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"Rooted deeply in our past": A landscape history of Brunswick, Maryland

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“Rooted Deeply in our Past”: A Landscape History of Brunswick, Maryland

Alyssa R. Fisher

A thesis submitted to the Graduate Faculty of

JAMES MADISON UNIVERSITY

In

Partial Fulfillment of the Requirements

for the degree of

Master of Arts

History

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For my loving and supportive parents Darrell and Kathie Fisher.

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Abstract

This thesis is a case study in landscape history which investigates how landscapes in conjunction with historic maps and records can be used and read as documents of history. Through analysis of features in the landscape of Brunswick, Maryland in addition to research of land deeds, maps, historic images, newspapers, and other records, Brunswick's development and settlement can be traced with reference to broader national ideas and issues throughout history. Brunswick's landscape shows three distinct stages of development that began near the Potomac River and spread north up into the steep hills that surrounds the river's floodplain. The first stage is Brunswick's earliest development which revolved around the river, construction of the Chesapeake and Ohio Canal, and the natural crossing space that allowed travelers to migrate through the foothills of the Blue Ridge Mountains. The second stage came with the expansion of the Baltimore and Ohio Railroad which built a large rail yard at Brunswick, made the small town into a bustling city, and developed distinct neighborhoods and a central hub of businesses. The third stage of development shows the decline of the railroad after World War II, greater emphasis placed on the use of the automobile, construction and maintenance of a large concrete bridge and paved roads, and an effort by the citizens to revitalize the city with tourism and public memory of their railroad heritage. Through examination of the features within the landscape of Brunswick supplemented with historic records and other documents, more can be understood about how the community developed and who settled in that area.

Introduction

Canal boats coasted along the Chesapeake and Ohio Canal while mules, ushered by their masters, pulled ropes to guide the boats safely into and out of Lock 30. Train whistles echoed through the foothills of the Blue Ridge Mountains, wailing from the locomotives that passed through the rail yards of the Baltimore and Ohio Railroad. Seven miles of track created a labyrinth of wood and steel that ran along the Potomac River, interspersed with shops that reverberated with the clanging of hammers and heavy machinery. Just north of the rail yards lay the newly incorporated city of Brunswick, Maryland. Tall brick structures stood firmly along Main Street in the center of the city, while smaller, cookie-cutter, wood framed homes crowded along streets that crawled outward from the central hub. Freshly washed linens hung on clotheslines outside of railroad family homes became covered in soot as steam engines belched out smoke while passing through the city. Haphazard dirt roads served as the routes of transportation for Brunswick citizens through the city while house construction advanced upon steep hills. This was the image of Brunswick, Maryland at the turn of the twentieth century.

Today the City of Brunswick is a quiet location that consists of a population of 5,870 people, most of whom commute out of the city for work, or help others to do so by working for the railroad. Located on the northern banks of the Potomac River, Brunswick is about forty-five miles west of Washington D.C. and is located on a direct commuter railroad line that takes passengers to Union Station. The train tracks have decreased in number since the turn of the century, and the shops no longer exist, though a satellite view of the old rail yards shows the outline of the once prominent roundhouse that stood in the seven-mile stretch. The city roads are now paved and many of them

have been blocked off or rerouted to accommodate citizens' easier travel. Some of the large brick structures remain, though the ornamentation which used to grace the stately facades has been stripped away and altered over time. The wood frame houses still exist minus the soot since the railroad changed to diesel engines after World War II. The canal is only a memory, with stone ruins of Lock 30, and a national park that now protects the towpath used by bicyclists and joggers. The landscape of Brunswick has changed significantly over time as various aspects of American society evolved with new technology, migration, and changes in political and social ideas. While the city is no longer the whirlwind of development it had been just a hundred years ago, city residents never forget their railroad roots. In more recent decades, celebration of that railroad heritage has brought about festivals, parks and murals that harken back to the railroad days. These layers of development found in Brunswick's landscape provide a physical record of the city's past. Brunswick's physical features provide a chronology of the city's growth, an indication of the kinds of people who settled the area and tangible evidence of national ideas and trends which influenced citizens' decisions on city infrastructure, economic endeavors, and recreational activities.¹

While the city displays pride in its railroad history, the area had been settled long before the railroad existed. Some reports suggest that Native Americans used the Potomac River and most likely passed by or used portions of the land that is now Brunswick. By the early 1700s, the first European settlers came to use the region,

¹ Brunswick History Commission, *Brunswick: 100 Years of Memories* (Brunswick, MD: Brunswick History Commission, 1990), 1-4; U.S. Department of Commerce, "2010 Census Interactive Population Search: MD-Brunswick City," U.S. Census Bureau, <http://www.census.gov/2010census/popmap/ipmtext.php?fl=24> (February 25, 2013); City of Brunswick, MD, "Brief History of Brunswick," The City of Brunswick Maryland, <http://www.brunswickMd.gov/history/> (accessed August 28, 2012).

recognizing the natural landscape's potential for travel as well as trade because of the river. A natural gap in the Blue Ridge Mountains also creates an easier passage from the Maryland shore into Virginia. As a result of this natural crossing, the area became known as "German Crossing" as German settlers from Pennsylvania migrated down into the Shenandoah Valley, passing through current-day Brunswick to cross the river. As a location frequently passed through, a trading post and small town began to grow under the name of Berlin, named for the many German settlers who came to the area. The Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad did not come to the area until the 1830s. The canal brought commerce, and influenced the growth of mills near the canal lock, while the B&O Railroad merely laid track and continued further west. While the town prospered with the canal lock, it did not become the busy City of Brunswick until the B&O Railroad built a large span of rail yard at the location beginning in 1890.²

Much of the city today appears as it did at the turn of the twentieth century. The city layout is very similar, many of the structures still exist in altered forms, and much of the newer development constructed after the railroad boom occurred on the outer edges of the city. The landscape changed significantly with the growth of the railroad, but by the 1950s, the railroad had declined and many of the B&O Railroad shops and tracks relocated elsewhere, causing many people to move away and others to find another industry to make a living. Railroad technology changed as diesel engines replaced steam engines, and citizens built more highways for transportation and shipping goods. A marker of the changing times found in the city's landscape today is the concrete bridge erected in 1955 which spans the Potomac River from Brunswick to Virginia. The bridge

² Brunswick History Commission, 1-4, 13, 47-65, 72-80.

is a commanding presence in the town, running high above the train tracks and sloping down into the center of the city, with piers placed in the middle of old streets now used for parking. Features of the landscape such as the large concrete bridge indicate a change in the way Brunswick citizens view and utilize their city. Whereas the small town of Berlin began as a crossing point, its focus changed in the 1890s when the railroad became the main form of transportation as well as the chief provider of employment. When the railroad declined, the city went back to its original focus as a crossing point with the expansion of the bridge across the Potomac River. Features within the landscape of Brunswick provide evidence of some of the major changes in technology, politics, and migration patterns that not only occurred within the city but also across the nation. The physical landscape of Brunswick, Maryland not only suggests how and why people settled the area, but also provides a material record of broader national changes which influenced the development of similar locations throughout the United States.³

Landscapes are discussed in a myriad of ways. Geographer Fred B. Kniffen focused on a specific feature of the landscape through analysis of architecture. In “Folk Housing: Key to Diffusion,” Kniffen examined trends among the styles of historic folk houses constructed throughout the late eighteenth to mid-nineteenth centuries. By looking at the architecture of folk houses in the eastern United States and comparing those designs to similar architectural styles found further west toward the Mississippi River, Kniffen was able to trace migratory patterns of eastern peoples who moved to the west based on the architectural designs they used to build their homes. Kniffen explains that the people who moved from eastern locations took with them architectural styles of

³ Brunswick History Commission, 13, 47-65,72-80.

their original hometowns and used those designs to create the architecture of communities that spread west across the nation. The diffusion of eastern architectural patterns created stylized regions which provide information about the people who moved to those areas, and where those people originally lived. Through Kniffen's analysis he encourages the recognition of landscapes as a source of historical information.⁴

Similarly, the geographer Pierce Lewis explains that landscapes are demarcations of a culture. Landscapes show how humans have altered, built up or taken away from their environment in order to attain a certain goal. Lewis views the landscape as "a kind of document, a kind of cultural autobiography that humans have carved and continue to carve into the surface of the earth."⁵ Thus, the landscape explains the mindset of a culture and how that mindset has changed with every alteration people have made to the location. It is this landscape document that Lewis suggests is often a record of human decision, desire, and interest, as left by people who often did not leave behind written records of their thoughts and activities. Through the analysis of the landscape of Bellefonte, Pennsylvania, Lewis presents an example of how to begin looking at landscapes, and what kinds of information can be found within those spaces.

Another scholar, D.W. Meinig, explains the different ways one can view the landscape. In his article titled "The Beholding Eye: Ten Versions of the Same Scene." Meinig shows how landscapes can be interpreted differently depending on who is viewing them. Some people see landscape for its historical value, others see it in terms of

⁴ Fred B. Kniffen, "Folk Housing: Key to Diffusion," from *Common Places: Readings in American Vernacular Architecture*, by Dell Upton and John Michael Vlach, eds. (Athens, GA: University of Georgia Press, 1986), 3-26.

⁵ Pierce Lewis, "Common Landscapes as Historic Documents," from *History From Things: Essays on Material Culture* edited by Steven Lubar and W. David Kingery (Washington: Smithsonian Institution Press, 1993), 116.

economic opportunity, while still others see landscape as a problem with erosion, pollution, and urban sprawl. Each person can take away different meanings from the features of a landscape based on their own interests or concerns. While Meinig's main point is to show the variety of ways in which people can view the landscape, he also provides a number of perspectives on landscape that can explain the ways in which people have altered and interacted with the environment. Other scholars have looked at more specific features such as preservation and environmental issues or the development and layout of cities and the purpose behind gardens. No matter the focus of these studies, each scholar indicates that there is important information to be found in the study of landscapes.⁶

This study explores the landscape of Brunswick, Maryland as a documentation of three key phases in Brunswick's history. The first chapter discusses the natural landscape and its influence on human interaction with the space. This chapter also traces early American historic events that can be seen through the settlement and development of

⁶ Fred B. Kniffen, "Folk Housing: Key to Diffusion," from *Common Places: Readings in American Vernacular Architecture* edited by Dell Upton and John Michael Vlach (Athens, GA: University of Georgia Press, 1986), 3-26; Pierce Lewis, "Common Landscapes as Historic Documents," from *History From Things: Essays on Material Culture* edited by Steven Lubar and W. David Kingery (Washington: Smithsonian Institution Press, 1993), 115-139; D.W. Meinig, "The Beholding Eye: Ten Versions of the Same Scene," from *The Interpretation of Ordinary Landscapes* edited by D.W. Meinig (New York: Oxford University Press, 1979), 33-48. For books that discuss the interpretation of landscapes and human interaction with the environment see Kevin Lynch, *What Time Is This Place?* (Cambridge, MA: The MIT Press, 1972); Ervin H. Zube, ed., *Landscapes: Selected Writings of J.B. Jackson* (Amherst, MA: The University of Massachusetts Press, 1970); and William H. Whyte, *The Last Landscape* (Garden City, NY: Doubleday & Company, Inc., 1968). For books that look specifically at the American landscape and how to interpret it see Rebecca Yamin and Karen Bescherer Metheny, eds., *Landscape Archaeology: Reading and Interpreting the American Historical Landscape* (Knoxville, TN: The University of Tennessee Press, 1996); and Michael P. Conzen, ed., *The Making of the American Landscape* (Boston, Unwin Hyman, 1990). For a study of influential factors on American city planning see John W. Reps, *The Making of Urban America: A History of City Planning in the United States* (Princeton, NJ: Princeton University Press, 1965). For a comparison of the American rural landscape with the British landscape see John Fraser Hart, *The Rural Landscape* (Baltimore, The Johns Hopkins University Press, 1998). Books that discuss the American landscape in cities and towns include David Schuyler, *The New Urban Landscape: The Redefinition of City Form in Nineteenth-Century America* (Baltimore, MD: The Johns Hopkins University Press, 1986); and Dell Upton, *Another City: Urban Life and Urban Spaces in the New American Republic* (New Haven, CT: Yale University Press, 2008).

Berlin. The second chapter focuses on the height of the Baltimore and Ohio Railroad development of the area when it incorporated Berlin into the City of Brunswick. Much of the architecture and city structure that remain today are the result of the development that took place when the B&O Railroad Company expanded the rail yards. Chapter two includes analysis of remaining architecture from the turn of the twentieth century, the layout of the city and placement of a variety of public structures, as well as the demographics of specific spaces within the city which suggests the social issues of the time period. The final chapter looks at the post-World War II decline of the railroad in Brunswick that subsequently led to the decline of the city. This decrease in the city's population and businesses provoked citizens to find ways to memorialize their railroad history while renewing their urban spaces to bring in tourists and help sustain their community. This chapter examines the public memory of Brunswick's citizens as displayed through memorials, murals, parks and other features of the city's landscape. Brunswick's history is evident through the features that remain in its landscape. These features not only tell the history of Brunswick's citizens and the city's development, but they also showcase larger movements of U.S. history. In conjunction with the landscape, this study also looks at historic maps, postcards, photographs, newspaper articles, land records, and Sanborn Fire maps to trace changes in the city's development, and discover the thought process of citizens who created those changes.

Chapter 1

The natural landscape of Brunswick suggests reasons why humans settled and developed the location. Brunswick is situated on the northern shore of the Potomac River in the southwestern portion of Frederick County, Maryland. If looking at the location from the river, one would notice a long flat floodplain which quickly becomes a series of steep inclines which are a part of the foothills of the Blue Ridge Mountains. The earliest of Brunswick's development took place in the floodplain near the river, but as the area continued to grow and develop quickly, streets and structures climbed the steep hills resulting in a number of dead-end roads because of impassible streets too steep for safe travel. The question, then, is why did people choose to settle this area when the steep landscape forced citizens to construct a complicated network of streets? The Brunswick area is built around a natural thoroughfare because of gaps within the mountains created by meandering creeks. A creek travels through a natural gap between the steep hills which allows for travel from the interior of Frederick County, Maryland to present-day Brunswick. Across the river is another natural gap into the state of Virginia which leads to a town known as Lovettsville in Loudoun County. These natural gaps between the hills provide a travel route for people to migrate between the two states which throughout time have brought a number of people and trade opportunities to the area. These important features led to the development and settlement of Brunswick and influenced the way humans interacted with the location throughout its history (Figure 1).

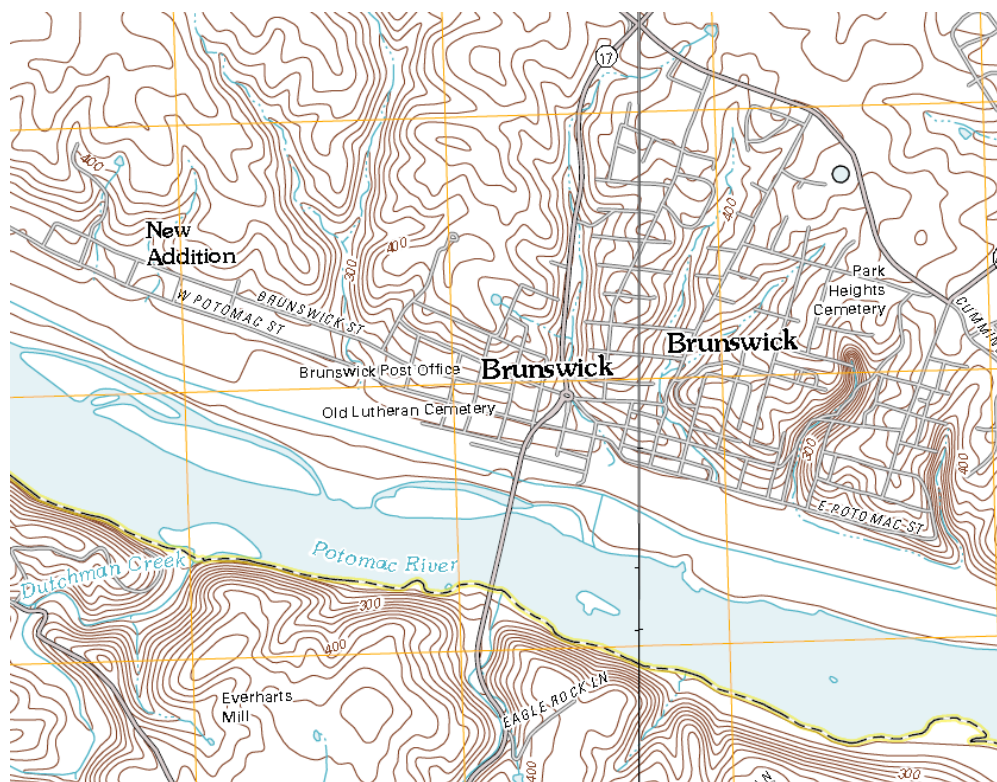


Figure 1. USGS combined map showing the steep elevations of the hills in Brunswick as indicated by the red lines. The closer the red lines are, the steeper the incline of the hill.

As indicated by the map, the city of Brunswick and the area around the city include plenty of water sources with the Potomac River and several creeks that run from the interior into the river. Brunswick also has access to spring water such as Gum Spring found within the city. While Brunswick proper is full of steep hills, the surrounding land is less hilly and provides soils that are useful for agriculture. The majority of the land surrounding Brunswick belongs to the Myersville and Fauquier class of loam which according to the United States Department of Agriculture is characterized by “deep, well-

drained soils on rolling topography,” which “are on stronger slopes and therefore need more careful management and protection for maximum safe production.”¹

The USDA suggests that this type of soil supports corn, hay, orchards, small grains, and pasture. Because the area is hilly, the slopes cause runoff and moderate erosion, but agriculture is able to thrive in the area as long as farmers take care in their methods of crop production. While the soil conditions in immediate Brunswick are not ideal for agriculture, the land surrounding the city provides soil that is good enough for the production of certain crops. The soil fertility impacted the kind of development that did take place in Brunswick’s past.²

Humans reportedly inhabited the area now known as Brunswick, Maryland long before European settlers came to the region. A group of the Iroquois Indians known as the Susquehannocks is thought to have lived in the area, drawn to the river for fishing. Other native groups in the area spoke the Algonquian language in which the word Potomac meant something similar to “trading place,” or “something bought,” suggesting that the American Indians used the Potomac River for trade. The river that drew the natives to live and use the region also served as a major influence in the decision of European settlers to situate themselves in the area. Colonial coastal towns and settlements expanded towards the Appalachian Mountains. In the eighteenth century, the American frontier consisted of the space along these mountains where settlers who ventured outside the established European settlements along the coast met challenges of

¹ United States Department of Agriculture, *Soil Survey: Frederick County Maryland*, 1960, Series 1956, no. 15, United States Department of Agriculture Soil Conservation Service and Maryland Agricultural Experiment Station, 19-20.

² United States Department of Agriculture, *Soil Survey: Frederick County Maryland*, 1960, Series 1956, no. 15, United States Department of Agriculture Soil Conservation Service and Maryland Agricultural Experiment Station, 1, 19-20, Soil Legend Sheet 43.

finding resources for survival and creating peaceful relations with American Indian tribes they may have encountered. European settlers chose specific locations to settle because of the resources they could find. Food sources, travel routes for trade and supplies, and good fertile soil for farming all influenced the locations where settlers chose to establish their homes and towns. Brunswick's earliest European settlement revolved around these features.³

The earliest European settlement to the area now called Brunswick is thought to have been a ferry and trading post run by Abraham Pennington, reported to have been an Indian trader in 1728. The area on which Pennington established his trading post and ferry had been named by John Wilcoxson as Coxson's Rest. When looking at the natural landscape of Brunswick it is easy to see why Pennington chose to settle in the area. Not only did Pennington have access to the Potomac River for receiving supplies, but he also situated himself near an old Indian Trade route which is now Maryland Route 17. Directly across the river from where Brunswick is located today are the foothills of the Blue Ridge Mountains. This topography created a natural gap and easy passageway for people to have crossed the Potomac River from the Maryland shore into Virginia. This natural passageway made it easier for settlers on the early western frontier to move from Maryland into Virginia and the Shenandoah Valley. Though the area that is now the city of Brunswick is marked by its steep hills, there is a flat plane of land nearest to the river that became the first section settled by European colonists.⁴

³ Brunswick History Commission, 11; Carl Waldman, *Atlas of the North American Indian* (New York: Facts on File Publications, 1985), 31-34.

⁴ Brunswick History Commission, 12; Prince George's County Circuit Court Land Survey, Subdivision, and Condominium Plats, (Certificates, Patented, PG) Wilcoxson, John; Coxsons Rest, 300 Acres, 1730. Patented Certificate 581, 1. MSA S1203-39.

In 1753, 3,100 acres of land, which included the region known as Coxson's Rest, was granted to John Hawkins on August 10 by King George II of England. The land became known as Hawkins's Merry Peep-a-Day. This is the first indication of a land grant of the area in Maryland records. By 1787 Leonard Smith had possession of a large tract of land within the Merry Peep-a-Day region. Smith had the land tract split into ninety-six lots many of which he sold to begin the town of Berlin. The name Berlin is thought to have come from the many Germans who travelled through the area or settled there. The space had already been a ferry location since the 1720s, travelled by many German immigrants who moved from Pennsylvania into the western portions of Maryland and Virginia. According to *A Memorial of the Case of the German Emigrants Settled in the British Colonies of Pensylvania [sic], and the back Parts of Maryland, Virginia, &c.*, "above thirty thousand of them within the last ten years, and in one single year, 1750, more than ten thousand," had moved to the British colonies in America.

Many German immigrants came to the British colonies because of:

severe persecutions they were exposed to at home, on account of their being protestants; others from the oppressions of civil tyranny, and attracted by the pleasing hopes of liberty, under the milder influence of the *British* government; who had settled there before them; but far the greatest part of the prospect they had of relieving themselves under their deep poverty, and providing better for themselves and their families, in the provinces to which they respectively retired.⁵

Within the Maryland colony in particular, the German immigrants were reported to have settled in "*Frederickstown*, and another in *Virginia* of the same name." Brunswick, Maryland today is located within Frederick County, Maryland, just southwest of the city of Frederick. The German named towns in western portions of Maryland and Virginia

⁵ *A Memorial of the Case of the German Emigrants Settled in the British Colonies of Pensylvania, and the back Parts of Maryland, Virginia, &c.* London, 1754, 4.

trace the migration of German immigrants from parts of Pennsylvania into the Shenandoah Valley in Virginia. A portion of this migration pattern can be traced through the town of Berlin.⁶

Located at a natural gap within the foothills of the Blue Ridge mountains, and the site of a ferry since the 1720s, the town of Berlin had also been known as “German Crossing” for the number of immigrants who moved south through the town. Directly across the Potomac River from present-day Brunswick, is a road that runs through the gap in Loudoun County, Virginia, which most likely connected to the location of the early ferries. This road is still known today as Berlin Turnpike, which if travelled south, leads to the nearest incorporated town of Lovettsville, which is known to have originated as a German settlement in the 1730s. The natural landscape at present-day Brunswick allowed for easier passage of settlers and immigrants across the river into the fertile lands of the valley of Virginia. This passageway made Brunswick the ideal settlement point because of the traffic that passed through the area. This theme became common throughout Brunswick’s history.⁷

After the American Revolution, the government of the newly formed United States strove to establish itself as a representation of republican values. In order to allow the new nation to grow, development of the economy became essential to help establish the United States as an independent country. Americans focused on connecting the spaced out cities and towns to one another, creating a network for migration,

⁶ A Memorial of the Case of the German Emigrants Settled in the British Colonies of Pensilvania [sic], and the back Parts of Maryland, Virginia, &c. London, 1754, 4-5; SPECIAL COLLECTIONS (Horsey Collection of Lee, Horsey, and Carroll Family Papers: An Archives of Maryland Edit on Line Publication) Courses of “Hawkin’s Merry Peep-a-Day” , 1753, MSA SC1848 m2364-0832.21.

⁷ Brunswick History Commission, 14. Lovettsville Historical Society and Museum. “Welcome to the Lovettsville Historical Society Official Website.” <http://www.lovettsvillehistoricalsociety.org/default.asp?contentID=1> (accessed January 5, 2013).

communication, and trade. The postal service allowed for greater communication, and the establishment of new turnpikes and postal roads helped to unify the nation. The establishment of the town of Berlin, now known as Brunswick, coincides with the national focus on constructing turnpikes and canals in the early nineteenth century.⁸

Town and city organizers used the grid form to organize settled space. Planners often developed towns around major transportation routes and created a grid pattern that provided equal access for town inhabitants to marketplaces, or trade routes. In the case of the town of Berlin, as seen in Figure 2, Leonard Smith organized the town in a gridded pattern with several streets that ran directly to the Potomac River. According to Leonard Smith's 1793 plat of the town, a store existed at the end of First Street nearest to the Potomac banks. The store located on the shore suggests that Berlin received goods through trade on the river. In addition, First Street most likely acted as the main thoroughfare through the town and to the ferry to cross the river because of the store located near the Potomac shore. The town of Berlin existed because of the main trade and transportation routes which continued as a major influence in the town's function and growth throughout most of its history. Leonard Smith's eighteenth-century plat continued to form the basis for the town's organization for much of the nineteenth century with a few alterations as new technologies and transportation routes came to the area.⁹

⁸ Gordon S. Wood, *Empire of Liberty: A History of the Early Republic, 1789 – 1815* (New York: Oxford University Press, 2009); 469-479.

⁹ MARYLAND INDEXES (Plat References, FR, Index) Berlin Lots for Leonard Smith, 1793 WR11, 288, MSA S1560-30.

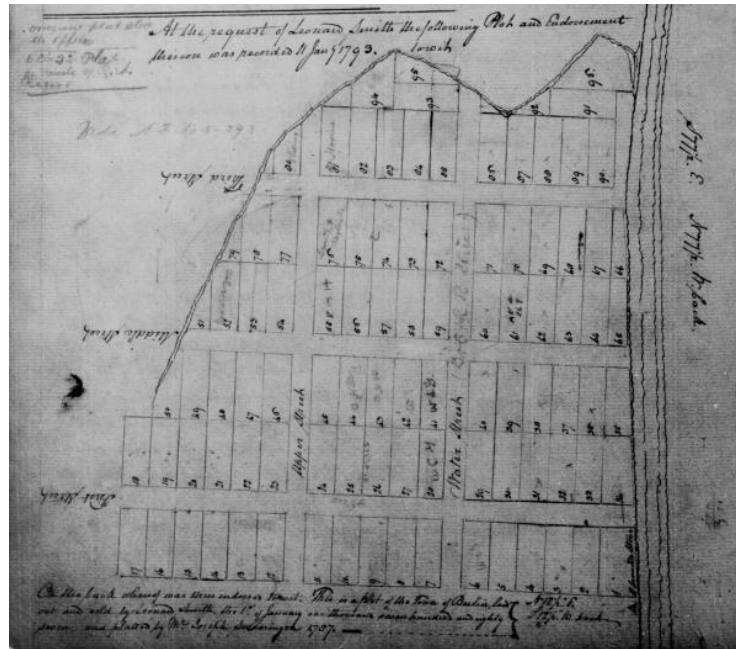


Figure 2. Leonard Smith Plat of Berlin 1793.
The Potomac River is to the right of the image indicated by the wavy lines.
Courtesy of the Maryland State Archives

By 1820 a store like the one listed on Smith's plat continued to operate near the river that allowed farmers from the surrounding area to bring their goods for sale and purchase goods for their own households. Farmers brought crops such as corn, wheat, tobacco and potatoes and other goods including wool, meat and animal hides. The store in turn provided materials for building houses, barns and fences including lumber and other farming resources. To increase the exchange available to the small town and farmers in the surrounding area, Jacob Waltman Jr. who owned the ferry that ran across the Potomac River connecting Berlin to Virginia, upgraded the ferry so it could carry more resources from the store to Virginia customers. By 1828, many people from outside of Berlin used the store as their regular supplier.¹⁰

¹⁰ Peter Maynard, *The Water-Powered Flour and Grist Mills of the Brunswick Region* (Brunswick, MD: Brunswick Historical Press, 2003): 24.

With the increase in communication and establishment of roads, other modes of transportation came to the forefront of American innovation. Robert Fulton developed the steamboat which could transport goods on rivers and he also looked to canals to help with trade. George Washington had discussed the idea of creating a canal that followed along the Potomac River which would bring commerce to the Potomac River valley. The canal did not become reality until 1828 when President John Quincy Adams dedicated the Chesapeake and Ohio Canal project by shoveling the first shovel full of dirt. Original plans for the canal destined to reach the Ohio River began at Georgetown near Washington D.C. The long distance of the canal brought Irish and German immigrants to work digging out the canal and securing its walls and locks.¹¹

At the same time that the C&O canal was established, the B&O Railroad broke ground on a track projected to connect Baltimore to the Ohio River as U.S. population moved west. Both the railroad and canal arrived in Berlin around the year 1832, but as the B&O Railroad merely passed through Berlin, the canal had a greater initial impact on the town. The canal company built Lock 30 at Berlin which increased the town's population and development in the mid-nineteenth century. A portion of Lock 30 still exists today as the C&O canal is a part of the National Park Service and protected as a historic landmark. The canal company built Lock 30 to be fifteen feet in width and 100 feet in length. Lock 30 measured sixteen feet deep, which enabled canal boats to be lifted by water brought into the lock in order to handle the obstacle of changes in elevation along the canal route. Along with the lock, the canal company built a lockhouse for the

¹¹ Wood, 482-485; C&O Canal Association, "'Washington's 'Heroic Enterprise: The Patowmack Canal,'" C&O Canal Association, <http://www.candocanal.org/articles/washington.html> (accessed February 2, 2013); U.S. Department of the Interior, "Canal Construction," Chesapeake & Ohio Canal, National Park Service, <http://www.nps.gov/choh/historyculture/canalconstruction.htm> (accessed January 12, 2013).

keeper who operated the lock for canal boats (Figure 3). The canal lock at Berlin became an important asset to the town that also supported the establishment of a mill and made the already utilized store an even more popular location. Although the mill no longer stands, historic markers now represent its location near the canal lock remains (Figure 4).¹²



**Figure 3. A drawing of the Lock House at Lock 30
Courtesy of the Brunswick Railroad Museum.**



Figure 4. Current remains of Lock 30 in Brunswick, Maryland.

¹² U.S. Department of the Interior. "Canal Construction," *Chesapeake & Ohio Canal*, National Park Service, <http://www.nps.gov/choh/historyculture/canalconstruction.htm> (Accessed December 20, 2012); Brunswick History Commission, 47.

Charles F. Wenner established a gristmill complex in 1845 for the town of Berlin powered by water channeled from the C&O canal. According to scholar Peter Maynard, “the mill was planned to draw water directly from the canal through a sluiceway just above the canal lock (Lock 30) that was directly upstream of the mill.”¹³ Wenner located two gristmill buildings directly on the canal and most likely ground corn as its most prominent crop. According to Maynard, the mill by 1853 processed up to seventy-five barrels of flour each day packaged under the title of “C.F. Wenner Choice Family Flour.” Wenner had loading stations for the gristmill on both the canal and the single railroad track that passed through the town. The establishment of the gristmill not only took advantage of the C&O canal that provided water power and transport of goods, but also represents the broader national trend of the market revolution that took place in the first half of the nineteenth century. The government and citizens of the United States worked to form a more stable and united nation with new trade routes, modes of transportation and greater access to the market and market goods. Berlin’s development in the nineteenth century provides an example of this phenomenon.¹⁴

The issue of slavery became a major concern for the United States in the mid-nineteenth century. As more people pushed west and established new states, unrest over equal representation between slave states and free states became a point of contention in the government. Berlin, located in Maryland, a slave state, most likely had some slaves in the vicinity. Records of slaves in Berlin are difficult to find, but according to U.S. Census records, the Petersville District that included Berlin had a record of 558 slaves in 1860. It is unknown how many of those slaves may have been in the town of Berlin

¹³ Maynard, 24.

¹⁴ Maynard, 24-25.

itself, but the number suggests that a significant number of people in the general area did own slaves. Even John Brown in 1859 chose Harpers Ferry just a few miles up the river from Berlin, to stage his raid on the federal arsenal there in hopes that the slaves in the surrounding area would join him. There is no known physical evidence in the town to suggest that slaves lived in the area. This is mostly because farms that may have used slave labor existed outside of the town, and many of these areas have been developed in more recent years. Despite the lack of evidence in Berlin itself, slavery did exist in the area as well as across the river in Virginia, suggesting that slaves most likely passed through the town at some point.¹⁵

The issue of slavery split the nation and acted as the main influence for the American Civil War. Virginia seceded to become a part of the Confederacy, while Maryland, originally a slave state as well, remained a part of the Union as forced by the Federal government to protect the U.S. capital, Washington D.C. The split turned Maryland and Virginia into bordering enemies, which made locations along the Potomac River points of contention between the Union and Confederacy throughout the war. The town of Berlin was a case in point. It had served as a ferry crossing since the early eighteenth century and by 1859 the town had built a covered toll bridge made of wood. This was the first bridge built to span the Potomac River and connect Berlin with the Virginia shore. Berlin then had multiple transportation routes including the new bridge which made transporting goods easier and faster than the ferry, the canal which shipped goods to and from the town, and the one track of the Baltimore and Ohio Railroad. Berlin's location on the Potomac River between Washington D.C. and the federal arsenal

¹⁵ U.S. Census Bureau, "U.S. Federal Census, Slave Schedule," Maryland, Frederick County, Petersville District, 1860.

at Harpers Ferry, its access to multiple transportation routes and its role as a connection between two states made the town a point of interest to armies of both the Union and Confederacy during the Civil War.

When the war began, Confederate troops destroyed Berlin's newly built bridge across the Potomac River in June of 1861 (Figure 5). According to *Harpers Weekly* Confederate troops held one end of the river on the Virginia side, while Union troops occupied the Maryland side. From a location between Berlin and Harpers Ferry known as Sandy Hook, Maryland, a report in *Harpers Weekly* stated:

Head-Quarters, Sandy Hook, Md.

Yesterday evening the freight train from Baltimore, arriving here about four o'clock, brought intelligence that a fight was progressing at Berlin. Other rumors were also circulated that several regiments of the Confederates were approaching the river opposite Berlin from Lovettsville for the purpose of erecting a battery to stop the train. This and other information received at head-quarters, to the effect that Point of Rocks was threatened by a strong Confederate force, induced the General to dispatch Colonel Geary's regiment and the Rhode Island battery to Point of Rocks.

About one o'clock last night a blue rocket was thrown up by the confederates in the rear of Loudon [sic] heights about two miles from our camp, which was probably a signal that our reinforcements were moving down the river.

An officer from Berlin this morning states that the fight of last night consisted of about twenty-five Confederates approaching the river and firing a volley into our picket-guard on the abutment of the burned bridge, and also into the town of Berlin. Major Ledlie, of the 18th New York regiment, at once dispatched a battalion of his regiment to the aid of the pickets. The enemy, however, had disappeared. No one on our side was killed or seriously wounded, nor is it known that the enemy suffered any loss.

The same authority asserts that the picket-guard at Berlin have for some days past heard a regimental band of the Confederates, apparently between the shore and Lovettsville, and also that the force at Lovettsville consists

of about five hundred cavalry, supported probably by a considerable, infantry force.¹⁶

After the battle of Antietam, Union forces maintained control of Berlin and used the canal and railroad as a depot to receive and store military supplies. The Union Army reportedly used the Methodist Church in town as a hospital to treat wounded soldiers. Union forces built temporary pontoon bridges to reconnect Berlin to the Virginia shore (Figure 6). General Burnside's troops reportedly crossed the pontoon bridges to reach the Virginia shore in October of 1862 (Figure 7). Because of the numerous modes of transportation that converged at Berlin and its location at a natural crossing between the Maryland and Virginia shore, the location remained an important and useful space for Union troops to maintain control.¹⁷

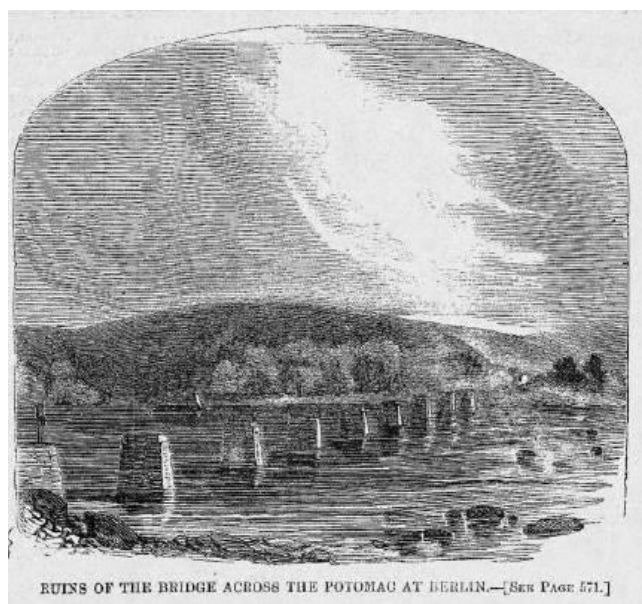


Figure 5. “Ruins of the Bridge Across the Potomac at Berlin,” *Harpers Weekly*, September 7, 1861.

¹⁶ “Life Among the Rebels,” *Harpers Weekly*, September 7, 1861.

¹⁷ Brunswick History Commission, 13, 32, 72, 174-176.



Figure 6. Alexander Gardner's image of the pontoon bridge that crossed the Potomac River from Berlin during the Civil War. Courtesy of Library of Congress Prints and Photographs Division.

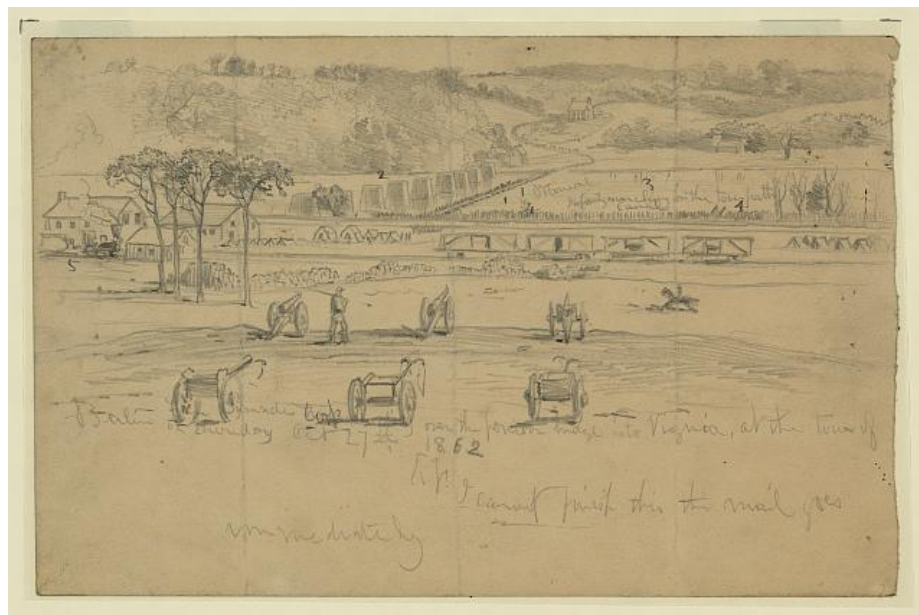


Figure 7. Edwin Forbes drawing, "Gen. Burnside's Corp marching over the pontoon bridge into Virginia, at the town of Berlin on Thursday, Oct. 27, 1862," Courtesy of the Library of Congress Prints and Photographs Division.

As Berlin continued to be a prime location to cross the Potomac River after the Civil War, the townspeople reestablished a ferry to replace the burned bridge from 1859. A map of Berlin from 1873 shows the layout of the town that became the foundation for the city of Brunswick, which was incorporated in 1890. As Figure 8 demonstrates, the lots first established by Leonard Smith in 1793 had been settled so that everyone in the town had access to a warehouse on the canal for trade and resources. The map indicates that the canal company owned lots closest to the lock, but the lots along the canal further east show individual warehouses at the end of both Second and Third Streets. The majority of public structures clustered around the railroad track and the canal while residential lots stood further north within the town. The Methodist church on Second Street directly in the middle of the town is shown as the only established church. The town established a cemetery on the outer northwestern edge of the town and the map indicates that a school stood outside of town to the northeast. The location of the school may indicate that it not only served the children of the town, but also children from surrounding farms. It may also suggest that a greater number of farmers from farms to the northeast of town came to Berlin for school, church, and supplies, assuming that townspeople located the school in the middle of the population it served. The post office and depot store stood near the B&O railroad tracks from which it could receive mail from larger cities to the east.¹⁸

¹⁸ Brunswick History Commission, 33.



Figure 8. Map of Berlin, 1873. Notice how the streets are oriented to be perpendicular to the Potomac River and the C&O Canal.

Because of the continued use of the established river crossing at Berlin, the Lovettsville and Brunswick Bridge Company built a new bridge with iron trusses in 1893 (Figure 9). Today the only features of Brunswick’s earliest history that still exist are the remains of the Chesapeake and Ohio Canal lock, the towpath, and a few historical markers explaining aspects of the city’s history. The canal lock house and mill remained up to the mid-twentieth century, but burned in the 1960s and 1970s. While much of the

earlier landscape no longer exists, it did create a foundation for the development of the city in the late nineteenth century.¹⁹

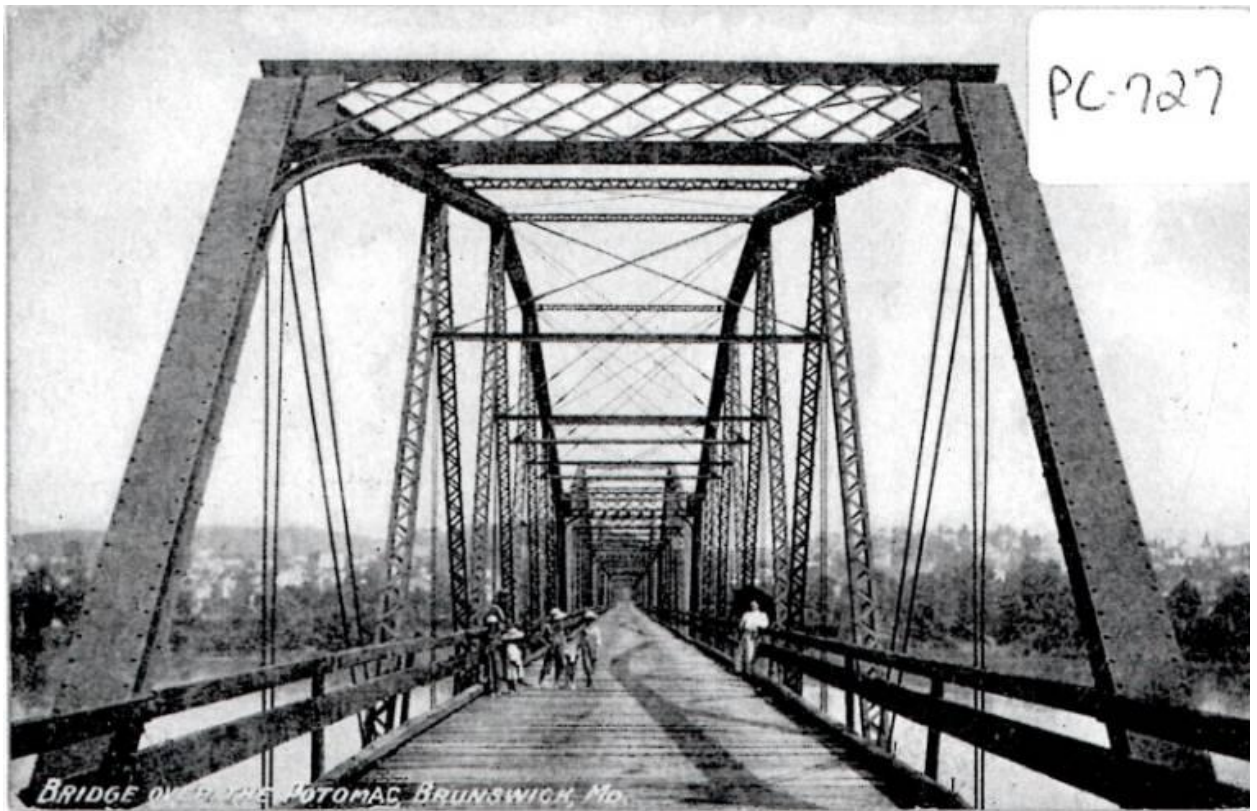


Figure 9. The Lovettsville and Brunswick Bridge Company Iron Trussed Bridge Built in 1893. Courtesy of the Frederick County Archives and Research Center.

¹⁹ Brunswick History Commission, 68, 124.

Chapter 2

When passing through Brunswick, Maryland today, visitors may notice imposing, multi-story brick buildings located together in one stretch of the city. These brick buildings stand along Potomac Street, which is also home to a variety of small businesses in the center portion of the city. On the outer ends of Potomac Street are narrow, two-story, wood frame houses which correspond with similar style houses that cluster in blocks of streets just north of the businesses. Northeast of Potomac Street is a section where multiple churches have been built interspersed with the wood-frame dwellings. As Potomac Street runs parallel to the Potomac River, there is space between the two where railroad tracks are located, expansive parking lots have been placed among these tracks, and remnants of the once lucrative Chesapeake and Ohio canal sit as a mere memory of the past. While the city is quiet today, it once was a bustling railroad hub starting in 1890 when the Baltimore and Ohio Railroad chose to build expansive rail yards in the town of Berlin. By looking at the variety of architecture, city layout, and growth over time, one can begin to understand how the small town of Berlin grew to be the city of Brunswick in the late nineteenth through early twentieth century.

By the late nineteenth century, the United States economy increased significantly with broader networks of transportation and communication. Two transcontinental railroad lines, the Union/Central Pacific and the Southern Pacific, provided greater access to shipments of goods and resources across the entire nation. The railroad network in the United States included 93,262 miles of track by the year 1880. The railroads and expansive construction of the national telegraph system provided shipment for goods and communication for sales and business deals. These advances in technology influenced

the increase of industrialization in the late nineteenth century, and established a system of connected manufacturing cities to outer locations which mined resources for industry. Historian Michael P. Conzen explains that various cities in the late nineteenth century became part of a manufacturing belt. Conzen suggests that “outside the belt natural resources were processed for manufactures in the belt,” and “by the late 19th century the nation had a core (the manufacturing belt) and a periphery (resource production).” In order to accommodate this relationship between manufacturing and resource spaces in the United States, “each metropolis had a large terminal for switching long-distance freight trains and for collecting and redistributing local shipments.”

¹ The newly established city of Brunswick in 1890 served as one of the freight train switching locations outside the Washington D.C. and Baltimore metropolitan areas.²

The Baltimore and Ohio Railroad built tracks from Baltimore to Cumberland, Maryland in the 1830s, leaving behind no more than a single track and small storage shed as it bypassed the small town of Berlin. The railroad would remain that way until the 1880s when the Baltimore and Ohio Railroad Company ran into some problems with overcrowding in their Locust Point rail yards located on the southern end of Baltimore. In 1889, the B&O Railroad Minute Book, the Executive Committee submitted a report to the President and Board of Directors on December 17 of that year, stating:

At a meeting of the Executive committee, held this day, the President stated, that in view of the absolute necessity for increasing the terminal facilities of the Company, of which he had spoken to the committee as well as to the Board, that the Company had commenced with an effort to

¹ Michael P. Conzen, ed., *The Making of the American Landscape* (Boston: Unwin Hyman, Inc., 1990); 255.

² Conzen, 255-264.

relieve Locust Point, which is perhaps the most serious of all its embarrassments at present.³

Legend says that one day in 1889 locals saw a poor farmer who came to the town of Berlin in search of land near the Potomac River to settle and grow crops. He purchased a parcel of land which at the time was locally known as the Potomac Farm. It was not until later that the farmer's true identity became known as a Baltimore and Ohio Railroad executive who by that time had already purchased the land in order to build rail yards that would relieve other railroad locations. An article in the Frederick newspaper *The Daily News* from December 12, 1889 states:

The mystery surrounding the recent visits of B. & O. officials to Berlin, this county, and obtaining options on some 400 acres of land in that vicinity has resulted as predicted in *The News* several weeks ago. They will make this point a general freight distributing station; the level can be arranged for the purpose desired at a much less expense than at many other points. The location is also a desirable one for the company, being east of every connecting line of the B. & O. system. The Valley Railroad and the Hagerstown Branch, the most easterly of the company's connecting lines, are west of Berlin. The purpose is to have the new Berlin yards ready for business by the opening of next spring. Freight sheds and the other accessories for the distribution of a great freight traffic will be supplied, and the work will commence at once.⁴

Whether or not the railroad executive came posing as a farmer is unclear, but what is certain is that the Baltimore and Ohio Railroad Company had scouted the location and determined it fit to purchase and build upon. In the same report found in the *Minute Books* for December 17, 1889, the B & O Railroad Company recorded that "with this in view, we have an option on about six hundred (600) acres of ground five miles west of

³ "Report of Executive Committee," December 17, 1889, B&O Railroad Company Minutes of Directors Book "L," Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 6.

⁴ "Berlin Selected. For the Great Freight Station of the B. & O. R. R.," *The Daily News*. December 12, 1889.

the Junction of the Metropolitan Branch with the Main Stem.”⁵ The cost was reportedly \$16,375 for the land alone not including the improvements and expense of setting the rails. Nonetheless a resolution was passed stating:

RESOLVED, by the President and Directors of the Baltimore and Ohio Railroad Company, that the President is hereby authorized and empowered to acquire such amount of land near Berlin, Maryland, as may, in his judgment, be necessary for the purpose of yard facilities for the several Divisions of the Baltimore and Ohio Railroad; he is further authorized and empowered to cause the requisite grading to be done for the same, and the tracks and sidings to be placed thereon, and such buildings to be erected as will accommodate the traffic at that point.⁶

The purchase of the land at Berlin was just the beginning of the major development that would take place in the area and make a city out of the once sleepy town.⁷

Of the six hundred acres purchased by the B&O Railroad, executives proposed, as recorded in the Minute Book, “to use about one hundred (100) acres for yard purposes, the remaining five hundred (500) acres to be laid out in a village and sold to the employes [sic] of the company.”⁸ In the 100 acres specified for the rail yard, the B&O Railroad Company built “a yard containing ten miles of tracks, with the necessary freight and engine houses and other buildings.”⁹ When comparing maps from before the railroad expansion to maps after the expansion, major changes can be identified. In 1873 (see Figure 8) many of the buildings of Berlin sat between the Chesapeake and Ohio Canal and the tracks of the railroad. Warehouses and mills stretched along the canal as opposed

⁵ “Report of Executive Committee,” December 17, 1889, B&O Railroad Company Minutes of Directors Book “L,” Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 6.

⁶ “Report of Executive Committee,” December 17, 1889, B&O Railroad Company Minutes of Directors Book “L,” Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 6.

⁷ Brunswick History Commission, 47-48.

⁸ “Report of Executive Committee,” December 17, 1889, B&O Railroad Company Minutes of Directors Book “L,” Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 6.

⁹ “Sixty-fourth annual report of the president and directors to the stockholders of the B&O Railroad Company for the year ended September 30, 1890,” *Reports Baltimore and Ohio Railroad 1888-1899*, XII, Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 12.

to along the railroad tracks. Most of the buildings stood along First Street which led down to the river, the canal lock, and up north to the outskirts of the town. As discussed in the previous chapter, the layout of the town allowed easier access for all of the citizens to the market through direct routes to the canal, mill, and store.¹⁰

Once the B&O Railroad expanded their tracks in the area, the town, which incorporated as the city of Brunswick in 1890, not only increased in size and volume, but also moved north away from the river as seen in Figure 10. In addition to the rail yards established in the city, the B&O Railroad Company built various shops including a blacksmith shop, a machine shop, a tin shop, a roundhouse, a turntable, and a freight and passenger depot (Figure 11). An article from a local paper discussed the future function of the rail yard under construction:

The Berlin yards have been established upon a comprehensive scale to handle the freight traffic both from the East and West. All breaking of bulk and making up solid trains will be done there instead of at Baltimore, and Baltimore, Washington, Philadelphia, and New York traffic to and from the West will be handled there. Berlin is an eligible point for the purpose, and coal and other shippers will have their consignments sent to them direct, without the delays that ensue from over-accumulation of cars at Baltimore. Berlin will become the terminus for the Valley Road, instead of Harper's Ferry, and also for the Hagerstown Branch, instead of Weverton. Foreign export freights will, after the yards are operated, be held at Berlin until the steamers are ready at the Baltimore piers to take in their cargoes and then it will be rushed through.¹¹

Other newspaper articles explained that north and south tracks placed in the area split the main line on the northern tracks while the south tracks included "a system of switches

¹⁰D.J. Lake, "Map of Berlin," *Atlas of Frederick County Maryland* (Philadelphia, PA: C.O. Titus & Co., 1873), 10.

¹¹"More Rumors. Plans of the Baltimore and Ohio for Berlin," *The Daily News* (Frederick, Md.), April 25, 1890.

and other properties that go towards making a first-class freight yard.”¹² The small town of Berlin began to see major changes in its landscape that would forever alter the location’s function and appearance.

On December 21, 1892, Charles F. Mayer, President of the B&O Railroad Company, reported to the Board of Directors that “27 1/10 miles of the yard tracks have been constructed out of the 34 2/10 miles necessary to its completion.”¹³ Mayer explained this because the Company ran into a problem. Mayer stated:

This Terminal is now doing a large portion of the work for which it was designed. That part which it is not yet doing is because of the scarcity of dwellings of the employes, [sic] although about 325 houses have been built – some by the Company, some by the Relief Department, and other by individuals.

There is now a better feeling among our men in the matter of constructing their own houses, and it is believed there will thus have been constructed all that are needed during the coming calendar year to enable the Company to concentrate at Brunswick all the work for which this Terminal was constructed.¹⁴

¹² “Our Oklahoma. A Rapid Rise in Frederick County Realty. Berlin begins to Boom,” *Frederick Daily News*. January 2, 1890.

¹³ “Report of Executive Committee,” December 21, 1892, B&O Railroad Company Minutes of Directors Book “L,” Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 280. This mileage refers to the length of tracks, not the ten miles of land that the Company built the tracks upon.

¹⁴ “Report of Executive Committee,” December 21, 1892, B&O Railroad Company Minutes of Directors Book “L,” Hays T. Watkins Research Library, B&O Railroad Museum, Baltimore, MD, 280.

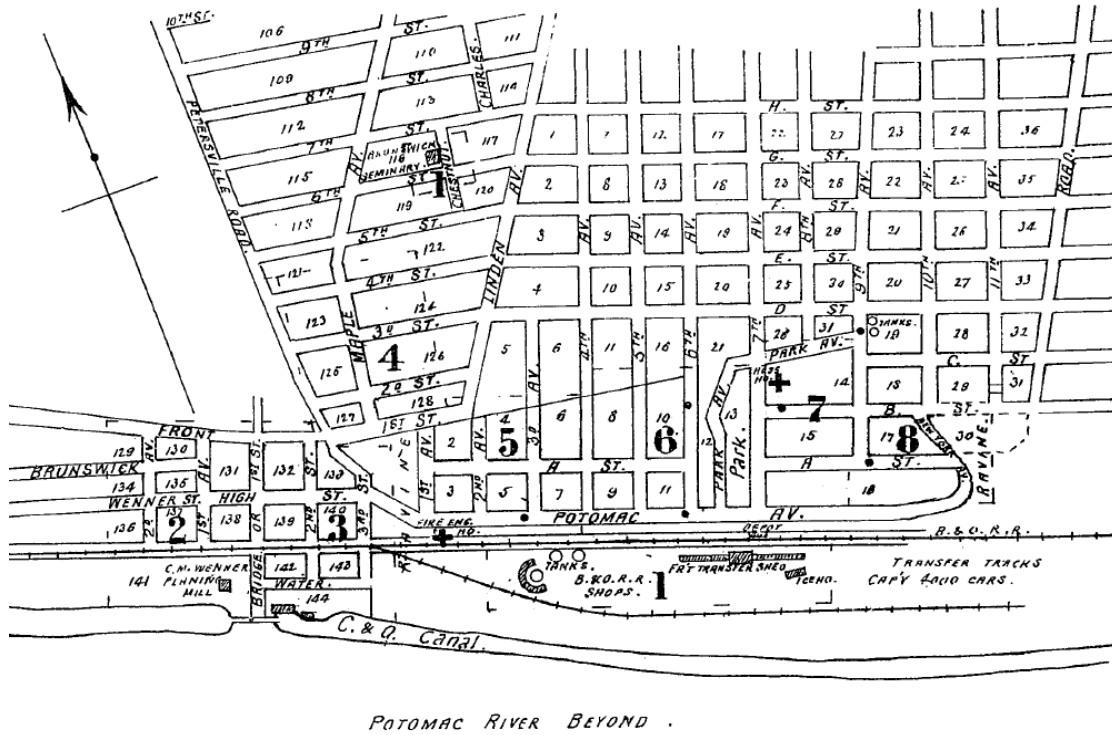


Figure 10. Sanborn Map of Brunswick, Maryland, 1899. Notice how the development of the city pushed further north and east from old town Berlin. Old town Berlin is situated around the boldfaced number 3 on the map.

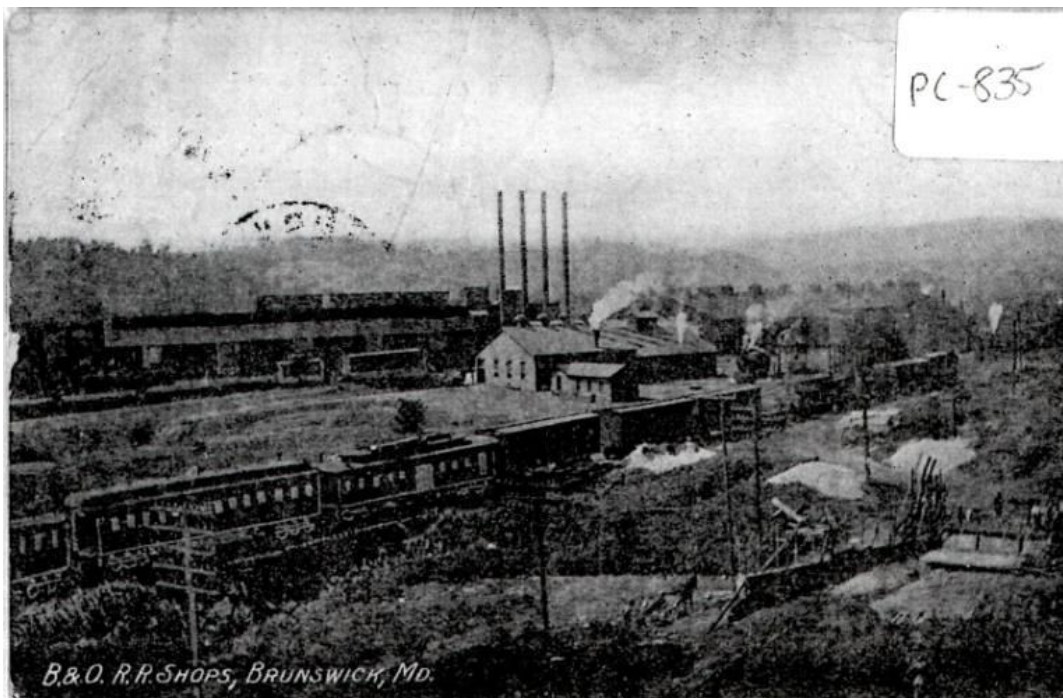


Figure 11. A Postcard of the B & O Railroad shops built at Brunswick, Maryland. Courtesy of the Frederick County Archives and Research Center

Whereas before the B&O Railroad expansion, the town of Berlin had a population of about three hundred people, the newly incorporated city of Brunswick had a population close to three thousand after just six years of development.¹⁵ Local newspapers recorded the growth that occurred in Brunswick including shifts in land value, the establishment of new businesses and changes in infrastructure within city plans. The *Frederick Daily News* wrote that “shanties will be erected at once for boarders, tool houses, &c.” at the beginning of the railroad construction. In addition the article stated:

In regard to the boom in real estate the reporter learned that land which a few months ago would have been a drag on the market at \$25 per acre cannot be bought today for \$100. Almost daily strangers can be seen from Pennsylvania and other parts of the country, who are in quest of land, suitable for building lots. Monday last there was a perfect influx of speculators on hand endeavoring to secure some bargains, which, however, are not to be had so easily, as parties owning property in the vicinity are holding on at high prices. It was currently reported that a syndicate has occurred in option on the farm known as the “Phillip Tract,” which lies northeast of the town and adjoins the land purchased by the company. Rents have almost doubled since the boom and city rates are now demanded by these having city property for rent.¹⁶

Demand for housing became high because of workers coming in to build the railroad yards. Railroad worker families needed a place to stay, and increased importance placed on the location because of the depots and rail yards influenced settlement and development of city infrastructure in the area. This can be seen today through the number of identical wood frame houses quickly built one next to the other along the streets of Brunswick (Figure 12).

¹⁵ The name of Berlin was changed to Brunswick when the area became an incorporated city because there was already a Berlin, Maryland in the eastern part of the state that was attached to the B&O Railroad as well. Technically the name Berlin had been an issue previous to 1890 as displayed by the map in Figure 1 where the Post Office was named Barry even though locally everyone considered it to still be Berlin.

¹⁶ “Our Oklahoma. A Rapid Rise in Frederick County Realty. Berlin begins to Boom,” *Frederick Daily News*. January 2, 1890.



Figure 12: Identical Wood-Frame Dwellings along present day Knoxville Road.

Newspaper articles described plans for the establishment of new businesses in the booming city, the reconstruction of the bridge that spanned the Potomac River from the Virginia shore, as well as the establishment of a bank. Townspeople or the Railroad Company bought older preexisting dwellings on various properties, tore them down, and constructed new buildings in their places. For example, an article in *The Frederick Daily News* stated, “the old log dwelling standing on the corner lot opposite W.L. Gross’s store has been bought by John Montague of Martinsburg, formerly with M. Walsh, Harper’s Ferry, who will shortly erect thereon a fine large storehouse where he will carry on the general merchandising business.” Merchants of Lovettsville, Virginia located south across the Potomac River, made plans to “start branch stores.” In terms of infrastructure, many people of the city and surrounding areas, mindful of the impending growth, discussed “the erection of a bridge on the old piers across the Potomac.” In the meantime, outsiders such as the “business man who [was] a regular ‘Oklahoma boomer’

stated that with the bridge erected, the great freight yards and the amount of business to be transacted, he knew of no more desirable point than there to establish a bank.” The reported idea was that “with the bridge and a bank our town would be one of the busiest, most bustling places in Western Maryland.”¹⁷ The increased population of Brunswick necessitated more houses, businesses to provide goods and services to townspeople, a bridge to provide freight service and goods to a larger radius, and a bank to stabilize business transactions and money-flow through the city. Today, the landscape of Brunswick shows patterns of development through architecture and placement of schools, churches and businesses that still exist from the time period of rail yard expansion.

By 1910 the B & O Railroad Company and Brunswick citizens had developed much of the city of Brunswick to its height, with businesses situated in portions of old town Berlin and some built between the north and south railroad tracks. Dwellings stood around this central business hub east, west and north of High Street and Potomac Street. Most of the churches sat northeast of the central hub among some of the more elaborately designed houses which citizens positioned in blocks further away from the railroad tracks. Homes built closer to the tracks are characterized with simpler design and decoration. Houses located to the west of the central hub have similar architectural details while different clusters of houses found to the east and north of the central area have similar features to one another but differ distinctly in design from houses in the western portion of the city. In addition to these dwellings, the city built schools on opposite ends of the city to handle the increased number of children who needed to attend school.

¹⁷ “Our Oklahoma. A Rapid Rise in Frederick County Realty. Berlin begins to Boom.,” *Frederick Daily News*. January 2, 1890.

The businesses by 1910 resided in what was Old Town Berlin, some between the north and south tracks, others just north of the tracks. In order to analyze these locations, it is best to start from the furthest southern section of the city and work northward following the direction of Brunswick's development. The businesses located between the railroad tracks are indicative of large numbers of railroad workers and passengers as seen through the number of boarding houses and tenements that stood in that area. The northern rails served as the main passenger and freight lines, while the southern rails served as service tracks for changing out cars, working on trains, and conducting various railroad work. This can be seen through the maps that show the B&O Depot, and main Passenger Depot located along the northern tracks (Figure 13.1 and 13.2). A small eastbound passenger depot stood on the southern tracks, but its small size as drawn on the map suggests that passengers did not use the depot quite as often as the other main depot. In fact today, the main circa 1910 passenger depot located on the northern tracks still stands in the exact same place. Today there is also a small passenger depot on the southern tracks, but it is not the same structure that existed in 1910, suggesting that the northern depot held more importance throughout time for it to remain intact for so long.

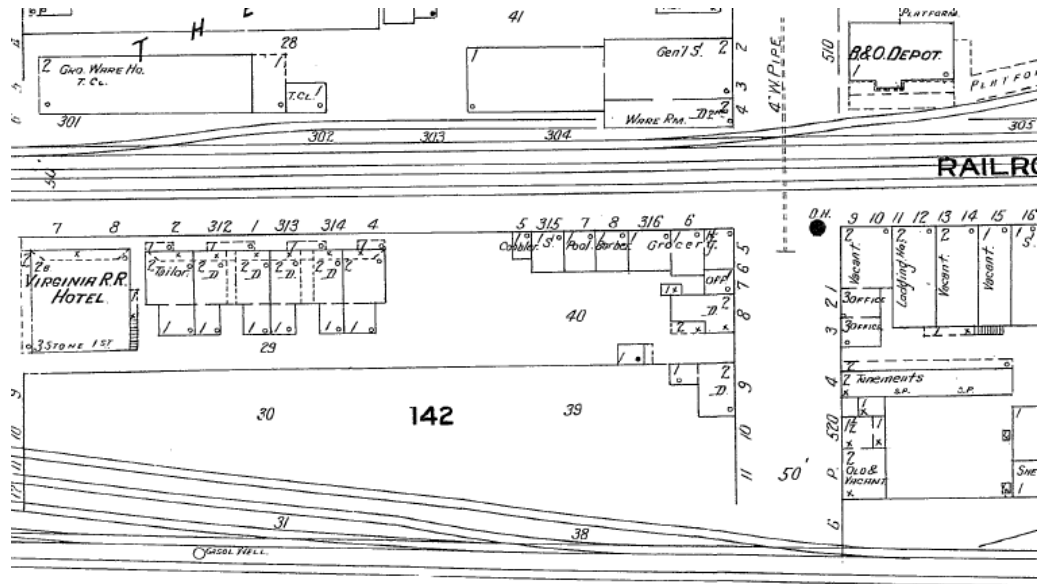


Figure 13.1 Portion of Sanborn Map of Brunswick, Maryland 1910

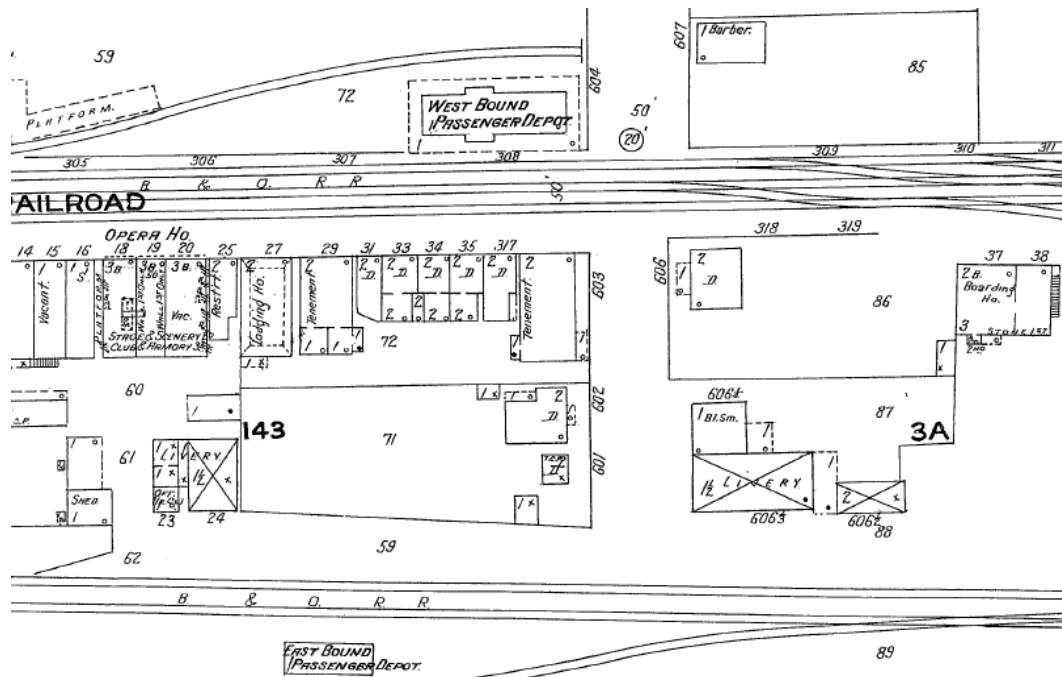


Figure 13.2 Portion of Sanborn Map of Brunswick, Maryland 1910.

Between the tracks stood a few rows of dwellings, but, more importantly, multiple tenements, a lodging house, a boarding house, and the Virginia Railroad Hotel, all of which not only housed visitors such as businessmen or families passing through, but also railroad workers. Several of the other buildings included livery stables located near the

tracks for easy unloading of animals from train cars. Several offices, a tailor, a grocery and a pool hall were also located within this space to provide visitors and railroad workers with basic needs and forms of entertainment. A large milling complex sat southwest of the small eastbound passenger depot. It was rooted on the foundations of the earlier mill located in the same area next to the C&O Canal. Again, the location of that mill near the southern tracks allowed for easy transport of goods from the mill to trains for shipment. While in 1910 all of these buildings stood between or near the B&O railroad tracks, today the entire space is a paved parking lot that has made room for commuter train riders to park their vehicles.¹⁸

Directly north of the train tracks today are a series of larger brick buildings that stand out from the rest of the buildings within the city. These few blocks of buildings with flat fronts and flat tops represent the old business district of Brunswick from the early 1900s. Today the majority of these structures still house various businesses, though they are not the same businesses as before. Patterns can be seen in the types of businesses that were established and where they were located in the early 1900s. Buildings located directly north of the railroad tracks included warehouses, lumber stores, and general stores because of easy access to supplies brought by the railroad. Today a few of these structures still remain.

On 1st Street, directly north of the railroad tracks is a long, red wood-framed structure that looks like an old warehouse (Figure 14). According to the Sanborn map from 1910, that same structure or a structure very similar to it stood in the exact same spot and served as a Grocery Warehouse. Another structure, similar to the red one and situated just one block to the east off of what is today Maryland Avenue, remains today

¹⁸ Sanborn Map Company, "Brunswick, Frederick County, Maryland," October 1910.

as well. It is a yellow, wood-frame structure with a large door in the center of the entrance; the door was probably used for loading and unloading large shipments (Figure 15). Based on its location and its design, the structure matches a building on the 1910 Sanborn map; that building at one time functioned as a part of the J.P. Karn & Bro. Lumber Yard complex. Again, the lumber yard was located near to the railroad tracks for easier access to shipping and receiving supplies. Jeremiah Karn, originally from the nearby town of Burkittsville, Maryland first began a career in carpentry by working for the B&O Railroad and C&O Canal. He and his brother William started their lumber business in Brunswick in 1892 just after the railroad began expansion of its railroad yards. The J.P. Karn & Bro. Lumber complex carried building supplies and handled building contracts, no doubt taking advantage of the immense growth that came with the railroad expansion. By the 1920s advertisements for J.P. Karn and Bro. included taglines such as “Make Ours a City of Homes,” “You Can Own Your Own Home,” “It is Easy-Buy a Building Lot from J.P. Karn & Bro. Brunswick and Build Your Home.”¹⁹ The same Sanborn map shows another long warehouse attached to a General Store just southwest and across the street from the J.P. Karn & Bro. lumber yard, but that structure no longer exists. These buildings all designed as elongated structures resemble one another, and had similar functions as warehouses for storage at the turn of the twentieth century.²⁰

¹⁹ “Easter 1923 Historical Souvenir Program and Business Men’s Directory of Brunswick, Maryland,” 1923, Maryland Room, C. Burr Artz Library, Frederick, Maryland.

²⁰ “Easter 1923 Historical Souvenir Program and Business Men’s Directory of Brunswick, Maryland,” 1923, Maryland Room, C. Burr Artz Library, Frederick, Maryland; Dorothy Strathern, *Barry-Berlin-Brunswick: A Brief History*, 1964, Maryland Room, C. Burr Artz Library, Frederick, Maryland, 16-17; Brunswick History Commission, *Brunswick: 100 Years of Memories* (Brunswick, MD: Brunswick History Commission, 1990), 120-121; Mary H. Rubin, *Images of America: Brunswick* (Charleston, SC: Arcadia Publishing, 2007); 28.



Figure 14 Warehouse on Virginia Ave (1st Street). Notice how close the railroad track is to the structure as seen by the freight cars passing by on the right in the first image.



Figure 15. The old J.P. Karn & Bro. Lumber yard and warehouse located north of the railroad tracks on Maryland Ave (2nd Street). The image to the right shows an earlier view of the structure when there were still dirt roads in the city from Mary H. Rubin's *Images of America: Brunswick*.

Moving further away from the railroad tracks north into the city, larger buildings are lined up along the south side of High St. A few tall brick buildings are situated on the corners of Maryland Avenue and South Maple Avenue. The rest of the structures are shorter buildings with flat top store fronts (Figure 16). According to the Sanborn Map of 1910, the shops on this side of the street included a cigar shop, a moving pictures theatre, a barber, a cobbler, a restaurant, and a millinery and notions shop. Some of these may have corresponded with various business owners in the town at the time including L.S.

Harman who sold cigars, Mrs. T. L. Potterfield who ran a millinery, notions, and dressmaking shop, and W.D. Strailman who operated a restaurant. Several of these shops showcase the development of the city as they provided luxury goods rather than merely the bare necessities. Only more developed cities that served a larger population of citizens as well as temporary visitors would have stores devoted to luxury goods and services. According to the Sanborn map of 1910 a warehouse stood along Potomac Street where a row of colorful business buildings is situated today. These structures are recorded by the Sanborn Fire Insurance Company to have replaced the warehouse by 1920.²¹



Figure 16. Present-day West Potomac Street (Knoxville Rd).

The larger brick structures found on the corners of the blocks along West Potomac Street are more imposing structures and are ornately designed. At the corners of South Maryland Avenue and West Potomac Street is the present day Brunswick Railroad Museum and National Park Service Visitor Center for the Chesapeake and Ohio Canal.

²¹ Strathern, 16-17.

Across from this structure is a vacant multi-story brick building with glass storefront windows. The Brunswick Railroad Museum (Figure 17.1) used to be the Red Men's Hall. According to the 1910 Sanborn map the building housed a General Merchandise shop on the first floor, the Red Men's Hall on the second floor, and a Lodge on the third floor. The structure retains features that resemble its early form but there have been a few changes. The storefront window has been altered, the pediment above the far left doorway has been removed, and all of the Red Men paraphernalia has been moved to the inside of the museum (Figure 17.2).

The Improved Order of Red Men functioned as an important fraternal organization for the town of Berlin and continued to serve in this capacity with the expansion of the town into the City of Brunswick. The Improved Order of Red Men organized in the late eighteenth century, originally stemming from the Sons of Liberty, an early fraternal group that first organized in 1765 to protest the Stamp Act. Over time the Sons of Liberty organization dispersed into other fraternal organizations, one of which was the Order of Red Men, whose members sought to reform the organization in 1834 to become the Improved Order of Red Men. Originally organized in Baltimore, Maryland, the organization spread to the north and south throughout the early and mid-nineteenth century. On July 5, 1867 the Delaware Tribe No. 43 of the Improved Order of Red Men became a fraternal organization of six members in the town of Berlin. Though small at first, the tribe within Berlin and later the City of Brunswick increased to 380 members by the year 1906.²²

²² Dale T. Knobel, "To Be an American: Ethnicity, Fraternity, and the Improved Order of Red Men," *Journal of American Ethnic History* 4, No. 1 (Fall, 1984), 62-87; American Sons of Liberty, "Introduction to ASL," <http://www.americansonsofliberty.com/> (accessed February 26, 2013).

According to scholar Dale T. Knobel, “from the end of the 1830s to the beginning of the 1850s the Improved Order of Red Men attracted German-Americans well disposed toward assimilation in American life and Anglo-Americans apparently well-disposed to receive them.”²³ Berlin in the 1830s was comprised of many settlers of German descent who had traveled southward from Pennsylvania, settling in Berlin or crossing the Potomac to migrate into Virginia. It is not surprising then, that a fraternal organization which appealed to German immigrants became the oldest fraternal organization in Brunswick until Delaware Tribe No. 43 disbanded in 1945. The growth of Berlin into the city of Brunswick increased the population of the city itself, but also brought more people interested in joining the organization. Immigrants of a variety of ethnicities moved to Brunswick, but the organization provided another service to its members. The Improved Order of Red Men created an opportunity for its members to network with one another for business deals. Knobel explains that the Order “encouraged brethren to do business with one another, creating commercial alliances that extended beyond the circle of personal acquaintance,” and that the “rituals and recreations provided new uses for the leisure time that material progress was beginning to deliver to the American middle class.”²⁴ The new businesses, and increased commercial enterprises because of Brunswick’s connection with the Baltimore and Ohio Railroad, made the fraternal organization a useful society for citizens who became members.²⁵

In addition to the networking perks of membership in the Improved Order of Red Men, another major benefit included a mutual protection insurance system, where all members of the organization would help in funerary costs and aid to widows and families

²³ Knobel, 64-65.

²⁴ Knobel, 68.

²⁵ Brunswick History Commission, 144.

of the deceased. The mutual protection insurance system would have attracted members to the Improved Order of Red Men since the majority of people who lived in Brunswick worked for the railroads. Railroad work before the time of computerized operation included a variety of dangerous jobs. As members of the Improved Order of Red Men, railroad workers had support from their fellow tribe members if anything were to happen to them while on the job.²⁶



Figure 17.1 Present-day Brunswick Railroad Museum.

Figure 17.2 Red Men's Hall 1904 from *Images of America: Brunswick* by Mary H. Rubin.

The vacant brick building across from the museum today once housed a furniture store with a roller skating rink in the basement according to Sanborn maps (Figure 18). Victor Kaplon ran his department store in this building which, according to an article from *The Evening Post* in 1912, carried “a large list of general merchandise and makes a specialty of house furnishings,” explaining why the Sanborn Insurance Company listed

²⁶ Knobel, 62-87.

the structure as a furniture store.²⁷ Victor Kaplon had arrived in Brunswick around the time of the city's incorporation, having emigrated from Russia to New York in 1885. He originally sold goods throughout portions of Maryland, Virginia and West Virginia from a wagon, eventually establishing his business in a permanent structure within Brunswick. By 1912, the Kaplon Company store began a mail-order business in addition to the merchandise he already provided. The 1912 article stated "Mr. Kaplon keeps his stock constantly up-to-date and each season representatives of the company go to the metropolitan centers for the purpose of buying goods of the most modern kind."²⁸ Earlier that year, Victor Kaplon, his brother Abraham Kaplon who operated a similar business in Harper's Ferry West Virginia, and other family members incorporated the business "to conduct a wholesale and retail mercantile business," with the main office located in Victor Kaplon's Brunswick store.²⁹ Kaplon's store served the community for 78 years until it closed in 1967, ten years after Victor Kaplon's death.³⁰

One block east sat another brick building used as a drug store and offices owned by Dr. Arlington Grove Horine (Figure 19). Dr. A. G. Horine served as the Baltimore and Ohio Railroad surgeon from 1891 to 1903. He became the city's Health Officer, promoting city sanitation. He established his drug store in 1890 and built the structure on the corner of Potomac Street and South Maple Avenue in 1905. In Horine's Drug Store he advertised the sale of medicines and ointments such as "Cro-bi-so: the Wonder Healer," explained to be an:

²⁷ "The V. Kaplon Company Store Which is Embarking on a Mail Order Business," *The Evening Post* (Frederick, Md.), September 7, 1912.

²⁸ "The V. Kaplon Company Store Which is Embarking on a Mail Order Business," *The Evening Post* (Frederick, Md.), September 7, 1912.

²⁹ "The V. Kaplon Company," *The Daily News* (Frederick, Md.), July 31, 1912.

³⁰ Brunswick History Commission, 187; "The V. Kaplon Company Store Which is Embarking on a Mail Order Business," *The Evening Post* (Frederick, Md.), September 7, 1912; "The V. Kaplon Company," *The Daily News* (Frederick, Md.), July 31, 1912.

Antiseptic Astringent Germicide. A wonderful remedy in first aid or continued treatment of all minor injuries. Chappo Salve used with Cro-bi-so for healing old, stubborn sores, severe sunburn, any chapped condition of the skin and tired, sore, sweaty feet.”³¹

This product no doubt appealed to the many railroad workers whose dangerous jobs could lead to any number of the problems that Co-bi-so could help heal. Dr. A. G. Horine also served as Brunswick’s Mayor from 1906 to 1914. The corner drug store Horine built in 1905 included a soda fountain and the drug store on the first floor. Above that were office space and apartments for his children, and a stable was attached to the back to store his horse and buggy. Horine’s drug store is no longer in operation but the structure he built still remains with its corner entrance and Italian Renaissance architectural design. This structure and several of the other tall brick structures feature this same style of detail, including flat roofs with slight dentilated eaves, a rooftop balustrade as seen in the present-day Brunswick Railroad Museum structure, symmetrical facades, and some arched doorways and windows.³²

³¹ “Cro-Bi-So: The Wonder Healer,” *The Frederick Post*, August 6, 1915.

³² “Cro-Bi-So: The Wonder Healer,” *The Frederick Post*, August 6, 1915; Brunswick History Commission, 18, 185; Rubin, 26; Virginia and Lee McAllester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2009); 55-57, 397-408.



Figure 18. Present-day vacant structure which used to be Victor Kaplon's store as presented in the advertisement on the right from *The Evening Post*, September 7, 1912.



Figure 19. Old drug store in present-day and an early image of the structure when it belonged to Dr. Horine from Mary H. Rubin's *Images of America: Brunswick*.

On the other side of Knoxville Road, visitors to Brunswick today see a mix of businesses and dwellings. This mix also existed in the 1910s as indicated by Sanborn maps. Interspersed with dwellings and vacant lots in the year 1910, a few buildings on the northern side of the street housed various small shops that sold hardware, paints and oils, clothing, china, groceries, fancy goods and more millinery, jewelry, and confections. Something of note on this side of the street as opposed to the southern side is the existence of two banks, one on either end of the business district. A larger number of businesses stood closer to the railroad tracks to permit access to supplies shipped by train and because many visitors and possible patrons entered the city by the railroad. The placement of the banks not only bookended the strip of businesses, but the banks also faced the railroad tracks so that those coming off of the trains and up the hill into the city would see the bank fronts. One of these banks, the People's National Bank first established in 1906, began in a temporary location across from the Y.M.C.A. but then moved to its own structure across Potomac Street from the Reformed Church. This structure remains today, though it no longer serves as a bank, but the building still shows the bank's name in the stones of its façade (Figure 20). The new city showcased its growth and prosperity through the establishment of such banks, and presented that prosperity by placing the banks in prominent locations on either end of the business district.³³

³³ Sanborn Map Company, "Brunswick, Frederick County, Maryland," October 1910; Brunswick History Commission, 99-100; "Easter 1923 Historical Souvenir Program and Business Men's Directory of Brunswick, Maryland," 1923, Maryland Room, C. Burr Artz Library, Frederick, Maryland.



Figure 20. People’s National Bank on West Potomac Street (Knoxville Rd).

As seen in Figure 8, only one church, the Methodist Episcopal Church, established in 1850 in the center of town, existed in Berlin in the 1870s. In the earliest years of Methodism within the American colonies, a variety of religious leaders had spread the religion including immigrant farmer Robert Strawbridge, who worked in Maryland and Virginia beginning in 1760. As a result of a Christmas Conference held in 1784, Methodist leaders in America established the Methodist Episcopal Church. By 1850, a large enough population of Methodists lived in the town of Berlin and surrounding areas that the townspeople established the denomination as their first church building in the town on Second Street. The Methodist Church served as the only church within town boundaries until 1890, when the town expanded into a city and a much larger and varied population grew, creating a greater need for more church buildings and different denominations.³⁴

³⁴ “Roots, 1736 – 1816,” United Methodist Communications, 2006-2011, <http://www.umc.org/site/apps/nlnet/content.aspx?c=lwL4KnN1LtH&b=5399351&ct=6470771¬oc=1> (accessed December 26, 2012).

While the Methodist Church was the only church for the town from 1850 to 1890 when Berlin became the city of Brunswick, the increased population influenced the construction of five new churches between the years 1890 and 1893. Many of these denominations did not have existing churches within the town prior to 1890, and townspeople of those denominations travelled to nearby Petersville for religious services. The expansion of the railroad and establishment of Brunswick brought a greater variety of people to the area for work which increased the population and influenced the establishment of many new churches. The first round of churches established included the St. Francis Roman Catholic Church in 1890, the Grace Episcopal Church and Bethany Lutheran Church in 1892, and the New York Hill Methodist Church and Presbyterian Church in 1893. Congregations placed the majority of the new churches in the center of new residential development within the Baltimore and Ohio Railroad addition in the eastern portion of the city. Part of the reason for the placement of churches in this area was because the church congregations purchased lots from the B&O Railroad. In other instances, the B&O Railroad gave land to certain congregations such as the Catholic Church. In this case the B&O Railroad gave land to Baltimore's Cardinal Gibbons who used the land to establish a Catholic Church in Brunswick. At one point in Brunswick's history the St. Francis Roman Catholic Church included the church structure, a school building, a rectory, and another structure that served as a convent (Figure 21).³⁵

³⁵ Sanborn Map Company, "Brunswick, Frederick County, Maryland, October 1910; Strathern, 17-19; Brunswick History Commission, 72-73.



Figure 21. A postcard image of the St. Francis Roman Catholic Church and its parsonage in Brunswick, Maryland. Courtesy of the Frederick County Archives and Research Center.

Congregations built more houses of worship in a second wave starting in 1904 and ending in 1917. These included the Mount Olivet Baptist Church in 1904, the First Baptist Church and Reformed Church in 1906, the Ebenezer Methodist Church in 1909, and the Beth Israel Congregation Synagogue in 1917.

The Beth Israel Congregation became the first Jewish Synagogue of all of Frederick County. A ceremony for the laying of the cornerstone of the synagogue took place in Brunswick with an address “delivered by Leo Winberg a prominent member of the Frederick Bar Association.” A part of his address included discussion of World War I and the environment of Brunswick. Weinberg stated:

Today, envired by the charm and splendor of this autumn afternoon, in the town through which runs the mighty arteries of commerce, and in which the formidable agencies of steam and iron, a gigantic system of transportation, operate and vibrate with force and power—today in Brunswick, the first town in Frederick county to witness such a scene and to serve as the site for the first Synagogue in the county (unstinted praise

and unending honor to faithful and righteous ones of Israel who brought it to pass) we have come to inaugurate, with fitting and solemn ceremonies, the building of a tabernacle.³⁶

Himan N. Wertz, a prominent member of the Jewish community in Brunswick, immigrated to the Brunswick area in the early 1900s from Lithuania. No ordained rabbis lived among the small community of Jews within Brunswick, but Wertz knew the Jewish law and served as the local religious leader. He also served as a qualified member who could prepare kosher foods for the Jewish community. By the mid-twentieth century a decline in the population of Brunswick, and the decreased use of the synagogue for religious purposes influenced citizens' use of the structure as office space, a health clinic, housing, and storage. The structure still remains today and can be recognized by its circular window spaces on its façade (Figure 22).³⁷



Figure 22. The structure that once served as the Beth Israel Congregation Synagogue and an image of the synagogue as it looked in the late 20th century. Second photo from Mary H. Rubin's *Images of America: Brunswick*, courtesy of the Brunswick History Commission.

³⁶ "Jews Build Synagogue," *The Frederick Post*, September 25, 1917.

³⁷ "Jews Build Synagogue," *The Frederick Post*, September 25, 1917; Brunswick History Commission, 72-77.

The first church to be built in this second wave of construction was the Mount Olivet Baptist Church built in 1904 on present day “J” Street. The Mount Olivet Baptist Church was home to an African American congregation. Its location is not indicated on the 1910 Sanborn map, nor is the street on which it existed. Current day “J” Street was on the outskirts of the town at that time, on the northwestern corner of the city. The majority of businesses and more affluent homes existed in the southern and eastern portions of the city, and this African American church stood far away from those central locations. Current day “J” Street is attached to Maple Avenue, along which another African American congregation built the Ebenezer Methodist Church in 1909. A white family of Brunswick donated to the congregation the land and a small white building to be used for religious purposes. Many of the African American families who attended the Ebenezer Methodist Church lived along Maple Avenue and what is presently “I” Street.³⁸

Segregation and racism are apparent in the locations of these African American churches. Whereas the majority of churches built in Brunswick that traditionally served a white congregation stood closer to the center of development of the city, the African American churches were located along the outskirts. Racism affected the jobs and the amount of money African American members of the community could earn, which may have also influenced how much money the African American congregations had to establish their churches. According to the U.S. Census of 1910, most of Brunswick’s African Americans worked as laborers, laundresses, farm hands, janitors, servants, wagon

³⁸ Brunswick History Commission, 72; Sanborn Map Company, “Brunswick, Frederick County, Maryland, October 1910. Citizens established other churches after these two phases of construction including the Church of God in 1926, the Faith Assembly of God in 1930, the Christian and Missionary Alliance in 1932, the Gospel Temple Apostolic Faith in 1933 and the Church of Jesus Christ of Latter Day Saints, in 1975. Many of these churches stand along the periphery of the city instead of being a part of the main section of Brunswick.

drivers, and freight callers instead of higher positions within the B&O Railroad system or within Brunswick society.

The lots used for African American churches also show where the majority of African American residents lived at the turn of the twentieth century. According to the United States Census Record of 1910, the majority of African American residents lived in the northern section of the city, farther away from the central business activity and residential development. African American residents lived in portions of Ward 1 but mostly in Ward 2, which was comprised of sections of Sixth Street, Seventh Street, Eighth Street, and Petersville Road. According to Sanborn maps from 1910, these streets existed within city boundaries, but are not included in the areas covered by the insurance company. Thus the majority of African Americans lived on the outskirts of the city, indicating the segregation common to the time period. The location of this population also suggests the segregation inherent in the United States as the Sanborn Insurance Company mapped out the white residential areas of the city, but failed to include the regions settled predominantly by African Americans.³⁹

The other churches built in the second wave of church construction were all constructed in populated areas. The congregation of the First Baptist Church located their structure on “A” Street among the other preexisting churches in 1906. That same year the Reformed Church was built along West Potomac Street. While this church was not among the other churches on “A” Street, it did stand in the main business section of the city, giving it a very central location between businesses and residential areas. The Beth Israel Congregation, though small, built a synagogue on “A” Street in 1917 as well,

³⁹ Brunswick History Commission, 72; Department of Commerce and Labor, Bureau of the Census, “Thirteenth Census of the United States: 1910 Population,” Maryland, Frederick County, Brunswick, 1910; Sanborn Map Company, “Brunswick, Frederick County, Maryland, October 1910.

among the rest of the churches established in the city. Though the Jewish population within Brunswick was small in the early twentieth century, the construction of a synagogue within the city represents the more diverse population that came about with the development of the city from the expansion of the Baltimore and Ohio Railroad. The majority of the Jewish population did not work on the railroad but instead owned businesses within the city, and they most likely had the resources to purchase land in the more highly populated section of the city like the other churches on “A” Street. The establishment of multiple churches within the 1890s and early 1900s shows the growing population of the city and the effects of the expansion of the Baltimore and Ohio Railroad on the once-small settlement of Berlin.⁴⁰

The incorporation of the city and increase in population brought about the development of new neighborhoods as well as the need for school facilities to serve the children of new business families, railroad families and farmers on the outskirts of the city. Originally as seen on the 1870s map (Figure 8), a one-room school structure stood northeast of the town. By the 1890s, the need for more space to educate the increasing number of children influenced the development of another one-room school on Brunswick Street in the western portion of the city. In 1890 W.W. Wenner donated an acre of land for the first one-room brick school to be built. That portion of the city became known as the Wenner Addition as indicated by a Sanborn map of 1899. The map indicates that the public school building stood on the back of the lot on Brunswick Street closer to Front Street. To help with the expansion of the city and the increase in population, the Baltimore and Ohio Railroad donated two acres on the eastern end of the

⁴⁰ Brunswick History Commission, 72-80.

city to establish a four-room brick East Brunswick School. This school was located in the B&O Railroad Addition in the eastern portion of the city, in the midst of most of the new development in the 1890s, while the other school stood in the less populated western Wenner Addition section.⁴¹

Sanborn maps show in 1910 that the school on Brunswick Street, known as the West End Public School, had been altered significantly. Instead of the one-room school that sat towards the back of the lot in 1899, a larger structure situated on the corner of Brunswick Street and 2nd Avenue now served as the school. The city reportedly moved the original one-room brick structure to what is now “J” Street to serve as a school for African American children (Figure 23). The East Brunswick School saw expansion between 1890 and 1904. A Sanborn map from 1899 shows the school’s original construction included a single, rectangular structure, while Sanborn maps from 1904 show that the East Brunswick School had two main rectangular buildings connected by a hallway in the middle (Figure 24). Students used the second rectangular portion of the structure as the high school until overcrowding required another structure to be built in 1911.⁴²

⁴¹ Sanborn Map Company, “Brunswick, Frederick County, Maryland, October 1910; Brunswick History Commission, 81-89.

⁴² Brunswick History Commission, 82-86; Sanborn Map Company, “Brunswick, Frederick County, Maryland,” June 1899, October 1910, April 1904.



Figure 23. African American Children in front of their brick school on “J” Street in the early 1900s. From Mary H. Rubin’s *Images of America: Brunswick*.



Figure 24. The East Brunswick school situated on a hill in the northeastern part of the city in the early 20th century. The clouds of steam to the left indicate the number of locomotives passing through the city at the time the photo was taken. from Mary H. Rubin’s *Images of America: Brunswick*.

The School Board built the new high school on Sandy Hook Hill north on 4th Avenue. Sanborn maps from 1920 show the school to have two wings connected by a central concourse with at least a portion of the structure built with fireproof materials. On January 31, 1928 a fire consumed the high school. An article from the *Frederick News Post* on January 31, 1928 stated that a “fire of undetermined origin early this morning completely destroyed the Brunswick High School and a large part of its equipment, with an estimated loss of \$80,000 practically covered by insurance.”

According to the article:

The fire is believed to have originated in a room on the upper floor and may have been due to defective wiring. This is just conjecture, however, and could not be assigned as the cause of the fire. School officials were at a loss for an explanation.

Valiant efforts to extinguish the blaze were made by the Brunswick firemen and help was rushed to the scene by the Harper’s Ferry department. While there was an abundance of water, some difficulty was had in getting to the school site, owing to the bad condition of the approach to the school.⁴³

Since the school was built at the top of a steep hill, it was difficult for the fire departments to bring water up to the flames; this hindered their ability to save the building and much of the equipment. The article continued:

The school building was a modern structure, having been built at an approximate cost of \$75,000. Its equipment was estimated by a member of the school board to be worth about \$5,000, making the aggregate loss about \$80,000.

The school housed about 300 pupils.

Tentative plans are in the making by the Board of Education for housing these pupils in other schools of the vicinity, with members of the High School faculty still in charge of their regular classes.⁴⁴

⁴³ “Brunswick High School is Total Loss From Fire,” *The News* (Frederick, Md.), January 31, 1928.

⁴⁴ “Brunswick High School is Total Loss From Fire,” *The News* (Frederick, Md.), January 31, 1928.

After the fire, various structures around the city became makeshift school rooms until the School Board built a new larger school structure on the same site. This building served as the high school for the city until the 1960s. Sanborn maps from 1935 show the expanded structure with a larger center section and an attached gymnasium on the back. The soundly built new high school structure became obsolete once a new high school was built on more acreage outside of the city. Many citizens reportedly hoped the old school structure would be reused for another purpose, but the structure stood vacant for too many years, became victim to vandalism, and was demolished by the city in 1975. Today the hill is covered with rows of houses with very little trace of a school ever having existed there. Both the East Brunswick School and West Brunswick School structure still exist today. The East Brunswick school is used as an apartment building while the West Brunswick School is now the Masonic Lodge for the city (Figure 25).⁴⁵



Figure 25. East Brunswick School and West Brunswick School.

As discussed in the early history of Brunswick, the first settlement of Berlin existed on the flat land closest to the river. By 1890, the Baltimore and Ohio Railroad expanded its yards at Berlin, drew many new people to the area to work for the railroad

⁴⁵ Brunswick History Commission, 82-86; “Brunswick High School is Total Loss From Fire,” *The News* (Frederick, Md.), January 31, 1928; Bill Cauley, “Down it comes,” *The Frederick News*, July 1, 1976; Sanborn Map Company, “Brunswick, Frederick County, Maryland,” June 1899, October 1910, April 1904, December 1920.

and build businesses, incorporated the small town into a larger city with the new name Brunswick, and expanded the city up the steep hills that surrounded the original town. Charles M. Wenner owned land north of the original town, while a relative W.W. Wenner owned land to the west. Both of these tracts became new additions to the city as it expanded with the influx of railroad workers and businessmen. The Baltimore and Ohio Railroad owned and developed much of the land to the east of the original town. As stated before, the need for more housing and businesses to accommodate the new railroad workers and their families made it necessary for the B&O Railroad to establish residential areas, but also new community structures such as the Y.M.C.A. and a hospital (Figure 26). The residential architecture that remains throughout the city today clearly shows when each different addition developed. The phased growth of the city also shows clearly on the Sanborn maps of 1910.⁴⁶

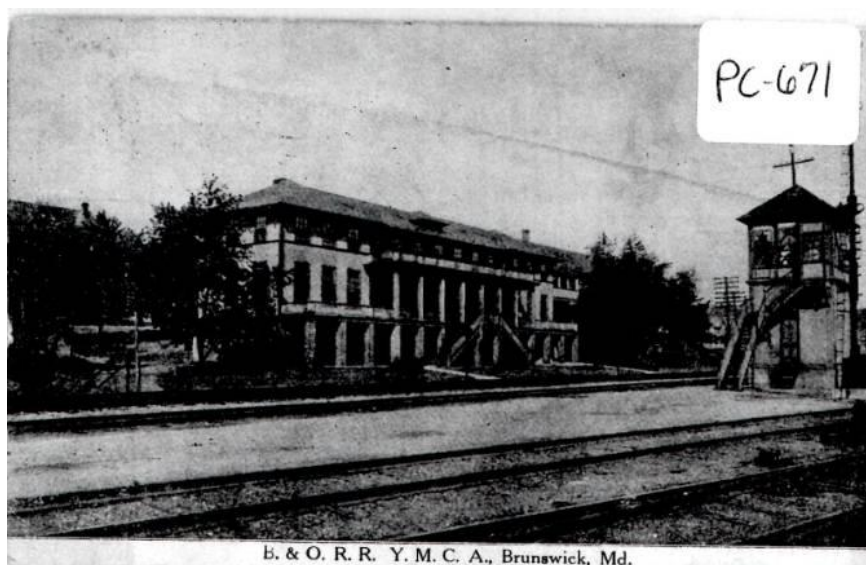


Figure 26. A postcard that depicts an early image of the Y.M.C.A. built by the B&O Railroad in Brunswick, Maryland. Courtesy of the Frederick County Archives and Research Center.

⁴⁶ Sanborn Map Company, "Brunswick, Frederick County, Maryland," October 1910, Frederick County Circuit Court Land Survey (Subdivision, and Condominium Plats) 1890, 1851-1949 Index by Reference, MSA C2310.

The eastern portion of the city of Brunswick is a part of the B&O Railroad addition characterized by narrow, symmetrical, two-story structures, with steep centered gables. The features resemble a simplified Gothic Revival architecture with steep roofs and one-story porches as seen in Figure 27. While these type of structures can be found interspersed throughout much of the city, the B&O Railroad built several of these exact same structures placed in a row along the streets of their addition. On the outer edge of the B&O Railroad addition stands an area locally known as New York Hill, aptly named for the Real Estate and Improvement Company from New York that built the houses along that hill. Spread out more than some of the other residences in the city, the houses of New York Hill are all built with the same floor plan as seen in Figure 28.



Figure 27. Houses found on the Eastern and Western ends of Brunswick, Maryland.

These buildings are asymmetrical, cross-gabled structures with two-story bay windows which again are basic characteristics found in Gothic Revival homes. These structures are simplified versions of the Gothic Revival style which may suggest the Real Estate and Improvement Company intended to sell the house to a family with a more modest income. On the western side of the city in the W.W. Wenner addition, most of the houses that exist in this section are narrow, simple, front-gabled roof structures with one-story

porches again taking the form of Gothic Revival architecture, but with different emphasis on certain aspects of the architectural design. Several different house designs are interspersed with one another in the northern portions of the city in the C.W. Wenner additions because the addition developed over a longer span of time as compared to the quickly developed spaces closer to the railroad. Developers built the cookie-cutter houses found consecutively in the eastern and western portions of the city closer to the railroad; these areas were built more quickly to meet the need for houses for railroad workers. These houses appear less detailed and decorative because of the fast-paced construction, but also to meet the needs of households with more modest incomes.⁴⁷



Figure 28. New York Hill residences all constructed with the same layout.

In the center of the city closer to the business section, as well as on “A” Street, visitors to Brunswick find larger, more decorative houses. These lots are farther away from the railroad tracks, have larger yards in many cases, and have a better buffer than more modest homes from the soot and noise of the trains that traveled by the city. These homes most likely housed the more affluent citizens of the town, perhaps businessmen, or executives of the railroad. The U.S. Census Records of 1910 and 1920 show that several

⁴⁷ McAlester, 197-205; Brunswick History Commission, 27.

of these homes belonged to contractors and builders such as Harry B. Funk who lived on “A” Street, bank cashiers and physicians such as William Schnauffer and his brother-in-law Dr. Levin West who lived in a large house on the southern corner of “A” Street and 1st Avenue, and Oscar Merriman who served as an engineer for the B&O Railroad and who lived on the northern corner of “A” Street and 1st Avenue (Figure 29). These buildings take a variety of forms with different kinds of architectural details and styles including Second Empire designs with mansard roofs, gambrel roofed shingle-style houses, Queen Anne style houses with rounded towers, and Colonial Revival arrangements (Figure 30). All of these architectural styles existed around the turn of the twentieth century. More recent styles of houses appear in other sections of the city developed further away from the railroad to the north. These buildings exemplify the styles used from the 1920s to the present. The way these architectural styles cluster in specific locations suggests when developers built those structures and shows how the development of the city took place over time throughout the twentieth century. The most recent architecture is found at the farthest northern section of the city outside of the older developed portions.⁴⁸

⁴⁸ McAlester, 56, 241, 288-289; Department of Commerce and Labor, Bureau of the Census, “Thirteenth Census of the United States: 1910 Population,” Maryland, Frederick County, Brunswick, 1910; Department of Commerce and Labor, Bureau of the Census, “Fourteenth Census of the United States: 1920 Population,” Maryland, Frederick County, Brunswick, 1920; Rubin, 106, 111; “Dr. Levin West, Brunswick, MD,” Post Card, PC-841 Frederick County Archives & Research Center, Frederick, Maryland.

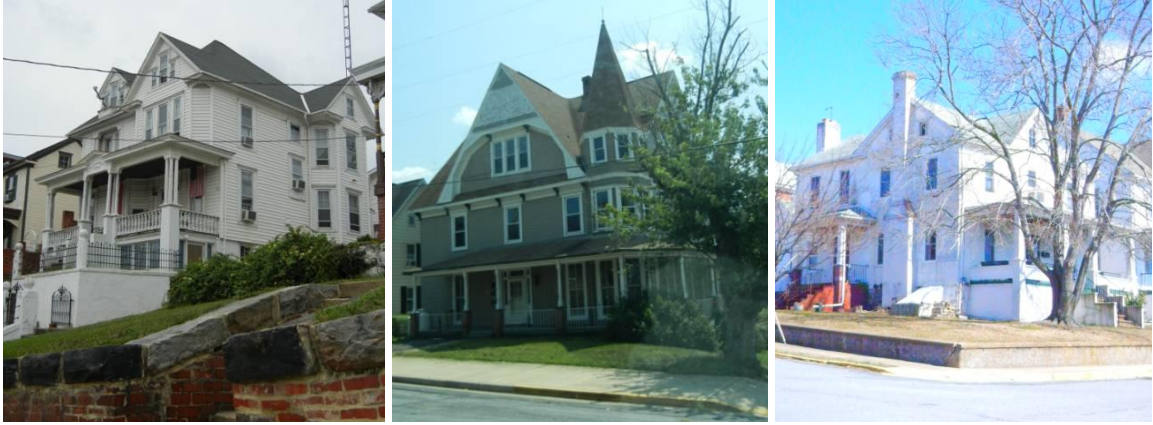


Figure 29. Present-day structures that used to be the homes of Harry B. Funk, Dr. Levin West, and Oscar Merriman as they appear today all situated along “A” Street.



Figure 30. Examples of more ornate architecture found in Brunswick, Maryland.

When the railroad expanded, the B & O Railroad needed housing for railroad workers quickly, prompting the construction of simple framed houses on haphazardly placed streets. Once the flat plane of the area near the river had been developed, city planners and railroad executives had to begin constructing houses northward upon steep hills. A Planning Study conducted by the Planning Commission of Brunswick in the 1960s explained this problem, stating:

Studies of the physiographic features and building capability of the land reveal that the steeply sloping terrain in the immediate Brunswick area is very unsuitable for development. When the City was laid out in the 1800's, speculators ignored this fact and instead laid out streets and constructed homes on slopes that would be considered virtually unbuildable in other communities (slopes of 30, 40 and 50%). Because of this condition and the fact that it is worsened by the existence of slippery, clayey soils, it is recommended that all future streets should avoid grades steeper than 12% and grades in excess of 20% should for all practical purposes be considered unbuildable. Instead these areas and those subject to flooding should be retained in their natural state, and perhaps used as parklands.⁴⁹

The problems stated in the Planning Commission's report are easily seen by those who live in or visit the city. Evidence that the steep slopes of the areas developed in the 1800s have caused problems can be seen through a number of street remnants that have been abandoned and left to nature (Figure 31). Many streets that once existed at the turn of the twentieth century are no longer accessible, while streets on some of the steep hills are still used by residents. Steep streets developed at the turn of the twentieth century were originally dirt roads, but have since been paved by the city to accommodate travel by automobiles.

⁴⁹ "Planning Studies Reveal Ailments," Planning Commission of Brunswick, March 20, 1967, Maryland Room, C. Burr Artz Public Library, Frederick, Maryland, 2.



Figure 31. An old street which was too steep and is now abandoned in Brunswick, Maryland.

The establishment of the settlement as a city in 1890 and the city's subsequent growth fueled by the expansion of the railroad suggested to the city's inhabitants that Brunswick would continue to expand as a bustling railroad city. By September 19, 1912, *The Evening Post* expressed the local understanding of Brunswick's potential and future, stating:

Any visitor to Brunswick these days is impressed with the hustling activity of that important Frederick county railroad center, where the biggest yards of the B. and O. are located, for Brunswick has "humped" itself in the realization that it has a future.

The B. and O. payroll [sic] there is \$60,000 to \$70,000 a month and is constantly increasing. The community realizes the significance of this and it is apparent that Brunswick is entering upon a period of progress and expansion. The main street of the town is torn up while street car tracks are being laid and grading being done for street paving: improvements are being made in every direction to business properties: new merchants are arriving and the old established are enlarging their facilities, and rival electric companies are seeking franchise, all of which mean only one thing—that Brunswick is awake and is grasping its opportunities.⁵⁰

⁵⁰ "Progressive Brunswick," *The Evening Post* (Frederick, Md.), September 19, 1912. While this article suggests that the city established a street car system, this mode of transportation never took off within the city; Brunswick History Commission, 69.

Increased population and the growth of the city influenced city officials to work towards building a network for electricity and water to supply households throughout Brunswick. Water supplies before the use of an official city water system included a few wells dug throughout the area and some natural springs such as Gum Spring, Hollow Spring, and another spring situated north of the city near W.W. Wenner's barn. These water sources had questionable quality but provided city inhabitants with a necessary water supply. As the city expanded, various individuals and companies developed sections of the city and sold off lots with the promise of access to a water supply. One such effort included C. M. Wenner's addition to the city on Maple Avenue. Wenner began construction of a reservoir just east of Maple Avenue that he intended to fill from springs in the area. A summer drought dried up the spring, and Wenner abandoned the reservoir project.⁵¹

The Mutual Land and Improvement Company from Baltimore bought land west of Brunswick in the mountains. This land included some springs, the water from which was meant to be stored in a concrete walled reservoir west of town. However, when the water flow was tested, the company found the springs to be inadequate for the city's water needs. The Real Estate and Improvement Company of Baltimore City, which developed the land owned by the Baltimore and Ohio Railroad in the eastern section of the city, built two large water tanks filled with water pumped from the Potomac River by a power plant on the railroad yards. The tanks connected to water mains that distributed water to the houses of the B & O Railroad addition of the city as well as some fire plugs along city streets. According to the Sanborn maps of 1910, these tanks sat along 9th Avenue between C Street and D Street along with water mains that distributed water

⁵¹ "Brunswick's Water System," *Easter 1923 Souvenir Program and Business Men's Directory of Brunswick, Maryland*, 1923, Maryland Room, C. Burr Artz Library, Frederick, Md.

south throughout the B&O Railroad addition. Sanborn maps from as early as 1899 suggest that the company built those two tanks shortly after the settlement became the city of Brunswick. The 1910 series of Sanborn maps also show a Reservoir near Maple Avenue in the Wenner addition, although the map suggests the reservoir existed west of the street, not east as later sources suggest. This could be because the reservoir had been abandoned and developed without a trace of evidence of its previous existence by the time these later sources were published.⁵²

The continued growth of the city necessitated even more water. By 1916, the water commission held meetings to determine the projected expenses of new water sources and expanded access to city water. *The Frederick Post* from September 1, 1916 reported:

The report of Engineers Norton, Bird and Whitman, giving recommendations and estimated cost for enlarging Brunswick's water supply, was submitted to the water commission Monday evening, at a well-attended meeting held in the municipal building. The estimated cost of carrying out the recommendations of the engineers is \$71,805.70. The commission decided to recommend to the Mayor and Council a slightly modified plan, which would bring into Brunswick the water from the three springs in Virginia upon which options have been secured and the Weber springs, near Knoxville, and include a reservoir of 3,000,000 gallons capacity, at a cost approximating \$55,000.⁵³

A few years later in 1919, *The Daily News* stated that the new water system had almost reached completion as:

the basin at the springs on the Virginia side has been completed and is being covered with a substantial building. The pipe line from the springs to the river has been laid and with the exception of about 150 yards of pipe line between Knoxville and Brunswick has been completed. Pipe has also

⁵² "Brunswick's Water System," *Easter 1923 Souvenir Program and Business Men's Directory of Brunswick, Maryland*, 1923, Maryland Room, C. Burr Artz Library, Frederick, Md.; Sanborn Map Company, "Brunswick, Frederick County, Maryland," June 1899, October 1910.

⁵³ "New Water System is Advocated," *The Frederick Post*, September 1, 1916.

been laid about two-thirds of the way across the river and work is being rushed before high water interferes.⁵⁴

Multiple springs and the Potomac River provided water to the city not only for individual homes, but also for fire hydrants to help prevent total destruction of the city by fire. Today these sources continue to supply water to the city of Brunswick through a water treatment plant built in 1968 that is located between the Chesapeake and Ohio Canal tow path and the Potomac River. In addition, the city also has two water towers located in the northern portion of the city.⁵⁵

In addition to establishing a water system for the city, Brunswick's municipal government began to address the issue of supplying electricity to the city in 1905. An article in *The Daily News* explained that the city elected a board of directors to manage the extensions of power lines from the Harper's Ferry Electric Light and Power Company. The article states that "the electric light will come from Harper's Ferry, the line having been run from that point to Brunswick, and poles are now being erected and wire strung to supply the town with light."⁵⁶ By 1918 an ordinance passed by the city allowed the Harpers Ferry Electric Light and Power Company to expand the electricity network and build a power station in Brunswick. As a part of an ordinance agreement, authorities proposed:

That the Harpers Ferry Electric Light and Power co., shall, during the period of this franchise, furnish the Corporation Authorities of Brunswick, Md, one hundred candle-power tungsten street lamp fixtures, fully equipped, current maintained and supplied with lamps of 160 candle-power each, in any number as may be

⁵⁴ "300,000 Gallons Daily By New Water System," *The Daily News* (Frederick, Md.), October 3, 1919.

⁵⁵ *Brunswick Master Plan: Planning Commission Draft*, April 1993, Maryland Room, C. Burr Artz Library, Frederick, Maryland, 65; "Public Works," *The City of Brunswick Maryland*, <http://www.brunswickMd.gov/public-works/> (accessed February 20, 2013).

⁵⁶ "Electric Lights for Brunswick," *The Daily News* (Frederick, Md.), September 7, 1905.

required of it, from time to time, by the Corporate Authorities, and placed where required.⁵⁷

Before the Harper's Ferry Electric Light and Power Company began supplying power to Brunswick, and throughout various points in Brunswick's history, the Baltimore and Ohio Railroad had supplied electricity through its power plant to streets and buildings of downtown Brunswick, and to some of the railroad workers' residences. By the 1920s the Frederick and Hagerstown Company had also built electric lines that passed by the Brunswick area. This company became the supplier of electricity to the B&O Railroad yards and some of the structures sanctioned by the railroad such as the hospital and Y.M.C.A.⁵⁸

The expansion of the city and its population as indicated by the construction of the city-wide water system and network of electricity also influenced the need for a cemetery. Some Americans in the nineteenth century expressed concern about the cemeteries located within city bounds. As American cities grew during the nineteenth century, many cemeteries in church yards or those once situated outside of the town but subsequently enveloped by urban growth went into disrepair and became overcrowded. In the early 1800s people began to concern themselves over where to bury their dead. Some believed that gases from the dead bodies could pose a problem for community health. As communities grew, many people chose to move existing cemeteries or establish new ones on less desirable land that would be unsuitable for farming or development. Cemeteries began to be located on the outer boundaries of cities and

⁵⁷ "Proposed Franchise of the Harper's Ferry Electric Light and Power Co.," *The Evening Post* (Frederick, Md.), May 10, 1918.

⁵⁸ "Our Light and Power System," *Easter 1923 Souvenir Program and Business Men's Directory of Brunswick, Maryland*, 1923, Maryland Room, C. Burr Artz Library, Frederick, Maryland; Brunswick History Commission, 110-111.

communities. Some people believed that rural cemeteries functioned as more than just places to bury the dead, but as places to heal wounded hearts from the loss of a loved one, as locations that could instill a moral influence over the people who visited the cemetery, and also provide more rural locations that would contrast to the urban environment of a city. The growth of cities and industrialization within the United States made some Americans fear that machines were taking over nature and civilization. The rural cemetery movement coincides with the development of ideas about domesticated nature, and the importance of public parks within a city to its citizens' health. According to Figure 8, Berlin located a cemetery on the northwestern border of the town in 1873. By the 1890s and into the early 1900s the city had grown up around that cemetery and the increased population called for another cemetery to be established. In 1890 the Mutual Land and Improvement Company of Baltimore City, which managed the Baltimore and Ohio Railroad's property in the eastern portion of Brunswick, purchased a farm northeast of the developed city that belonged to the Cannon family. The Mutual Land and Improvement Company split the tract into various lots. Crum and Davidson surveyed over ten acres of that property at the top of a hill; that property became a cemetery by 1913 known as Park Heights Cemetery. A map of the cemetery shows that the plots and road for access to various graves create a heart shape, which may reference the importance of cemeteries as places of healing (Figure 32). At one time a concrete wall surrounded the cemetery with a metal gate along the side which borders Gum Spring Road. Over the years, however, the cemetery fell into disrepair until 2005, when a group of Brunswick citizens established a non-profit organization of volunteers to maintain the

cemetery grounds. Today the cemetery is still used and maintained, but only pieces of the concrete wall that once bordered the space still remain (Figure 33)⁵⁹



Figure 32. Map of the heart-shaped Park Heights Cemetery in Brunswick, Maryland.



Figure 33. Park Heights Cemetery Gate and Concrete Wall Remnants

⁵⁹ David Schuyler, *The New Urban Landscape: The Redefinition of City Form in Nineteenth-Century America* (Baltimore: The Johns Hopkins University Press, 1993); 37-56; Thomas Bender, "The "Rural" Cemetery Movement: Urban Travail and the Appeal of Nature," *The New England Quarterly* 47 no. 2 (June 1974): 196-211; Brunswick History Commission, 45-46; Ruth Staples, "Three Cemetery Corporations, all Dead," *Park Heights Cemetery, Inc. History Volume 1*, Brunswick Public Library, Brunswick, Maryland; Park Heights Cemetery, "History" and "Cemetery Map," *Park Heights Cemetery: Earned Trust and Lasting Care*, <http://www.parkheightscemetery.org/history> (accessed February 23, 2012).

While Brunswick citizens and officials concerned themselves with providing safe water to the city's residences and businesses, the establishment of city wide sanitation services did not occur until the 1930s. By the early 1930s, the Great Depression had taken its toll on the United States causing widespread poverty. Many people turned to wandering across the nation looking for work. Since Brunswick was connected to the railroad lines and the old C&O canal, there were many hobos who came to the area and camped near those transportation routes. Articles from the time period state that some people resided "along the tow path of the old Chesapeake and Ohio canal at "The Jungles," a hobo hideout near the town."⁶⁰ Through the New Deal, President Franklin D. Roosevelt and Congress created federal programs through the New Deal which created jobs for those in need of employment. The Works Progress Administration (WPA) replaced the Civil Works Administration which focused on a variety of projects ranging from historical surveys to infrastructure improvements including sewer systems and road construction. In 1936 workers with the WPA began building the sewer system for Brunswick beginning with the sewer connection at the Y.M.C.A. and Potomac Hotel. The Brunswick sewage system connected residences and businesses to the disposal plant which had been built a few years before. Though the WPA had a large part in the establishment of the sewage system for Brunswick, other welfare organizations such as the Brunswick Welfare Association, helped provide the unemployed with jobs including major repairs to the streets of the city. Payments came in the form of food supplies instead of cash, and the demand for jobs became so high that those who sought employment could only "be given, on the average, one day of work per week or possibly

⁶⁰ "Truck Driver Exonerated in Road Accident," *The Frederick Post*, July 15, 1938.

two.” Many of the projects included extension of various streets throughout the city and repairs to streets that needed to be regarded and patched.⁶¹

The Baltimore and Ohio Railroad’s expansion of its yards at Brunswick built a small town into a bustling city beginning in 1890. The city expanded, new housing developments appeared on the hills surrounding the old town, the School Board built new schools to accommodate larger numbers of students, and expansion influenced the establishment of better sewer and water systems. The B&O Railroad continued to be an influential force for the city through the early twentieth century until the 1950s. During World War II Brunswick’s large railroad yards permitted the transport of numerous critical goods including military supplies. The B&O Railroad yards in Brunswick reportedly accommodated a record number of 101,000 railroad cars each month during that period. Brunswick’s involvement in handling war supplies also made it an important location to protect. It is said that the government located “anti-aircraft guns on the hills surrounding Brunswick, and assigned a local club to the task of watching for German planes.”⁶² After the war however, the use of the railroad yard decreased significantly. The use of steam locomotives at Brunswick ended in 1953 and the B&O Railroad moved their major railroad yards to another location in 1959 taking the railroad work away from Brunswick. The city’s population shrank because of the loss of railroad jobs. The mid-to late twentieth century became a time of reorganization and remembrance for a city hoping to regain its earlier prosperity.⁶³

⁶¹ “Unemployed of Brunswick Get Jobs on Streets,” *The Frederick Post*, December 2, 1932; Martin V. Melosi, *The Sanitary City: Urban Infrastructure in America from Colonial Times to the Present* (Baltimore: The Johns Hopkins University Press, 2000); 205-212; “Prisoner Returned: Escaped Convict Is Taken Back To Pennsylvania By Sheriff,” *The Frederick Post*, July 22, 1940; “First Sewage Hook-Up,” *The Frederick Post*, December 9, 1936.

⁶² Brunswick History Commission, 48.

⁶³ Brunswick History Commission, 48.

Chapter 3

The decline of the railroad yards in 1959 led to a decrease in population and the economy of Brunswick. The use of diesel engines required fewer people to operate trains which caused many railroad workers to seek work in other cities and states. In 1961 the B&O Railroad instituted a “facility for repairing, dismantling, and rebuilding freight cars,” within the original railroad yards which helped boost Brunswick’s economy temporarily, but eventually, with the national decline of the railroad and consolidation of the B&O into other freight and passenger train companies, this activity no longer took place in the city. By 1955 the iron bridge that crossed the Potomac River had seen damage caused by floods. The growing use of the automobile and the increase in commuters traveling to jobs outside of the city made it necessary for a new modern, concrete bridge to replace the old iron bridge. In the landscape of Brunswick, this bridge is an imposing structure today which, if traversed, brings visitors and residents to the center of the city. In 1970 Congress created the National Railroad Passenger Corporation to use the remaining network of railroad tracks that led into major cities for commuter trains. This passenger train program which became known as Amtrak ran between Chicago and Washington D.C. Today, this passenger train is a major attraction for Brunswick. Amtrak helps bolster the city’s economy and is run under the MARC Train Service. The schedule includes multiple departures in the morning and arrivals in the evening for people who work in the capital or the D.C. metropolitan area. Some freight trains continue to travel through Brunswick, and both the freight and passenger trains remain a major part of the city’s landscape.¹

¹ Brunswick History Commission, 48, 13, 50-51.

As national interest in community roots lead up to the nation's bicentennial in 1976, the citizens of Brunswick began to place a greater importance on the city's railroad heritage in the late 1960s and early 1970s. The 1967 Comprehensive Master Plan for Brunswick, Maryland stated that the major decline in population because of changes in railroad use "provoked thought in the community and many people came to realize the error of depending solely on a single industry. Since that time efforts have been made to entice other industries into the area."¹ This plan proposed new steps to increase the industry and commercial opportunities within the city to help Brunswick's economy. Advice included reworking the downtown area of the city through creating better off-street parking, improving the appearance of downtown structures that had become rundown, and considering solutions to the problem of residences interspersed with businesses that potentially inconvenienced shoppers. Other suggestions included improving the recreational spaces and parks of the city that could draw people to the area. Since the railroad's influence had decreased, residents of the city needed to find a way to boost the economy and saw a means to do so through tourism and focusing on the city's history. The desire to make Brunswick a tourist attraction has led the city to embrace its railroad history and celebrate that heritage through public memory in museums, parks, murals, memorials and community celebrations.²

Starting in 1969, the Brunswick Potomac Foundation, Inc. was established "to encompass the town, the railroad, the river, the canal, and the people," and "depict the history of the area and to encourage visitors to utilize local resources for recreation and

¹ *Comprehensive Master Plan Brunswick, Maryland 1967*, Frederick County Planning & Zoning Commission, Maryland Room, C. Burr Artz Library, 9, 13.

² Brunswick History Commission, 15, 42-44; *Comprehensive Master Plan Brunswick, Maryland 1967*, Frederick County Planning & Zoning Commission, Maryland Room, C. Burr Artz Library, 9, 13, 29, 44.

commerce.”³ The Foundation collected artifacts of Brunswick’s railroad history. This collection started a small museum that became a larger institution in 1974 when the organization purchased the old Improved Order of the Red Men building on the corner of Potomac Street and Maryland Avenue. In an article from February 26, 1974 the Brunswick – Potomac Foundation, Inc. held an open house in the renovated building with an exhibit of model railroad engines that the B & O Railroad had used in the past, oil paintings, Maryland artifacts, and an exhibit of rocks and minerals of Maryland. The article reported that the museum coordinator of the time, Rev. Jack Marcom, stated that he had come to an agreement with B&O officials to receive artifacts from the railroad line’s past. The article reported:

Now we hope that individuals with railroad artifacts will also lend them to the museum for display,” he continued. “We are interested in any items pertaining to the railroad—old schedules, tickets, documents, signs, chinaware, lanterns, tools, pictures and so on. We hope to get a lot of photographs—we want to plaster the walls with them!

Anything an individual gives us would be kept safely in the museum, with proper credits going to the owner and with the stipulation that they can take them out at any time.⁴

Today the museum’s mission states it “is to tell the story of Brunswick, past to present, through dynamic presentations and programs for history lovers and rail fans of all ages.”⁵

The majority of the museum collection is situated on the second and third floor of the building. The second floor showcases exhibits on life in a railroad city including a history of the Improved Order of the Red Men, the jobs and dangers of railroad work, schools, churches, and businesses of Brunswick at the turn of the twentieth century, and other exhibits that feature the history of the city. The third floor of the museum houses a

³ Brunswick History Commission, 42.

⁴ “Brunswick Area News Journal,” *The News* (Frederick, Md.), February 26, 1974.

⁵ “About Us,” *Brunswick Railroad Museum*, http://brrm.net/?page_id=379 (accessed February 24, 2013).

large scale model train set of the B&O Railroad's lines from Union Station in Washington D.C. to the Brunswick rail yards as they appeared between the years 1955 and 1965. Images of the railroad and its workers are presented along the walls surrounding the model train set. The first floor of the museum holds the gift shop as well as the Visitor's Center for the C&O Canal National Historic Park. The museum works to preserve the history of Brunswick, celebrate the city's railroad heritage, and promote tourism to the city not only through the exhibits, but with outside projects including efforts to preserve various railroad structures and events such as the Brunswick Railroad Days which take place annually every fall.⁶

The C&O Canal National Historic Park Visitor Center is situated in the first floor of the Brunswick Railroad Museum, while the actual park itself includes the towpath and remnants of lock houses including the remains of Brunswick's Lock 30. The C&O Canal stopped operation in 1924, and fell into disrepair over the years until "1971 when Congress established the Chesapeake and Ohio Canal National Historical Park," after the urgings of U.S. Supreme Court Justice William O. Douglas.⁷ The C&O Canal towpath is used by many citizens and tourists for hiking, bicycle riding, and camping. Down the towpath from Brunswick is the Brunswick Family Campground which provides space for outdoor recreation including boating and fishing in the Potomac River. Brunswick's connection to the C&O Canal has also made it a part of the Canal Towns Partnership,

⁶ "About Us," *Brunswick Railroad Museum*, http://brrm.net/?page_id=379 (accessed February 24, 2013); "Brunswick Area News Journal," *The News* (Frederick, Md.), February 26, 1974; "Brunswick Railroad Museum: A Railroad Life Museum," brochure, Brunswick Railroad Museum; Mary H. Rubin, *Images of America: Brunswick* (Charleston, SC: Arcadia Publishing, 2007), 25; Brunswick History Commission, 43-44.

⁷ U.S. Department of the Interior, "Chesapeake and Ohio Canal," National Historical Park Maryland/Washington, D.C./West Virginia brochure, Brunswick Visitor Center C&O National Historic Park.

which is described as “an economic and community development program” consisting of an organization of eight communities found along the C&O canal.⁸ The eight communities in the partnership work together to attract businesses and to provide access to citizens and tourists.⁹

The city was listed on the National Register of Historic Places in 1979. The nomination stated:

The boundaries of the Brunswick Historic District include the town of Berlin as laid out in the late 18th century, the B&O Railroad yards along the Potomac River, and the part of the 1890-1910 railroad “boom town” that stretches along the rail yards on either side of the original town. Also included with this nomination are two noncontiguous sites, the Koenig house and the Wenner farmhouse and their remaining outbuildings.¹⁰

The significance of this historic district as stated in the nomination suggests that “Brunswick presents an unusual opportunity to study the environment of a late 19th century railroad town.” The nomination explains that much of Brunswick’s earliest history had been lost due to the development that took place beginning in the 1890s. While the nomination presents Brunswick as an interesting place to study turn-of-the-century architecture and gain further understanding of the development of cities because of the railroad in the United States, it also outlines the city’s decline that occurred in the mid- to late twentieth century.

Brunswick is a turn-of-the-century railroad town little altered from that time to the present day. Though the railroad has been much reduced in economic importance, leading to a “back water” atmosphere in the town, this same economic problem has led to the preservation of much of the

⁸ “Canal Towns” <http://www.canaltowns.org/> (accessed February 24, 2013).

⁹ U.S. Department of the Interior, “Chesapeake and Ohio Canal,” National Historical Park Maryland/Washington, D.C./West Virginia brochure, Brunswick Visitor Center C&O National Historic Park; Brunswick Railroad Museum, <http://brmm.net/> (accessed February 24, 2013); “Brunswick Family Campground” brochure, Brunswick Railroad Museum, Brunswick, Md.

¹⁰ “National Register of Historic Places Inventory-Nomination Form: Berlin; Berry; Brunswick” Maryland State Archives, msa.maryland.gov/megafile/msa/stagsere/se1/.../msa_se5_10357.pdf (accessed February 24, 2012).

town's late 19th century appearance. Railroad towns such as this, with their working-class architecture—nearly all houses similar with differences evident only in detail and an interesting change in lot size, set back, and house size from the part of town nearest the rail yards to that high on the bluffs—are many times overlooked in the study of architectural and social history and especially in the concerns of preservation. They are thought to be too new or their architecture too unimportant for consideration. Because of this attitude it is important to officially recognize the value of such places.¹¹

The nomination from 1979 showcases the decline of the city as well as its citizens' desire to promote the city's history and help preserve its railroad heritage. The city's focus moved away from decline and toward celebrating its past and promoting its history as a means to draw in tourists.¹²

Brunswick officials looked for ways to improve the city's environment not only to benefit its citizens but also to appeal to outside visitors and encourage tourism.

Brunswick city planners improved old existing parks in need of repair and constructed new recreational spaces to make the city more aesthetically pleasing. In the nineteenth century United States, concern over the health of people in residential areas became a prominent focus for city builders and planners. Public parks gained importance as U.S. citizens began to believe in the necessity of providing a healthy, natural location for city residents to escape the hazardous air and tightly enclosed spaces of urban life. In terms of public health, "an important function of the park was to purify the disease-ridden

¹¹ "National Register of Historic Places Inventory-Nomination Form: Berlin; Berry; Brunswick" Maryland State Archives, msa.maryland.gov/megafile/msa/stagsere/se1/.../msa_se5_10357.pdf (accessed February 24, 2012). The use of the word "town" seems to be used interchangeably with the term "city" when citizens discuss Brunswick. Brunswick is and has been a city since its incorporation in 1890. The small size of the city may account for the interchangeable use of terms.

¹² "National Register of Historic Places Inventory-Nomination Form: Berlin; Berry; Brunswick" Maryland State Archives, msa.maryland.gov/megafile/msa/stagsere/se1/.../msa_se5_10357.pdf (accessed February 24, 2012); "Brunswick Historic District," *National Register of Historic Places: Historic Districts in Frederick County*, Maryland Historical Trust <http://mht.maryland.gov/nr/nrdetail.aspx?hdid=554&county=frederick&from=nrcountylist.aspx?county=frederick> (Accessed February 24, 2012).

atmosphere, to ensure the free circulation of fresh breezes that would eliminate miasmas.”¹³ This reasoning specifically revolved around the spread of illnesses because of close spaces and unsanitary conditions within cities. By the mid-nineteenth century, some Americans believed that public parks created a space for social reform by providing a place for people of all classes to come together for recreation, making public parks a truly democratic location within urban spaces. Scholar David Schuyler explained:

Acknowledgement of worsening urban conditions and of the importance of open spaces in fostering public health and recreation, as well as a concern for the nation’s self-esteem as a republic and its intellectual and moral improvement, led Americans of various regions and occupations to advocate the establishment of public parks in their cities.¹⁴

While the city of Brunswick did not expand into a bustling urban center until the 1890s, ideas of public parks from the early nineteenth century influenced the establishment of a public park for the new railroad city. As the city of Brunswick began to grow in the 1890s, the increasing number of steam engine trains that ran through the city in the heyday of the railroads also increased the amount of soot that bellowed from the train tracks and up into the residential areas. On May 22, 1895, the Real Estate and Improvement Company of Baltimore City as managers of the B&O railroad property, deeded land to establish a city park on East Potomac Street. For Brunswick, the need for a public park space may have served as a means to help provide at least a recreational, natural landscape in the midst of city construction. Planners placed the park on Potomac Street near the major transfer tracks and freight depot of the Baltimore & Ohio Railroad. While the park may have been meant to bring all of the citizens of the city together, it

¹³ David Schuyler, *The New Urban Landscape: The Redefinition of City Form in Nineteenth-Century America* (Baltimore, MD: The Johns Hopkins University Press, 1986), 59-60.

¹⁴ Schuyler, 66.

seems doubtful that the placement of a park located so close to the rail yards promoted health through cleaner air. This park still exists today with an enclosed pavilion, picnic tables and a playground in the front yard (Figure 34). Across the street are basketball and tennis courts available for the use of residents and visitors.¹⁵



Figure 34. Brunswick City Park pavilion.

While Brunswick City Park has remained a constant recreational location since 1895, the city established several smaller parks throughout the area. A constant within most of these parks are play areas for children with jungle gyms and slides. The city has even updated the play area in the Brunswick City Park. One recurring element within these parks is the railroad-inspired playground that matches the city's goal to focus on their railroad heritage. A few of the playgrounds have banners with locomotives on them or slides and climbing bars that resemble steam engines or a caboose (Figure 34). The city of Brunswick has focused on its railroad history since the 1970s, hoping that the

¹⁵ Schuyler, 64-66; Brunswick History Commission, 159; Sanborn Map Company, "Brunswick, Frederick County, Maryland," October 1910; Rubins, 73.

railroad heritage will be a draw for tourism. It stands to reason that the city includes trains in playgrounds to appeal to children who often are interested in train engines and the railroad. The inclusion of train-related themes within the city parks furthers the city's mission to remember its railroad past and support the public memory of the city's history and major development beginning in the 1890s.¹⁶

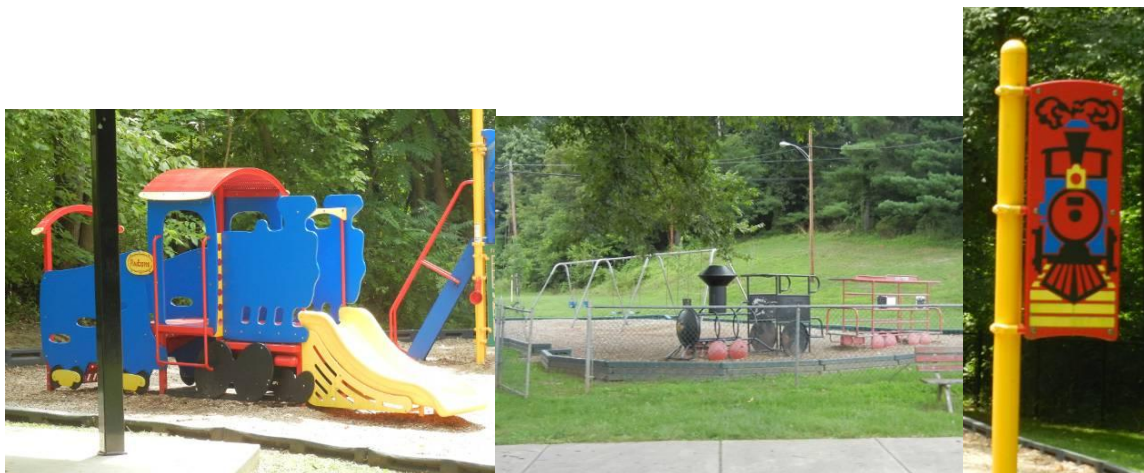


Figure 35. Train imagery in various parks throughout Brunswick, Maryland.

Closer to the remaining railroad tracks are more city parks meant for reflection or commemoration. The Railroad View Park is easily found by visitors to the city as it is located between Potomac Street and the railroad tracks where the Y.M.C.A. building used to exist. The Railroad View Park is a continuous project originally sponsored by the Brunswick Railroad Museum, but now sponsored by the Brunswick Area and Transportation Tourism and Safety (BATTs) group. BATTs was established as an organization whose “mission is to provide the Brunswick area with improvements and activities meant to improve and promote both transportation themed tourism

¹⁶ Brunswick History Commission, 42.

opportunities and increase public safety around transportation routes in the area.”¹⁷ The development of this park is meant to provide a space as a “train watching park,” modeled after many similar parks across the nation. According to the park’s brochure:

The Brunswick Railroad View Park would be designed to stand out among these parks. It would be constructed to be an aesthetically pleasing addition to the downtown area, and an impressive first sight for visitors to the town. It would provide an in depth look at certain aspects of local and railroad history while promoting the local museum, would preserve the historic location and memory of the influential Railroad YMCA and memorialize other long lost structures in the historic district. It would promote safety and safe activities around the railroad property through exhibits, signage, and fencing (including a full-perimeter fenced playground!) It would bring real railroad equipment to permanent display in the tourist district for the first time in over 20 years, and it would be designed to serve as a central ‘camp’ for train watchers of all ages and expertise. As a park, the proposal also calls for walkways, new trees, flower gardens, and an open grassy area for recreation.¹⁸

These plans have not come to full fruition as of yet, but at present there is a small exhibit, accompanied by a garden and picnic table with a small shelter that houses railroad trivia sheets. The exhibit showcases a bell presented to the city on August 28, 1965 by the Baltimore and Ohio Railroad commemorating Brunswick’s 75th anniversary. The park promotes reflection and observation of the railroad tracks and the historic W.B. Tower for which the Brunswick Railroad Museum currently has a campaign to save from demolition (Figure 35).¹⁹

¹⁷ “Brunswick Railroad View Park: A Proposed Tourism and Improvement Project for a public park in Brunswick, Maryland,” brochure, Brunswick Area Transportation Tourism and Safety, Inc., Brunswick Railroad Museum, Brunswick, Md.

¹⁸ “Brunswick Railroad View Park: A Proposed Tourism and Improvement Project for a public park in Brunswick, Maryland,” brochure, Brunswick Area Transportation Tourism and Safety, Inc., Brunswick Railroad Museum, Brunswick, Md.

¹⁹ Brunswick Railroad Museum, “Save the WB Tower,” *Brunswick Railroad Museum* http://brrm.net/?page_id=263 (accessed December 31, 2012).



Figure 36. W.B. Tower as seen from Railroad View Park.

Another park near the railroad tracks and located next to the railroad station is the Railroad Square Park. This park is meant for observation as there is a square platform with benches to allow visitors or residents to watch the trains glide through the city. The park's primary purpose is to remember lives lost in a horrible train accident that occurred in 1996. The park has a bell in a case much like that in the Railroad View Park, but it also has two stone monuments dedicated to lives lost in the accident. The park is meant as a monument to aid in the healing process of the community.

On Potomac Street, which runs through the main business portion of the city, the Square Corner Park is meant specifically for recreation and community activities, but continues the emphasis the city places on its railroad heritage. A large mural on the side of a brick building which borders the park shows major themes in the city's entire history (Figure 36). Muralist Philip E. Aldinger and designer Shirley Fetchko completed the Brunswick Mural Project in 1998, sponsored by the City of Brunswick Economic Development commission, local sponsors from the community, and a grant given by the Frederick Arts Council and Maryland State Arts Council. Included in the mural is its

founding year in 1787, referencing the beginning of European settlement in the area rather than the date of incorporation of the city of Brunswick in 1890. A couple of images reference Brunswick's early history including a canal boat on the canal and a cannon from the Civil War. The rest of the mural is a montage of railroad-related images from a steam locomotive to the large roundhouse that used to be located at Brunswick, the W.B. tower, and the red railroad station. Other smaller images showcase baseball, parts of the city landscape and a sledding hill. The mural, meant to represent the city and to be reminiscent of Brunswick's history, highlights the emphasis the city places on its railroad heritage. In addition to the mural, the park also includes an old railroad signal light as a decorative feature. While the establishment of organizations that revolved around the city's history and celebration Brunswick's railroad heritage began in the 1970s, the Square Corner Park's mural painted in 1998 serves as a continuation of the city's goal.²⁰



**Figure 37. Mural in Square Corner Park, Brunswick, Maryland
Brunswick Main Street, “Revitalizaing the Heart of the Community Brunswick
Maryland,” *Brunswick Main Street*, <http://www.brunswickmainstreet.org/> (accessed
December 31, 2012).**

²⁰ “Brunswick Mural Project,” plaque, 1998, Square Corner Park, Brunswick, Maryland; Brunswick History Commission, 42.

A few blocks west of the Square Corner Park is the bridge that crosses the Potomac River linking the Virginia shore to the center of Brunswick. The bridge crosses over Potomac Street with one of the bridge's piers located along the sidewalk that borders the street. On this pier facing the street is another mural that represents the railroad heritage of the city (Figure 37). The image includes a man and woman dressed in turn of the twentieth century clothing, an early automobile, a characteristic brick building similar to the main brick structures on Potomac Street, and a steam engine whose smoke contains the statement, "The Future of Brunswick is Rooted Deeply in Our Past." In its parks, playgrounds, memorials and murals, the landscape of Brunswick reinforces the city's goals to celebrate its railroad heritage. These features are supplemented with parades and programs such as the Brunswick Railroad Days, a festival that began in 1983 and occurs in October of every year to celebrate Brunswick's history, the railroad, and the arts and entertainment of the community. Brunswick High School's sports teams are called the Railroaders, referenced by the caboose that sits in front of the school (Figure 38). Even the city hall sign references the city's railroad industry (Figure 39). Since the 1970s, the city of Brunswick made strides to celebrate its railroad history and promote tourism with that heritage by adorning the city landscape with images and references to the railroad industry. After the decline of the railroad which took jobs away from the city and caused the population to decline as well, the efforts to bring tourists to the city by embracing its railroad heritage caused the city to reference the railroad in many aspects of the community.²¹

²¹ "Brunswick Railroad Days," City of Brunswick Maryland, <http://www.brunswickMd.gov/wp-content/uploads/2012/04/2012-RR-Days-VendorPacket-FINAL8312.pdf> (accessed December 31, 2012).



Figure 38. Mural under the concrete bridge.



Figure 39. Caboose situated in front of Brunswick High School whose mascot is the Railroaders



Figure 40. City Hall sign for Brunswick, Maryland and the seal found on the City of Brunswick, Maryland's website.

While the majority of the landscape showcases the city's focus on its railroad heritage, other memorials, monuments and parks not related to the railroad, though few in number, show the other aspects of life city residents believe to be important. Across the street from the mural on the bridge pier is a small garden park with the old Brunswick High School sign from 1928 (Figure 40). There is a smaller sign located in front of the old High School sign set up by the BHS Alumni Association in memory of two former presidents of that association. Several people in the Brunswick community saw the second Brunswick High School structure as one of the city's landmarks. Its location on the hill above the rest of town made it a focal point for anyone traveling across the bridge from Virginia or driving through the city. Bill Cauley, Brunswick Correspondent for *The News*, a newspaper of Frederick, Maryland, wrote in 1976:

For the past 63 years, when any one crossed the Potomac River from Virginia to Maryland, he could look across to Brunswick and see, atop the Sandy Hook Hill, old Brunswick High School standing strong and mighty.

But, now, when one crosses the bridge into Brunswick, the view of the old high school is no longer there. Recently, the construction firm of Lewis Keeney and Company completed the demolition of the old school.

Now, on the lot where education flowed from 1913 to 1965 stands dirt and soil where grass seed is to be sowed.

The demolition of the old school has been an issue of the Brunswick Town Council and the town for the past 11 years.²²

Residents of the town had fond memories of the school, enough that when the structure no longer served the city for educational purposes, citizens suggested repurposing the structure into apartments or for other uses for many years. Nothing became of the structure and it was condemned due to lack of use and vandalism. The demolition of the school became necessary for the city, and though many residents felt disappointed in the destruction of the school, the sign now in the park on Potomac Street is a piece of the former city landmark that has been preserved and remembered.²³



Figure 41. Old Brunswick High School Sign Park.

²² Bill Cauley, "Old Brunswick High finally came "tumbling down," *The News* (Frederick, Md.), July 1, 1976.

²³ Bill Cauley, "Old Brunswick High finally came "tumbling down," *The News* (Frederick, Md.), July 1, 1976; Brunswick History Commission, 181, 190.

Directly north of the Brunswick City Park area, and just northeast of the former East Brunswick School is Gum Spring. In 1955 the Mayor and town council of Brunswick placed a historic marker for the spring with a portion of a poem written by a Brunswick Rev. Luther Martin which stated:

I'm going back to Brunswick
 Like a bird upon the wing
 I'll dart down in the hollow
 Take a drink at old GUM SPRING
 And I'll think of living water
 That the FATHER gave of old
 He whose thoughts were highest wisdom
 He whose words were beaten gold.²⁴

The spring served as a water source for the city, as “recollections of the 1890 East End School bring visions of students carrying water from the old Gum Spring to the classroom.”²⁵ The proximity of the spring to where the first park, the Brunswick City Park, was established suggests that the park’s location may have been influenced by the existence of the spring. A location near the spring would have been an optimal space to build a park meant to provide a healthy environment, recreational space, and natural landscape in an urban area. City residents used the park for community celebrations and gatherings, so the closer to a fresh water source the better. A newspaper article from *The News* based in Frederick, Maryland suggests that the city park may have been known as the Gum Spring Park within the city as well. An image from the 1955 bridge dedication shows adults and children alike grabbing a glass of water from the spring. Because of Gum Spring’s history in providing water to the nearby school, residents, and park, citizens believed the location important enough for the city to place a marker. Today signs warn people that the water is not suitable to drink, but in the past many people used

²⁵ Brunswick History Commission, 82.

that water for consumption. The marker provides insight into the importance of the spring to the community throughout its history (Figure 41).²⁶



Figure 42. Present-day Gum Spring Monument and image of people drinking from Gum Spring in the 1950s. Second image courtesy of the Frederick County Archives and Research Center.

Another prominent park in Brunswick is Memorial Park found in the middle of “A” Street. Memorial Park has stood on a long strip in the middle of the street since 1921 when some Veterans from the area built a memorial to honor those who fought in World War I. The first monumental piece in this park included a World War I Howitzer Cannon on top of a pedestal made of concrete. During World War II the citizens of Brunswick donated the cannon as scrap metal for the war effort. To replace the donated cannon, the defense department gave Brunswick a M-5 “Jeb Stuart” Tank which is situated on top of a concrete base (Figure 42). Citizens and members of the Brunswick American Legion dedicated the new addition to the park on August 31, 1946. The park today still includes the cannon, with a plaque that explains the history of the park and of

²⁶ *The News* (Frederick, Md.), “Petersville,” May 20, 1896; Brunswick Board of Trade, “Dedication Ceremonies: Brunswick Bridge, July 30, 1955,” program, Frederick County Archives & Research Center, Frederick, Maryland ; Brunswick History Commission, 82.

the tank. In addition a few other monuments are situated on the strip including a sculpture of a helmet supported by a rifle and combat boots with bricks surrounding the monument that list soldiers from Brunswick killed in action during various wars. On the east end of the strip there is also a three-piece monument dedicated to all U.S. Veterans. The City of Brunswick places great emphasis on commemorating the veterans of its community and the nation and holds an annual Veterans Day Parade which attracts a large audience.²⁷



Figure 43. Memorial Park situated in the middle of “A” Street with a WWII tank.

In the past fifty years the City of Brunswick has worked towards rebuilding its community to attract tourists and increase the economy since the railroad’s decline.

²⁷ “Brief History of Brunswick,” *The City of Brunswick Maryland*, <http://www.brunswickMd.gov/history/> (accessed February 24, 2013); “M-5 “Jeb Stuart” Tank” plaque at Memorial Park, Brunswick, Maryland; Rubins, 90-91; “War Trophy is Unveiled At Brunswick,” *The News*, August 31, 1946.

Through the museum, memorials, parks, and parades, Brunswick has created a continuous celebration and public memory of the city's railroad heritage with images of steam locomotives found throughout the city. Brunswick continues to seek ways to revitalize the city through community programs, businesses, and tourist attractions. Brunswick is now a part of the Main Street Maryland organization which is "a non-profit organization with the mission of revitalizing downtown Brunswick as an attractive and lively city center."²⁸ The city has improved its streets, provided more off street parking, built a community garden, and continues as a community to preserve its railroad history.

²⁸ "Main Street," Brunswick Main Street, <http://www.brunswickmainstreet.org/about/main-street> (Accessed, February 24, 2013).

Conclusion

Brunswick's landscape shows a rich history of human interaction with and development of the area. Though the majority of Brunswick's earliest history has disappeared over the years, some of the natural features found in the area provide evidence to why and how humans used the space in its years of early settlement. The natural gaps between the foothills of the Blue Ridge Mountains and the Potomac River influenced human use of the land in current Brunswick. German immigrants crossed the Potomac River at Brunswick through the gaps, settlers used the river for transporting goods, and the C&O canal developed along the Potomac drawing water from the river to develop an easier way to trade. The only physical remains of Brunswick's earliest history include remnants of the C&O canal, street foundations of the early town of Berlin, and ruins of a cemetery that once stood on the outskirts of town, but now are situated in the center.

The expansion of the B&O Railroad altered the use of the land at Brunswick significantly as the railroad company razed most of the early town to place more railroad tracks and shops. As indicated by most of the architecture found within Brunswick today, the B&O railroad's expansion did destroy the early history of Brunswick, but in turn built up an immense community of tall brick business buildings, cookie-cutter residences, and various public structures that served the citizens of the community. It is this second phase of Brunswick's history that has left the most lasting impression on Brunswick's landscape. The town that once encompassed the flat floodplains found closest to the river quickly sprawled up steep hills, creating a city of closely built homes and several dead-end streets. Brunswick's prosperity relied heavily on the B&O

Railroad, and when the use of trains declined after World War II, the city declined with it both economically and physically. A new means of bringing revenue to the city and providing access to jobs to the citizens of Brunswick became the main focus of the city.

Changes to Brunswick's landscape since the 1950s show the efforts of city officials and citizens to revitalize their community. To provide better access to jobs, and to encourage people to come to Brunswick, the city built a large, imposing, concrete bridge in 1955 that replaced the old metal bridge which led people directly across the river to the outer edges of the railroad tracks near the old mills (Figure 43). The concrete bridge, however, led visitors from the Virginia shore, directly over all of the once bustling railroad tracks to the very center of the city. Whether intentionally planned by city developers or not, the way each bridge channeled visitors into the city changed and provides a striking narrative of the city's altered focus. The old bridge led visitors to the railroad, which before World War II had been the main attraction in Brunswick. With the decline of the railroad, the city turned its focus to another industry, tourism, which included the railroads, but also placed greater attention on the city's historic architecture, parks, and local businesses. The concrete bridge of 1955 directed all traffic to the center of the city where these new tourist attractions stood.



Figure 44. The new concrete bridge built in 1955 situated next to the old bridge before the city razed it. Courtesy of the Frederick County Archives and Research Center.

The efforts of Brunswick's citizens to revitalize their city has included the establishment of new parks, improvements to streets, structures, and parking lots, and the encouragement of new businesses. While the railroad decline hurt the economy and population of the city, Brunswick officials and citizens have used their rich railroad heritage to attract visitors to the area. Images of railroads and steam locomotives abound throughout the city on playgrounds, at schools, in murals, and other parks located near the present-day railroad tracks to allow visitors to watch the trains as they go by. The city celebrates its railroad history with the Brunswick Railroad Museum and their annual Railroad Days celebration. These improvements and the imagery that can be found in

Brunswick's landscape show the city's efforts to rebuild their once vibrant city while continuing to celebrate their railroad past.

Brunswick's landscape has changed significantly as the humans who settled the area altered the features of their environment to fit their needs. The changes that took place in Brunswick are representative of larger trends in American history. Layers of alterations similar to those found in Brunswick's landscape can be seen in the environments of a variety of cities throughout the nation. This study of Brunswick's landscape features provides information not only of Brunswick's rich history, but also serves as an example of how landscapes are more than just the environment in which we live, but are sources of information about the people who came before us.

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Photographs taken by Alyssa Fisher

“An old street which was too steep and abandoned in Brunswick, Maryland.” Photo taken by Alyssa Fisher.

“Brunswick City Park pavilion.” Photo taken by Alyssa Fisher.

“Caboose situated in front of Brunswick High School.” Photo taken by Alyssa Fisher.

“City Hall Sign, Brunswick, Maryland.” Photo taken by Alyssa Fisher

“Current remains of Lock 30 in Brunswick, Maryland.” Photos taken by Alyssa Fisher.

“Examples of ornate architecture found in Brunswick, Maryland.” Photos taken by Alyssa Fisher.

“Houses found on the Eastern and Western ends of Brunswick, Maryland.” Photo taken by Alyssa Fisher.

Identical Wood-Frame Dwellings along present day Knoxville Road. Photo taken by Alyssa Fisher.

“Memorial Park in the middle of “A” Street.” Photo taken by Alyssa Fisher.

“Mural under the concrete bridge.” Photo taken by Alyssa Fisher.

“New York Hill Houses.” Photo taken by Alyssa Fisher.

“Old Brunswick High School Sign Park.” Photo taken by Alyssa Fisher.

“Old drug store in present-day.” Photo taken by Alyssa Fisher.

Old J.P. Karn & Bro. Lumber yard and warehouse located on Maryland Ave (2nd Street). Photo taken by Alyssa Fisher.

“Park Heights Cemetery Gate and Concrete Wall Remnants.” Photo taken by Alyssa Fisher.

“People’s National Bank on West Potomac Street (Knoxville Rd). Photo taken by Alyssa Fisher.

Present-day Brunswick Railroad Museum. Photo taken by Alyssa Fisher.

Present-day East Brunswick School and West Brunswick School. Photos taken by Alyssa Fisher.

“Present-day Gum Spring Monument.” Photo taken by Alyssa Fisher.

“Present-day structures which used to be the homes of Harry B. Funk, Dr. Levin West, and Oscar Merriman.” Photos taken by Alyssa Fisher.

“Present-day vacant structure which used to be Victor Kaplon’s store.”
Photo taken by Alyssa Fisher.

Present-day West Potomac Street (Knoxville Road). Photo taken by Alyssa Fisher.

“Structure which once served as the Beth Israel Congregation Synagogue.” Photo taken by Alyssa Fisher.

“Train imagery in various parks throughout Brunswick, Md.” Photos taken by Alyssa Fisher.

Warehouse on Virginia Ave (1st Street). Photos taken by Alyssa Fisher.

“W.B. Tower as seen from Railroad View Park.” Photo taken by Alyssa Fisher.