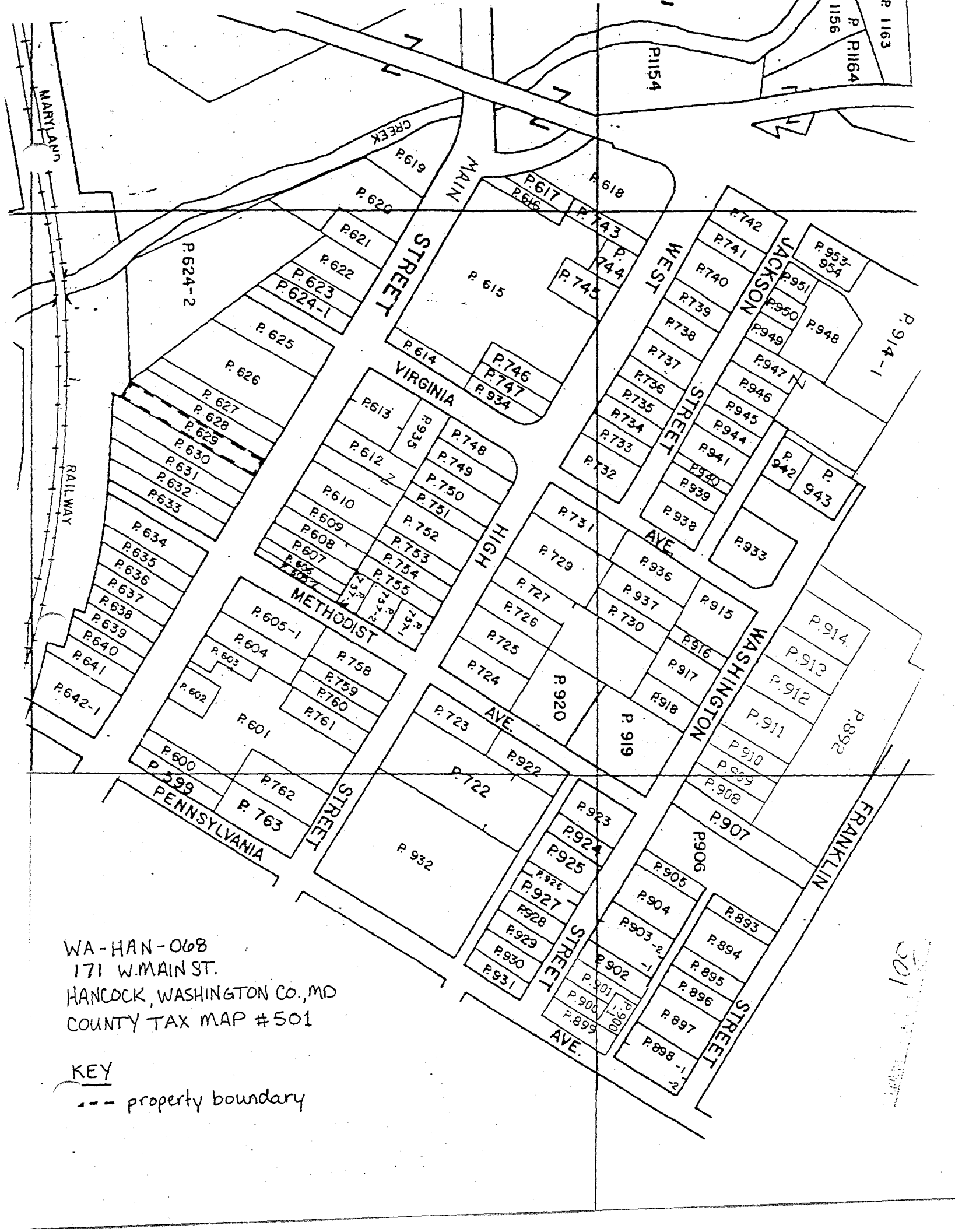
NOTE: Arrow indicates location of east half-lot on which the building known as 171 W. Main St. was built c. 1880s.

WA-HAN-068
171 W. MAIN STREET
HANCOCK
WASHINGTON COUNTY



NOTE: Arrow indicates location of John Conrad's Lot No. 18 of Brent's Brown + Rixey Addition.

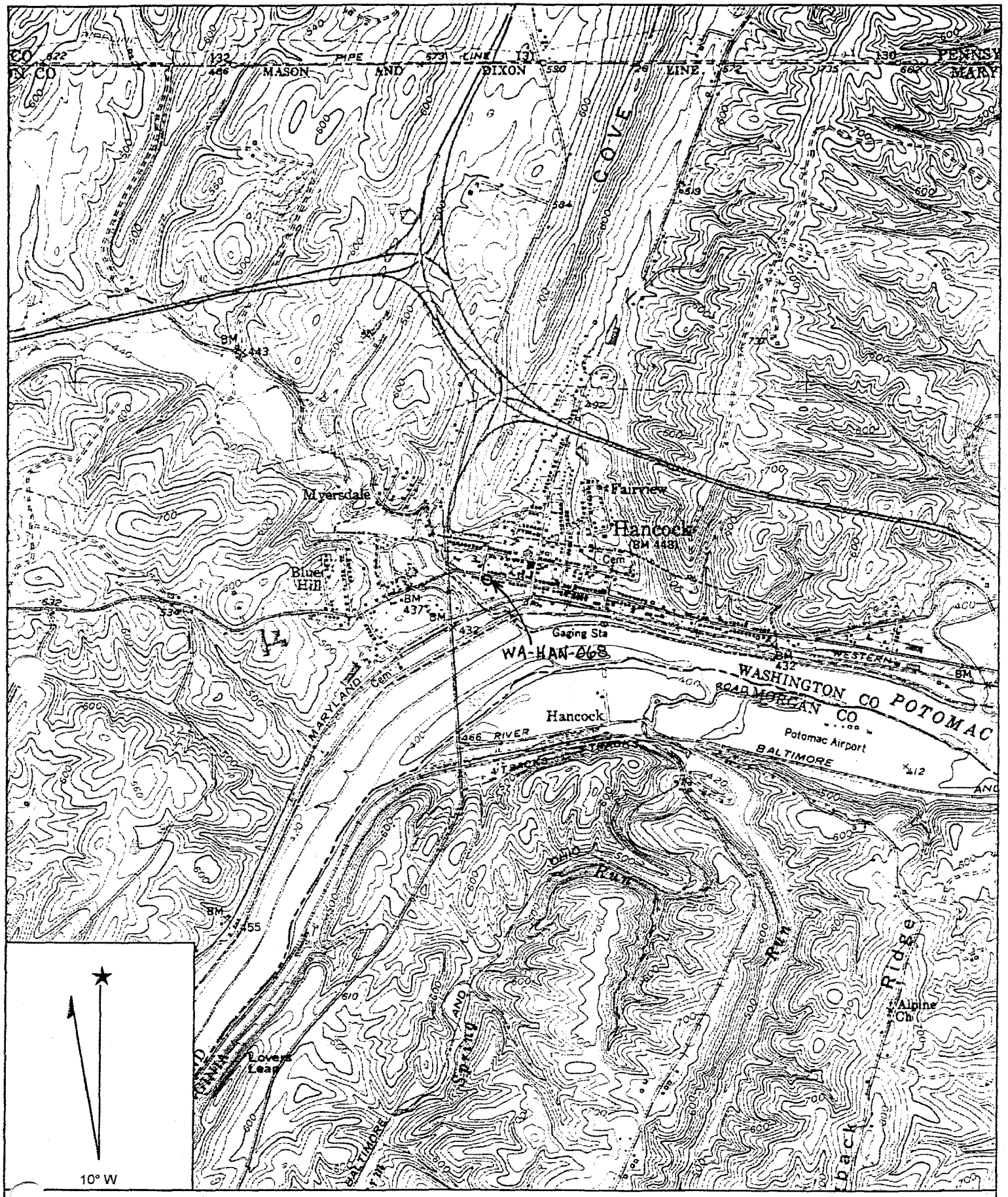
HANCOCK
WASHINGTON COUNTY, MARYLAND
AUG. 26, 1937
PLAT # 287
WA-HAN-068
171 W. MAIN STREET



WA-HAN-068
171 W. MAIN ST.
HANCOCK, WASHINGTON CO., MD
COUNTY TAX MAP #501

KEY
--- property boundary

501



Name: HANCOCK
Date: 10/10/2000
Scale: 1 inch equals 2000 feet

Location: 039° 41' 55.1" N 078° 11' 01.7" W
Caption: 171 W. Main St., WA-HAN-068

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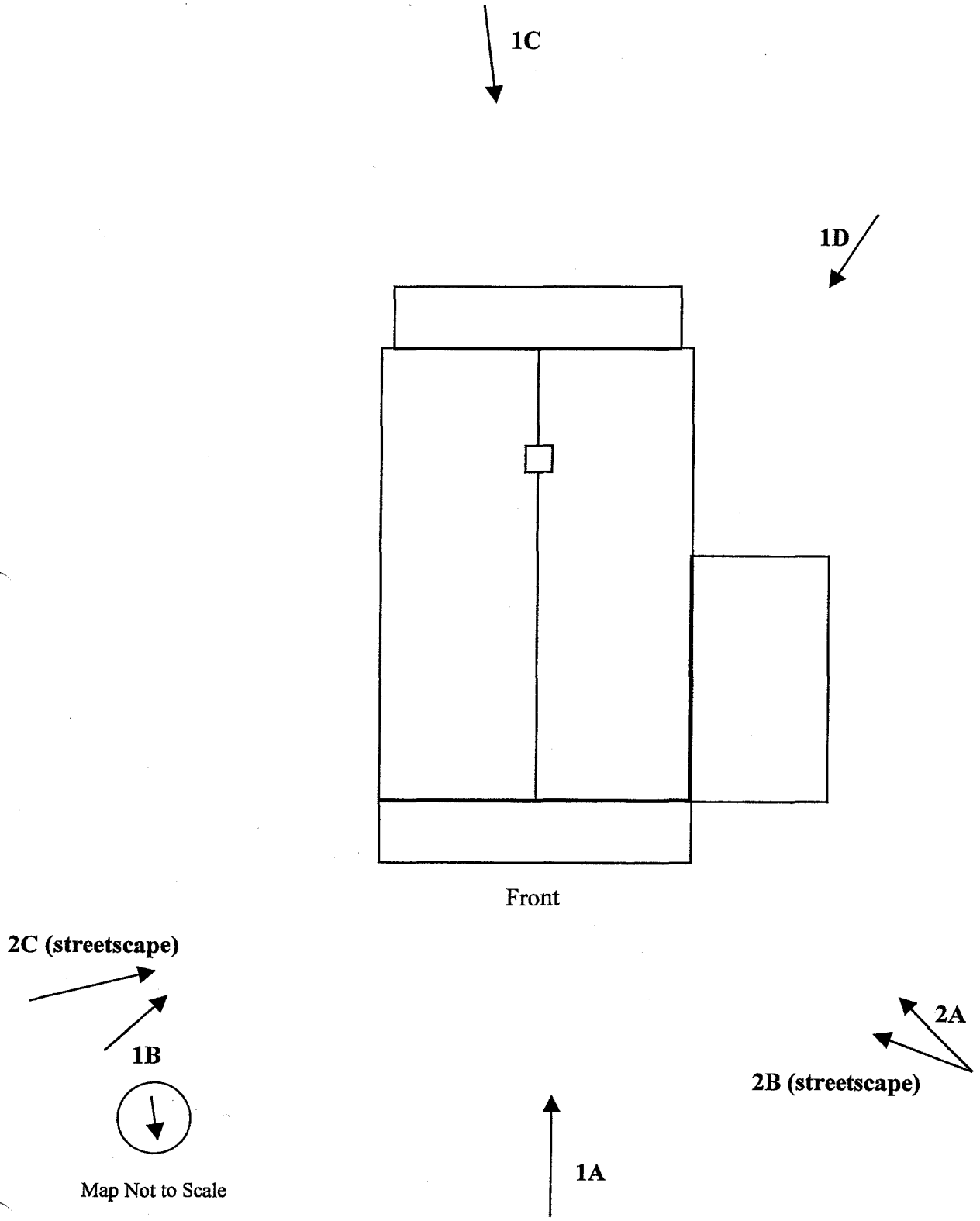
PHOTO KEY

Roof Plan 171 West Main Street, Hancock, MD



171 W. Main St., Hancock, MD

photo: 1C REAR

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 1D RIGHT SIDE REAR

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 1B LEFT FRONT

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main Street
Hancock, MD FRONT

photo: 1A

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 2A FRONT RIGHT SIDE

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

LOWEST PRICE

171 W. Main St., Hancock, MD

photo: 2C

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 3A INSIDE LIVING ROOM - DINING ROOM DOORFRAMES

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St, Hancock, MD

photo: 2B STREETSCAPE

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 3C STAIR RAIL POST

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 3B STAIRRAIL POST

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

171 W. Main St., Hancock, MD

photo: 3D STAIR RAIL

photographer: Mark Wolfe

9/3-4/00

WA-HAN-068

WA-HAN-068
171 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
N and E elevations, view SW

1/4

WA-HAN-068
171 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
S elevation, view N from rear yard
2/4

WA-HAN-068
171 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
house interior, first floor, newel post detail

3/4

WA-HAN-068
171 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
house interior, first floor, hall, view N

4/4

HANCOCK, WASHINGTON COUNTY, MARYLAND

Survey # WA-HAN-068, B91 Approximate date Ca. 1900
Street Address 171 West Main Street
Town, State Hancock, Maryland
private X, public ___

Description

This is a two story frame house with a gable front. It has a metal standing seam roof. It is a three bay structure with one over one window pane units. The house is covered with wood bevel siding and is sitting on a rubble stone foundation with a 1920s garage attached. This house represents Hancock's major growth and development period during the early 20th century.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

I. Geographic Organization: Western Maryland

II. Chronological/Developmental Period(s):

Industrial Urban Dominance - A.D. 1870-1930

III. Prehistoric/Historic Period Theme(s):

Architecture, Landscape Architecture and Community Planning

IV. Resource Type

Category: Building

Historic Environment: Urban

Historic Function(s) and Use(s):

DOMESTIC/single dwelling

Known Design Source: Unknown

Photo Reference: Photo # 46

Form Prepared By: Paula S. Reed, PhD, Architectural Historian
Preservation Associates, Inc.
207 S. Potomac Street
Hagerstown, MD 21740

WA-HAN-068

WA- HAN- 067- 068- 069 Block 90-91-92
173- 171- 167 W Main St
B Gibney
Date 12/1/89
View SE
Photo #46

WA-HAN-068