WA-HAN-071
163 W. Main Street
Hancock, Washington Co., Maryland
Capsule Summary

The building located on the half lot known as 163 W. Main St. is possibly of log construction. 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. 1870s. The house is occupied by tenants and is in fair condition.

163 W. Main Street in Hancock, Maryland, built c. 1870, 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 house 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 163 W. Main St. Repeated flood damage has also resulted in loss of structural integrity.

Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. WA-HAN-071
Magi No.
DOE ___ yes X no

1. Name of Property (indicate preferred name)

historic

and/or common 163 W. Main Street

2. Location

street & number 163 W. Main Street ___ not for publication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 Jeffrey A. Ratcliff

street & number 152 W. Main Street 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 1299

street & number Washington Street Folio 889

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-071

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 163 W. Main St. is possibly of log construction. The foundation and first story sit in the 100-year floodplain of the Potomac River and have been subject to numerous floods since the house was constructed c. 1870s. The house is occupied by tenants and is in fair condition.

The building known as 163 W. Main St. is a two-story side-gabled dwelling, possibly of log construction, on stone foundations. It is two bays wide on the first story north elevation, with a replacement bowed window in the west bay and a glass and panel door in the east bay. The second story is three bays on the north elevation with six over six sash windows. A full-length porch has replacement square posts set on a concrete block enclosure. The house is below grade and requires a step down to the porch area. A shed roofed ell addition extends from the western half of the south elevation. It is 1 1/2 story frame on concrete block foundation. Windows are two over two sash. A shed-roofed porch is located on the east elevation of the addition, supported by camfered posts. The dwelling is sheathed with vinyl siding over insul siding. The south elevation of the main section has German and lapped weatherboard siding exposed. The roof is sheathed with corrugated metal sheets. A metal patch on the roof at the west gable end marks the location of an earlier chimney, now gone.

With the exception of the main stairs, very little of the original interior features of the house remains intact. The stairs have plain turned newel posts with narrow half-rounded rail and square balusters. The risers have graduated moldings.

The 33' x 250' 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 161 W. Main St. The southern boundary line borders the Western Maryland Railroad right-of-way. The western boundary of the lot is shared with the eastern property line of 165 W. Main Street. The north elevation of the building fronts directly onto the public sidewalk of W. Main St., however it is several steps below grade level. 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-071

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	___ 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. 1870 **Builder/Architect** Unknown

check: Applicable Criteria: X A ___ B ___ 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 163 W. Main Street in Hancock, Maryland, built c. 1870, 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 house 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 163 W. Main St. Repeated flood damage has also resulted in loss of structural integrity.

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]

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

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

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 5th 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 the town. The Union forces refused to surrender and were eventually reinforced. The Confederates shelled

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

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 163 W. Main Street is located on Lot No. 16 of Brent's Brown and Rixey Addition on the 1937 map of Hancock. This addition to the town of Hancock was apparently annexed by George Brent, son of Thomas C. Brent, sometime around 1850. Described as Lot Number 26 of Brents Addition in an 1863 deed from the estate of Jacob Shlagel to Elmira Swain, this confusing misnomer is clarified in the description of the sale of the property in 1859, "sold a house and lot . . . on the south side of Main Street bounded . . . East by an alley to the Main Street . . ."[10] The lot measured 66 feet on Main Street and ran 320 feet south, presumably to the Tonoloway Creek, although the creek was never mentioned.

Miss Elmira Swain constructed a second house on Lot 16, which appears on the 1877 map of Hancock, and is known as 163 Main Street today. By 1904 the lot and two houses were in the possession of Mary Elizabeth Swain, possibly a sister. Mary Swain, described as unmarried, sold right-of-way to the Western Maryland Railroad through the southern end of her lot in 1904.[11] As a result of several Equity cases in the 1920s, in which Mary E.

[8] Hancock News, April 7, 1905, as quoted in Leatherman, p. 34.
[9] Hancock News, May 1935, as quoted in Leatherman, p. 82.
[10] List of Sales Book V, page 315, Washington Co. Office of Wills, Washington Co. Courthouse, Hagerstown, MD.
[11] Washington Co. Land Record 120/7, Washington Co. Courthouse, Hagerstown, MD.

Swain was described as a lunatic, John T. Mason and Thomas Gilleece were assigned to sell her real estate. Mason and Gilleece sold the east half of the lot, now 33 feet wide and running back to the WMRR right-of-way, to Edward L. Munson in June of 1923.[12] The western half of the Swain lot was sold in 1927 to Elmer and Devona Mann.[13] In 1947, Devona Mann, a widow, sold the house and lot to Samuel and Dorothy MacGregor, who sold it two months later.[14] The property was again sold in 1950 to Charles and Reba Sensel. At some point in the next 42 years, this western half lot (#163) and the eastern half lot (#161) were apparently combined under the ownership of Robert Sensel, although no deed was found for either transaction. In July 1992, both lots were sold to Eugene Albert by G. Clair Baker at a foreclosure sale, for $31,500.[15] The house at 163 W. Main St. was sold separately in September 1992 for $12,000 and again in October 1996 (after the two floods in January and September of 1996) for $27,500.[16]

Chain of Title

1299/889 7 Oct. 1996 $27,500
From: Steve A. Sexton
To: Jeffrey A. Ratcliff
Lot No. 16 of Brent's Addition, Plat #287, known as 163 W. Main, 33' front, back to WMRR

1057/1025 12 Sept. 1992 $12,000
From: Eugene S. Albert, Jr.
To: Steve A. Sexton

1051/826 24 July 1992 $31,500
From: G. Clair Baker, Jr., substitute trustee (foreclosure against Robert and Argyle Sensel)
To: Eugene S. Albert, Jr.
Parcel 1: 161 W. Main "improved by a frame dwelling"
Parcel 2: 163 W. Main "known as the West half of Lot No. 16, as shown on the Plat of Brent's Addition to the Town of Hancock . . . Plat Record Folio 287 . . . being improved by a 2 1/2 story frame house"

[possibly a deed missing here between Charles & Reba Sensel and Robert & Argyle Sensel]

258/462 26 Aug. 1950 $10.00
From: Harry Lashley and Bertha M. Burnett
To: Charles and Reba Sensel
known as Lot 26 [?] on Plat of Brent's Addition

243/372 29 July 1947 $10.00
From: Samuel A. and Dorothy R. MacGregor
To: Harry Lashley and Bertha M. Burnett

242/431 31 March 1947 $10.00
From: Devona G. Mann, widow
To: Samuel and Dorothy MacGregor

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[12] Washington Co. Land Record 165/705.
[13] Washington Co. Land Record 178/674.
[14] Washington Co. Land Records 242/431 and 243/372.
[15] Washington Co. Land Record 1051/826
[16] Washington Co. Land Records 1057/1025 and 1299/889.

lot no. 26 with improvements

178/674 26 Nov. 1927 $1,520
From: John T. Mason, Attorney
To: Elmer F. and Devona G. Mann
Equity Case #10573, John T. Mason and Thomas Gilleece assigned as committee for Mary Elizabeth Swain, lunatic. ". . . west half of lot number 26 of Brents Addition."

120/7 19 Feb. 1904 $550
From: Mary E. Swain, unmarried
To: Western Maryland Railroad (WMRR)
201/1000 of an acre

I.N. 17/203 21 Feb. 1863 $835
From: Jacob Snively, executor of Jacob Shlagel, dec.
To: Elmira H. Swain
"all that house and lot with appurtenances lying and being in Brents Addition to Hancock and known as lot Number 26 being 66 feet front on Main St. and extending back 320 feet . . ."

List of Sales Book V, page 314-315 (Office of Wills)
". . . on the day aforesaid [29 Jan. 1859] he sold a house & lot in the town of Hancock, on the south side of Main Street bounded west by John Conrad, south by John G. Wilson, East by an alley to the Main Street, to Elmira H. Swain, for the Sum of Eight Hundred and thirty five dollars . . . a deed to be made to the purchase when the whole sum of money and interest thereon is paid."

9. Major Bibliographical References

Survey No. WA-HAN-071

See attached Continuation Sheet.

10. Geographical Data

Acreage of nomination property 8,250 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.

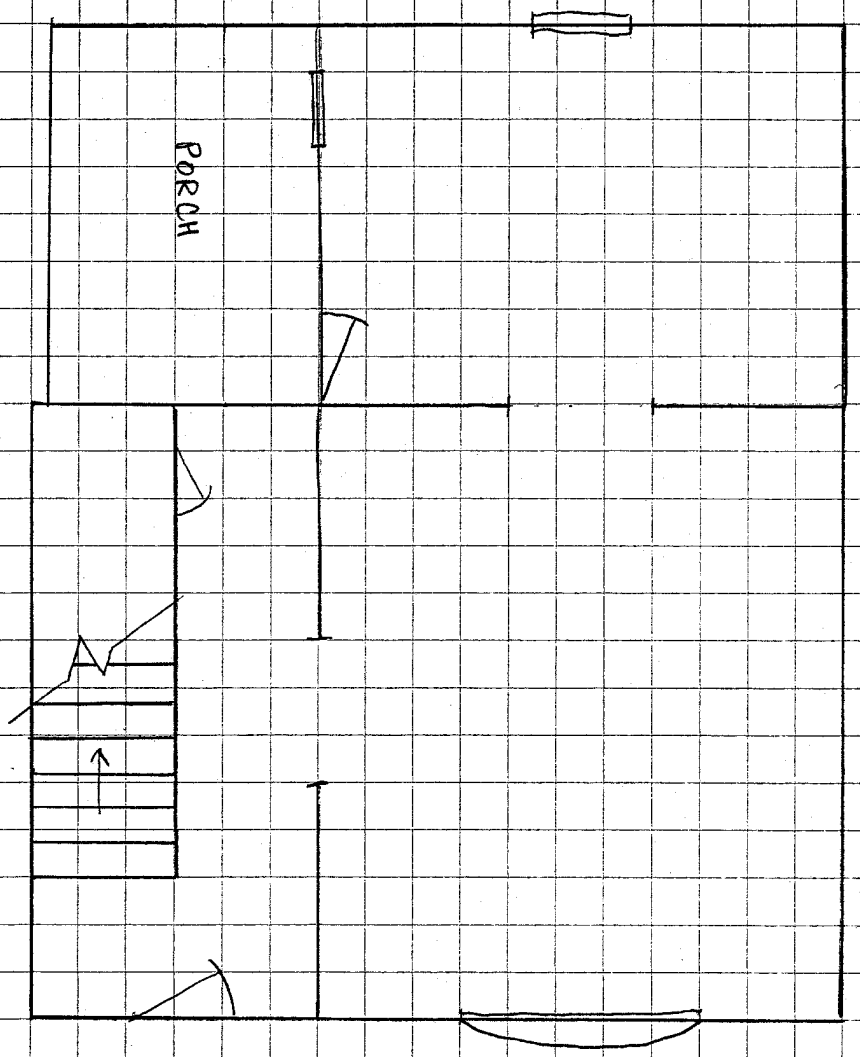
Washington County Office of Wills, Washington Co. Courthouse, Hagerstown, MD.

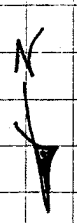
Verbal Boundary Description:

The boundary is shown by the outlines of Parcel 632 on Tax Map 501 of the Washington Co. tax map (attached).

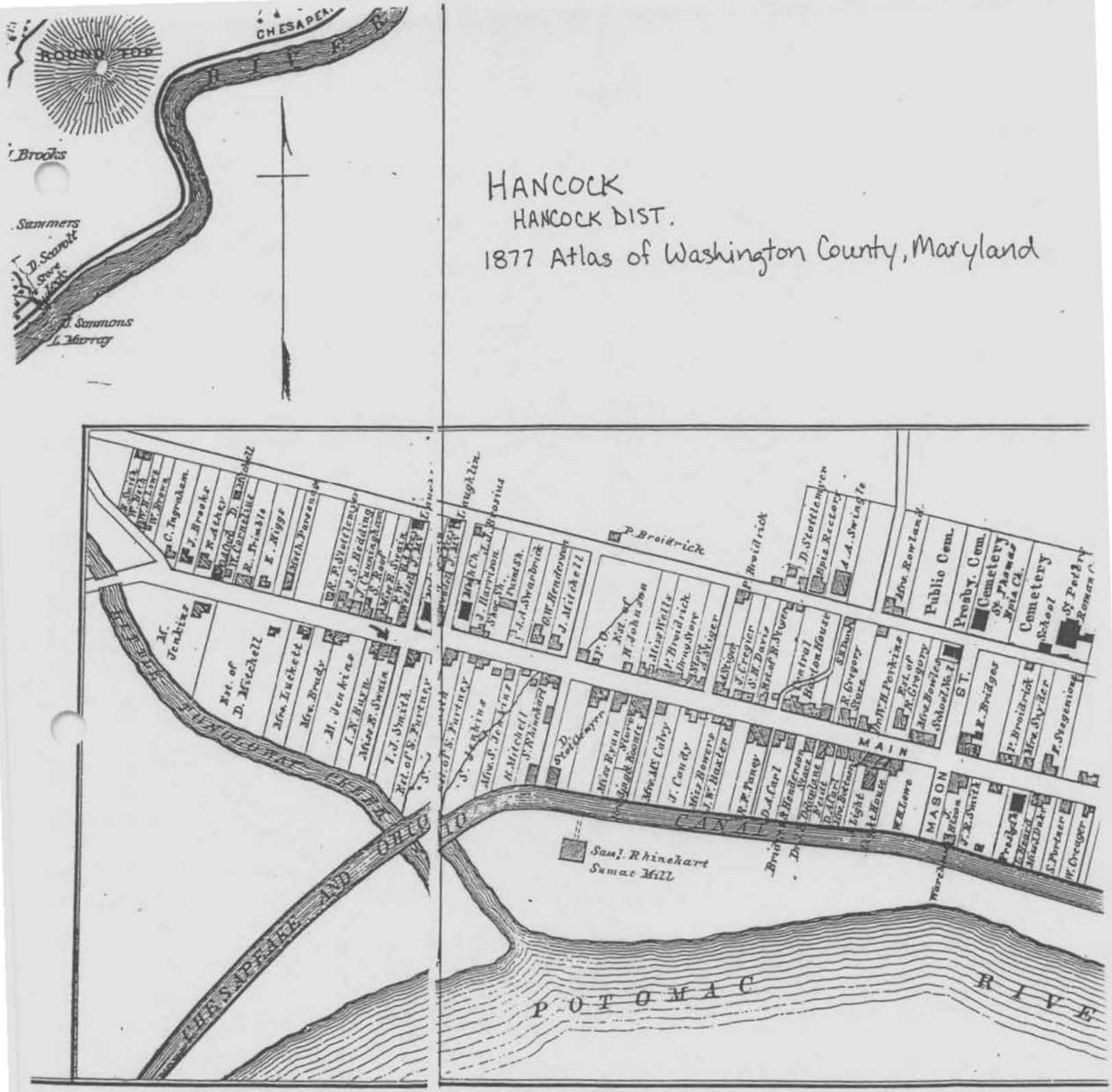
Verbal Boundary Justification:

The current boundary is that which was established in the property sale of November 1927, Washington Co. Land Record Liber 178, Folio 674.





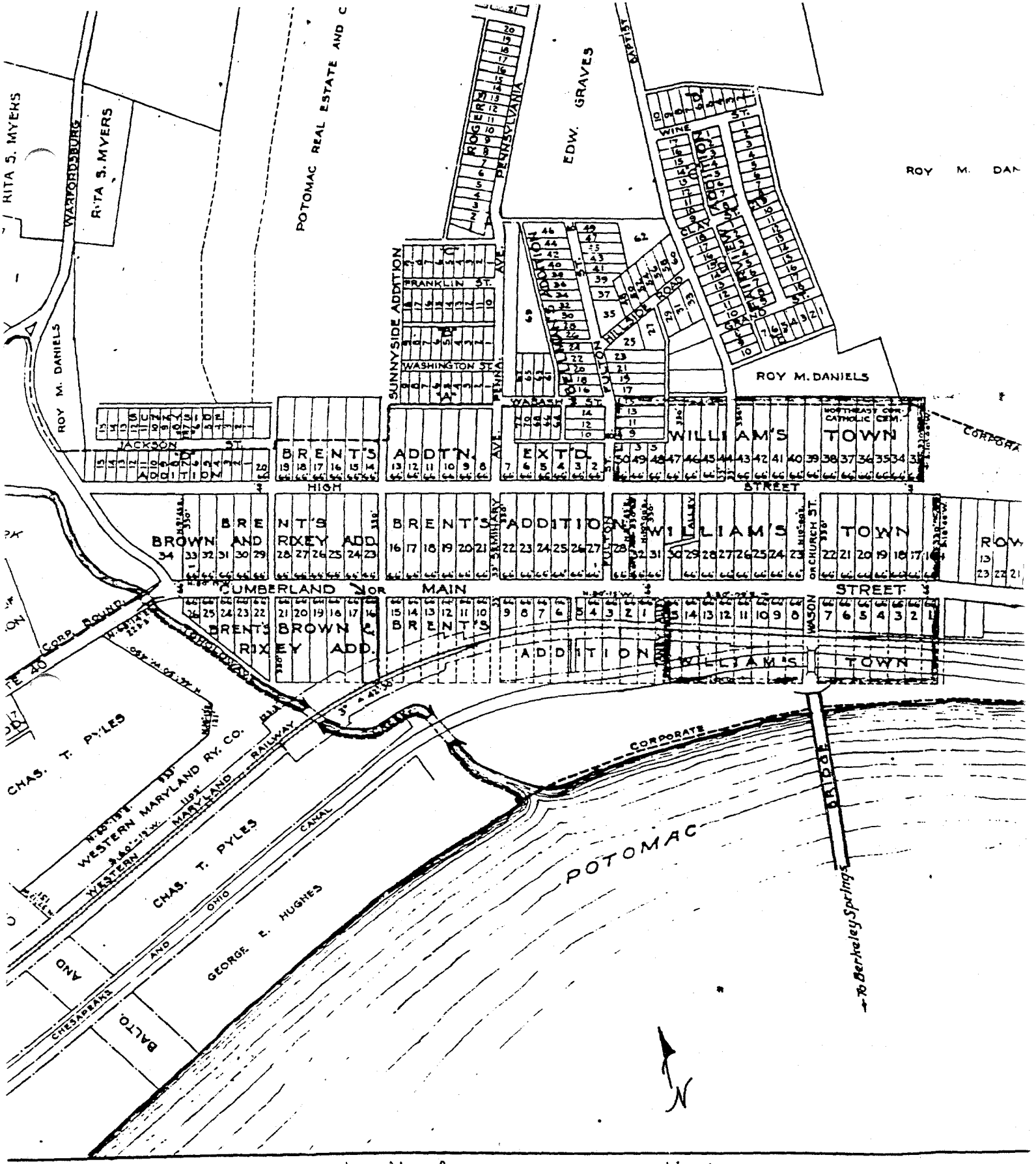
WA-HAN-071
163 W. Main Street
FLOORPLAN - 1st FLOOR



HANCOCK
HANCOCK DIST.
1877 Atlas of Washington County, Maryland

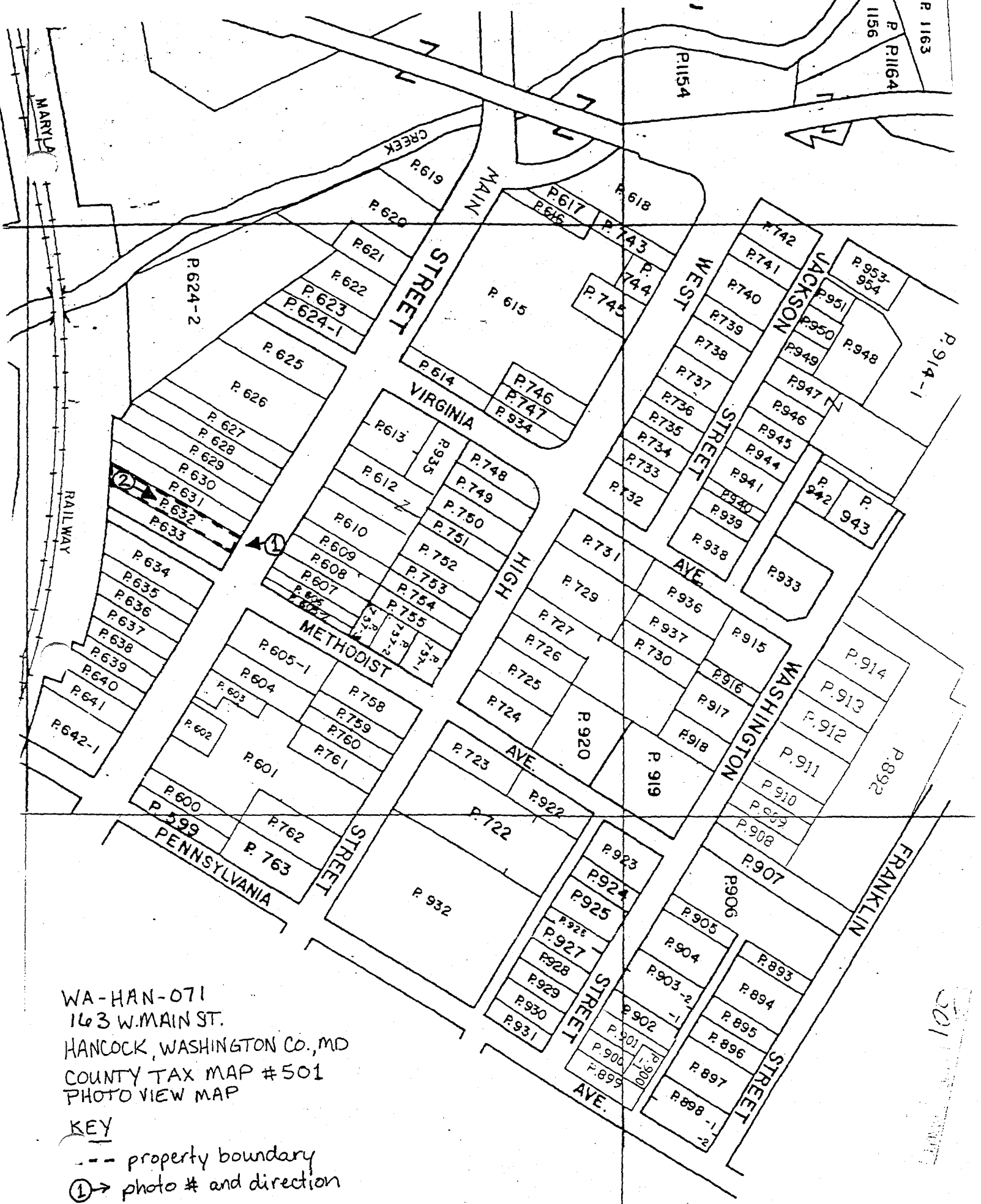
NOTE: Arrow the building constructed on Elmira Swain's property c. 1870. This building may be the dwelling now standing at 163 W. Main St.

WA-HAN-071
163 W. MAIN STREET
HANCOCK
WASHINGTON COUNTY



NOTE: Arrow shows the site of Lot No. 16 in Brents Brown + Rixey Addition.

HANCOCK
WASHINGTON COUNTY, MARYLAND
AUG. 26, 1937
PLAT # 287
WA-HAN-071
163 W. MAIN STREET

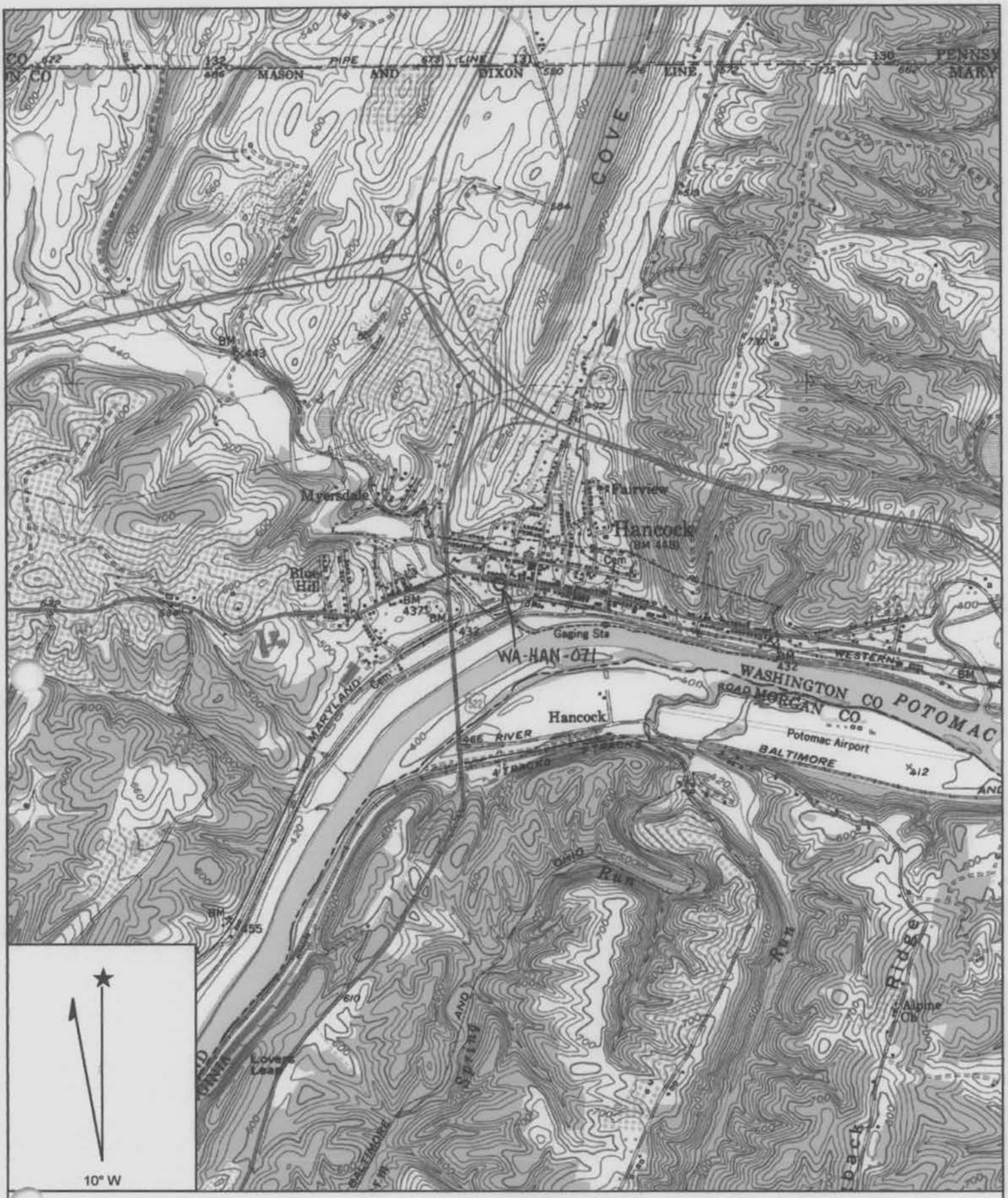


WA-HAN-071
163 W. MAIN ST.
HANCOCK, WASHINGTON CO., MD
COUNTY TAX MAP #501
PHOTO VIEW MAP

KEY

--- property boundary

① → photo # and direction



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

Location: 039° 41' 55.1" N 078° 11' 01.7" W
Caption: 163 W. Main Street, WA-HAN-071

Copyright (C) 1997, Maptech, Inc.

WA-HAN-071
163 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
N and W elevations, view SE from
N side of W. Main St.

1/4

WA-HAN-071
103 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
S elevation, view N from rear yard

2/4

WA-HAN-071
163 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
house interior, first floor, hall + stairs

3/4

WA-HAN-071
163 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO
house interior, first floor, stair detail

4/4

HANCOCK, WASHINGTON COUNTY, MARYLAND

Survey # WA-HAN-071, B94 Approximate date Ca. 1880
Street Address 163 West Main Street
Town, State Hancock, Maryland
private X, public ___

Description

This is a two story, three bay frame or log house with a gable roof covered with corrugated steel. It has six over six windows. Across the front is a porch, the exterior siding is asphalt shingles. It has a chimney inside the west end. As a late 19th century structure this house represents the appearance of Hancock prior to the major changes which occurred in the early 20th century. It is one of a row of similar houses.

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 # 47

Form Prepared By: Paula S. Reed, PhD, Architectural Historian
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WA-HAN-071

WA-HAM-070-071-072 Blocks 93-94-95
145-143-141 W Main St
D Gibney
Date 12/1/09
View SE
Photo #47

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