NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

CARR-1317

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name: Union Bridge

other names/site number: UNION BRIDGE HISTORIC DISTRICT (Preferred)

2. Location

street & number: Broadway, Locust, Whyte, & Bellevue streets — N/A ☐ not for publication

city, town: Union Bridge — N/A ☐ vicinity

state: Maryland code: MD county: Carroll code: 013 zip code: 21791

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☒ private	☐ building(s)	244	26 buildings
☒ public-local	☒ district	6	1 sites
☐ public-State	☐ site	1	structures
☐ public-Federal	☐ structure		objects
	☐ object	251	27 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register: 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official: STATE HISTORIC PRESERVATION OFFICER — Date: 6/30/94

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register. ☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC/single dwelling
COMMERCE/TRADE/department store
TRANSPORTATION/rail related

Current Functions (enter categories from instructions)

DOMESTIC/single dwelling
COMMERCE/TRADE/department store
TRANSPORTATION/rail related

7. Description

Architectural Classification (enter categories from instructions)

LATE VICTORIAN
LATE 19TH AND 20TH CENTURY REVIVALS
LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS

Materials (enter categories from instructions)

foundation STONE
walls BRICK, ALUMINUM, WEATHERBOARD, STUCCO, CONCRETE
roof METAL, SLATE
other WOOD

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

Union Bridge is located on the western border of Carroll County, approximately one quarter mile east of the border with Frederick County. It is about 3½ miles southwest of Uniontown and roughly 4 miles northwest of New Windsor. The bulk of the town is situated on the peak and flanks of a low hill just south of the Little Pike Creek. The street plan is based on a grid with Main Street (Route 75) as the spine and major north-south artery into town. Locust Street is the major east-west road, providing access to roads northwest, west, southeast, and east of town. The major residential streets are Broadway, which runs east-west and is north of Locust Street, and Benedum, Farquhar, and Lightner Streets. The last three are north-south streets east of Main Street. The northern end of Main Street is predominantly commercial, with a few scattered residences, while the southern end of Main is primarily residential, with some businesses. Main Street extends north of Little Pipe Creek, and is part of the historic development of the town, but is isolated from the bulk of the town by the flood plain along the creek. The rest of the town is surrounded by farm fields and wood lots.

[X] See continuation sheet No. 1
For GENERAL DESCRIPTION

8. Statement of Significance CARR-1317

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
ARCHITECTURE	1846-1941	1862
COMMERCE		1902
		1910

Cultural Affiliation: N/A

Significant Person: N/A

Architect/Builder: Wolfe, Joseph; Gott, Jackson; Furney & Morningstar

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

Union Bridge is a small piedmont village in western Carroll County, Maryland, which serves the area as a market center. The district records the history and growth of the community. Originally at the confluence of several farms, it developed slowly in the early nineteenth century around Main Street. Probably none of the earliest structures survive. Larger scale development attempts began in 1846 when Joseph Moore plotted and began to sell fifteen lots on Main Street. Typical of piedmont towns, development was concentrated on one street. There was little building in Union Bridge until the opening of the Western Maryland Railroad in 1862. The railroad, which originally ran from Baltimore only to Union Bridge, built its shops here and later expanded westward. It was the railroad that spurred the great growth that resulted in the evolution of Union Bridge into a grid plan. It also led to the rise of a true village, with residential, commercial and industrial areas as well as cultural institutions like churches. The greatest growth occurred in the 1880's. The buildings constructed were generally free-standing brick or frame structures that employed traditional Carroll County building forms, with the influence of some national trends. Joseph Wolfe and Furney and Morningstar were responsible for much of the construction, and probably in most cases for the design, of the buildings. The district is also important for the architectural character of its buildings, which reflect rural conservative versions of the major styles of the nineteenth and twentieth centuries.

☒ See continuation sheet No. 21
For HISTORIC CONTEXT and MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN data.

9. Major Bibliographical References

CARR-1317

See footnotes, Section 8

land Inventory of Historic Properties, Carroll County, Maryland Historical Trust, Crownsville, Maryland.

☐ See continuation sheet

Previous documentation on file (NPS):
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:
- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Specify repository: Historical Society of Carroll County

10. Geographical Data

Acreage of property Approximately 100 acres

USGS Quad: Union Bridge, MD

UTM References

	Zone	Easting	Northing
A	18	357450	4382240
B	18	357420	4381290
C	18	357350	4381460
D	18	357380	4382280

☐ See continuation sheet

Verbal Boundary Description

The boundaries are delineated on the Resource Sketch Map

☐ See continuation sheet

Boundary Justification

☒ See continuation sheet No. 80

11. Form Prepared By

name/title Kenneth M. Short, Historic Planner

organization Carroll County Department of Planning date December 1992

street & number 225 North Center Street telephone (410) 876-4544

city or town Westminster state Maryland zip code 21157

GENERAL DESCRIPTION:

Union Bridge is located on the western border of Carroll County, approximately one quarter mile east of the border with Frederick County. It is about 3½ miles southwest of Uniontown and roughly 4 miles northwest of New Windsor. The bulk of the town is situated on the peak and flanks of a low hill just south of the Little Pike Creek. The street plan is based on a grid with Main Street (Route 75) as the spine and major north-south artery into town. Locust Street is the major east-west road, providing access to roads northwest, west, southeast, and east of town. The major residential streets are Broadway, which runs east-west and is north of Locust Street, and Benedum, Farquhar, and Lightner Streets. The last three are north-south streets east of Main Street. The northern end of Main Street is predominantly commercial, with a few scattered residences, while the southern end of Main is primarily residential, with some businesses. Main Street extends north of Little Pipe Creek, and is part of the historic development of the town, but is isolated from the bulk of the town by the flood plain along the creek. The rest of the town is surrounded by farm fields and wood lots.

One of Union Bridge's strengths in regard to historic architecture is the great example it provices of the vernacular concept of variety within tradition. Where the overall forms may remain immutable for many decades, the great number of choices available in detail make for a more complex and interesting townscape. These details tend to be superficial, so this description is organized according to the forms.

By far, the most common house plan type found in Union Bridge is the two-story, three-bay wide by two-bay deep, gable roof house with a central entrance. These were built in Union Bridge from c. 1860 to probably 1910. This is a traditional plan to which different stylistic details are applied, including classical and gothic motifs, but it would be inaccurate to describe one such house as neo-classical or Greek Revival and an almost identical one as Gothic Revival. Most have at least one rear wing or "ell," either built with the house or added later, to expand the living space. Approximately twenty-one percent of the houses within the historic district are of this type. The majority are frame houses. Most retain their standing-seam metal roofs but have been covered with aluminum siding. Original siding that survives includes German siding at 139 West Broadway, 116 East Broadway, 102 South Main Street, 101 East Locust St. and several locations on North and South Benedum. Several houses of this type are of brick. Those at 2 North Farquhar Street, 37 West Broadway, 21 North Main Street and 3, 9, 103, and 106 South Main Street are of all-stretcher bond on the front facade, while that at 201 East Elger

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Street has 6-1 common bond. The house at 10 South Whyte Street has 8-, 9-, and 10-1 common bond. Decorative brickwork is rare, one exception being the panel and band of dogtooth brick in the gable of 2 North Farquhar Street. Several brick houses retain evidence of striping, Including that at 106 South Main Street, which is now mostly covered by later paint. One structure, at 25 South Main Street, is built of rubble stone stuccoed and scored to look like ashlar. That at 101 South Main Street is wood frame, with rusticated wood block siding and quoins that imitate stone. The rear elevation of this house, however, has decorative-cut wood shingles.

Most of this house type is built on rubble stone foundations. Virtually every house has a one-story porch on the front, the majority being three bays wide but a large number are centered one bay porches. These include houses at 13, 21, 30, 132 and 141 West Broadway, 13 and 25 South Main Street, 45 North Main St., and 4 South Whyte Street. The porch at 10 North Benedum is unique, being closer to two-bays wide and set between the inner edges of the end windows. While shed roofs predominate, half-hip roofs are not uncommon for either size of porch. They can be found at 202 and 208 East Elger Street, 101 East Locust Street, 8 and 25 South Main Street, 45 North Main Street, 10 South Whyte Street, and 17 West Broadway. The porch on 2 North Farquhar Street is a unique later addition in that it has a gable roof, with the gable end toward the street, and a segmentally-arched ceiling. It rests on battered posts. One of the porches on 110 West Locust Street also has a gable roof. Only the porch at 3 South Main Street has a flat roof. The porch was one focal point for the diversity of architectural treatment. Some porches have square posts such as at 4 South Whyte Street, though many of these may be recent replacements. The large square posts at 4 North Benedum, however, seem to be original or at least early. Most porch posts have a more ornamental effect, such as chamfers at 8 South Main, or the chamfered posts with bolection mouldings on each face found at 3 South Benedum. The columns on 132 West Broadway are "L"-shaped in plan, but have cut-outs in the center of both faces for decorative treatment. The porch on 6 South Benedum has paired square posts with a jigsawn infill between them. Tuscan columns can be found at 10 South Whyte Street, 202 and 208 East Elger, 101 East Locust and 2 North Benedum. The latter are set on a rock-faced concrete block foundation and porch piers. The porch on 32 North Main Street has paired Tuscan columns. Octagonal columns can be found on the porch at 33 West Broadway, and similar ones, set on square, chamfered piers, support the porches at 9, 101, and 103 South Main Street. Those at 9 South Main have jigsawn trim applied to a vernacular interpretation of cushion capitals, in wood. A rare set of Corinthian columns is at 19 North Main Street. Perhaps most popular were the turned columns, used at 17 and 102 South Main

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Street, 110 and 112 West Locust, 10 and 12 North Benedum, and 8 South Farquhar. Several houses have had wrap-around porches added in the 1910's-30's, such as those at 20 West Broadway and 223 East Broadway. These invariably have brick piers that support battered wood posts. Many porches seem never to have had balustrades. Most of the balustrades that survive have vertical, square-in-plan balusters above a horizontal board rail, a form common throughout Carroll County. This can be found, for example, at 132 West Broadway and 112 West Locust Street. Flat, jigsawn balusters are also common and can be seen at 6 South Benedum. The house at 3 South Benedum has an infill of German siding between the posts. A similar effect can be seen at 2 North Benedum Street, where the infill is wood shingles with clipped corners. Perhaps the most unique treatment is at 4 North Benedum, which has Eastlake or Stick Style influenced balusters with an "X" pattern in the center. The cornice of this porch has sawn brackets, which are common on a number of porches throughout Union Bridge. More important to note is that all the decorative detail of this house is located on the porch, which is clearly the focal point of the front facade. Other porches, too, have the majority of decorative details, such as the sawn brackets and dentils on 17 South Main street, or the sawn brackets at 100 and 112 West Locust Street, 4 South Whyte Street, 33 West Broadway and 8 South Main Street. Porches at both 101 and 103 South Main Street have jigsawn aprons to go with the sawn brackets. The porch at 6 South Benedum has jigsawn brackets and apron to complement the jigsawn infill between the posts noted earlier. At 25 South Main Street, the porch has very plain, flat, sawn balusters, yet the brackets and apron show an Eastlake influence with a pattern of "X"'s.

Doors are also another obvious focal point. Because of this, they are also often modernized at some point in their history. The four-panel wood doors at 8 South Main Street and 223 East Broadway probably represent the common early treatment found on these houses. More decorative is the four-panel door with semi-circular top panels on 132 West Broadway. Some doors are glazed, such as that at 101 East Locust Street and 116 East Broadway, with one large light above two panels, or the similar, though more decorative treatment at 102 South Main Street that has one large light over two octagonal panels with bolection mouldings. Doors are also found with two lights over two panels, at 2 North Farquhar. Even more elegant for its time are the double doors at 33 West Broadway with their semi-circular glazed top panels or the segmentally-arched double doors at 103 South Main Street, which have one light over one panel in each half. Another technique of glazing doors is the use of Queen Anne muntins, to be seen at 8 South Farquhar Street and 13 South Main Street. Lighting was obviously important, and virtually every house had a transom of one, two, three, or four lights, though some have been covered over more recently. Most transoms have a flat top rail, but that at 33 West Broadway

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is segmentally-arched. While most transoms have standard muntins, a few, such as 102 South Main Street, are decoratively cut to create two oval lights. Door surrounds also have some variety of decorative treatment, including bolection moulded surrounds at 33 West Broadway, 9, 101, 103, and 106 South Main Street and 3 and 6 South Benedum, and a denticulated cornice above the door at 223 East Broadway and 132 West Broadway. The door surround at 2 North Farquhar has pilasters and a cornice. One of the most embellished, at 32 North Main Street, has a panelled pilaster surround with a full cornice above. While transoms are very common, sidelights are quite rare. One example, since covered over, is at 19 North Main Street.

Windows can be found with 1/1 sash (18 and 20 West Broadway), 2/1 sash (101 East Locust Street), 2/2 sash (116 and 223 East Broadway, 110 West Locust Street), 101 and 103 South Main Street, 45 North Main Street, 33 West Broadway, 4/4 sash (6 South Benedum and 132 West Broadway), 6/1 sash (19 West Broadway), 6/6 sash (19 and 32 North Main Street, 102 South Main Street), or a combination (8 South Main Street, with 6/9 on the first story and 6/6 on the second.) There are a few instances of decorative treatment over the windows. One of the simplest is segmentally-arched openings, most often found in brick structures such as 33 West Broadway, and 9 and 103 South Main Street, but also in the frame house at 101 South Main Street, with its rusticated wood block siding. Perhaps the most common treatment for Carroll County is wood lintels, but they are found in Union Bridge only rarely, such as at 20 West Broadway. Those at 102 South Main Street have gabled surrounds. The first-story windows on 132 West Broadway have an ogee cornice with dentils and end blocks that match the cornice over the door, while the second story has just the ogee cornice. The cornices on 13 South Main Street have scrolls and dentils on the first story and brackets and dentils on the second. The windows at 32 North Main Street also have cornices. Sills are invariably of wood, regardless of wall construction. One exception is the brick house at 3 South Main Street, which has brownstone sills.

The roof cornices on most of these center-entrance plan houses have returns. Simple box cornices are common, some of which, such as 103 South Main Street, have ogee-bed moulds. Also common are bracketed cornices like those at 2 North Farquhar and 33 West Broadway, and bracketed and denticulated cornices such as at 132 West Broadway. Cornices with scrolls can be found at 6 South Benedum Street. The cornice at 19 South Benedum has small brackets with drop pendants. Several cornices have panelled soffits, such as those at 32 North Main Street and 106 and 9 South Main Street, the latter of which also has a bed mould and scrolls. These plan houses strictly employ internal brick chimneys, in some cases on one end only (116 East

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Broadway), in many cases on both ends (2 North Farquhar, 8 and 25 South Main Street, 132 West Broadway, 4 North Benedum), and in a notable instance (3 South Benedum), a pair of brick chimneys at one gable end with three at the opposite end.

There are many variations to the basic three-bay, center entrance plan to be found in Union Bridge. By far the most common is the central gable. Almost one-third of the houses of this plan type have one. It is certainly a ubiquitous form in the Mid-Atlantic region, often found on the I-house, but here, as in most of Carroll County, it seems to have been picked up as a decorative addition to the traditional three-room-plan and double-pile houses. This gable was naturally another focal point for ornamental treatment. There is always a window in the gable, and it is usually of a unique shape or design. Semi-circular arched windows can be found at 2 North Farquhar and 9 and 101 South Main Streets. There is a lancet window at 19 North Main Street and a lunette at 106 South Main Street. Perhaps the most decorative treatment is the oculus with cloverleaf pattern muntins found at 2 North Benedum Street, 21 South Benedum Street and 103 South Main Street. Several gables retain their jigsawn bargeboards with drop pendant, including those at 2 North Farquhar, 33 West Broadway, and 9 South Main Street.

Gables figure in a few other houses, but with more unique variants. Both 18 and 20 West Broadway have gables over the end bays of the front facade. These gables are narrower than the more typical central gable. Perhaps the most unique use of gables in Union Bridge is that at 23 West Broadway. At first glance, this stretcher bond brick house seems far removed from the typical three-bay, center-entrance plan, yet the core of the house is just that. It has a hip roof with decorative-cut slate and a lantern at the peak. This lantern has gables on all four elevations, with two narrow, semi-circular-arched lights below. There is a central gable on all four elevations of the house, and two smaller gables on the end bays of the front facade, similar to those at 18 and 20 West Broadway. These end gables are placed above two-story brick bay windows.

Bay windows are another common variation to the basic center-entrance house block. Most commonly they are found on one gable end, and are sometimes one story (3 South Main Street, 1 South Farquhar) but more often are two stories (21 and 33 West Broadway, 2 North Benedum). On other occasions, the bays are added to the front, such as that on the second story of 8 West Broadway, or the two-story frame bay on the west bay of the south elevation of 20 West Broadway. The house at 6 West Broadway has a similar treatment in brick that is apparently a later addition and shows just how much variety can be had with a traditional plan

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when popular design motifs, such as the bays and turrets that were current in the late nineteenth century, are introduced into a community.

This is most evident with the house at 5 East Broadway, which faces south. It has a slate mansard roof with several rows of decoratively-cut slates, a projecting center-bay tower of three stories, and a two-story porch. These elements tend to be high style and camouflage the truly local character of the bulk of the building beneath. The porch has chamfered columns and jigsawn brackets and drop pendants on the first story (with no balustrade) and turned posts with jigsawn scrolls and a shingle-covered balustrade on the second story. There is a flat roof on the porch. The siding is rusticated wood block with quoins, similar to 101 South Main Street. There is a two-story bay on the west elevation. The center entrance has side lights and a transom that has been altered. The door has two large panels over four square panels, and the surround has a bolection moulding. The segmentally-arched windows have 2/4 sash on the first story and 2/2 on the second. There is a bracketed cornice. Formerly, there was iron cresting on the roof, now stored in the basement, and a conservatory on the east, now expanded and enclosed within later additions that have siding that matches the original. There was also a side entrance to an office on the east at one time. Virtually every detail of the house, then, can be found on other structures throughout Union Bridge, yet the addition of the mansard and central tower give this structure some additional pretensions that most three-bay, center-entrance plan houses did not have.

Several other variations are of note. The houses at 101 South Main Street, 32 North Main Street, and 33 West Broadway are all corner houses with rear ells that have a major side entrance that was probably for a professionals' office. The doors, surrounds, and one-bay porches in each instance are identical in detail and quality of finish to those on the front facade. The building at 101 South Main also has a two-story wing in the southeast corner with a hip roof that makes the wing appear to be a turret, except that the walls of the wing do not project beyond the plane of the walls of the house. Presumably, this was an addition in the crook of the ell, and therefore received its own roof. At 5 South Farquhar, the center bay entrance is actually off center. That at 223 East Broadway has a one-bay "Beverly jog" set back from the front facade. The house at 6 South Main Street is the only one of this type to have a third story. It is reduced in height and has 3/3 sash instead of the 6/6 found on the first two stories. The property at 110 West Locust Street is actually two three-bay, center entrance plan houses, one of which was either added to or moved up against the other to expand the structure.

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A final variant of this plan, it could be considered, is the five-bay, center-entrance house. In reality, it is only the three-bay plan expanded to make it larger, and as expected, there are few of them. Not all the wealthy built five-bay plans, but, it seems, only the wealthy did. The scale, proportions, materials, and details of these structures all correspond closely to the smaller, three-bay model, but most of them have the central gable. Typical of these buildings is the Joseph Moore house located at the west end of Broadway. It faces east, down the middle of the street, which dead-ends at the front yard. Its siting, perhaps more than any other building in Union Bridge, was carefully considered to convey to the entire town the importance of its owner. The house is built of stretcher bond brick, with a central gable that has stick-work. There are 2/2 sash and a three-bay glazed porch with a projecting central porte cochere on Tuscan columns. There is also a two-story bay on the south elevation.

The houses at 1 and 5 South Benedum Street, 11 West Broadway, and 8-10 North Main Street are also of stretcher bond, while 11 South Main Street has German siding. The one-bay porch at 1 South Benedum has Tuscan columns and a cornice with block modillions. The porch at 5 South Benedum is three bays, with the center bay projecting, while the porch at 11 West Broadway is five bays, with turned balusters and turned spindles in the apron, and jigsawn brackets in the cornice. The porch at 8-10 North Main Street has been altered, but retains its paired, turned posts and its cornice with modillions between brackets. Several porches with battered wood posts on brick piers survive, too.

The six-panel door at 1 South Benedum has a fanlight and sidelights. That at 8-10 North Main Street has a one-light over two-panel door, a one-light transom, and a wood surround with cornice. The soffit and jambs are panelled, which is unusual for Union Bridge. The surround at 11 South Main Street has square, engaged columns with chamfers, a four-light transom, and double doors with glazed top panels. There is a panelled pilaster surround with a dentil cornice and transom on the center entrance of 26 North Main Street. The cornice at 1 South Benedum is bracketed, while that at 8-10 North Main Street is bracketed, with a panelled soffit.

The five-bay-plan houses have variations, as well. That at 8-10 North Main Street is a three-story house. The second story of 26 North Main Street has only four bays, with two windows in the center. There are a number of bay windows attached to 11 South Main Street, including a two-story bay in the front (west) facade, a one-story bay on the south, and a two-story rounded bay with vertical, beaded-edge siding. The whole house is actually an adaptation of the five-bay plan, with a window and door crammed into the first (north) bay. The brick

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house at 11 West Broadway was originally a side-passage plan house to which a two-story bay window was added in the two west bays. The alteration is comparable to the treatment of the three-bay house at 6 West Broadway. The bay is topped by a gable with a semi-circular 1/1 sash.

Just as 5 East Broadway was an attempt to transcend its three-bay vernacular roots with a wealth of detail inspired by national trends, the brick structure at 5 South Benedum Street is a comparable attempt in a five-bay plan. The windows are segmentally-arched, 2/2 sash with wood sills. It has a narrow projecting center bay which is topped by a central gable. Like the Broadway house, it has a bracketed cornice and a mansard roof. The central gable is flanked by pedimented dormers with jigsawn bargeboards and segmentally-arched 2/2 sash. The porch is only three bays, but it projects in the center bay to mirror the projection in the house. Unfortunately, the porch details are now missing. The entrance has sidelights filled with panels, a boarded-over, segmentally-arched transom, and a door with nine lights above a lying panel, with one larger square panel at the bottom. The door surround is of raised panels. Above this, in the second story, is a 2/4 sash covered by a canopy that has a jigsawn apron and drop pendants at the corners. The central gable has an ogee-arched four-light sash and jigsawn bargeboards with a drop pendant in the center.

There is another, unrelated, three-bay house plan, that with a side passage, which is almost as common as three-bay, central entrance houses with central gables. While in plan and function these buildings are different, the details are very much the same as the central entrance house. Since the same craftsmen were probably working on them all, this is not surprising. These houses are invariably two stories, with a gable roof. The jerkinhead gable roof of standing seam metal at 32 South Main Street is very unique for Union Bridge. Only one side-passage plan house, at 16 West Broadway, is three-stories in height. This house, like those at 145 West Broadway, 114 East Broadway, 20 South Whyte, and 32 and 114 South Main Street, is of all-stretcher brick bond construction. The brick on 20 South Whyte Street was originally striped. Most of these houses, though, are frame and are now covered with asbestos shingles or aluminum siding. One example, at 16 South Benedum Street, has rusticated wood block siding and quoins in imitation of ashlar.

Not all of these houses have porches, but of those that do, the two-bay porch seems almost as popular as a three-bay porch, while one-bay porches are rare. Two-bay porches can be found, for example, at 16 South Benedum, 35 North Main Street, 36 South Main Street and

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145 West Broadway. Three-bay porches are at 112 East Broadway, 16 West Broadway, 20 South Whyte Street, and 23 South Main Street, among others. Regardless of size, the porch details are familiar. The hip-roofed porch at 35 North Main Street has three chamfered posts. Those at 23 and 114 South Main Street have turned posts and sawn brackets. The posts at 16 South Benedum are so deeply chamfered as to be octagonal in plan for most of their height. They rest on chamfered square piers that have two applied bolection mouldings on each face. "L"-shaped posts with the center of each face cut out are used at 16 West Broadway in conjunction with brackets and turned balusters. There were formerly dentils between the brackets in the cornice. One of the most ornate porches in Union Bridge is on the side-passage-plan house at 145 West Broadway. It has thin, paired posts with jigsawn filigree between them at top and bottom, along with jigsawn scrolls and similar wood filigree in the apron. The balusters are plain, square, vertical wood pieces placed close together.

Bolection moulded surrounds are popular for the doors of side passage plan houses, too, and can be found at 16 West Broadway, and 16 and 18 South Benedum. The surround at 145 West Broadway has raised panels. The latter also has dentils. Transoms of one, two, or three lights are also common. One house, at 35 North Main Street, has sidelights. Doors include four panels (20 South Whyte Street), one light over two panels (32 South Main Street), the slightly more decorative one light over two octagonal panels (16 South Benedum), and one light above two square panels, with two lying panels at the bottom (18 South Benedum). Not surprisingly for the narrower side-passage plans, there are no examples of double doors. Windows are mostly 2/2 sash (16 South Benedum Street, 114 East Broadway, and 36 and 108 South Main Street), but also are of 4/4 (32 South Main Street), and 6/6 sash (112 East Broadway). There are 2/4 sash on the first story and 2/2 on the second at 16 West Broadway. Those in the brick house at 145 South Main are segmentally-arched, while most have jack arches. The most decorative are those at 16 South Benedum, which have lintels with jigsawn cartouches.

Once again, one can find plain boxed cornices (32 South Main Street and 16 West Broadway), those with a fascia and bed mould (23 South Main Street), and bracketed cornices such as at 145 West Broadway. The latter has an off-center, interior brick chimney, but most houses of this plan type have an internal brick chimney centered on the gable end opposite the side with the passage. Only one house, that with the jerkinhead roof at 32 South Main Street, has any dormers. In this case, it is a hipped-roof central dormer with a pair of 4/4 sash and wood shingled sides. Several houses have a central gable, including 16 South Benedum and 114

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South Main, which has a semi-circular 1/1 sash in the gable. If it seems odd to find a central gable on a side passage plan, it simply illustrates the point made earlier that this was considered another decorative element to add to a traditional vernacular house plan rather than an integral part of a plan such as the I-house that was foreign to builders in Union Bridge, and indeed all of Carroll County.

Side-passage plan houses were not immune from additions and alterations that attempted to transform them. An octagonal wing with 9/1 Queen Anne sash was added to the house at 16 South Benedum at an unknown date to create a more stylistically modern home. The Queen Anne influences at work here will be dealt with further on. The house at 35 North Main Street had a two-bay, two-story addition (at 33 North Main Street). The house at 34 South Main Street appears to have been a three-bay, side-passage house with a two-bay addition that created a not-quite-symmetrical five-bay, center-entrance plan. As a result of its slight asymmetry, it has an off-center central gable with a cloverleaf-pattern lunette and a drop pendant in the gable. The owner was apparently unsure of what type of building he wanted and ended by mixing his metaphors when he placed a second door adjacent to the central entrance in the first story, much like a "Pennsylvania Farmhouse" plan.

There were sufficient examples of Pennsylvania Farmhouse plan structures throughout Union Bridge to influence this owner's choices when he remodeled. The "Pennsylvania Farmhouse" plan structures are generally two stories tall and four-bays wide, with two entrances in the center bays of the first story. Some of these are very likely of log construction, but this could not be conclusively determined for any of the structures in Union Bridge. Most are now covered with aluminum siding, though that at 7-11 South Benedum retains its German siding. Several houses are built of all-stretcher bond brick (4 South Main Street, 11 and 12 South Farquhar) and could also be log structures encased in brick. The house at 10 South Farquhar is constructed of 6-1 common bond brick. There are two typical variants of this plan. Some have four windows on the second story, while others, such as at 2 South Benedum and 3 South Farquhar have windows in the end bays only. The latter arrangement is more likely to be encountered with log construction. The houses at 11 South Farquhar and 43 North Main Street are unique in that they have three windows on the second.

Like the other house plans, the details found on "Pennsylvania Farmhouse" plans tend to be the standard ones available. Most have porches, with two-bay and four-bay variations predominating. The former can be found at 12 South Farquhar and 37 North Main Street, and

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have chamfered posts. Tuscan columns (2 South Benedum) and turned posts (38-40 South Main Street) can also be found. There is also an example of posts with the center of the face cut out to create the appearance of a pair of posts, as has been seen elsewhere. The porch at 37 North Main Street has an unusual pediment front, those at 7-9 and 10-12 South Benedum and 38-40 South Main Street have jigsawn brackets, and that at 2 South Benedum has German siding between the columns. There is also a three-bay, hip-roofed porch at 43 North Main Street and a later, wrap-around porch with battered wood posts at 11 South Farquhar.

Bolection moulded surrounds are, of course, common here (11 and 12 South Farquhar, 7-9 South Benedum). A pilaster strip surround is at 4 South Main Street and unusual reeded pilasters, with dentil cornice, surround the door at 10 South Farquhar. The doors at this property are just as unusual, with a large, oval, bevelled glass light over a square panel. There is also a two-light transom with each door. At the opposite end of the spectrum is the four-panel door and one-light transom at 4 South Main Street. Between these two extremes can be found doors with one light over two panels (11 South Farquhar, 2 South Benedum, and 38-40 South Main Street), and one light over three lying panels (43 North Main Street).

There is nothing new under the sun in relation to windows, either. Those on the first story of 43 North Main Street are 1/1 sash, while above there are 6/6 sash. The second story of 37 North Main also has 6/6 sash, while the first has 2/2, and all the sash in 7-9 South Benedum is 6/6. There are 2/2 sash in 4 South Main Street, with brick jack arches. Those at 11 South Farquhar are 2/2 on the second story but 4/4 on the first. Four over four sash can also be found at 2 and 10-12 South Benedum. A bracket cornice can be seen at 4 South Main Street, a scroll cornice at 12 South Farquhar, and a scroll cornice with ogee bed mould at 11 South Farquhar. Most roofs are gable, with standing-seam metal roofing and one or two internal end brick chimneys, such as at 43 North Main. The house at 38-40 South Main Street is unusual in having a brick central chimney. Central gables can be found on this plan type, as with the others. They are at 38-40 South Main Street, 208-210 East Broadway, and 10-12 South Benedum, which has a 5/4 lancet window in the gable. The Broadway house has sawtooth bargeboards in its gable. A pair of pedimented dormers with 6/6 sash are on 37 North Main Street.

An interesting variant on the "Pennsylvania Farmhouse" plan is the four-bay house at 17 South Benedum. There is only one entrance, in the north-center bay, with a semi-circular window in the second story of that bay and a gable with a lunette at the roof level of that bay.

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The strong emphasis placed on a single bay of the four-bay facade shows a distinct outside influence on this traditional house plan. There are at least four examples where the four-bay house was built as a duplex and the two doors were placed on the end instead of in the center. A frame example with 2/2 sash and a four-bay, half-hipped-roof porch is at 6-8 North Benedum. That at 16-18 South Whyte Street is of rock-faced concrete block with decoratively-cut wood shingles on the gable ends and the front dormer. It has 1/1 sash with wood lintels and a four-bay porch with five fluted Doric columns. That at 12-14 East Elger Street is one of the few bank structures in Union Bridge. It is of all-stretcher-bond brick, with a two-bay, commercial addition to the west. Though the function of these couple houses differ, a familiar form was employed with only a change in the location of the doors. The traditional existence of two doors in this house plan may have originally suggested to the builder the ease of converting it to a duplex.

Ell houses from the c. 1890 period are represented in Union Bridge primarily by a group of six examples at 10-20 South Farquhar Street. They are two-story, gable-roofed structures with 6/6 sash and, in several instances, drop pendants at the gable ends. Each house has a one-story porch in the ell, with two doors, one in each inside corner of the ell. Another house form very unusual in Union Bridge is the rowhouse. An example at 18 South Main Street, which probably dates from the same period as the ell houses, is of stretcher-bond brick with a flat roof. It is two-stories high and two bays wide, with 2/2 sash. The paired-bracket cornice with panelled fascia, and the porch cornice with dentils between paired brackets are details common with urban examples, but are also found in Union Bridge houses. The deeply chamfered columns on the one-story front porch and the bolection-molded door surround have already been seen in Union Bridge, but were unusual in urban areas such as Baltimore City at this time. All of the rowhouses are actually free-standing structures.

Queen Anne motifs began to gain influence in Union Bridge in the late 1880's and continued through the 1890's. In many instances these were appended to more traditional forms, as was already described for 16 South Benedum Street. The three-bay, stretcher-bond brick house at 112 South Main Street is similar. Here the entrance bay of the side-passage plan projects, and Queen Anne muntins are used in the windows. Next door at 110 South Main Street a three-bay, side passage plan seems to have been employed with a little greater ingenuity. The northern bay is a hexagonal turret, and the entrance is on the southeast side of this turret. The jerkinhead gable dormer with Queen Anne muntins is centered between the south and central bays. Another example of the side-passage plan "updated" is at 143 West Broadway. Queen

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Anne muntins and Eastlake porch trim have been employed. The clapboard house has the gable facing front (north), and a turret has been appended to the east side. The stretcher-bond brick house at 105 South Main Street uses the same plan. The entrance is into the projecting turret of the north bay of the three-bay structure. This turret, which has clipped corners that make it slightly octagonal, is three stories with a semicircular arched window in the third story. The roof of this house is a "tee" in plan, but the house is all the same width. Each side of the house is actually designed as a very traditional five-bay, center-entrance and center-gable structure.

Several houses are more distinctly Queen Anne in design. That at 115 South Main Street is a clapboarded ell with a hipped-roof entrance tower in the ell. The dormer on this tower has a semi-circular pediment, and there is a shed-roof porch attached to the front of the tower. The porch has three turned posts and Queen Anne or Eastlake balusters. Typically, Queen Anne muntins are employed in the top sash of the windows. Next door, at 113 South Main Street, is a stretcher-bond brick structure dominated by a large, projecting, three-story octagonal tower centered on the west-facing front. There is one bay on each side of the tower, in the two-story block of the house. The north bay has the entrance. The third story of the tower is of frame, with five wood panels flanking each 25/2 sash. The roof is covered with interlocking metal tiles, and the tower is topped with a metal finial. The one-story porch follows the profile of the front of the house. It has square posts with bosses, vertical grooves, and carved brackets. The porch railing is a wood grid with round bosses in the center of each section.

The 2½-story, stretcher-bond brick duplex at 19-21 South Main Street appears at first to be very asymmetrical, but the design of the west elevation is actually controlled by an overall loose symmetry. The structure is eleven bays, with the north and south bays recessed. The three center bays, which have two 1/1 sash to the north and a door with diamond lights and side lights and transom to the south, mark the front plane of the house. North of the center three bays is a three-bay projection with a door centered between 1/1 sash. South of the center three bays is a projecting three-bay tower with a semicircular-arched central sash. The second story matches the first in plan, but has a mixture of different Queen Anne muntins. There is a brick dentil cornice and a gable roof with slate. Above the center three bays is a wide shed dormer with four Queen Anne sash. The three bays to the north have a brick pediment with a pair of Queen Anne sash, and the tower has an octagonal turret roof with a central shed dormer containing a single Queen Anne sash. A brick by the northern door is engraved "J.H. Repp 1890."

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Early twentieth-century trends in housing were prefigured in the building at 23 South Farquhar Street. This is a 1½-story, gabrel-roofed Dutch Colonial that was probably built in the late 1880's. At the same time, late nineteenth-century styles were used at a late date, such as the shingle style house at 4 Lehigh Alley (now covered in aluminum siding). The gable end is set toward the street, with a sash with diamond lights set above a four-bay bow window in the second story and a one-story porch across the front at ground level. Georgian Revival homes are rare in Union Bridge, one being found at 109 South Main Street. This five-bay, center-passage-plan house has a hip roof, two pedimented dormers, and a dentil cornice. The house also retains some more anachronistic details, such as central double doors with etched glass, and turned balusters on the one-story, five-bay porch. This porch also has fluted Corinthian columns and a dentil cornice. Similar to this is the five-bay, center-passage stucco house at 102 East Locust Street. The hip roof has wide eaves with decoratively-cut exposed rafter ends, and the porch wraps around three sides. The center bay of the second story projects in a "V" that holds two narrow windows, one on each side of the "V."

The house at 2 Lehigh Alley faces north and is a stucco structure with interlocking metal tiles on the gable roof. The east bay of the first story has a recessed entrance with a projecting, semi-circular porch supported by Tuscan columns. The porch is topped by a cornice and semi-circular parapet, and has a semi-circular metal awning all the way around it. The stairs are off to the east. Above the parapet is a short blank wall, and a dormer on the roof. The house is only two bays wide, with the west bay topped by a pediment. There are three bungalows in Union Bridge. Each is, naturally, 1½-stories and has a porch across the front. That at 306 East Broadway is frame, while 303 and 313 East Thomas Street are of rock-faced concrete block. Each house is three-bays wide, with a center, or off-center, entrance. The former also has cast concrete composite columns with vermiculated bands.

Perhaps the most popular, but by no means ubiquitous, house type of the early twentieth century in Union Bridge is the four square. They invariably have a hip roof. Most have asphalt shingles now, but at least one has a standing-seam metal roof (304 East Broadway). The frame examples are now covered in aluminum siding, but one four square is stuccoed (202 East Locust Street) and another is built of rock-faced concrete block with some rusticated blocks mixed in on the second story and a row of molded blocks that form a frieze under the eave (116 South Main Street). Typical of this house type, there is a one-story, hipped-roof porch across the front (304 East Broadway, 116 South Main Street, 202 East Locust Street). The porches may be supported by turned posts with turned balusters (317 East Thomas Street), battered wood posts

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on brick piers (304 East Broadway), half-fluted composite columns of cast concrete (116 South Main Street), or of stucco piers with a stucco balustrade wall (202 East Locust Street). The four-squares commonly have a dormer, with a hip-roof and three 1/1 sash (304 East Broadway), or pedimented, with decoratively-cut wood shingles on the sides and a pair of diamond-pane casement windows (116 South Main Street). Windows in the main block of the house are usually 1/1, although one example has a diamond-pane casement in an end first-story bay that is probably a stair hall (202 East Locust Street). The first-story window at 116 South Main Street has a single light sash with a stained glass transom containing a fleur de lis, flanked on each side by a 1/1 sash. Doors are usually set off-center on the first story (314, 318 East Thomas Street, 304 East Broadway, 202 East Locust Street). The house at 301 East Thomas Street is a curious blend of four square and Pennsylvania Farmhouse plan motifs, demonstrating the long reign of traditional design in conservative communities. This building is built of rock-faced concrete block, with a hip-roof, and two bays on the second story. The first story is four bays, with two center entrances, however.

There are also several 1 or 1½-story Cape Cods. They are invariably three bays, with a center entrance, and either 1/1 sash (204 South Penrose Street), 3/1 (304 East Thomas Street), or 6/6 (202 South Penrose Street). Those at 310 East Thomas Street have triple windows in each end bay, each triple having a 4/1 sash between two 3/1 sash. Most of these houses also have aluminum siding, although 316 East Thomas is of clapboard and 304 East Thomas has an all-stretcher bond face brick. The gable roof was common, those at 304 and 310 East Thomas having jerkinheads. There were usually two dormers that matched the other windows in arrangement. Several examples have one-bay porches, such as that at 316 East Thomas Street, with the gable end of the porch roof set to the front, and the jerkinhead gable porch roof supported by two Tuscan columns at 310 East Thomas Street. Perhaps the latest contributing structures are the group of houses at 101-111 South Lightner Street that were probably built as workers housing around World War II. These are five-bay, one-story cottages with standing-seam gable roofs. They are all covered in aluminum siding now. The houses all face west, and the north three bays have 1/1 sash. South of these is a two-bay covered porch set within the block of the house. The front wall of the house is thus recessed here, and has a door in the north bay and a 1/1 sash in the south.

There are a number of houses built with the gable end to the street, but there is no real consistency among them to classify them as a building type. By far the most impressive is that at 20 South Main Street. It is a four-story, four-bay, stretcher-bond brick structure. The gable

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roof is of slight pitch, and there is a box cornice. There is a two-story porch with brick piers below and four chamfered posts on the second story. It also has jigsawn brackets. Both the first and second stories have doors in the end bays. Next door to this house, at 22-24 South Main Street, is a very similar stretcher-bond brick structure of four bays but only two stories. The one-story porch is very similar to that at 20 South Main Street, as is the low pitch gable and box cornice. Of a different nature is the duplex at 4-6 South Farquhar Street. It is six bays wide, the two end bays being recessed, and with a door. This in effect creates two back-to-back ell houses. The two center bays also have doors. The gable end facing the street has a jigsawn drop pendant.

A significant dwelling that does not really fit any of the typical classifications is that at 27 South Main Street. This is a three-story structure of 7-1 common bond brick with a standing-seam metal gable roof. The house faces west and has four bays on the first story, with doors in the south and north-central bays. The second and third stories have 6/6 sash in the end bays only. There is a two-story, wrap-around porch on the west and south elevations that has brick piers, chamfered wood columns and jigsawn scroll brackets. There is a two-story brick wing on the east. It has a standing-seam metal gable roof and projects one-bay south of the main block. This wing has a one-story bay window with stained glass Queen Anne muntins on the south elevation.

Union Bridge has an interesting collection of outbuildings, some of which are of great significance. Behind 1 South Main Street is a brick combination smokehouse and bakehouse with jigsawn bargeboard trim. A similar brick structure can be found behind 32 North Main Street. Bake houses are extremely rare survivals in Carroll County. Behind 33 West Broadway is a collection of connected outbuildings that includes a three-bay, two-story, cantilevered barn with German siding and a one-story wagon shed with vertical board double doors on the end. The most unusual of the outbuildings is probably the board-and-batten stable behind 23 West Broadway. It is two-stories tall, with a cantilevered second story that contains 2/2 lancet windows. The roof has a central gable on the front and rear, with four-light, segmentally-arched windows in each gable. The standing-seam metal gable roof has a central cupola with a segmentally-arched window on each side and a bell-cast roof.

Shop buildings are also scattered throughout the town. A small frame structure with German siding is located behind 17 South Benedum Street. It is one story, with a raised attic, and two doors. One is located on the west gable end, under a pent-roof, and the other is on the

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south. Most significant is the carriage shop of Thomas Russell at 8 South Whyte Street. This two-story frame structure has German siding. The gable end faces east, toward the street, and is one-bay wide, with a large, vertical-board door on rollers on the first story. Above is a pair of doors, each with four lights over two panels. There is a block hoist in the gable end. There is a frame hyphen on the second story of the north elevation that connects the shop to the second story of the house. This house is also set with the gable end to the street, and has German siding, too. It is two-bays wide with 2/2 sash and a door and porch in the south bay. The door has a two-light transom, and two lights above two panels, while the porch has turned posts and jigsawn brackets. These two buildings are currently undergoing renovation.

There are few distinctly commercial or industrial historic structures in Union Bridge. One of the most historically significant is the former Anders and Lightner store at 2 South Main Street. This is a two-story, six-bay wide, stretcher-bond brick building with a standing-seam-metal gable roof. There are 6/6 sash on the second story and a box cornice with elaborate bed mould. The first story is divided into two three-bay-wide storefronts. The northern storefront has fluted pilasters with stylized ionic capitals and a dentil cornice. The center door is new and is flanked by large plate-glass windows on either side. At 11 North Main Street is a two-story brick commercial building with a pressed metal cornice. Beneath the recent wood-shake pent roof is an intact storefront from the late nineteenth century. It has recessed central double doors, each with one light above two lying panels. On either side is a small plate-glass window in the recess and a large plate-glass window even with the building front. Below the glass is a narrow lying panel, and below that two wide lying panels. The windows are framed by fluted pilasters, with rosettes above the fluting.

The recessed center entrance storefront can be found beneath a dentil cornice at 1 West Broadway. This frame building, now used as the town office, is set with the gable end to the street and has a two-story, shed roof addition on the west side, with a separate entrance. The commercial structure at 5-7 West Broadway is a two-story, three-bay square structure with vinyl siding and a hip roof. The north (front) and east elevations each have a central wall dormer and a bracketed cornice. The north elevation has a three-bay, one-story porch with Tuscan columns. This building was probably always commercial, but does not have any storefront windows.

The Southern States grain elevator along the Western Maryland Railroad tracks (now the Maryland Midland Railroad) is a large frame structure from the late nineteenth century, with German siding and a monitor roof. There is a steel-framed hopper south of the structure that

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probably was added after World War II. West of the frame section is a long, three-story brick addition that dates to around 1900. The southern wall of this structure is frame and is open at ground level, with a brick wall recessed about six feet back. Another important industrial structure in the town is the pump house at 104 West Locust Street. This is a one-story, three-bay brick structure of 7-1 common bond. The hip roof is covered with standing-seam metal. It faces south and has a marble plaque with "Union Bridge Water Co. 1904." Added to the west end is a two-bay section that matches the south elevation, and north of this is a two-story, one-bay square, hipped roof tower. The additions were added at the same time and are of 7-1 common bond brick, while the roofs are also of standing-seam metal.

By far the most architecturally significant commercial structure is the former Union Bridge Banking and Trust Company building at 18 North Main Street. This is a three-story, three-bay edifice of stretcher-bond buff brick on a limestone foundation, and was built c. 1899. The building faces west. The recessed center entrance has a new glazed airlock appended to it, but otherwise the exterior retains its original appearance. The center bay has an elliptical arch, with a door with fanlight to the north and a window with semi-circular transom to the south. The center bay of the second story is also recessed, forming a covered balcony, and has a limestone lintel supported by limestone brackets. There is a 1/1 sash on either side of the center bay. Above the second story is a dentil cornice. The third story center bay has four short semi-circular-arched windows, with a pressed metal cornice above and a mansard roof above that. Each end bay has a wall dormer with paired sash, topped by a gable. There is additional stone trim throughout the facade of the building. The interior of the first story has been altered, but the second and third stories contain a single large apartment with details that probably date to the 1930's. The Western Maryland Railroad Station of 1902 is another of the most significant structures in Union Bridge, and is individually listed on the National Register (CARR-13).

The old Town Hall and fire house is located at 10 East Broadway. It is a two-story, stretcher-bond brick building with a gable roof and gable end set facing front (north). The north elevation has a large roll-top door, and to the west a new door with an original, segmentally-arched transom. The second story has three segmentally-arched 2/2 sash and the gable end has a date stone inscribed "Town Hall 1884," with a lunette beneath it. There are two historic churches that are still in use and thus retain most of their original detail. One is the Union Bridge Methodist Protestant Church (now United Methodist) at 7 South Main Street (CARR-1104). This is a three-bay wide by four-bay deep stretcher-bond brick structure with a projecting central bell tower and buttresses with hipped caps at the corners. The center bay has

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segmentally-arched double doors at the ground story, and is flanked by segmentally-arched 1/1 stained glass windows on each side. The upper, or sanctuary, level has a triple lancet window of stained glass in the center, with stained glass lancet windows on each side. There is a corbelled brick raking cornice. There is a date stone in the tower that reads "1882," with a double lancet stained glass window above, a wood box cornice, and a lanceolate wood-louvered vent with slate shingle siding at the top. The tower has a hipped-roof of standing-seam metal topped by a cross.

The other church is St. James Lutheran, at 14 South Benedum. It too is a stretcher-bond brick edifice set with the gable end to the street (east) and is three-bays square. The center bay has a projecting brick porch with a gable, corner brick pilasters, panelled wood double doors, and an elliptically lanceolate fanlight of stained glass. Above the porch is a large lanceolate stained glass window with an inverted teardrop-shaped stained glass window attached to the top. This is a very unusual pattern. Above the window is a circular stone inscribed "St. James." Brick buttresses flank either side of the center bay. There is a corbelled brick cornice along the raking eave. The south bay has a stained glass lancet, and the north bay has a tower that projects on the east and north sides. This tower has a date stone that is carved with "Evangelical Lutheran Church A.D. 1883." It also has a cloverleaf oculus, a wood boxed cornice, a belfry above with decoratively-cut shingles and lancet openings, another wood boxed cornice, and a broached spire with decoratively-cut shingles and a cross at the peak.

One five-bay, center entrance house is distinctly more Italianate than the other five-bay houses. This is the Jesse Anders house at 1 South Main Street. It is built of stretcher-bond brick on the west-facing front and 9-1 common bond on the sides. The building is three stories tall, with a gable roof of standing-seam metal and paired scroll brackets in the cornice. The center bay of the first story west facade has a porch with large, chamfered square posts set on panelled dadoes, and a scroll cornice. The door has a transom and sidelights, and a panelled surround with scrolls at the top. There is also a similar side entrance and porch on the north elevation. Attached to the east is a two-story brick back building. The grounds around the house are encompassed by a wrought-iron fence with cast iron ornament that was made by the Stewart Iron Works Co. of Cincinnati, Ohio.

The Mountain View Cemetery is located at the far southern end of Main Street. It is laid out with an elliptical drive, and has a large evergreen planted in the center. The cemetery dates from the 1870's, although one stone may date to 1852. The remaining stones date from then

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to the present, as the cemetery remains the major resting place for a majority of Union Bridge's past residents. There is a cast and wrought-iron gate at the entrance, with four posts and two gates. Another important space to the community is the park at the entrance to Lehigh Portland Cement Company on South Main Street. This was originally the entrance to the college, and has always been an open space. There are other historic open spaces scattered throughout the town. Most of these are building lots that were laid out in the early twentieth century, but never built on. Typically they are well maintained, with trimmed grass and some trees.

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN

Geographic Organization: Piedmont

Chronological/Developmental Period(s):

Agricultural-Industrial Transition A.D. 1815-1870
Industrial-Urban Dominance A.D. 1870-1930
Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s):

Architecture/Landscape Architecture/Community Planning
Economic (Commercial and Industrial)

Resource Type:

Category: District

Historic Environment: Rural

Historic Function(s) and Use(s):

DOMESTIC/single dwelling
COMMERCE/TRADE/department store
TRANSPORTATION/rail related

Known Design Source:

Wolfe, Joseph
Gott, Jackson
Furney & Morningstar

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Union Bridge is a small piedmont village in western Carroll County, Maryland. Originally at the confluence of several farms, it developed slowly in the early nineteenth century around Main Street. Probably none of these earliest structures survive. Larger scale development attempts began in 1846 when Joseph Moore plotted and began to sell fifteen lots on Main Street. Typical of piedmont towns, development was concentrated on one street. There was little building in Union Bridge until the opening of the Western Maryland Railroad in 1862. The railroad, which originally ran from Baltimore only to Union Bridge, built its shops here and later expanded westward. It was the railroad that spurred the great growth that resulted in the evolution of Union Bridge into a grid plan. It also led to the rise of a true village, with residential, commercial and industrial areas as well as cultural institutions like churches. The greatest growth occurred in the 1880's. The buildings constructed were generally free-standing brick or frame structures that employed traditional Carroll County building forms, with the influence of some national trends. Joseph Wolfe and Furney and Morningstar were responsible for much of the construction, and probably in most cases for the design, of the buildings.

The culmination of the railroad's importance in Union Bridge is clearly signified by the construction of the Western Maryland Railroad depot in 1902. An important shift took place in Union Bridge a decade later when the Tidewater Portland Cement Company moved into town and, as a result, the Maryland Collegiate Institute moved out. The railroad was obviously instrumental in drawing the cement company, and Union Bridge's industrial base was secure. The cement plant is the major employer today because of the demise of the railroad shops. Yet there was also a shift in perceptions concerning Union Bridge. Despite the wealth and high quality building in the town, Union Bridge came to be seen not as a college town, but as a blue-collar industrial town.

Expansion continued as a result of the industry. There was a greater move toward national building trends such as bungalows and four-squares, yet many still retain local idiosyncrasies. This process continued through the second World War. While most of the railroad structures, which were just outside the district boundaries, have been demolished and the college buildings do not survive, most everything else in the town of Union Bridge remains, helping to create a good portrait of a piedmont Maryland village. It is still surrounded by farms, wood lots, and the little Pipe Creek, as it has always been. Most of the non-contributing structures are new, free-standing ranch houses that have been built in the twentieth-century sections of Union Bridge, and are not greatly divergent in size and scale from the earlier cape cods built in these areas. The ranch houses are most disruptive in the several cases where they

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are placed among older, two-story houses. The most common alteration to the historic building stock has been the application of aluminum and vinyl siding over the wood German siding that formerly predominated in Union Bridge. Several porches have been altered, but a great many survive, as do a representative number of outbuildings that give a fuller picture of a piedmont Maryland town.

Much of the early history of Union Bridge comes from the "Historical Sketch of Union Bridge, Maryland" delivered by Joshua Switzer on the Fourth of July, 1876 and later published.[1] The first land patent in what was to become Union Bridge was granted in 1731 to

[1] The speech was delivered in two parts, in the afternoon and the evening, and was interrupted by a heavy rain shower. Switzer (16 January 1811 - 14 February 1877) was the "earliest living resident, and the inhabitant for the longest period of time in the town," which was no doubt why he was chosen. He is buried in Mountain View Cemetery in Union Bridge. No one has ever investigated Switzer's historiographic accuracy or bias, but his disclaimer in the introduction to his history is at least encouraging. He claimed that, while his sketch "...may be incomplete in its fullness, and deficient in many of its details..., great care has been taken in the narrative to give none other than universally admitted and undisputed facts, without favor, affection, or partiality." Switzer was listed in the 1877 Atlas of Carroll County as a "Conveyancer, Surveyor and Civil Engineer. Also, Justice of the Peace" for Union Bridge. The first part of Switzer's "Sketch" was published in the People's Voice on 5 July 1876. It was to be continued in later issues, but none of these survive to verify that it was. J. Thomas Scharf published it in his History of Western Maryland, without credit, in 1882. In Stories of Union Bridge Yesterday-Today it is stated that Edward Reisler, publisher of The Carroll News in Union Bridge, published the history in 1890. Daniel Wolfe published a "History of Union Bridge" in the Carroll Record in 1895 that was based largely on Switzer. Wolfe made a few additions and emendations, but gave no sources for these. Switzer's history has been republished many times since. See: Union Bridge People's Voice 5 July 1876, p. 2, cols. 2-3 and p. 3, cols 2-3. Joshua Switzer, Historical Sketch of Union Bridge, Maryland. ("Read on the Occasion of the Celebration of the Centennial Fourth of July, 1876") [Union Bridge: The Carroll News, 1890 (p. 1)] Lake, Griffing and Stevenson, An Illustrated Atlas of Carroll County, Maryland (Phila: Author, 1877) J. Thomas Scharf, History of Western Maryland, v.2. (Philadelphia: Louis H. Everts, 1882) pp. 966-9. Centennial Celebration Committee, Stories of Union Bridge Yesterday-

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John Tredane. The 200-acre tract was called "Kilfadda" and included land that is now part of the southwestern section of town. The land north of Elgar Street, and to the west, was part of the patent called "Rockland" that was granted to Allen Farquhar in 1734. That year Tredane sold "Kilfadda" to Allen Farquhar, and the following year Farquhar sold it to his son, William. The deed stipulated that William Farquhar must move from Pennsylvania to Maryland. William and Ann Farquhar obliged, making their home where the Clemson farm now is, just west of town. In 1747, William Farquhar gained title to the 120-acre tract known as "Forest in Need," which included the land south of Elgar Street. A tailor by trade, Farquhar continued to assemble parcels until in 1768 he had his land, now about 2000 acres, surveyed and divided into seven parcels for his seven children.

> All that part of the west of Main Street and north of a line struck from the intersection of Elgar Street with Main Street to the intersection of Broadway and Canary Streets was Moses Farquhar's. All that part south of said line struck was Samuel Farquhar's. All that part east of Main Street and north of Elgar Street was Allen Farquhar's. All that part south of Elgar Street was William Farquhar's. The dividing land line between Samuel and William Farquhar's lands, then first made became by reason thereof a road, subsequently a county road, and now "Main Street," in the town.[2]

At this time the region, part of Frederick County, was known as the "Pipe Creek Settlement." "Pipe Creek" was apparently an English corruption of the Native name "Apoochken." This area was heavily settled by Quakers, and in 1771 a group of them built a sanctuary on "Quaker Hill," just southwest of the present-day town, now known as the Pipe Creek Friends Meeting House. The building was completed in 1772 and the land, two acres of "Resurvey on Forest in Need," was deeded from William Farquhar to the Society of Friends. This branch of the Quakers, of which Farquhar was a member, was established in the Pipe Creek area around 1735. Soon after the meeting house was completed, they built a schoolhouse

Today (Union Bridge: Centennial Celebration Committee, 1974), p. 5.

[2] Switzer.

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and a dwelling for a teacher, with enough room to take in boarders.[3]

Around the end of the eighteenth or beginning of the nineteenth century, William Farquhar's grandson, Benjamin, built a sawmill and oil mill at the site along Main Street just north of the railroad tracks. At the same time, the land north of Elgar and west of Main Streets was purchased from the Farquhar's by Peter Benedum, a German farmer from Lancaster County, Pennsylvania. Also at this time, Joseph Elgar opened a general store and a wrought-nail manufactory in town. He is credited with building the first brick house in Union Bridge, which was located approximately where 26 North Main Street is. The store was just to the north, at about 28 North Main Street. A portion of the store survived in 1876 as part of the dwelling house of John Hartsock on that site. The house that stands there now may be of log construction and may actually retain some of that store. The nail manufactory was north of the store at 32 North Main Street, on the southeast corner of Elgar. According to Switzer, "the nails which he made were called wrought nails, but were really cut from the bar of iron, but were cut lengthwise with the fibre of the bar, giving them ductility and clinching qualities equivalent to wrought nails."[4]

Besides Elgar's, there were three other houses in Union Bridge at that time, all of them built of log. One was located at the northeast corner of North Main Street and Elgar Street, and was demolished in 1870 to make way for Hartsock's Hotel. Another was in the vicinity of what is now the northeast corner of Elgar and Farquhar Streets. It was disassembled in 1814 and moved, and became the central part of the house of William Stultz. The location of this structure is unknown.[5] The third log house was located around 4 North Main Street. It was demolished around the time of the Civil War. There was also a brick cabinetmaker's shop

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[3] Switzer. Daniel Wolfe, "History of Union Bridge" in Carroll Record, Union Bridge 1895, n.p. Joseph M. Getty, "Pipe Creek Friends Meeting House" National Register of Historic Places Inventory - Nomination Form (CARR-14), 1976.

[4] Switzer.

[5] The 1866 map shows William Stultz running a grist mill at the location where Benjamin Farquhar had built his sawmill and oil mill, just north of the railroad tracks on Main Street. His residence is not located. See: Simon J. Martenet, Martenet's Map of Carroll County, Maryland (Balto: Author, 1862).

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around 16-18 North Main Street, where the Farmers and Mechanics National Bank now is. This building, the location where, according to legend, Jacob Thomas built the first reaper, was later converted into a dwelling.[6]

The region began to acquire other names than "Pipe Creek Settlement." George Cox took over Elgar's store and started a local market and huckster wagon that dealt in, among other things, butter and eggs. Either from the quantity or quality of the butter sold here, the town acquired the name "Buttersburg." The name of "Union Bridge" was also born in the early nineteenth century, as Switzer recounts.

> A good paved wagon road was made across the swampy ground northward from the town, and a good and substantial bridge was built across the creek - all done by the united personal labor of those who dwelt on both sides of the creek and swamp, and after its completion and while the builders were still assembled a motion was made that the bridge be called by some name to distinguish it from other bridges that might be subsequently built, which being considered, and upon the suggestion that inasmuch as that the bridge connected the two sides of the creek and swamp, and that it was built by their united labours, that it be called "Union Bridge," which name was then chosen and adopted.

The name was formalized around 1820 when postal service to Frederick and Westminster was established and a post office created. The post office was given the name "Union Bridge," and the name "Buttersburg" began to fall into decline.[7]

In 1821 Jacob Switzer, who had purchased 138 acres of Peter Benedum's land in 1814, demolished Benjamin Farquhar's oil mill and constructed a brick grist and merchant mill. The building was four stories tall, with a stone lower story, and was 40 feet by 42 feet. Also around this time a portion of the brick house at 27 South Main Street was constructed. There was very

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[6] Switzer.

[7] Switzer. There is a Buttersburg Alley in Union Bridge, but the name was only adopted in 1990. The alley runs north-south, and is the first alley east of Main Street. Before 1990, the alleys were given letter designations.

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little building activity in Union Bridge, however, until the 1840's. In 1837, Joseph Moore (1802-1885) purchased 41 acres west of Main Street and farmed it for several years. In August 1846, he laid out a series of fifteen lots on Main Street with a depth of about 235 feet and offered them for sale. According to Switzer, the first house raised on the west side of Main Street was at about 21-23 North Main, and may still survive. At least two other houses were built at this time on the west side of Main Street. One was constructed for Moses Shaw in 1848 at about 15-17 North Main Street. It does not appear to have survived.[8]

Though he was not living in Union Bridge at the time, Joseph Moore seems to have begun early a pattern that he would repeat of constructing some of the structures on his newly platted lots. In the 1852-53 tax assessment he is noted to have possessed a five-acre lot with two log houses. With an estimated value of $325, these were small structures. They may have been located on the northwest corner of Main and Locust Streets, where Moore's name appears on the 1862 map. They may also be the same two houses and lot worth $1500 in 1866. If so, the increased value would suggest they were expanded, or possibly one was rebuilt. In 1876, Moore owned a ¼-acre lot with a weather-boarded house worth $900 and another lot of equal size containing a log weather-boarded house, a frame stable, and other buildings together appraised at $800. These were most likely the same two structures, and the two that show up at the same corner on the 1877 map. They would appear to have survived, with some alterations and additions, to the present.[9]

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[8] Switzer. Mention of the plat of fifteen lots is found in several deeds in the Carroll County Land Records, including JBB 36-73, but it has not been located. Moore, a Quaker who was born in what is now New Windsor District (formerly Taneytown District, Frederick County), lived on his father's home farm in that area until 1865, when he sold the tract and moved to Union Bridge. Scharf, p. 967. Wolfe. The first house was owned by Reuben Saylor in the 1870's and by the Crumbines in the 1890's. It has not been identified. The second house was in the possession of the Baker brothers in the 1890's. Moses Shaw seems to have retained his house at least through the 1870's.

[9] Carroll County Tax Assessments (Maryland Hall of Records), District 2, 1852-53, District 2, 1866, District 12, 1876. Martenet's Map, 1862. Lake, Griffing and Stevenson Atlas, 1877

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The property at 31-35 and 37 North Main Street was laid out as lots 1, 2, and 3 by Moore and sold in 1849. Judging by the sale price, two years later, some improvements had been made. There were definitely improvements by 1860, when the deed of sale specifically listed the "... weather-boarded dwelling house with storeroom attached together with all the other buildings there on ..." The description suggests it was the building now standing at 33-35. The property changed hands frequently until purchased in 1868 by William W. Ogle for $3500. Here Ogle ran a store, which is clearly marked on the 1877 map. As described in the tax assessment of the previous year, he held a frame weather-boarded house with a store attached (31-35 North Main Street?), and a stable, on a ⅛-acre lot, worth $2300. He also held another ⅛-acre lot with a frame weather-boarded house (37 North Main Street) valued at $700. Ogle sold out his store and house to J. Frank Baker in 1892. Baker, who had first purchased George P. Buckey's store in May 1884, sold general merchandise, including "... family and staple groceries, teas, coffees and spices, canned and bottled goods, dry goods, notions and underwear, hats and caps, boots and shoes, tin, wood and willow ware, carpets, rugs, matting, oil cloth, hardware, cutlery ..."[10]

The property at 12-20 South Main Street was originally laid out by Joseph Moore as two ½-acre lots, J #10 and K #11, in 1846, and was sold to Joseph Wolfe in 1855. They passed hands several times, ending up in the ownership of George P. Buckey in 1868. Buckey was another important man in the development of Union Bridge. Besides the store which he sold to William Ogle, he opened a bank in 1884 and by 1876 held a half interest in a warehouse, the Union Bridge (Buckey and Stoner) Hotel, and owned a number of rental properties. The properties at 12-16 South Main Street were probably built by Buckey as rental properties. They

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[10] Michael, et al., claimed that 31-35 N. Main Street was the store of George P. Buckey, while 37 N. Main was his home. This contradicts both the map and land records, which show these properties belonging to William Ogle. George P. Buckey did own a store, which may have been next to the railroad tracks, as noted on the 1877 map. This building seems not to have survived. See Carroll County Land Records, JS9-313; GEW 26-422; WAMcK 35-374; BFC 74-197. Carroll County Tax Assessments, District 12, 1876. T.J.C. Williams and Folger McKinsey, History of Frederick County Maryland, 2 vols. (np: L.R. Titsworth & Co., 1910): v.2, p. 1068. Michael et al., p. 14. Lake, Griffing and Stevenson Atlas, 1877. Commercial Growth Business Review and Directory of Northern, Western, Central and Southern Maryland (Philadelphia: Franklin Publishing Co., 1892), pp 115, 119.

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are interesting for their employment of the central gable, making the building appear to be one large frame house, when in reality it is a triplex. In 1900 it was valued at $2500. The brick row house at 18 South Main Street was worth $1000, and the brick dwelling at 22-24 was assessed at $1100. The four-story brick building at 20 South Main Street was worth $2500. It is probably the structure shown on the 1877 map, and appears to have always been a single-family residence. Buckey was not living here in 1900, but whether or not he lived here previously is unknown. Because Buckey owned so much property, it is not possible to determine any more about these buildings with any confidence.[11]

The houses at 30 and 32 South Main Street were originally part of lot 13 of Moore's plat. The lot was bought by David Johnson in 1868, and it was most likely he who was responsible for the 1½-story brick house at 30 South Main Street that is designed on the Pennsylvania Farmhouse plan, but with the gable end on the front, facing the street, and the ridge perpendicular to the front, instead of the more common arrangement with the gables on the end and the ridge parallel to the front. Johnson sold his house to Ann Clay in 1875, and a year later she sold the southern half of the lot to Daniel J. Saylor. Clay's brick house, which is on the 1877 map, was worth $700. At the same time, Saylor had a frame weather-board house worth $700. This house was probably already standing when Saylor bought the lot for $750. It was clearly marked on the 1877 map. When Saylor sold his house in 1889 to J. Hamilton Repp, he only received $800 for the parcel, suggesting that the frame house still stood. The house clearly needed some renovation, and Repp's diary mentions that in April 1889 he was fixing the fence and pump, and putting in new board walks and pavement at the Saylor house. More repairs went on in September, and the house was slated to be whitewashed. In November, a window was added in the cellar. Nothing else is recorded until July 1890, when he notes that he accompanied C. Miller to Garbertown to acquire stones for the Saylor House. Later in that month, Miller was "... hauling brick from Dav. Ogles to Saylor property." Thus it would appear that something had happened to Saylor's frame house and Repp was building a new rental property in brick, the three-bay, side passage plan structure with the jerkin-head gable roof that

[11] Carroll County Land Records JBB18-515; WAMcK 35-340, Lake, Griffing and Stevenson Atlas, 1877. Williams and McKinsey, p. 1068. Carroll County Tax Assessments, District 12, 1876. Commercial Growth, p. 119. Union Bridge Tax Assessment Book, 1900. Buckey and Stoner's Hotel was located on the site of the Farquhar-Switzer-Stultz Mill. It has since been demolished. See: Switzer. Lake, Griffing, and Stevenson Atlas, 1877.

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now stands on the lot. Because Repp owned so many properties (he was another prominent citizen of the town) and was building his own house at the same time, the tax assessments are somewhat ambiguous. When he sold the property in 1911, it went for $1700, more than twice what he paid for it.[12]

The property on either side of Broadway, just west of Main Street, was sold by Moore to Moses Shaw. At some point Shaw and Moore apparently made an agreement to lay out Broadway. Shaw then sold the lot on the southwest corner to Jesse Anders in 1865. Anders probably built the three-story brick house at 6 South Main Street at or before the execution of the deed. In 1866 his brick house, most likely this structure, was worth $3500. He also owned several unimproved lots. The house was sold in 1868 to Thomas Sheppard for $4000. Sheppard died in 1875, leaving an extensive inventory of house furnishings. While the individual rooms are not delineated, there is an apparent pattern to the inventory which helps to portray the home of a well-to-do businessman of the period in Union Bridge. It would seem that the appraisers (in this instance Jesse Anders and David Rinehart) began with the outbuildings and noted first the items in a storage shed. These included various tools such as a spade, rake & hoe, hay fork, wheelbarrow, three garden hoes, two axes & wood-saw, maul & wedges, a four-prong fork, iron crank, shovel, and old boards. Also stored here were parts of a carriage, a bedstead with cord, and some locust posts, probably for a fence. There was a paling fence around at least part of the property at the time.

Either associated with this storage shed, or close by it, was a laundry area. Here were found five tubs, soap & barrel, a barrel of ashes and stand (probably for leaching out lye to make soap), two empty barrels, four wash boards, a watering pot, and four ash buckets. About this time, the inventory proceeded to the kitchen, which was apparently separate from the main house. It must have been a crowded room, being well-stocked with a tin safe, large bench, large table, two hanging shelves (contents unknown), five chairs, a commode, large rocking chair,

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[12] Carroll County Land Records, JBB 36-73; FTS 46-72; FTS 46-291; WNM 69-207; ODG 117-121. J. Hamilton Repp, Diary - Trip to Europe, 1878. Carroll County Historical Society 57.697. In the back of the diary are a number of loose sheets with daily entries by Repp from September 1886 to November 1890. Several pages are missing within this period, and the diary may have continued for a much longer period. One sheet dates from 1911. See 5, 10 April, 2 September, 19 November 1889; 10, 13 July 1890.

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cupboard (contents also unknown), iron sink, two kitchen tables, cook stove and fixtures, and chimney (with andirons). There was a pantry associated with the kitchen (it contained crockery) and a stairway with tinware hanging over it. Scattered about were various utensils, including a copper kettle and stirrer, pots, a scale, two tin boilers, two meat benches, boxes, a butter churn and stand, tin cans, jugs and jars, a turkey roaster, a dough tray, a flour chest, two pots and skillets, four candle sticks, a meat saw, dish pan, colander, four spittoons, a bucket, milk crocks, a kettle (probably iron) a tub, platform scales, and two lanterns. Food items were naturally to be found here, including two dozen jars of canned fruit, two lard cans, two ale kegs, salt, three flour barrels, and some tallow. Some hardware was also to be found here, including two pair of pincers, two hammers, a hatchet, a brace with bits, chisels, a saw, a file, shears, and a whetstone, not to mention a garden sprinkler. The laundry obviously spilled over to the kitchen area, where could be found two clothes lines, two clothes baskets and three flat irons. From here Anders and Rinehart moved to the stable, where they found a horse, a double set of harnesses, holding back straps and halters, fly nets, a riding saddle and bridle, a scoop shovel, a peck measure, a bench with oil can and pan, a two-horse carriage, a Rockaway Buggy, and a smooth bore rifle.

The inventory next moved into the house, beginning with the dining room. Here, there was an oil cloth on the table, one dozen chairs, a sideboard (contents unknown), a wall cupboard, and a carpet on the floor. There was also an eight-day clock, a silver pitcher, two waiters, a fly trap, a cracker box, and brass andirons and fender at the fireplace, along with a shovel, tongs, and dust pan. From here they must have proceeded upstairs to a bedroom, which held a bedstead and bedding, a wardrobe, a large sick chair, two wash stands, three mirrors, a coal oil lamp, a carpet, five window curtains, and two books. (These appear to be "Penn's Treaties.") There were other bedrooms. One apparently just had a bedstead and bedding, mirror and carpet. This was likely a back bedroom for a servant. The next bedroom had a bedstead and bedding, washstand and basin, chamber stove, bureau, bedroom chairs, a buffalo robe, and ten yards of carpet. Almost every house in Union Bridge in the late nineteenth to early twentieth century seems to have had a buffalo robe. The next bedroom held the best bedstead and bedding, with a hair mattress, a bureau, mirror, washstand, pitcher and basin, four towels, and 18 yards of bedroom carpet. This was probably the master bedroom. Another bedroom had a bedstead with bedding and bed curtains, a toilet stand and glass, a washstand, bowl and pitcher, a school desk (contents unknown), six window curtains, and a carpet. Though the bed curtains were an older feature of bedrooms, they probably were important here as this room seems to have been unheated. The three blankets and comforter listed in the inventory

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were probably inside the chest in the garret. The bathtub was also probably stored in the garret.

The appraisers probably next went downstairs to the sitting room. This room apparently had a fireplace with a base-burner coal stove set into it. Next to the stove was a coal bucket, and above it was a mantle clock. Also in the room was a "setting room sofa," an arm chair, a small stand, and a secretary and bookcase filled with about sixty books. On the floor was fifteen yards of carpet. The parlor must have been a large room judging by the amount of furniture in it, and by the size of the carpeting. It held one dozen cane seat chairs, a cane seat rocking chair, two split bottom rocking chairs, a parlor sofa, a table and cover, seven window curtains, four mantle vases, and twenty-eight yards of carpeting. The next items are probably those in the hallway. They include window curtains, four venetian blinds, two maps, a wardrobe and a stair carpet with rods. The remaining items may have been in one or more small rooms, or partly in storage in the cellar or elsewhere. They included a bureau, two mirrors, two leather trunks, warming pan, carpet, window blinds, a water cooler, a cot, a coverlet, bed clothes, two blankets, a bedstead and bedding, six sheets, six towels, two stoves and a corn sheller.[13]

At the same time that Jesse Anders was selling his house to Thomas Sheppard he built the brick store at 2 South Main Street. This served as the store of Anders & Lightner, and had a public hall above that was used as a worship space by the Union Bridge Methodist Protestant Church and St. James Lutheran Church. In 1876, it was valued at $3000. Local history suggests that the hall was original to the building. If so, it was altered in the early 1880's. The Union Bridge Index noted in November 1883 that "[t]he completion of the addition to Mr. Jesse Anders' store will be a great convenience if the large hall above (30x72 feet) can be secured for public entertainment, etc." In December, the paper noted that the hall was "nearly completed." In 1884, Anders and Lightner were assessed with an $800 addition to their storehouse, and in January wallpaper was hung by J.M. Wells, "the famous Westminster upholsterer and paper hanger." A year later the store was sold to J. Marcellus Repp for $3725. It was described in

[13] Carroll County Land Records, WAMcK 32-247; JBB 36-373; FTS 46-324. Carroll County Register of Wills, Thomas Sheppard Inventory, 15 November 1875, HEB 10-221. Carroll County Tax Assessments, District 2, 1866. In several instances in Sheppard's inventory the items in the room seem to end with the listing of the carpet, thus the entire inventory has been interpreted this way.

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the advertisements as being "... a large two-story Brick Building, fronting 40 feet on Main Street by 70 feet on Broadway, ... containing one large storeroom 20x70 feet, with Public Hall above same size, [and another] storeroom and two large rooms [with] three large rooms on second floor; cellar under whole."[14]

An attempt had apparently been made to get the Baltimore and Ohio Railroad to bring its main line through Union Bridge, and when this failed, a branch line was sought without success. Instead, after some years of discussion, work was begun on the Western Maryland Railroad in 1855-56. Joseph Moore was apparently instrumental in getting the railway to Union Bridge. The first passenger trains reached Union Bridge, which was the western terminus for the railroad, in May 1862. From the late 1840's until this time there was little building activity other than the construction of some buildings for the railroad. This included the brick depot and warehouse built by Moses Shaw and David Hiltabidle just south of the tracks and east of Main Street. These structures are now gone. The 1862 map of Carroll County includes a detail of Union Bridge that gives a good general picture of the town at this time. There are 25 structures shown, all but one located on Main Street. The railroad tracks are on the east side of Main Street only, and dead-end there. Other than residences, the town was made up of a hotel, a grist mill, a carpenter shop, and two stores, although some businesses may have been run out of homes and not itemized on the map. Most of the structures were on the west side of Main Street, on the lots opened up by Joseph Moore. At this time, Union Bridge was only about one-third as big as Uniontown and less than half the size of New Windsor. Similar to Uniontown, New Windsor began to develop along only one road, but by 1862 a grid pattern of streets had

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[14] Carolyn Michael, Lou-Ann Howard-Bowins, and Miriam Myers, A Stroll Through History - A Walking Tour of the Town of Union Bridge (Union Bridge, 1987), p. 17. Carroll County Land Records, WAMcK 32-247; WNM 65-38. Carroll County Tax Assessments, District 12, 1876; District 12, 1876-96. Union Bridge Index 15 November, 1883, p. 3, c. 1; 6 December 1883, p. 3, c.1. Michael states that the store was bought by Samuel Repp, and was rented to Baltimoreans Jake and Julius Traub in 1891. They ran a men's clothing store. According to Michael, the other half of the building housed John H. Repp's hardware business. From 1910 to 1958 it housed the C.E. Engle and Company store. See also Commercial Growth, p. 115. Westminster American Sentinel, 5 January 1884, p. 3, c. 6 (reprinted from Union Bridge Index, 3 January 1884), 25 October 1884, p. 1, c.1.

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begun to develop on the southwest end of town, near the railroad tracks and station. This grid pattern would surface shortly in Union Bridge, too.[15]

The advent of the railroad and the location of their machine shops here brought a great demand for dwellings by their employees. One response was the formation of a building association which assisted in constructing twelve houses in town. Another response was that in 1864 Moses Shaw and Joseph Moore opened Broadway, as was previously mentioned, from Main Street west. This made a good portion of Moore's land accessible, and it was periodically divided into building lots and sold. Joseph Moore apparently took an active role in the development of this land. The 1866 assessment noted that, among other real estate, he owned a brick house and lot valued at $2300 that he sold to Philip B. Myers for $2800. The deed was executed in 1868, though the business was probably transacted several years earlier. The house involved was that at 20 West Broadway. Despite some late alterations, the strong similarities of this structure with that at 18 West Broadway suggest that Moore may have had both of these buildings constructed. Most likely this was part of an arrangement with the purchasers of the property, and not a speculative venture. That this was the case is suggested in part by the complicated building history of 18 West Broadway. This property and that at 16 West Broadway were originally one lot that was sold by Joseph Moore to Thomas Norris of Frederick County, but a deed was never recorded. Because of this, when the deed was finally executed in 1865 it contained an explanation of recent events, noting that Norris had previously paid for the lot. It also noted that he had built the "... Dwelling House and other improvements ..." on the lot. This is probably an acknowledgement that he had arranged with Moore to have the house built. Significantly, Moore was not the only grantor listed in the deed. Carpenter Joseph Wolfe was also listed as a grantor. Presumably, this was because Wolfe had built the improvements on the lot for Moore and Norris, and thus might have some legal claim. By logical extension, Wolfe probably built 20 West Broadway, too.[16]

Myer's house was set on a one-acre lot, which was large for Union Bridge. In 1876, the outbuildings included a brick wash house, brick stable, and other structures, and the whole was valued at $3200. One of these structures is indicated on the 1877 map. The value of his other

[15] Switzer. Martenet Map, 1862

[16] Carroll County Land Records, WAMcK 32-320; JBB 38-538.

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property marks him as a very affluent man for the period. The 1866 assessments notes that Thomas Norris's brick house and lot were worth $2500. Two years later Norris sold this to Adam Williard for $3500. Williard apparently subdivided his property and built a second house, the three-story, three-bay, side passage plan structure at 16 West Broadway. It was completed by 1876, and was valued at $4200. His older house, which also had a butcher shop, was worth $2700. Both of these properties also appear on the 1877 map. Williard died in 1877, leaving all his property to his wife, Mary. The inventory of his possessions is unusually sparse for a man of his stature, and for unknown reasons may not be complete. In any case, his house was at least furnished with two beds, a chest, a bureau, six cane seat chairs, a clock, a desk and bookcase, a dining table, two rocking chairs (one of haircloth), two ottomans, and a commode. Mary Williard sold the house at 18 West Broadway in 1879 and apparently continued to live in the three-story dwelling until 1884, when she auctioned it off to C.F. Reck, who was living at 11 West Broadway (see below). No doubt Moore's intention in building 18 and 20 West Broadway was to set the tone for later development of this section of Union Bridge.[17]

The houses at 11 and 13 West Broadway were originally part of a single tract of land that Moore sold to William Kelly in 1863. Three years later, Kelly sold it for substantially more, suggesting that he had constructed at least one of the two structures. Both were certainly standing in 1876, when they were the property of Charles F. Reck, and both are clearly marked on the 1877 map. That at 13 West Broadway was a weather-board house worth $1100.00 on a three-quarter acre lot, while its neighbor was a brick house with a frame stable, also on a three-quarter acre lot, and worth $1200. The house at 11 West Broadway was smaller than it exists today. The western bay did not exist at this time. As originally constructed, this was a three-bay, side-passage plan house. Sometime between 1910 and 1924, while in the possession of J. Wesley Little of Union Bridge, the western bay was added to the house, as was the one-story porch across the front. The design demonstrates the long hold of tradition on certain

[17] Carroll County Land Records, FTS 53-112 and FTS 62-511. Carroll County Tax Assessments, District 2, 1866; District 12, 1876; District 12, 1876-96. Lake, Griffing and Stevenson Atlas, 1877. Union Bridge Index, 21 February 1884, p. 3, c. 1. The deed was not executed until 1885.

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segments of the architecture of Carroll County.[18]

West of these buildings are several, at 15-17 and 19 West Broadway, that have an interconnected history. This was originally a one-acre lot, and in September 1868 John M. Furney bought the eastern half while William H. Morningstar purchased the western half. Morningstar was Furney's son-in-law, and in 1874 they went into business together. At that time they were undertakers and furniture dealers. In 1880 they were listed as house carpenters in the Federal Census. By 1886 they had moved and opened a store selling fancy goods, stationery, toys, sporting goods and sewing supplies. They also manufactured specialty cigar boxes with inlay, embossing, and gold leaf. Furney was awarded the contract for building a "... calaboose suitable for the confinement of offenders ..." for the town of Union Bridge in 1872. It was to be "... constructed of timber or of such material and in such manner as that it can be readily moved if required," and he was paid $62 for the job. Together, they were awarded the contract for building the Town Hall in 1883-84 and renovated Dr. S.R. Wright's house on West Broadway between Main and White Streets (address unknown). The 1880 census also lists another carpenter, 30-year-old Theodore Fowble, as boarding with Furney. Fowble later bought Morningstar's house, and in 1885 built an addition to it. The 1877 map shows that Furney had a house and furniture shop on his lot, and the 1876 assessment describes it as a frame house, frame stable, and other buildings together worth $1200. Morningstar's property at 19 West Broadway had a weather-board house and frame stable valued at $1000. Both of these buildings are two-story, three-bay, center-entrance plan houses, no doubt built by the owners. The furniture shop was originally at the front of the lot. Furney made a $300 addition to it by 1878, but the whole seems to have been demolished sometime in the late nineteenth century and replaced by a larger cabinet shop set back from the street. By 1904, this shop was not in operation, but sometime after 1910 was expanded by an addition to the north and put back into

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[18] Carroll County Land Records, GEW 29-510; WAMcK 32-541; FTS 45-347; ODG 115-248. Carroll County Tax Assessments, District 12, 1876. Lake, Griffing and Stevenson Atlas, 1877. Union Bridge (New York: Sanborn Map Company, 1910), plate 2. Union Bridge (New York: Sanborn Map Company, 1924), plate 2. Michael, et al., claim that Little built this house, but the Sanborn maps clearly indicate an addition to the house in the period 1910-24. Sanborn maps have been in error, but so has Michael. In any case, Little did substantial alterations to the building and is at least responsible in great measure for its current appearance. See Michael, et al., p. 26

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operation. By 1936, the addition had been removed and the shop converted to a dwelling.[19]

Moore himself moved to Union Bridge in 1865. Some time in the following decade he built or acquired a brick dwelling, brick machine shop, and additional outbuildings on a one-acre lot worth a total of $2200. Its location is unknown as it does not show up on the 1877 map. Moore began construction of his five-bay, central gable brick house at the west end of Broadway (142) in 1879 and completed it the following year, when it was valued at $2800. Moore was one of the most prominent members of the community, a fact which he carefully reinforced by siting his house at the end of the widest and most prominent residential portion of Union Bridge. Anyone travelling down Broadway cannot help but note that the thoroughfare culminates with his large, but traditional, brick home, set beyond a well-landscaped, curving drive. That this was not lost on his contemporaries is clear from the 1892 advertisement for the sale of the property. It noted that the lot was

> improved by a Large and Handsome Double Brick Dwelling House, with back building, a large Brick Stable, with carriage house attached, and other necessary outbuildings. It is beautifully situated on a slight prominence at the West End of Broadway Street. The house is well-built, with 18 inch brick walls, metal roofing and broad porches, and contains seventeen apartments, all in modern style and with modern conveniences. There is an Artesian well at the door, and all the buildings are in excellent condition.

Moore continued to develop his property with the construction of another dwelling (most likely rental) valued at $1400 in 1886.[20]

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[19] Carroll County Land Records, JBB 36-337-8; FTS 54-502. Federal Census, 1880. Carroll County Tax Assessments, District 12, 1876; District 12, 1876-96. Union Bridge Index, 15 November 1883, p.3, c. 1. Union Bridge Weekly Era, 12 March 1885, p. 3, c. 1; 2 April 1885, p. 3, c. 2; 9 April 1885, p. 3, c. 1. Minutes of the Mayor and Town Council of Union Bridge, p. 13. Commercial Growth, p. 117.

[20] The location of this building is unknown, but it was sold to J. Hamilton Repp in 1895, and probably remained a rental property. Michael, et al., p. 28. Union Bridge Carroll News, 14 May 1892, p. 2, c. 5; 4 June 1892, p. 3, c. 1. According to a local

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The large lot at the southeast corner of Broadway and Whyte Street was purchased by Abraham Stoner on Christmas Eve of 1874. Stoner was living in Frederick County at the time, and shortly later purchased Thomas Sheppard's house at 6 South Main Street. He was also co-owner with George P. Buckey, of the Union Bridge Hotel on Main Street, just north of the railroad tracks. Stoner probably moved into Sheppard's house for a short time while planning and building his new dwelling at 23 West Broadway. It was probably commenced in early 1882, as it was noted in late October of that year that it was "... gradually approaching completion." In mid-November, it was estimated that Stoner would move in in two weeks. The best-laid plans being what they are, it is not surprising to find that in February 1883, Stoner's new house was not yet completed. The local papers took great interest in the property, and obviously considered it one of the most significant buildings in Union Bridge. At the same time, Stoner built the elaborate wood frame stable at the rear of his property. This, too, drew the attention of the local press, probably as much for its polychromatic treatment, which the editor likened to the Biblical "coat of many colors." It must have looked much different than its current, dull grey appearance. It also suggests that the elaborate use of color popular in the late nineteenth century was just being introduced to Union Bridge. Finally, in May 1883 it was noted that Stoner had enclosed his new property with a fence, but there was no indication what kind of fence it was. By all accounts, fences were more common in this period than they are today in the town. The house and stable were appraised at this time for $3400. At some point between then and 1904, Stoner built the two-story, weather-boarded frame dwelling with center entrance at 21 West Broadway. This may be the new house listed in the tax assessments in 1878 for $1000. He also built an 18'x16' buggy shed, with a loft, south of the stable. When Stoner died

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source, Moore died in 1885. The house and over three acres were purchased at auction by Silas D. Senseney, then president of the Union Bridge Banking & Trust Company, for $3900.00. It remained in his family until 1975. Michael, et al., claim that construction on the house began in 1862 and was completed in 1865. The source of their information is unknown. On the other hand, there is a painted plaque hanging in the peak of the central gable that claims that Moore built the house in 1878. The source of the painted date plaque on the house is also unknown. Scharf, p. 967. Carroll County Tax Assessments, District 2, 1866; District 12, 1876; District 12, 1876-96. Carroll County Land Records, WW 3-323 and BFC 75-123.

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in 1913 he was renting out these properties. They were divided into five lots and sold.[21]

Just west of Abraham Stoner's lot, across Whyte Street, William H.H. Clary purchased a half-acre parcel from Joseph Moore in 1881. He must have started construction immediately for it was noted in 1882 that his new dwelling and stable were worth $3000. Clary apparently moved to Union Bridge from elsewhere, but did not get to enjoy his new house for long; he died in 1888. His widow, Mary, held onto the property for another thirty years.[22] Just down the street, at 145 West Broadway, Joseph Moore sold a lot to Margaret R. McKinstry, in October 1883. By early December ground had been broken for a new dwelling for her. The side passage plan brick house, worth $1800, was completed by 1885.[23] Next door to Mrs. McKinstry's house, at 143 West Broadway, is a lot that passed hands many times until purchased by Anna and William Dumm in 1886. By the time they sold it in 1904 it was "improved by a frame dwelling house."[24] This house shows Queen Anne influence and is, therefore, different than most of the more traditional houses on West Broadway.

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[21] Carroll County Land Records, FTS 44-368. Union Bridge Index, 26 October 1882, p. 3, c. 1; 16 November 1882, p. 3, c. 1; 8 February 1883, p. 3, c. 1; 22 February 1883, p. 3., c. 1; 10 May 1883, p. 3, c. 1. Union Bridge Pilot, 26 September 1913, p. 7, c. 6. Carroll County Register of Wills, Abraham Stoner Will, WA 11-230; Abraham Stoner final account, WA 24-37. Carroll County Tax Assessments, District 12, 1876-96.

[22] Carroll County Land Records, FTS 54-340; EOL 133-546. Carroll County Tax Assessments, District 12, 1876-96. Clary's inventory is not organized in such a way to suggest individual rooms, as was Sheppard's. A comparison of the items listed, however, shows a great similarity with those owned by Sheppard. These include an eight-day clock and a mantel clock, rocking chairs, a bookcase and library, a tin safe, curtains or blinds in some of the rooms and carpeting in most of them, coal stoves, a water cooler, and a buffalo robe. Several unique items of interest include a lawn mower and some homemade wine. See Clary Inventory, Carroll County Register of Wills, GMP 14-120.

[23] Carroll County Land Records, FTS 60-38. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 6 December 1883, p. 3, c. 1.

[24] Carroll County Land Records, WNM 65-21; DPS 100-338.

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The land along Whyte Street was also part of Joseph Moore's tract, and was developed concurrently with that of Broadway. Thomas W. Russell ran a coach and machine shop on Whyte Street, which was appraised in 1866 at $3000. The brick structure held the shop on the first floor and Russell's dwelling above. It still survives at 6 South Whyte Street. South of this building, Russell built the frame house and attached a shop at 8 South Whyte Street after 1881.[25] The 1877 map also documents the residence of several Rineharts on Whyte Street. Local legend claims 10 South Whyte Street as the house owned by sculptor William H. Rinehart. Rinehart was born near Union Bridge in September 1825. Before 1850, he was working in Baltimore, and thereafter spent many years in Rome. Between his work in Baltimore, Washington, D.C. and Rome, it seems unlikely that he would have built this modest house on a small back street of Union Bridge. From the land records it appears that the entire parcel (2 1/4 acres) was purchased by Israel Rinehart in 1865 from Joseph Moore, and at least some of it was probably rental After Israel Rinehart's death that parcel was purchased by William Rinehart in February 1873 for $4400, indicating at least some of the buildings shown on the 1877 map were standing. William Rinehart died in October 1874, so he spent little, if any, time at the property, yet his presence was still noted by the town. Switzer quotes the resolution that formalized the street names in Union Bridge as saying that "... the street next westward [of Main Street] and running parallel therewith from the county road No. 80, at the southwest corner of the schoolhouse grounds, past the premises of William H. Rinehart, (the American Sculptor) and Thomas Russell, Philip B. Myers and others, be called Whyte Street ..."[26] The first public schoolhouse in Union Bridge was built in 1863 or 1864 on the east side of Whyte Street, and shows on the 1877 map. This was apparently replaced by a 1½-story brick structure, which in turn was demolished.[27]

The lot at the northwest corner of Whyte and Locust Streets, now 20 South Whyte Street, was purchased from the Rineharts in 1888 by Albert M. Smith. Smith was about 39 years old, a house carpenter, and probably did much of the wood work on his house himself. J. Hamilton

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[25] Michael, et al., pp. 24, 29. They state that it was built around 1870. Carroll County Land Records, FTS 58-232. Carroll County Tax Assessments, District 2, 1866.

[26] Carroll County Land Records, WAMcK 32-148; JBB 42-172; FTS 46-63. Centennial Celebration Committee, pp. 10-11. Switzer.

[27] Switzer.

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Repp noted on 2 July 1888 that Smith had begun digging the foundation for his dwelling, and by the 16th of that month the masonry work was underway. By August 1st the masonry work was nearly done. Repp does not mention any further work on Smith's house, but it must have been completed by the end of the year. Between 1904 and 1910, Albert Smith had added a one-story carpenter's shop behind his building. The only other known building by Smith (and others) is Repp's house, which will be discussed below.

Albert Smith died in 1914, and his inventory, though almost completely lacking in furniture, is a thorough account of the tools used by a house carpenter in the late nineteenth and early twentieth centuries. The carpenter shop held two work benches, two vises, bench screws, a bench filing machine, and two pair of trestles or saw horses. There was a wheelbarrow, a double ladder, a grindstone, a hand mortising machine, two jacks, a hand spray pump and a miter box. Smith had three tool chests that held an extensive array of tools. For cutting wood, there were three hatchets, a ripsaw, four handsaws, two tenon saws, a short tenon saw, two compass saws and a scroll saw with blades. For measuring, there were two steel squares, seven tri-squares, four pair of dividers, two panel gauges, and four mortise gauges. Holes could be made with augers and twenty-seven assorted auger bits, a ratchet brace, an expansion bit, and twelve drill bits. Wood could be finished with the chisels, spokeshave, two draw-knives, two gouges and the large array of planes, including bead planes, tongue-and-groove planes, smoothing planes, a set of wood bottom planes, iron smoothing plane, iron jack plane, iron fore plane, iron nosing plane, iron screw plow plane with bits, wood panel plow plane, with bits, matching plane, rabbet plane, three dado planes, block plane, and an unspecified set of planes. There were basic tools for fastening materials, such as three screwdrivers, four screwdriver bits, four claw hammers, and twelve nail sets. Tools for holding included four pairs of clamps, two iron clamps and four pair of pliers. Slate roofs could be installed with the two slate hammers, and tools kept sharp with the two oil stones and emory stone. Finally, there were two spirit levels, two miter jacks, a pair of tin snips, cold chisels, six 6" files and some second-hand files, a hand pinch-bar, two miter jacks, nails and tacks, paints, scrap lumber, and some snow guards for the roofs of houses. The tools for making mortise and tenon joints, and the scarcity of nails in the inventory (only $.45 worth) suggest that Albert Smith was probably still using traditional construction techniques in the early twentieth century and that balloon framing had not yet

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reached this part of Carroll County.[28] He was also using a combination of traditional tools that were probably locally made (in part by him) and newer, machine-made tools.

Besides Smith, Furney, Morningstar, and Fowble, there were a number of other residents of Union Bridge involved in the building trades. Some of the masonry work in Union Bridge can probably be attributed to James W. Ogle, a farmer who advertised in the 1877 Atlas that he was also a "Brick and Stone Mason, and Lime Burner." In the 1880 census his chief occupation was listed as stone mason. He was 64 and perhaps was retiring from farming. He was possibly the James Ogle who worked on J. Hamilton Repp's house foundation in 1890. Other stone masons included stonecutter, John Delaplane, 23, and Benjamin F. Philips, 37, who worked on the foundations of J. Hamilton Repp's house in 1890 and that of Daniel R. Fogle's house on West Broadway in 1883. Charles C. Ogle was an apprentice to a stone cutter and in February 1887 rented a shop on North Main Street, opposite the Union Bridge Hotel, to conduct his own business in trade. Ogle advertised that he made monuments, headstones, tablets, curbing, posts, and vases. By July, Ogle was given notice to vacate the premises, which he seems to have done by September. There was a brick maker, William Kelly, 65; and a brick layer, Franklin P. Webb, 28. Carpenters were numerous, including Keener C. Billmyer, 32; Bradley C. Bowman, 20; Eli Hiltabidle, 54; and Charles F. Stein, 32. Painters were also plentiful: Charles Reck, 23; John A. Reck, 56; Charles W. Brennersen, 31; Nathan Whiteleather, 44; John W. Matthews, 25, who boarded with, and probably worked for, carpenter Charles Stein; John D. Carl, 27; Adolphus McCauley, 36; James O'Brien, 25; Edward W. Leeds, 36; and Thomas W. Eagan, 27. In December 1883, stonecutter C.B. Hollenberry of Uniontown announced that he would move to Union Bridge. Jesse Anders was to build a shop on Broadway, in the rear of Anders' store, to house the business. Whether or not the shop was ever built is not clear, since Hollenberry advertised in March 1884 that he supplied monuments, headstones, vases, mantles, curbing, and posts for cemeteries at his business on Thomas Street. Not everyone who worked in the building trades in Union Bridge lived there, however. "Doc" Brown of Uniontown was responsible for painting several buildings in Union Bridge, including George P. Buckey's House on Main Street and the houses of Miss Alice Engle and Eli Hiltabidle. Mr. Slonacker, a Uniontown builder, was vying for several house contracts in the Union Bridge area in the spring

[28] Carroll County Land Records, WAM 67-518. Federal Census, 1910. Repp Diary, 2, 16 July, 1 August 1888; 6 January 1890 ff. Carroll County Register of Wills, Albert M. Smith Inventory, WA 22-566. Smith's carpenter shop no longer survives.

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of 1883.[29]

We know of some carpenters and builders for reasons other than their work. Isaac Dern of Union Bridge was arrested in 1899 for non-support of his wife. It was explained that "Dern is a carpenter and was working for Joseph Wolfe. The sheriff found him at work in Wolfe's shop." Dern's immediate fate is unknown, but he was not working in Union Bridge in 1910. By that time, the next generation had taken over; none of the previous laborers were still in the field. There were many more house carpenters, including Edward R. Fogle, 39; James W. Nott, 29; Philip H. Bloom, 70; George W. Byers, 46; Leightner O. Byers, 24; Samuel Eppley, 61; and Howard H. Moore,. 61. The house painters were Harvey C. Bloom, 41; Charles E. Ricketts, 31; Francis M. Ogle, 53; William Shockney, 22; George Shockney, 20; James G. Arbaugh, 23; and William Ogle, 33. There was a single house plasterer, Oliver F. Grosnickle, age 60. Notable was the lack of stone masons and bricklayers. There seems to have been a shift in the early twentieth century to wood frame houses on larger lots, no doubt an influence from the rise of suburbs in general, and this may explain the lack of masonry tradesmen.[30]

The east side of Union Bridge was developed separately at the same time as the west. Most of the land was owned by Jacob Switzer, and had not been developed. Several parcels did contain improvements before the end of the Civil War, however. One of these was Joseph Wolfe's property at 25-27 South Main Street. This was originally three lots, the earliest being purchased in 1857 for $1200. The amount of money suggests that the property was already improved. This is supported by the fact that the land was purchased from David Hiltabidle, who, it is believed, was a builder. According to Switzer, part of Joseph Wolfe's brick house had been built around 1821. The 1862 map shows Wolfe's house in the general location of 25 South Main Street, which is a rubble-stone building with scored stucco finish, but this may be an inaccurate portrayal Four years later, Wolfe was assessed for a brick house and gravel(?)

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[29] Federal Census, 1880. Union Bridge Index, 15 June 1882, p. 3, c. 2; 29 March 1883, p. 3, c. 1; 5 April 1883, p. 3, c. 1; 3 May 1883, p. 3, c. 1; 6 December 1883, p. 3, c. 1; 20 March 1884, p. 2, c. 5. Lake, Griffing and Stevenson Atlas, 1877. Repp Diary, 3 February, 8 July, 1 September 1887; 19 April 1890. The Union Bridge Carroll News 10 August 1889, p. 3, c. 6.

[30] Westminster Democratic Advocate, 6 May 1899, p. 3, c. 1. Federal Census, 1910.

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shop worth $2000. The 1862 map also shows a carpenter shop just north of Wolfe's house. This is likely the shop mentioned in 1866. Ten years later, Wolfe was assessed for a brick house, frame shop and stable, and gravel house. The use of the term "gravel" is unusual, and its appearance twice suggests that perhaps Wolfe enlarged or altered his shop to create another house, that at 25 South Main Street. In any case, the building was standing by 1876, if not much earlier. The 1877 map seems to confirm the 1876 assessment, showing the carpenter shop behind the brick house. According to local tradition, Wolfe was a contractor and was responsible for constructing most of the homes in Union Bridge in the 1870's. An advertisement for Joseph Wolfe in 1892 noted that he was a contractor, builder, and dealer in lumber, coal, sash, doors, blinds, mouldings, etcetera. He had an office and yard on the Western Maryland Railroad, near the depot.[31] Wolfe worked on the house for J. Hamilton Repp (see below) and apparently acted as a developer on Benedum and Farquhar Streets buying land and building houses. In 1880, for example, he was assessed for five new dwelling houses worth $3500. When he died in 1909 he owned two fenced lots with houses on Farquhar Street in addition to his own dwelling. He also built and ran the roller-skating rink that stood at the corner of Elgar and Farquhar Streets, and was opened in 1885. Wolfe's will specified that "... all carpenter tools, lumber, mouldings, doors, blinds and sash that may be in my carpenter shop, stable or wagon shed ..." be sold. The inventory of his shop was not very detailed, listing only three benches, two chests with tools, a grindstone, and two copper kettles.[32]

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[31] Wolfe expanded his lot with purchases in 1869 and 1885. See Carroll County Land Records, JBB 22-303; JBB 37-154; BFC 83-293. Switzer, Carroll County Tax Assessments, District 2, 1866; District 12, 1876; District 12, 1876-96. Martenet Map, 1862. Lake, Griffing and Stevenson Atlas, 1877. According to Michael, et al., the brick house at 27 South Main Street was built from the bricks of the Switzer grist and merchant mill. This mill was still surviving in 1862, according to the map, but had been demolished by 1877, when the Union Bridge Hotel was constructed on the old stone foundation.

[32] Switzer. Union Bridge Carroll News, 14 May 1892, p. 2, c. 7. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Weekly Era, 7 May 1885, p. 3, c. 2. Carroll County Register of Wills, Joseph Wolfe Will, JJS 10-415; Joseph Wolfe Inventory, JJS 21-43.

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Another important, and early, structure east of Main Street was the two-story, three-bay, center entrance plan brick house at 32 North Main Street. David Hiltabridle apparently was hired by Israel Rinehart to build this brick house during the Civil War. Hiltabidle obtained a 99-year lease on the property, for an annual ground rent of $30, in April 1862. This strategy to reduce the costs of building was common enough in Baltimore, but was very rare in Carroll County. Hiltabidle must have completed the house by April 1865, for he bought the land and on the same day sold it to Israel Rinehart for $5,700. The following year the brick house was assessed for only $4600. For unknown reasons Rinehart moved to Frederick County and sold the dwelling in 1871 to John W. Diehl of Frederick County for $7150. The assessment for 1876 notes that he held a brick house, tenant house, doctor's office and stable, all on a quarter-acre lot, that was valued at $4400. These are clearly shown on the 1877 map. The assessment also notes that Diehl was still living in Frederick County. In 1885, Diehl was assessed for a $400 addition to the house, yet he still lived in Frederick. This addition was probably to the tenant house, and was probably the remodeling mentioned in 1884. Diehl raised the roof several feet to make the building two stories and five rooms, and covered it with weather boards. The later history of the structure is unknown, but only the stone foundation survives.[33]

When Jacob Switzer died, he expressed in his will the desire that some of his land be broken down into lots and sold off. This was approved by the Orphans Court in 1862 and platted in 1864. In the process, Benedum and the west side of Farquhar Streets were created and named. The lots ran from the south side of Elgar to the north side of Locust Street, excluding the several parcels on Main Street already discussed, and several others.[34] Over half of the lots were purchased in 1868 by a partnership of Jesse Anders, Jasper C. Shriner, and

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[33] Carroll County Land Records, GEW 29-64; WAMcK 32-113; WAMcK 32-115; JBB 40-120. Carroll County Tax Assessments, District 2, 1866; District 12, 1876; District 12, 1876-96. Union Bridge Index, 9 October 1884, p. 3, c. 1. Lake, Griffing and Stevenson Atlas, 1877.

[34] Carroll County Land Records, WAMcK 31-363. The executor of the estate and man responsible for the plan of the eastern half of Union Bridge was Jacob Switzer's son, Joshua, the historian. It is interesting to note that he chose the names Benedum and Farquhar for the streets. Obviously, he already had a knowledge of, and respect for, the local history before he ever penned his "sketch."

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Thomas T. Norris and the lots periodically sold. Jesse Anders also bought several lots at the southeast corner of Main Street and Broadway of his own account in 1867. He probably commenced immediately on the three-story brick house that stands there, since he sold his house across the street to Thomas Sheppard in 1868 (see above). The house is clearly marked on the 1877 map, and was valued at $4900 the year before. Anders seems to have gotten into financial trouble in 1884 and turned all his property over to a trustee for sale. The property was advertised in October of that year as a

> Three-story large substantial and commodious Brick Mansion House and Lot of Land situated on the southeast corner of Main and Broadway Streets ... There is a spacious lawn on both fronts with ample shade; a well of excellent never-failing water convenient. The dwelling contains 23 rooms, 2 passages, 3 divisions in cellar and 2 basement rooms, all completely finished. The stabling is large, 2 carriage houses, hog, meat, and two-story wood and ice house, with other outbuildings necessary for a comfortable town residence.

The meathouse mentioned may very well be the combination smokehouse/bakeoven that still survives behind the house. The property was sold to Samuel Repp in 1885 for $5125. The only known changes Repp made to the property were in 1892, when he "... greatly improved his fine residence here by removing a number of trees that stood near the house, and by having the outside of the dwelling painted. The Messrs. Garber, painters." Adjoining this property was a lot with a "... large 3-track carriage house, hog pen, chicken house, and corn crib." Its exact location and fate are unknown.[35]

At the southeast corner of Main Street and Thomas Street, Mordecai C. McKinstry built the large frame dwelling house and stable sometime between 1867 and 1876, when it was valued at $3000.[36] On the northeast corner, at 9 South Main Street, Peter H. Shriner bought a lot

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[35] Carroll County Land Records, WAMcK 35-258; FTS 61-11; WNM 65-40. Carroll County Tax Assessments, District 12, 1876. Westminster American Sentinel, 25 October 1884, p. 1, c. 1. Union Bridge Carroll News, 11 June 1892, p. 3, c. 1.

[36] Carroll County Tax Assessments, District 12, 1876. Lake, Griffing and Stevenson Atlas, 1877.

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from Jesse Anders in early May 1881. Shriner, who was apparently not a resident of Union Bridge, must have begun construction of his house immediately, for it was noted in mid-May that he had "... begun to clear out the foundation for a dwelling house ..." The new house and stable were assessed at $3800 in 1882. The three-bay, center-entrance-plan brick house with central gable has great similarity to those at 101 and 103 South Main Street, and may reveal the same builder at work. Shriner died in 1895 leaving his widow Rebecca a well-furnished house. There were carpets in the parlor, sitting room, kitchen, on the stairs (held down by rods) and in two of the bedrooms. There were two walnut bedroom suites, two poplar bedroom suits, one single bed, and three cord (or rope) beds. There were also two wardrobes and two chests, most likely in the bedrooms. Some of the furnishings that were most likely found downstairs include the hall rack, piano (the most valuable item at $100), secretary and bookcase, library case, lounge, four rocking chairs, iron safe, extension table, sideboard, half dozen split bottom chairs, half dozen cane seat chairs, leaf table, mantle mirror, two small stands, table and arm chair. Scattered throughout the house were a high clock, an eight-day clock, and another clock. The house was fairly well heated with one small coal stove, a second stove, a fireplace heater, and two cook stoves. There was also a sink (most likely in the kitchen) and a refrigerator. Finally, scattered somewhere throughout the house were two porch chairs, a fire screen, a stand, a looking glass, a sewing stand and sewing machine, and an invalid chair. In his stable could be found a phaeton and basket sleigh, among the tools and harness. Shriner had already conveyed to his son a spring-wagon, buggy, sleigh and hearse.[37]

The Democratic Advocate noted in February 1879 that snow had brought a stop to construction of Mr. Wilson's house, which was almost ready to be plastered. The location of this house is not clear. Wilson owned the building at 1-3 North Main Street, as is evident by the 1877 map. Presumably, he rebuilt on this site. When he died in 1881 his widow was forced to sell the building. The advertisement is not clear on the location, but seems to indicate that it was on Main Street, at the corner of another street, in the central business section. As described in the advertisement, "the improvements thereon consist of a large and newly-built

[37] When Shriner died, he owned a 110-acre farm on Sams Creek, though he lived at the house in Union Bridge. Carroll County Land Records, FTS 55-485. Carroll County Register of Wills, Peter H. Shriner will, GMP 7-330; Peter H. Shriner inventory, GMP 16-95. Carroll County Tax Assessments, District 12, 1876-96. Westminster Democratic Advocate, 14 May 1881, p. 3, c. 3.

See Continuation Sheet No. 48

two-story brick dwelling house with basement, very conveniently arranged, well of water with pump at the door, stable, hog house, wood house, and other necessary outbuildings, good garden, &c." This building has been greatly added onto. Wilson also ran a store, which was located just across the street and is clearly marked on the 1877 map. This building survives at 4-6 North Main Street. When it was sold in 1881 it was described as "... a large and newly-erected frame store house, two-stories high, with back building attached, shelving, and conveniently arranged, cellar under the whole building." Wilson's inventory valued the showcase and cabinets in the store at only $14.25. The stock included $831.20 worth of dry goods, $814.26 of notions, boots and shoes worth $912.66, hardware valued at $364.09, groceries worth $53.61, whiskey worth $56.75, $59.39 worth of tobacco, $17.96 worth of drugs, clothing valued at $40.55, and hats and caps appraised at $58.49.[38]

One of the more architecturally significant houses in Union Bridge was built by J. Hamilton Repp, a few lots south of Shriner's house at 19-21 South Main Street. This is a brick duplex strongly influenced by the Queen Anne movement, and a good deal is known about its construction in 1890 because of the survival of a portion of Repp's diary. This illustrates well the building process in late-nineteenth century Union Bridge. Repp purchased the land from Israel Norris in January 1881. The 1877 map shows a building on this site which the tax assessments indicate was a weather-boarded log house with a frame stable and other buildings, worth $900. Repp owned alot of property in Union Bridge and rented some of it. Most likely this house was rented out, as well. As he remained a bachelor all his life, Repp was living in Hartsock's Hotel in the mid-1880's. Why he decided to build a substantial house for himself, and one with a smaller house attached to it, Repp does not make clear. Perhaps his trip to Europe in 1878, in the diary of which he made many notes about buildings he observed, spurred a desire to build. In any case, on November 1889 he noted "was working some on plans for house." Whether Repp was doing the design work, or merely setting out the general requirements for his home is not clear. Two years earlier he had subscribed to The American Rural Home, which may have provided some design ideas, or even complete plans. Apparently, he hired Joseph Wolfe to superintend the construction of the dwelling. Wolfe did not charge anything for his services, apparently making his profit off of the sale of building materials.

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[38] Lake, Griffing and Stevenson Atlas, 1877. Michael, et al., pp. 10-11. Westminster Democratic Advocate, 5 November 1881, p. 1, c. 1; 14 May 1881, p. 3, c. 8. Carroll County Register of Wills, William Wilson Inventory, HEB 11-460.

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Window sash were to be charged at 5 or 6% profit, and flooring at 2 or 2½%. Wolfe arranged for the men to do the work at $1.40 a day for each. This was settled on 3 January 1890.[39]

The specialty finish work came at a greater cost. Frank Shriner was hired the following day to do the trim work for $.40 an hour. Repp accompanied Shriner two days later to buy the walnut lumber for the trim work. That same day, a Monday, at about 10:00 a.m., Albert Smith and John Rakestraw began working on the house frames. On the 7th, the oak lumber was hauled to P.H. Shriners saw mill to be sawed and planed, and the walnut lumber was carted from the Shriner's to Wolfe's shop, where it was further planed. A load of hickory wood was delivered on the 9th. By 11 January, the cellar window frames were finished and Wolfe stored them in Repp's carriage house. On the 17th, Smith and Rakestraw were at work laying out walnut and oak lumber for building trimmings in the wagon yard of Repp's property. More oak and walnut was hauled to Shriner's for cutting and planing on Saturday the 18th. Some boards were acquired from Shepherd Wood, who had advertised, as early as 1877, "Custom Sawing done to order."[40] Repp also went to a lime kiln and bought the first stone for the foundation of the house. The following Saturday someone from Baltimore brought a sample of stone for the sills of the house in order to get Repp's approval A week had been lost because most of Joseph Wolfe's employees were suffering from either influenza or grippe. More sawing and planing was going on by the Shriners on the 29th. On both 7, 14, 20 and 22 February, Repp himself worked on painting and oiling the cellar window frames and walnut trim for his house. Wolfe delivered the joists for the house to the site on the 19th, and two railroad carloads of brick were delivered to Union Bridge and hauled to the site on 10 March. In all, there were 9000 soft bricks and 8500 red ones. It took until the 13th to haul all of the brick to the site, and from that day to Monday, the 17th, for Wolfe to haul the flooring there.

At this time, there had been no site work such as digging the foundation, and Norris's old house still stood on the site, too. On 20 March, Repp borrowed the old horse Charlie and, with his help, began demolishing the old house. This continued on the 21st and 22nd, when the

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[39] Carroll County Land Records, FTS 54-257. J. Hamilton Repp Diary, Historical Society of Carroll County, 14 February 1887, 9 November 1889 ff. All of the information on the construction of Repp's house comes from his diary, throughout the year 1890.

[40] Lake, Griffing and Stevenson Atlas, 1877.

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roof was being removed. On the 25th, the old wash house was demolished, and more of the house was pulled down on the 27th and 28th. In this effort, Repp had periodic help from two others. On 29 March, some of the debris began to be hauled away, while the house continued to be demolished on the 31st and April 1st. The remaining debris was removed the following day, and on 3 April Repp began digging the foundation, with the help of two others. Excavation continued for the next two days. More building supplies began arriving at this time. The stone window sills and two more carloads of brick were delivered on the 8th. These bricks were hauled to the site while digging continued on the foundation. On Saturday the 12th, the earth from the hole was hauled away, and the foundation stone arrived from Linwood by railroad. They were hauled to the site on Monday. The digging was finished on the 16th, although Repp accompanied Joseph Wolfe and stone mason Benjamin Phillips in laying out the foundation the day before.

Repp must have been anxious to see construction commenced, for on the 16th he "... stoned and cemented both corners on N.west front" of the foundation. The following day, Phillips and an attendant began building the foundation, while Messrs. Hammaker and Thomas cut off the window sills. On the afternoon of 18 April, Phillips was joined by stone masons William Ogle and Wes Rodkey, and on the next day James Ogle and another assistant were also at the site. The cellar door frames were set in place. Each day another mason seemed to join the group: Mr. Stone on Monday the 21st and Mr. Wilhelm on Tuesday. Several days were lost to rain, and, with the exception of Benjamin Phillips, not everyone worked each day. On 1 May the foundation was finished, the tops of the walls cemented, and Wolfe's carpenters began setting the joists for the first floor. The floor was finished the following day and the masons began the brickwork on the 3rd. In general, there were four masons and two tenders at work. By the 7th, Repp assisted Wolfe in setting the window frames of the first story in the brick walls as they rose. Lime was delivered to the site as the masons continued to work, and on 13 May the carpenters began installing the second floor joists. This work was done by Wolfe, James Bostian and Mel Perry. Laying of the floor continued on the 14th and 15th, and on the 16th the second-story window frames were set into the wall.

Repp was obviously excited about the progress of construction, for he noted unabashedly on Sunday the 18th that he "was sitting reading on 2nd floor of new house ..." in the afternoon. By the following Thursday, carpenters Fleagle and Rakestraw were preparing the garret joists, and on Friday the 23rd they installed them and the front cornice with some help from Albert Smith. At the same time, the slate for the roof was delivered to the site. Wolfe's men

See Continuation Sheet No. 51

continued to haul slate to the site the following day. A day was lost to rain, but on 27 May Joseph Wolfe began setting up some gable rafters on the north side of the house. William Dern and James Bostian continued to work on garret joists on the 28th and then, on the 29th, installed rafters and began boarding the roof. The brick chimneys were virtually completed on the 30th and 31st, and on 2 June the masons started building the porch pillars and cistern walls. Ogle and Phillips finished the cistern on the 4th. Smith, Dern, Fleagle, and occasionally Bostian and Wolfe worked at putting on the slate roof from the 7th to the 18th. The following day they started on the front porch floors. This continued until the 24th, when the back porch floor was laid. It is not clear whether some of the flooring was finish work inside the house. Shutters were hung on 1 July, and two days later work on the stairs commenced.

The framing for the "look-out" that formerly stood on the top of the southwest turret was finished on 17 July, as was a last little slate roof work. The garret floor was laid the following day. Several pages are missing from the diary, and when it resumes in mid-November 1890, the house is obviously complete. Repp settled with Benjamin Phillips on the masonry work on the 17th and put down a carpet in his bedroom and moved his bed into there on the 19th. In 1891, this house and an addition to an old house was assessed at $3200, making it probably one of the five most expensive houses in Union Bridge.[41]

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[41] Carroll County Tax Assessments, District 12, 1876-96. According to Michael et al., this house was built in the 1870's by George Buckey. However, the date stone on the property is marked "J.H. Repp 1890." See: Michael et al., pp. 21-2. They also claim that Repp was running the Union Bridge Pilot newspaper out of one-half of the house in 1900. More likely, it was run out of the old Friends Seminary at 5 East Locust Street, which Repp bought in October 1889. This building served as the home of Pilot Printing by 1904, at least. See: Michael, et al., pp. 21-2. Repp Diary, 24 October 1889. Sanborn Maps, 1904, pl. 3. In addition, Michael, et al., claimed that Repp " . . . owned the entire town block on which this house stands and at the time of his ownership it contained a public park with a bandstand, croquet court and rock garden." While Repp notes in his diary that there was a croquet court in town, he does not mention its location. Land records show that Repp did not own all of this block, and the Sanborn Maps for 1904, 1910, and 1924 do not show a bandstand, although there are stables and other outbuildings on the lot. The location and extend of the improvements must remain a question until documentation is uncovered. See: Michael, et al., p. 22. Sanborn Map, 1904, 1910, 1924, pls. 1, 2, 3, 4.

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In addition to the business already enumerated, Jesse Anders held several rental properties which he probably had constructed. Two of these were the frame houses at 2 and 4 North Benedum Street. In 1876 they were valued at $1200 and $1400. When they were advertised for sale in 1884 they were described as virtually identical two-story frame dwellings with eight rooms, a basement and cellar, and a well nearby. That at 2 North Benedum also had a cistern and stable. In 1878 he was assessed for another new house worth $900 on an unknown location.[42]

The block on which Ander's two tenement houses were built, blocks 3 and 4 of the Switzer plat, were the site of the most intense development in Union Bridge in the period 1868-76. North of Anders's two houses on Benedum Street, at 6-8 North Benedum, came a Rinehart property that was probably rental, too. This was most likely the frame house worth $1200 owned by Thomas Rinehart of Baltimore. The frame house at 10 North Benedum was owned by Mrs. Mary Ann Maria Spurrier, and was worth $900. At 12 North Benedum was Mrs. Margaret Frankforter's frame house valued at $800, and on the corner, at 14 North Benedum, George L. Grumbine had a frame house and frame stable worth $1700. One North Farquhar was probably a frame rental house, as its value was $800. It was owned by Peter Hollenberger, whose brick house and blacksmith shop were on Main Street. Next door, at 3 North Farquhar Street, was the $600 frame house of Edward Kelley. North of this was a house owned by L. Black, who is unknown. At 7 North Farquhar Street is the frame house of Daniel R. Fogle, worth $400, and north of it the $500 frame house of Mrs. Cordelia A.L. Billmyer. On the corner, at 104 East Elger Street was a frame house and frame stable owned by John L. Wentz. With a value of $500, it was most likely a rental property.[43]

The history of this block helps to illustrate several points about Union Bridge, and perhaps about small piedmont Maryland towns in general Union Bridge seems to have had a high percentage of widows. It is likely that, once a farmer died and his estate was sold, his widow took her share and built or bought a modest house in the closest town, or at least in the

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[42] Carroll County Tax Assessments, District 12, 1876; District 12, 1876-96. Westminster American Sentinel, 25 October 1884, p. 1, c. 1.

[43] Lake, Griffing and Stevenson Atlas, 1877. Carroll County Tax Assessments, District 12, 1876.

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nearest town with some familial connection. Wealthy members of the community were usually responsible for most of the development in town. Where the railroad brought jobs and a demand for housing, more affluent businessmen and craftsmen built and leased tenement houses, usually for a single family. Both rental housing and widow's houses tended to be set off at the same area of the town, although there could be a great diversity in the value of the predominantly frame buildings found in this section. And rental housing does not necessarily imply small or crude dwellings, as the value of Jesse Ander's two houses indicates. Union Bridge also seems to have been a settlement site for retiring farmers who would sell their lands, build a house in town, and live off the remaining proceeds. This process would also help to explain the higher number of widows in the town.

Switzer's Addition to Union Bridge was not improved only by modest houses. In 1880, Moses Shaw sold three lots to Dr. Elisha O. Manakee on which Manakee had already built his large frame house at 5 East Broadway. The house does not appear on the 1877 map, but was assessed in 1879, along with a stable, at $3000. The ¾-acre lot was not assessed until the following year. The house was completed by August 1879, when the Union Bridge Agricultural Club met there. In their reporting they noted that

> [t]his fine residence occupies one of the best localities in the town, is three-stories high with mansard roof, well built and conveniently planned. The lower floor is divided into a hall, parlor, dining room, kitchen and office. The chambers above are pleasant, and on the second floor, south side, open upon the flat roof of a broad porch ... Considerable grading was required to form the yard into good shape, after which oats and grass seed were sown, the former as a protection to the young grass, but owing to the drought much of the grass perished.
>
> A small, solid, concrete pavement on two streets has been put down, whilst walks of the same material have been made around the house. A stable with carriage and ice house attached are among the improvements.[44]

[44] Carroll County Land Records, FTS 52-367. Carroll County Tax Assessments, District 12, 1876-96. Westminster Democratic Advocate, 16 August 1879, p. 3, c. 3.

See Continuation Sheet No. 54

Calamity is a natural adjunct of any developing town, and the first was to strike the enterprise in Union Bridge in December of 1868. A fire started in the oil house and, according to Switzer, quickly consumed that building, the machine shop, carpenter shop, blacksmith shop, and all the other structures, except the engine house, at the Western Maryland Railroad yards. The tools, the railroad company books, and all of the work, including a locomotive under construction, were destroyed. Switzer noted that "... by extraordinary labor and vigilance, all other contiguous buildings in the town were saved." As recorded by Switzer, the fire took on mythic proportions, yet the Baltimore Sun noted several days later that

> [t]he machinery was second-handed, purchased some years, and was not of much value. The house and smithshop, which were of frame, were totally destroyed. All the locomotives of the road, together with the cars, were saved, and the trains were running on regular time yesterday morning. A considerable amount of the machinery can be repaired at small expense. The loss to the company will probably be about $10,000.

The event did not garner any more interest in Westminster, where the Democratic Advocate printed a report almost verbatim to that in the Sun several days later.[45]

While the fire may not have been a catastrophe, it sufficiently emphasized the need for better fire protection. After the destruction of the Western Maryland Railroad shops Union Bridge purchased two extension ladders, two hook ladders, and fifteen rubber buckets. In the early 1880's, the town acquired a Holloway Chemical Fire Engine, which was kept in a stable in town. The need for better facilities, and for a public meeting space, was evident, however, and the Union Bridge Index editorialized in favor of the project in April 1883. "Now for an engine house and town hall," it wrote after the arrival of the fire engine. Though not noted in the minutes, planning for the project had already occurred. In February 1883, the Index stated that "[i]t has been suggested that the bank, town hall and engine house be combined in one building - the bank and engine house to be on the ground floor and a public hall above." Further details on the plan were reported in early March.

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[45] Switzer. Baltimore Sun, 5 December 1868, p. 1, c. 8. Westminster Democratic Advocate, 10 December 1868, p. 2, c. 3.

See Continuation Sheet No. 55

> In regard to an engine house and town hall, the committee will recommend the purchase of a suitable site in the central portion of the town, and the erection of a brick building with an engine house and lock-up (with three cells) on the ground floor, the upper story to be used as a public hall, part of it being reserved for a council chamber, this being separated from the main room by folding doors, so that it can be thrown into one room.[46]

Apparently, the Mayor and Town Council had purchased a lot on Main Street for this purpose immediately after this recommendation, but for unknown reasons other sites were considered. The Index noted in May 1883 that "[t]he lot on the corner of Broadway and Benedum, adjoining the German Baptist church, has been mentioned as a suitable site for the new town hall. In our opinion, it would be a grave mistake not to place the building on the site purchased by the corporation." Later that month a committee was formed to "... get up some plan of the form and construction of a building for the Fire Engine Council Room etc. ..." The project was studied throughout the summer, and in November it was reported that

> ... two bids for the erection of the building were now before the Board for action, one from Mr. Joseph Wolfe and the other from Mess. Forney [sic] and Morningstar upon examining said bids it was ascertained that Forney [sic] and Morningstar's was the lower, and the Council award the contract to the said Forney [sic] and Morningstar for the erection of the said building according to specifications filed by them with the Clerk of the Board; The said Board having accepted the said bid as proposed at $1623.00 with slate roof.[47]

The Index reported that the building was to be of brick, 22 by 40 feet, and two- stories high. They also noted that "[w]ork will be commenced as soon as possible and be pushed forward as rapidly as the weather will permit." This was not very rapid, as the newspaper pointed out in December. In February 1884 work had come to a halt because of the weather, but it was intended to be resumed. There would not be enough room in the new structure for

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[46] Centennial Celebration Committee, p. 26, Michael, et al., p. 33. Union Bridge Index, 8 February 1883, p. 3, c. 1; 1 March 1883, p. 3, c. 2; 5 April 1883, p. 3, c. 1-2.

[47] Union Bridge Index, 3 May 1883, p. 3, c. 1-2; 15 November 1883, p. 3, c. 1.

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a bank, so that project would have to wait until later. As it would turn out, the Town Hall would have to wait, too. In March the Index stated that "[w]ork has been suspended on the Town Hall building until after the municipal election, when it is hoped the matter will be settled and a building adapted to the wants of a growing town erected." Apparently, the new Mayor was not happy with the plan. At an unknown time, the site was moved from Main Street to the corner of Broadway and Benedum. Whether this was done under the old administration or the new is not clear. In May the Mayor appointed a new building committee with the authority to "... alter, amend or enlarge the present plan of said building." They expanded the size of the building to 35 by 53 feet and three stories, but whatever other changes they may have made are unknown. In June, the plan and specifications were approved and submitted to contractors. Furney and Morningstar were awarded the new contract for a low bid of $3045. Construction started in late July, and work had proceeded far enough in October for the second floor to be under installation. One of the contractors' carpenters, Henry Shriner, was injured at that time when he was thrown from the second to the first story. Another worker on the Town Hall was C.T. Wilson, who wallpapered the store room. Payments were made in October and December 1884, and March and April 1885, suggesting the building, at 10 East Broadway, was completed by then. One problem was already evident, too. The stage had been placed at the Broadway end of the Town Hall, and as a result, people passed between the stage and the audience during the presentations. Whether this was ever changed is not known. The fire company was not organized, however, until 1887. With their establishment, the town supplied a hook and ladder wagon and two hose reels.[48]

The two-story, three-bay, center entrance plan brick house at 6 South Benedum Street, while much more modest than Dr. Manakee's house, is still of interest and significance. The lot was purchased by Margaret Wood in March 1882 and her husband, William, seems to have begun immediately to construct their dwelling. By October he was "... putting the finishing touches to his new house ..." That same year his house was assessed at $1200. The elaborate

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[48] Union Bridge Index, 6 December 1883, p. 3, c. 1; 14 February 1884, p. 3, c. 1; 20 March 1884, p. 3, c. 1; 9 October 1884, p. 3, c. 1. Union Bridge Weekly Era, 26 February 1885, p. 3, c. 1. Westminster Democratic Advocate, 2 August 1884, p. 3, c. 2. Minutes, pp. 116-7, 131, 142, 143, 145, 149, 151-4. Carpenter Henry Shriver had purchased the house of Daniel R. Fogle on Farquhar Street in 1883 for $900. See the Union Bridge Index, 15 March 1883, p. 3, c. 1.

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jigsawn porch details are of note because they are identical to those on Margaret McKinstry's house at 145 West Broadway, suggesting that they had the same builder, whoever he was. Three years later, Wood built a stable and buggy shed on Music Lane. This was presumably the alley behind his property, though the name has never been verified. Perhaps of greater interest in this house was a solar water heater and bathroom that were installed in 1892 by agent J.M. Hollenberger for William Wood. "The heater consists of small tanks on the roof of the house, under glass, in which water is heated by the rays of the sun to about 290 degrees, or 22 degrees below boiling point. Piping is constructed to conduct cold or hot water to bathroom or kitchen." Wood opened a hardware store in Union Bridge in 1884, so his interest in such a neoteric gadget is understandable.[49]

Further south of Wood's house Soloman Shepherd bought a lot at 16 South Benedum in early 1883. Ground was broken for the new house in mid-May and the masonry work was completed in mid-June. Shepherd anticipated moving into his new dwelling by the following spring, and probably did, since his new dwelling and stable were assessed for $2000 in 1884. This house is an interesting blend of a traditional side-passage plan with a central gable and a Queen Anne influence octagonal wing that is probably a later addition. At the same time that Shepherd was building his new house, the Index noted that "Benedum Street is becoming a popular thoroughfare, and has improved in the last year more than any street in town."[50] This development continued with the purchase of the lot at 5 South Benedum in February 1883 by Dr. John W. Dehoff. Construction on this five-bay, two-and-one-half-story brick house with a projecting center entrance bay must have begun fairly shortly thereafter. Though no record was found of its progress, the Index noted that Dr. Dehoff could be found at his new residence on and after 29 March 1884. Sometime in that year his new house, along with a stable and

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[49] The 1904 Sanborn map shows several outbuildings at the back of this lot. Sanborn Maps, Union Bridge, 1904, pl. 3. Carroll County Land Records, FTC 57-215. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 26 October 1882, p. 3, c. 1. Union Bridge Weekly Era, 28 May 1885, p. 3, c. 1. Commercial Growth, p. 116. Union Bridge Carroll News, 16 July 1892, p. 3, c. 2.

[50] Carroll County Land Records, FTS 58-400. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 10 May 1883, p. 3, c. 1; 17 May 1883, p. 3, c. 1; 21 June 1883, p. 3, c. 1.

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other improvements, was assessed at $2350. Dehoff did not stay here long, selling the house in 1890 for $3500.[51] The lot at 1 South Benedum Street was purchased by Josephine Grumbine in 1878. Her husband, George, owned a number of properties in Union Bridge, most of which were apparently rental In 1885 he was assessed for a new dwelling worth $2000, which was most likely this house. There are several reasons to believe that this probably became their residence. Home lots often seem to have been put in the wife's name, perhaps to insure that she would have a residence in the event that her husband died. Josephine held on to this property until 1913. Rental houses were rarely brick, as this one is, and rarely valued this highly.[52]

In 1872, the General Assembly of Maryland passed an act to incorporate the town of Union Bridge. Two years later, the Mayor and Town Council made official the names of the streets in the town. Main Street had been the Liberty and Pipe Creek Turnpike Road. This was a hard stone road that connected Union Bridge with Johnsville in Frederick County and was usually referred to as the Johnsville Turnpike. The tollgate for the road apparently survives on the east side of Main Street, south of the cemetery. It later became part of the Buckey Farm and was used as a tenant house. Whyte Street was named for Governor William Pinkney Whyte, who signed the act of incorporation. Benedum, Elgar, Farquhar, and Thomas Streets all had obvious local historical connections. Broadway was given its name because it was the first wide street through the town. Locust Street was then known as County Road No. 80, and was not renamed. At this time, the town consisted of about 65 dwellings, two hotels, several boarding houses, two schools, five general dry goods stores, groceries, and hardware stores, and one drug store.[53] The Quakers were in the process of building the Friends Seminary of Pipe Creek at 5 East Locust Street.

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[51] The deed was not executed until October 1883, but the Index reported the sale the previous February. Carroll County Land Records, FTS 60-278; BFC 72-10. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 22 February 1883, p. 3, c. 3; 20 March 1884, p. 3, c. 1.

[52] Carroll County Land Records, FTS 50-311. Carroll County Tax Assessments, District 12, 1876-96.

[53] Michael, et al., p. 25. Minutes, pp. 23-4. Switzer. Lake, Griffing and Stevenson Atlas, 1877.

See Continuation Sheet No. 59

One thing notably missing from the 1877 map are churches. At that time there was only one, the Methodist Episcopal Church that was built in 1868 at 26-28 South Main Street. A belfry was added in August 1882, and a 250-pound bell, purchased from Joshua Register and son of Baltimore, was hung in it. The building was also painted by Charles Wentz and Frank Ogle at that time. This dearth of religious structures was about to change. In 1877, construction began on a church for the German Baptist Brethren. The building is at 6 East Broadway, though it has been altered and is now used as a funeral home. A Methodist Protestant Church was organized in 1879 and met in the hall over the Ander's Building, which was "... fitted up for church purposes ... for the use of the Methodist Protestant congregation in particular, but also for religious exercises in general" until they could build the brick sanctuary at 7 South Main Street. The foundation was constructed and the cornerstone laid in August of 1882. At the same time it was noted in the Index that

> [s]ealed proposals to build a church in Union Bridge will be received from builders and contractors by the building committee of the Methodist Protestant church as follows: contracts on bids for laying the brick, furnishing lumber and doing the carpenter work, or for doing each separately ... These proposals must be made on or before the 2nd day of September next - specifications and diagrams may be seen by calling on Mr. Philip B. Myers or Mr. Jesse Anders, at Union Bridge.

Obviously, no one was given the contract to handle all aspects of the construction, but instead the church building committee seems to have superintended its erection. Who was responsible for the diagrams is unknown, and they and the specifications have not been located. However, the building was described as "... a brick structure, forty-feet front by fifty-two in depth. It is built in the Gothic style. The tower when completed will be over one-hundred feet high. The seating capacity is about four-hundred."[54]

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[54] Wolfe. Centennial Celebration Committee, p. 40. Michael, et al., p. 17. In 1940, the two Methodist churches in Union Bridge merged and moved into the brick structure of the MP church on the east side of Main Street. The ME church was bought by Dr. Thomas Legg and converted into apartments. It survives now as a three-family residence. Westminster Democratic Advocate, 12 July 1879, p. 3, c. 1. Union Bridge Index, 17 August 1882, p. 3, c. 1, 2, & 4. Westminster American Sentinel, 5 July 1884, p. 3, c. 3.

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Joseph Wolfe was awarded the contract and by mid-November 1882 the building was "... being put under roof ..." It was anticipated that it would be ready for the congregation in the spring. Things did not go as planned. The weather interfered with construction in early 1883, and in May it was noted that "[b]rick for building purposes are scarce." Joseph Wolfe was so busy with other building projects, there being a boom at the time in Union Bridge, that construction lagged. In December 1883 it was noted that "Doc" Brown of Uniontown and George Anders of Union Bridge ("both skilled manipulators of the brush") were finishing the painting of the church. This probably referred to the woodwork, since the frescoing of the interior plasterwork was done by J.H. Lampe of Frederick. Yet it was not anticipated that the structure could be completed before February. In late January 1884, the Index reported that the church was completed, except for the steeple. It was intended for the steeple to be done by May, but when the building was dedicated on 20 July 1884, the two upper sections of the tower still were not complete. It was hung with a 1400-pound bell manufactured by Henry McShane & Company of Baltimore. The church was furnished with green plush furniture obtained in Boston. In 1886 the church purchased a parsonage on Benedum Street.[55]

At the same time, St. James Lutheran Church built its brick structure at 14 South Benedum Street. The congregation had its beginning when members of Mt. Union decided, in 1881, to join with Lutherans around Union Bridge. Their first services were also held in Ander's hall. Ground was probably broken for the new church in March 1883 for it was reported then that work was progressing on the foundations. Yet in early May it was stated that "work on the foundation of the new Lutheran Church will be commenced next week." The church was to seat 300. The cornerstone was laid on 24 May 1883, and by the middle of June the rafters were already in place. This was quite rapid progress for the erection of brick walls. Of course, there was a great deal more interior work done, including the installation of the Pipetop Estey Organ made by Messrs. Sanders & Sayman of Baltimore. St. James Lutheran church was dedicated on 1 January 1884. In one account, the final cost of the building was

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Michael et al., pp 21-2. Centennial Celebration Committee, pp. 28, 40-1.

[55] Union Bridge Index, 16 November 1882, p. 3, c. 1; 8 February 1883, p. 3, c. 1; 17 May 1883, p. 3, c. 1; 6 December 1883, p. 3, c. 1; 31 January 1884, p. 3, c. 1. Westminster American Sentinel, 5 July 1884, p. 3, c. 3. Westminster Democratic Advocate, 26 July 1884, p. 3, c. 2.

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$4000.00, and in another it cost $4500. The original tower was apparently much larger, but it was struck by lightning on 28 September 1928 and was severely damaged. In September 1886, stone pavement was laid on Thomas Street around the church.[56] The St. Paul's Reformed Congregation was organized in August 1885 and decided that following month to build a chapel. Ground was broken on 19 October 1885 for a brick building 30 by 50 feet. The church was sold in the twentieth century to Raymond Wright, the tower taken down, and the building converted into a duplex building. It still survives as such at 12-14 West Broadway.[57]

Though the southern boundary of the town was set at Locust Street in 1872, this did not preclude development beyond this line, along what was referred to as the upper end of Main Street. Philip B. Myers purchased a site on the east side of Main Street in 1873 and there created the burial ground known as Mountain View Cemetery that is still used today. Jesse Anders purchased a half-interest and together, in 1877, they laid out the plots. By 1885, all of the lots had been sold and three years later additional land was purchased to expand the cemetery. The cast and wrought-iron gates were probably standing here by this time, as is suggested by the plat. The cemetery was fenced, further suggesting that the gate existed. This fence was moved in December 1887 to enable the cemetery to be enlarged. Most of the inhabitants of Union Bridge discussed here can be found interred in the cemetery, including Jesse Anders, Philip Myers, J. Hamilton Repp and Joshua Switzer. There are stones as early as 1852 in the cemetery, though most date from the 1880's and later. Whether some stones were moved here later, or there is a longer history to the cemetery than is documented, is unknown.[58]

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[56] A local source says that the ground-breaking was in March 1882, but this is probably a typo. Centennial Celebration Committee, p. 39. Union Bridge Index, 29 March 1883, p. 3, c. 1; 3 May 1883, p. 3, c. 1; 21 June 1883, p. 3, c. 1; 6 March 1884, p. 3, c. 1. Westminster American Sentinel 5 January 1884, p. 3, c. 6 (reprinted from the Union Bridge Index, 3 January). Repp Diary, 4 September 1886.

[57] Wolfe. Michael et al, p. 27. Westminster Democratic Advocate, 24 October 1885, p. 3, c. 1.

[58] Carroll County Land Records, FTS 48-188; WNM 680-211. Union Bridge Weekly Era, 12 March 1885, p. 3, c. 1. Michael, et al., p. 24. They state that it was an old family cemetery, which obviously would explain the headstones before 1873. However, they also

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Abodes for the living began to rise in this part of town, too, especially in the 1880's. Much of the land southeast of the intersection of Main and Locust Streets belonged to Joel Farquhar, and after his death his heirs began to sell off lots. That at 101 South Main Street was purchased by Dr. Milton M. Norris in April 1883, although the deed is dated in October of that year. Norris planned to "... erect a brick-cased frame dwelling 32 feet square." While brick-cased log houses are known elsewhere in the County, the frequency of frame houses cased with brick is not known. There are several examples in Union Bridge alone, as will be seen. For whatever reason, though, Norris did not build one, but instead sheathed his frame house with wood cut to imitate rusticated stone ashlar blocks. There are other examples of this in Union Bridge. Dr. Norris must have begun immediately on his house and outbuildings, for in that same year he was assessed for them in the amount of $2600.[59]

The property just south of Norris' house, at 103 South Main Street, is of interest for the marked similarity of its details to that at 101 South Main Street. The lot was purchased in June 1884 by William J. Urner and Joanna E. Norris. Nothing is known about either, though presumably she was related to Dr. Norris. Most likely, the house was built in 1884-85, and is the new house worth $2000 that was recorded in the assessments for 1885 in the possession of Mrs. Nicholas Norris.[60] Next door to this house was the lot at 105 South Main Street that was purchased by Jesse Anders's son, Cleveland Anders, in 1889. The negotiations for this lot, like many others, must have occurred earlier, for in early April 1888 it was noted that the foundations for the house were being built. By May of that year, the roof was being installed,

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claim that the cemetery was sold by Amy Englar, while the deed mentions Edward Remmington as the grantor. If there is any connection between the two, it is unknown. Repp Diary, 7 December 1877.

[59] Carroll County Land Records, FTS 60-498. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 5 April 1883, p. 3, c. 1.

[60] Carroll County Land Records, FTS 61-201. Carroll County Tax Assessments, District 12, 1876-96.

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and the house was certainly completed by August 1889 when Anders was entertaining in it.[61]

Concurrent with the construction of Anders's house, the dwelling at 113 South Main Street was being built for Jacob Stoner. He purchased the lot in April 1887. J. Hamilton Repp noted in April 1888 that the foundation of this house was being built, and the roof was being put on in May, at the exact same time as that of Anders'. In 1889 his new house and stable were valued at $3000. The design of the house suggests that the house may be the product of one of the many popular plan books of the period. While there are no other nineteenth-century structures in Union Bridge that appear to come from such a source, the idea is not entirely out of the question. The Index announced in 1884 that they had received a copy of Palliser, Palliser & Company's plan book "Useful Details" and commented that they were the first architects to introduce the "modern taste" into American domestic architecture. The design is very similar to one published by Robert W. Shoppell and the Co-operative Building Plan Association in 1887. Design 521 has brick on the first story and shingles on the second, where as Stoner's house is brick on both stories. The three-story octagonal turret centered on the front is the obvious organizing feature of both designs, though Shoppell has an open piazza on the third story of the turret and Stoner's house does not. Stoner's house also lacks the stair-hall bay on the side. The design of Stoner's house is also similar to plate 24 of Palliser's American Cottage Homes published in 1878, which uses a two-story octagonal turret in the front. The differences in both of these plans could be related either to changes made by Stoner and the builder, or Stoner could have used a plan published earlier or later (and as yet unidentified) that was based on this design. It was common for plan book architects to alter earlier plans to create new versions of a house. In any case, the large central turret dominating the front elevation is a motif common to plan book houses and strongly suggests a design influence of some sort in the house built for

[61] In 1889, Anders was assessed for a new storehouse and stable worth $3000. Repp mentions that Anders was moving into a store in September 1887, and it is probably this building alone that the assessment is referring to. See: Repp Diary, 26 September 1887, 6 April 1888, 12 May 1888. Carroll County Land Records, WNM 69-479. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Carroll News, 10 August 1889, p. 3, c. 1.

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Jacob Stoner.[62]

Two years after completing their new place of worship, St. James Lutheran Church embarked on a campaign to construct a parsonage on the west side of Main Street in this area of town. They began excavating at 110 South Main Street in early September 1886, and in only a few days were working on the foundations of the dwelling and stable. Building must have progressed at a steady pace throughout the winter, for in early March it was ready for occupancy.[63] Just south of the parsonage, at 112 South Main Street, yet another widow, Rebecca L. Rinehart, built a brick house in 1887. The lot was purchased in June, the foundation dug in early August, and the stonework completed late in that month. By the middle of September, the brick walls were nearly complete. Many widows seem to have lived comfortably, if not stylishly. When Rebecca Rinehart died in 1918, her house was well furnished, but most of the furniture was described as being "old," and even "old fashioned." The rooms do not seem to have been furnished with suites of furniture, since many different types of wood were represented: pine wardrobes, pine bureau, oak stand, cherry table, walnut extension table, walnut desk, and apple wood stand.[64] Another major house for this section was that at 109 South Main Street, a brick Georgian Revival building. The lot was purchased by John N. Weaver in 1897 for $250 and in 1900 the new dwelling and stable standing there were worth $3200. According to the Sanborn Maps, this is a brick veneer structure. Weaver

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[62] Carroll County Land Records, WNM 70-194. Carroll County Tax Assessments, District 12, 1876-96. Union Bridge Index, 14 February 1884, p. 3, c. 2. Repp Diary, 6 April 1888, 12 May 1888. Palliser, Palliser & Company, Palliser's American Cottage Homes, (Bridgeport, Conn: 1878), pl. 24. Reprinted as American Victorian Cottage Homes (New York: Dover Publications, Inc., 1990). Robert W. Shoppell, Shoppell's Modern Houses (New York: 1887), Design No. 521. Reprint ed. (Rockville Centre, N.Y.: Antiquity Reprints, 1878). There is a virtually identical frame version of the Stoner house on Church Street in New Windsor. The date of its construction is unknown. The plan most closely resembles that of Shoppell, but with the stairs placed inside the main block of the house instead of in a projecting bay.

[63] Michael, et al., p. 23. Repp Diary, 4, 6 September 1886, 7 March 1887.

[64] Repp Diary, 3, 8, 26 August, 15 September 1887. Carroll County Land Records, WNM 66-458. Carroll County Register of Wills, Rebecca Rinehart Inventory, WA 25-32.

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ran a drug store at 2 North Main Street until 1899, when poor health forced him to sell the business to L.E. Stauffer of New Windsor. Weaver's house is one of the few colonial revival buildings in Union Bridge.[65]

The combination of growth in the late 1870's and prospects for greater growth in the 1880's must have been the impetus for the Lightner family to lay out a series of thirty-four lots on the east side of Farquhar and west side of Lightner Streets. Apparently, a number of lots were sold to the public before the property landed in equity court. In June 1881 the court ratified the sale of the land, and the remaining lots, numbers 21 to 34, inclusive, were offered for public sale to the highest bidder in August. The plat for these lots was not recorded until 1884, at which time this section officially became the "Lightner's Addition" section of Union Bridge.[66] One of the most significant structures built in this section of town was the brick house at 2 North Farquhar Street. It was the home of stone mason Benjamin F. Phillips. Lot 6, where it stands, may have been purchased as early as 1882, although nothing else has been found concerning the dwelling.[67] Lot 7, at 1 South Farquhar Street, was purchased about 1883 by Henry Shriver, and he announced his intention to build at that corner in May of that year. In 1884 he was assessed for a new dwelling and stable worth $2100, which was most likely this property.[68] Another early house in "Lightner's Addition" was built for a Mrs. McCauley at the corner of Farquhar and Locust Streets. This could only be the gambrel-roofed, "Dutch

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[65] Carroll County Land Records, BFC 85- 497. Carroll County Tax Assessments, District 12, 1896-1910. Michael, et al., p. 23. Sanborn Maps, 1910, pl. 4. Westminster Democratic Advocate, 25 November 1899, p. 3, c. 1.

[66] Westminster Democratic Advocate, 11 June 1881, p. 3, c. 3; 30 July 1881, p. 3, c. 5. Carroll County Land Records, FTS 61-496.

[67] Carroll County Land Records, FTS 59-19; FTS 61-497. Carroll County Tax Assessments, District 12, 1876-96.

[68] In 1886 Shriver was assessed for another new dwelling worth $800. This was probably built on the improved lot he purchased from Daniel Fogle in 1883, although it is possible that the reverse is true. See: Union Bridge Index, 17 May 1883, p. 3, c. 1. Carroll County Tax Assessments, District 12, 1876-96. Carroll County Land Records, FTS 61-497.

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Colonial" house at 23 South Farquhar Street. The house was staked off and excavation begun in mid-November 1889. By mid-December the builders, Jack Staub and Basil Metz, were constructing the framework. The exterior of the house was being painted in mid-February, suggesting it was nearing completion at that point.[69]

The late 1870's and the 1880's were a major growth period for Union Bridge, as has been seen through the development of West Broadway, Switzer's land, and South Main Street. A Union Bridge correspondent noted in July 1879 that

> within the past year twenty-two houses have been built, and four new ones are now under way. Union Bridge has three churches, two drug stores, three confectionery stores, one bakery, two large hotels, one private boarding house, and two large warehouses ... The railroad machine shops are located here and gave employment to one hundred hands ... It has a handsome little freight and passenger depot and a telegraph and express office.

Three years later "Rusticus," writing in defense of Union Bridge, and probably with some exaggeration, claimed that

> ... we have finished in the last year three houses costing over eight thousand dollars each, and many smaller houses, ranging in value from two to five thousand dollars each; also, that we have underway two houses that will probably cost five thousand dollars; besides two new millinery establishments, a grocery store and canning factory and nursery ...[70]

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[69] Repp Diary, 20 November, 17 December 1889; 19, 20 February 1890. According to the Sanborn Maps this was still the only building on the corner in 1904. The outline clearly indicates that the existing building is the same as that shown in 1904. See: Sanborn Fire Insurance Maps, Union Bridge, 1904, pl. 3.

[70] Westminster Democratic Advocate, 12 June 1879, p. 3, c. 1. Union Bridge Index, 15 June 1882, p. 3, c. 4.

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There were minor setbacks in the growth of Union Bridge. The Index noted that "the recent rise in the price of lumber has had the effect of suspending building operations to some extent. We learned that several parties who intended to build have concluded to wait awhile on this account." The following year it noted that building brick was scarce. Yet it could still note in the spring of 1883 that "painters and carpenters in this vicinity are very busy, the new buildings in course of erection and completion furnishing employment to all." In the autumn of 1884, Union Bridge was described as having "... four new churches, Lutheran, Methodist Protestant, Methodist Episcopal and Dunkard, large Town Hall, three Graded Schools, and two Elementary High Schools; two Warehouses, one elevator, and will have a Bank in the near future." By the early 1890's, the boom seems to have tapered off, and the local paper felt it necessary to editorialize that "some of our citizens of means, who own vacant lots, by building houses thereon, might not only make a good investment but also afford work to our local mechanics.[71]

Besides those buildings already discussed, many more whose locations are as yet unknown were added to the building stock of Union Bridge in this period. The foundation and well of Mr. B. Metey's house were under excavation in July 1881. C.F. Reck was having a foundation dug for a new store house in December 1882. Emaline Dudderer bought a lot on Benedum Street at Peach Avenue and had a new house worth $1000 built there in 1882-83. She moved in in March. At the same time, Edward Shaeffer was moving into his new house on South Main Street. A few weeks later the stone foundation of Daniel R. Fogle's house was almost complete. The house was completed in 1883 and was assessed at $1400. Mayor Hartsock was having more than one house built on Main Street, and the foundations were completed in late 1883. Also at this time, the foundation of Charles Nussear's new house on Farquhar Street was about finished, and an addition was being appended to the house of Harry Crook, which probably stood on Main Street. A year later, a new brick store and residence on Main Street were being completed for John Hartsock. This building was worth $2000.[72]

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[71] Union Bridge Index, 25 May 1882, p. 3, c. 4; 17 May 1883, p. 3, c. 1; 12 April 1883, p. 3, c. 1; Westminster American Sentinel, 25 October 1884, p. 1, c. 1. Union Bridge Carroll News, 21 May 1892, p. 3, c. 1.

[72] Union Bridge Index, 14 December 1882, p. 3, c. 1; 29 March 1883, p. 3, c. 1; 5 April 1883, p. 3, c. 1; 8 November 1883, p. 3, c. 1; 6 December 1883, p. 3, c. 1; 9

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In the spring of 1885 John Hartsock added a porch to the front of his house. At the same time Lewis Horwetel was planning to erect a dwelling next to one he had recently completed. James Smith was planning to build a residence and store on Main Street. One of the most interesting projects was the redecorating of J.J. Lang's barber shop in the Western Maryland Hotel. "The walls and ceilings have been covered with paper of handsome designs and coloring. He has put up a neat set of shelves, closed up with a glass door for his tobacco, put new curtains to the windows and door, [and] hung up two additional mirrors in front of his chairs ..."[73]

In early 1887, John Six, Joseph Matthews, and Harvey Caylor were each building shops or store rooms in town. Caylor's was on the old Joshua Switzer property. William Ogle, Jr., was also working on the stone foundation for his house on South Main Street. By July, the carpenters were at work on the house. The framework was erected in late July. The frame of the house was lined with boards and then cased in brick. The brickwork was begun in mid-August. It is not known when the house was completed. While this work was going on, Jim Clemson was building a guano factory, Thomas Grumbine was adding to his house and shop, George P. Buckey was adding porches to the rental houses near his lumberyard, and Clayton Devilbiss was having the foundation constructed for a new house. In July, J. Hamilton Repp purchased a lot on which Henry Stem built an ice house. The walls were completed by the end of the month and the roof added in mid-August. The ice house was next to Jerry Allen's lot. Allen, a black resident of Union Bridge, owned a number of lots and one house on Lightner Street. J. Hamilton Repp had a stable built for his mother in October 1887. It apparently only took a couple days for Edward Shivers and Jacob Hyder to erect the structure. In April 1890, John M. Hollenberger had the Shaeffer masons at work on a house foundation on South Main Street. The slate roof was apparently being installed in late May by Joseph Wolfe's carpenters,

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October 1884, p. 3, c. 1. Carroll County Tax Assessments, District 12, 1876-96. Westminster Democratic Advocate, 11 June 1881, p. 3, c. 3.

[73] Union Bridge Weekly Era, 12 March 1885, p. 3, c. 1; 16 April 1885, p. 3, c. 1; 7 May 1885, p. 3, c. 1; 28 May 1885, p. 3, c. 1. The location of Peach Avenue is unknown.

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at the same time this work was being done on Repp's new house.[74]

Many other factors contributed to the appearance of Union Bridge at this time. Impermanent landscape features are an important, but not well documented, part of any town, and an incomplete picture of them can be glimpsed through occasional references. Fences were probably a common landscape feature in the town. It has already been noted that Abraham Stoner fenced his yard after completing his new dwelling on West Broadway, but there were no details to explain the materials and design used. There was also a fence around the cemetery, as was mentioned. Perhaps the most explicit description is for the "... six-foot board fence ... placed around the garden of the Western Maryland Hotel ..." in 1885. We can infer from the several references to white-washing fences that most were of wood. White-wash is the only finish treatment referred to.[75]

Outbuildings were also white-washed, with the one exception of Stoner's stable noted earlier. Repp mentions "white-washing stable &c" in 1887 and doing white-washing at a house near the Lutheran Church that he rented to Christian Miller in 1889. In one instance a house that he owned was intended to be white-washed. Most houses seem to have been painted, judging by the numerous references. In only one instance is a color mentioned, though. This is for the "... tenement houses in the lower part of town painted a light green, which gives them a bright, attractive look and improves their appearance 50 percent." What was needed to improve them the other 50 percent is not mentioned.[76]

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[74] The William Ogle, Jr. house is probably located at either 106 or 114 South Main Street. Repp Diary, 5, 13 February 1887; 14 February, 5 April, 15, 19, 20 July, 9 August 1887; 12 April, 17 June, 28 July 1887; 21, 22, 27, 30 July, 16 August 1887; 24 September, 3, 5, 6 October 1887; 10, 15 April, 23, 24 May 1890. Union Bridge Tax Assessment Book, October 1900, Union Bridge Town Office.

[75] Union Bridge Weekly Era, 16 April 1885, p. 3, c. 1. Westminster Democratic Advocate, 14 May 1881, p. 3, c. 3. Union Bridge Index, 5 April 1883, p. 3, c. 1.

[76] Union Bridge Index, 5 April 1883, p. 3, c. 1; 14 May 1885, p. 3, c. 1; 8 November 1883, p. 3, c. 1. Repp Diary, 22 April 1887; 26 June, 2 September 1889; 20 February 1890.

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Outbuildings included the many structures already mentioned - stables, carriage houses, shops, wood sheds and ice houses - and some lesser improvements. Repp often mentions repairing pumps and cleaning or repairing wells at the many properties he owned, as well as filling an old ice house at 201 East Elgar Street. Another property had clothesline posts. Privies are never mentioned but must have been ubiquitous. Dr. Manakee and Jacob Stoner both had extensive landscaping at their houses after construction. While the average Union Bridge resident did not have the money for this, trees were still an important feature of the townscape. Repp mentions that he planted grass seed, corn, quaking asp trees, cottonwoods and poplars, and trimmed or cut down existing plum, peach, locust and cottonwood trees, as well as grape vines. At least one lot in Union Bridge held an apple orchard.[77]

In some instances, paving was done by the property owner. This was true with Dr. Manakee, who put down concrete, Jacob Stoner, and the Lutheran Church. In other instances, the town was probably responsible for this work. In 1883, paving was going on at Main and Elgar Streets and on Farquhar, but was "badly needed" on Benedum Street. Less is known about the streets, with the exception of Main Street, which was the turnpike to Johnsville. In the spring of 1887, the turnpike company put stone down around Joseph Wolfe's house at the corner of Locust Street.[78]

Some changes in the town are due to unusual factors. High wind blew the roof off of George Stitely's house in February 1887, necessitating its replacement. Whether or not the new roof matched the old one is not recorded. It has been noted how two churches were converted to multi-family housing in the twentieth century, but commercial buildings also were converted. Repp mentioned that "Mrs. Moore is having her brick shop changed to [a] dwelling." Small buildings were probably moved about quite a bit. While this is less likely for houses (those researched here seem to have stayed in place), there is one recorded instance: "The former

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[77] Repp Diary, 14 April, 8 June 1887; 26 June, 10 October 1889; 30, 31 January, 5 February, 20 March, 24 April, 9 May 1890. Westminster Democratic Advocate, 14 May 1881, p. 3, c. 8.

[78] Westminster Democratic Advocate, 21 July 1879, p. 3, c. 2; 16 August 1879, p. 3, c. 3. Repp Diary, 7 June 1887; 25 April 1889. Union Bridge Index, 14 June 1883, p. 3, c. 1; 19 July 1883, p. 3, c. 1; 6 December 1883, p. 3, c. 1.

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residence of David Ogle has been moved across the pike and been placed as an addition to the Steel Hotel. The house is two stories, 16 by 22 feet, and has been used by the Western Maryland Railroad the past year ..."[79]

Around 1883, George P. Buckey established a private bank in Union Bridge, with average deposits of $65,000. When he retired in 1899 the business was turned over to the Union Bridge Banking and Trust Company, which was founded and incorporated on 15 November 1899, and built its first office at 18 North Main Street in that year. It was clearly designed to impress the community with its stature, being one of the most important pieces of architecture in Union Bridge. The local papers noted that

> "[t]he Union Bridge Banking Company opened its doors to the public on Thursday, November 16th, in one of the handsomest banking buildings to be found in any of the smaller towns in the State. It is three-stories high, with a front of buff brick, with granite trimmings, and quite ornamental The building fronts 32 feet, on Main Street, and has a depth of 42 feet. The bank occupies the first floor, and is up-to-date in all its appointments. The counter is of polished oak, surmounted by a screen of oxidized steel; the desks are of oak, and the furniture in the directors' room, in the rear, is of polished oak also. The floor of the bank is tiled. In the front of the bank is the secretary's office, then comes the receiving and paying department, and then the vault. The vault, which is 6 by 8 feet, is as near burglar-proof as is possible. The wall is twenty-two inches thick. Next is a casing of railroad iron, and on the inside is plate iron. Inside of this is a steel chest, and in this will be safe deposit boxes, safe, &c. The door will be of the latest design.
>
> The building was done by day work. William Rickell, of Westminster, did the mason and brick work, and Joseph Wolfe and son, of Union Bridge, the carpenter work. J.M. Hollenberry, of Union Bridge, put in the steam heating fixtures.

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[79] Repp Diary, 11 February 1887, 4 February 1890. Westminster Democratic Advocate, 27 December 1902, p. 2, c. 3.

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The interior has been greatly altered, but the exterior is intact. At an unknown date, the First National Bank of Union Bridge was incorporated. Their building at 5 North Main Street survives, but has been stuccoed and altered on the exterior.[80]

The railroad was obviously the major employer in, and the major factor in the growth of, Union Bridge. Though few of the related structures survive, the history of the railroad is central to the development of Union Bridge. Construction on the line continued after 1862, and in 1868 the Western Maryland Railroad began to run trains west of Union Bridge. After the fire in that year, the burned structures were replaced and the complex expanded. The town contributed $100.00 and private individuals another $500.00 toward a separate passenger station and freight depot, which were built by the railroad in 1875. That same year, William Zimmerman and H.D. Hartsock built a produce and freight depot some distance west of Main Street, just south of the tracks. The railroad shops included a turntable and round house with three sidings, plus a very large machine shop and engine house. In 1879, in addition to these there was "... a telegraph and express office." Very little is known about the shop buildings in the late nineteenth century. J. Hamilton Repp noted that a frame car shed was being constructed in January 1889. By its description - 186' x 56' and "... rather east of the other large one" - it was probably the structure marked the "Coach Shed" on the 1904 Sanborn Map. In 1899, the buildings were white-washed, suggesting that most of them were frame buildings. They had probably always been treated thusly. It is not until the construction of the new railroad station in 1902 that the Western Maryland's buildings were well documented.

> The buildings consist of passenger depot, office building and baggage room, also the small frame building formerly used as a stone cutter's shop, which has been moved to the rear of the lot and fitted up for the acetylene gas plant.
>
> The station is located about eighty-five feet from the crossing and is twenty-two by fifty-nine feet in size and on the first floor are two waiting rooms, one for ladies and the other for gentlemen, which are connected by an open passage six

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[80] Centennial Celebration Committee, pp. 49-50. Westminster Democratic Advocate, 22 April 1899, p. 3, c. 1; 25 November 1899, p. 3, c. 1, 3. Celia D. Mitchell, Carroll County, Maryland Brief Historical Sketch, (Westminster, MD: Carroll County Times, December 1920), n.p.

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feet wide; the waiting rooms are twenty feet square and sixteen feet high with wood wainscoting four feet high on all sides; the ticket and telegraph office occupies the front and central portion of this floor, while in the rear are two toilet rooms. On the second floor is a room sixteen by twenty-two feet for the accommodation of transient train men.

The office building is located next the crossing and is twenty-two by fifty feet; on the first floor are the offices of the master of machinery and chief clerk and their assistants, and also the draughting room; on the second floor are two large office rooms about twenty feet square for the use of the roadmaster, assistant roadmaster, and their clerical force. There is also on each story a toilet room.

These buildings are built of Berlin brick trimmed with Baltimore County white limestone, the brick work being started on a base course of granite. The roof covering is fox red tile which presents a handsome appearance. All interior finish is cypress finished natural, in hard oil.

The outside wood work is painted white and this is in pleasing contrast with the red brick walls and red tile roof. The baggage room is of frame construction and is midway between the other two buildings and covered by a continuation of the projecting shed roof which extends from end to end of the entire line of structures and twenty feet beyond the depot, a length of over one hundred and sixty feet. In front of the buildings is a platform of two-inch planking twenty feet wide, and extending far beyond the western end of the depot.

The work upon the grounds in rear is not yet completed and temporary office of roadmaster yet remains to be moved, when all is done it is said the property will be one of the finest on the line of this road.

Messrs. Wolfe and Rakestraw, of here, were the contractors.

See Continuation Sheet No. 74

The building was designed by Baltimore architect, Jackson Gott, who also designed the Western Maryland Station at Glyndon and several buildings on the campus of Western Maryland College in Westminster.[81]

The 1904 Sanborn map shows these new buildings, and the many others associated with them. There was a freight depot, signal house, carpenter shop with pattern room attached, machine shop with tool room attached, paint shop, car shop, upholstery shop, coach shed, tin shop, boiler shop, two engine houses, water tank, buildings for storage, and a round table. By 1924, the engine houses had been demolished, as had the carpenter shop, tin shop, and some of the storage buildings. This probably reflects a shift in technology from wood-sided railroad cars to steel. The maps also show many other structures related to the railroad, but privately owned. These include lumber storage, cattle yards, hay storage, coal trestles, and a grain elevator and warehouse. Most of these industrial buildings have long disappeared (some by the mid-1930's) but the grain elevator survives. Only a tentative history of the building can be pieced together at this time. The existing warehouse may be the one that was standing in 1877 and in March 1883, when it was noted that "Mr. Johnston, the Baltimore architect, was in town on Tuesday, looking at the warehouse of McKinstry & Diehl, and made a draught of the new grain elevator to be erected for Mr. Marshall C. Stoner, who, as has been stated, will conduct business at the warehouse next year." The following month it was noted Abraham Stoner was superintending work on the elevator. Stoner was partnered with George P. Buckey, and together they operated the structure for many years. It continues in the same operation today as Southern States. Buckey also was responsible for the coal trestles, which had been standing long enough that they were in need of repair by 1889.[82]

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[81] Switzer. Lake, Griffing, and Stevenson Atlas, 1877. Westminster Democratic Advocate, 12 July 1879, p. 3, c. 1; 27 May 1899, p. 3, c. 1. Repp Diary, 12, 14 January 1889. Centennial Celebration Committee, pp. 13-4, article reprinted from unknown newspaper (most likely the Union Bridge Pilot), 2 December 1902. It could not be located. The Baltimore Sun, 9 July 1909, Jackson Gott obituary. I am indebted to Janet L. Davis for this information on Gott. Sanborn maps, 1904, 1910, 1924, pl. 1.

[82] Sanborn Maps, 1904, 1910, 1924, 1936, pl. 1. Union Bridge Index, 1 March 1883, p. 4, c. 4; 5 April 1883, p. 3, c. 1. Repp Diary, 10 October 1889. The Baltimore architect, Mr. Johnson, has not been identified yet.

See Continuation Sheet No. 75

Union Bridge created a comprehensive town water system in the 1880's, during the period of its greatest growth. Crook, Horner & Company won the contract for laying the pipes in the streets and alleys, building a reservoir, and other necessary items to make the system operational Water was first pumped from the well on Thanksgiving Day 1886, although J. Hamilton Repp noted that the reservoir was only nearing completion in May 1887. The reservoir was filled with water at the end of May, and the following month a fence was put up around it. The location of the reservoir is not documented, but it did not provide sufficient water, and in 1888 the storage capacity was increased. The engines used to pump water have been periodically replaced with more powerful ones. In 1892, this expansion necessitated the enlargement of the engine house to hold the new boiler. Presumably, a similar situation resulted in the 1904 pump house on West Locust Street, and its expansion between 1910 and 1924.[83]

In the summer of 1898, the Maryland Collegiate Institute was created, though that fall it operated in a rented apartment over the bank in Union Bridge. The following year the school was chartered, purchased a five-acre site, and erected two buildings east of Main Street, on what is now part of the Lehigh Portland Cement Company grounds. Joseph Wolfe apparently took John Rakestraw as a partner, and together they won the contract for the construction of both buildings. Rakestraw also acted as architect for the project. The two buildings came to be known as MacKalean Hall and Ladies Hall.

> The first, which is for boys' dormitories, recitation rooms, library, &c, is to be 58 feet front and 40 feet deep. The front has a tower, 22 by 9½ feet, and 52 feet high. The building is to be of brick, with mansard roof, covered with slate, and steel girders and columns. On the first floor will be a chapel, 30 by 37.8 feet, reading room, 15 by 17 feet, primary department room, 15 by 20 feet, and vestibule and office in the tower. On the second floor there will be five recitation rooms. Two of these will be 18½ by 21.8 feet, and the others of the following dimensions, 15 by 24, 15 by 13, 13 by 17.9. There will be two music rooms in the tower. In the third story there will be 12 dormitory rooms and bath. The laundry and boiler room will be in the basement.

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[83] Union Bridge Carroll News, 16 July 1892, p. 3, c. 2; 23 July 1892, p. 2, c. 3. Repp Diary, 20, 30 May, 16 June 1887; 24 July, 1 August 1888. Sanborn Maps, pl. 4, 1910, 1924.

See Continuation Sheet No. 76

> The second building will be the female department, and will be of brick, with hip roof, covered with slate and tin. It will be 35 by 43 feet, with enclosed portico. The basement story will contain kitchen, dining-room, cellar and boiler room. On the first floor a hall extends through. Then there is a parlor, 12 by 16, a library, 11 by 12, and four sleeping-apartments. There are six bed-rooms and bath on the second floor and four bed-rooms on the third.

MacKalean Hall seems to have been built as projected, but Ladies Hall underwent some changes. As first illustrated, it was a 2½-story structure. Photographs show a 3½-story structure, with gabled dormers instead of shed roof dormers. By 1904, a third building, known as Adelphian Hall, had been added. A presidents house had also been added to the east side of Ladies Hall. By 1910, Science Hall was constructed east of this complex. Around that time a commencement announcement noted that

> four substantial, conveniently arranged brick buildings are located near the center of a large campus. Coming up the north driveway from College Avenue one arrives at a commanding three-story structure - MacKalean Hall. On the first floor are the President's Office, the Primary room, and the commodious Commercial Hall. On the second floor are the Treasurer's Office and Book Store, the Typewriting Instruction room and Recitation rooms.
>
> Adelphian Hall contains: Library, Recitation rooms and Chapel. Third floors of both buildings are dormitories for men.
>
> Ladies Hall: First floor has large parlor, the east wing is the President's home and the ladies dormitories above.
>
> Science Laboratory: Contains two large, well lighted rooms. In the basement is the furnaces [sic] which heat all four buildings.

The arrival of the Tidewater Portland Cement Company (now Lehigh) in 1910 was considered to have a negative impact on the college, which joined with New Windsor College in 1912 to form Blue Ridge College in New Windsor. The buildings were sold to Tidewater, which converted them to company offices, doctor's offices, a Catholic church, apartments, and a

See Continuation Sheet No. 77

restaurant.[84]

Portland Cement was invented in 1824, but it was not until improved technologies and standardization were introduced around 1900 that mass production of Portland Cement was possible. The first decade of the twentieth-century saw explosive growth in this industry, so it is not surprising that the Tidewater Portland Cement Company would construct a plant in Union Bridge in 1910. Both the quarries to supply the material and the railroad to ship the final product were already here. The plant included storage for hydrated lime, stone, and coal, mills for grinding and crushing the various ingredients, an engine and dynamo, kilns, packing and storage structures for the final product, and railroad tracks throughout the site to move the materials in and out. The plant was modernized in 1939 and again in 1957. As a result, little of the historic buildings survived, but the cement company had a large impact on Union Bridge.[85] As was mentioned before, the Maryland Collegiate Institute moved to New Windsor because of the cement dust polluting the town. On the other hand, the industry brought more jobs, and thus more growth, to Union Bridge.

Land on the east side of Lightner Street was platted for building lots in 1911. The boundaries were Elgar Street on the north, Locust Avenue on the south, and Bellevue Street on the east. The section was called Bellevue Addition. The earliest development occurred on Thomas Street. Most of these houses were probably built in the 1920's. Other portions of Bellevue Addition were improved after World War II, and there remain open building lots today. West of Main Street and south of Locust Avenue a tract of land was set off for building lots in 1920. This section was known as the Penrose Addition and was probably named for Eliakim and Susan Penrose, who owned the 181-acre parcel in the late nineteenth and early twentieth centuries. Penrose was a Baltimore businessman and member of the Society of Friends. He

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[84] Westminster Democratic Advocate, 28 April 1900, p. 1, c. 6-7. Centennial Celebration Committee, pp. 17-9, Michael, et al., p. 24. The college buildings no longer survive.

[85] Pamela H. Simpson, "Cheap, Quick, and Easy: The Early History of Rock-faced Concrete Block Building," in Perspectives in Vernacular Architecture, III. Edited by Thomas Carter and Bernard L. Herman (Columbia, MO: University of Missouri Press, 1989), p. 109. Centennial Celebration Committee, p. 29. Sanborn Maps, 1910, pl. 5.

See Continuation Sheet No. 78

purchased the Thomas Shepherd farm in 1868 and moved there the following year. Though he died in 1882, his wife Susan (nee Russell) retained the property, occasionally selling off parcels. A few of these lots were built on before World War II, a few in the post War period, and many remain vacant to this day.[86]

Houses at 4-6 North Farquhar Street, 2 Lehigh Alley, and 18, 23, 114 and 116 South Main Street were built in the period 1904-1910. That at 116 South Main Street is a four-square of concrete block. This represents an early use of the four-square design (most in Maryland seem to date after 1910) and an early use of concrete block. The machinery for making the blocks was patented in 1900, and construction immediately took off. The blocks were probably made locally, using perhaps a Sears, Roebuck & Company machine (Sears sold moulds for the ornamental wreath face found on 116 South Main Street, although others may have, too). It is worth noting that construction predated the building of the Tidewater plant, which would have made supplies easily and cheaply available. Even after Tidewater opened, few concrete block homes were built in Union Bridge. There are three at 301, 303, and 313 East Thomas Street. Between 1910 and 1924 houses were built at 8 South Benedum Street, 4 Lehigh Alley, 3 and 118 South Main Street, and 134 and 136-138 West Broadway.[87] The stucco house at 10 East Locust Street was constructed in 1910-11 by the Tidewater Portland Cement Company. The roof was being installed in January 1911. At the same time, the Pilot Printing office at 101 East Broadway was under roof.[88] The final section added to Union Bridge was that on Lightner Street, south of Locust Avenue. Most of these dwellings were probably constructed in the late 1930's or early 1940's. Expansion was also taking place on North Main Street, north of present Route 75. Houses here date from the late nineteenth century to the present, but the most important structure is the Elmer A. Wolfe High School, which was completed in 1931.[89]

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[86] Carroll County Land Records, ODG 118-364; EOC 137-286, FTS 49-424. Carroll County Register of Wills, Eliakim G. Penrose Will, JOW 5-237. Scharf, pp. 964-5.

[87] Simpson, p. 108. Sanborn Maps, 1904, 1910, 1924.

[88] Repp Diary, 6 January 1911.

[89] Centennial Celebration Committee, p. 23.

See Continuation Sheet No. 79

With the decline of the railroads, and in particular the Western Maryland Railroad after World War II, growth seems to have stopped in Union Bridge. The shops closed at an unknown date and many jobs went with them. As a result, there was little change to most buildings in the town and, until recently, few new buildings constructed. Most new construction is taking place on the outskirts of town, where it will have less impact on the strong historical integrity of this typical piedmont Maryland town. While the railroad was responsible for the great rise of the town, and its disappearance was probably most responsible for the preservation of the town, railroading still plays an important part in Union Bridge today. The tracks are now owned and operated by the Maryland Midland Railroad, a small freight carrier, and the old station houses the museum of the Western Maryland Railroad Historical Society. Together they help to preserve a traditional way of life in this historic community.

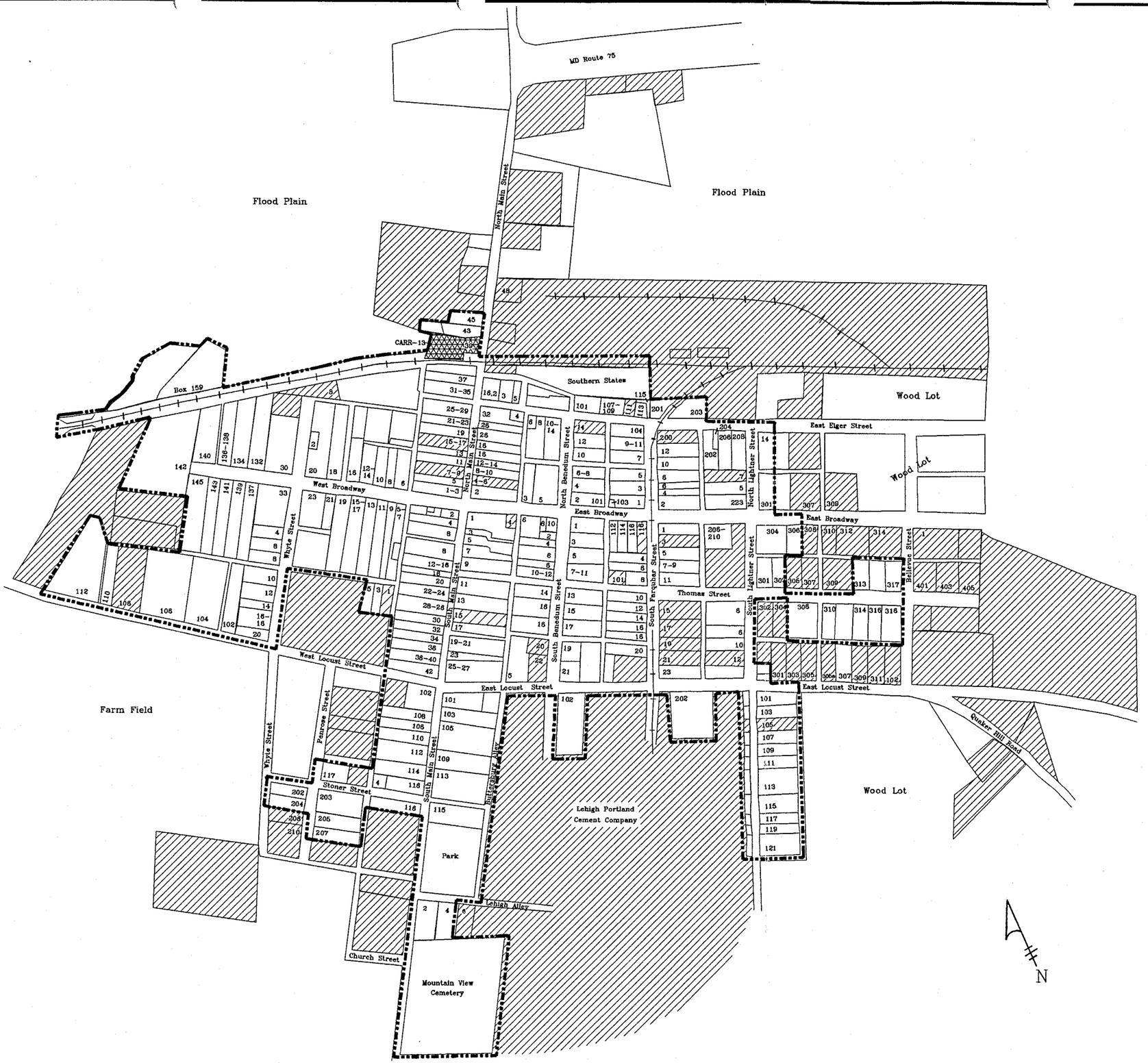
BOUNDARY JUSTIFICATION:

The northern boundary of the Union Bridge Historic District generally follows the railroad tracks that have been a major factor in the town's history. North of the tracks are a number of non-contributing buildings and a flood plain that isolates the bulk of the town from a group of otherwise contributing structures along Main Street, north of Route 75. The western boundary follows the lot lines of the developed portion of the town. The irregular lines in the southwest corner reflect haphazard development in the early twentieth century. The southern boundary excludes the Lehigh Portland Cement Company plant, which, though it has had significant historical impact on Union Bridge, dates primarily after World War II as a result of alterations. The eastern boundary of the district, like the southwest, is irregular as a result of periodic development begun in the early twentieth century and continuing today.

UNION BRIDGE HISTORIC DISTRICT (NATIONAL REGISTER) CARROLL COUNTY MARYLAND

CARR – 1317

Resource Sketch Map



Key

– Contributing

– Non – Contributing

– National Register– Individually Listed

– NR District Boundary

Numbers on Lots are Street Addresses

0 400 800 1200 feet

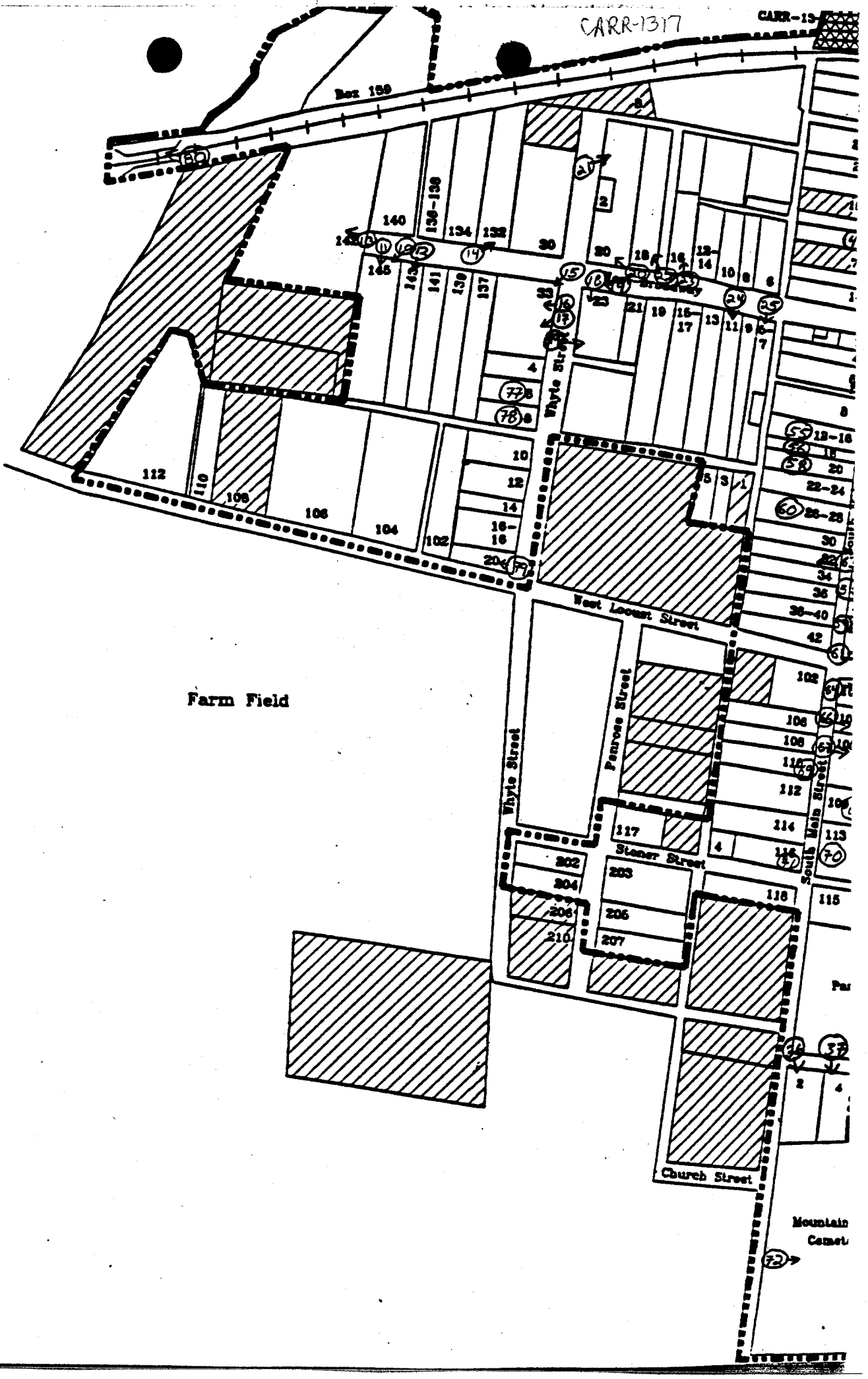
SCALE

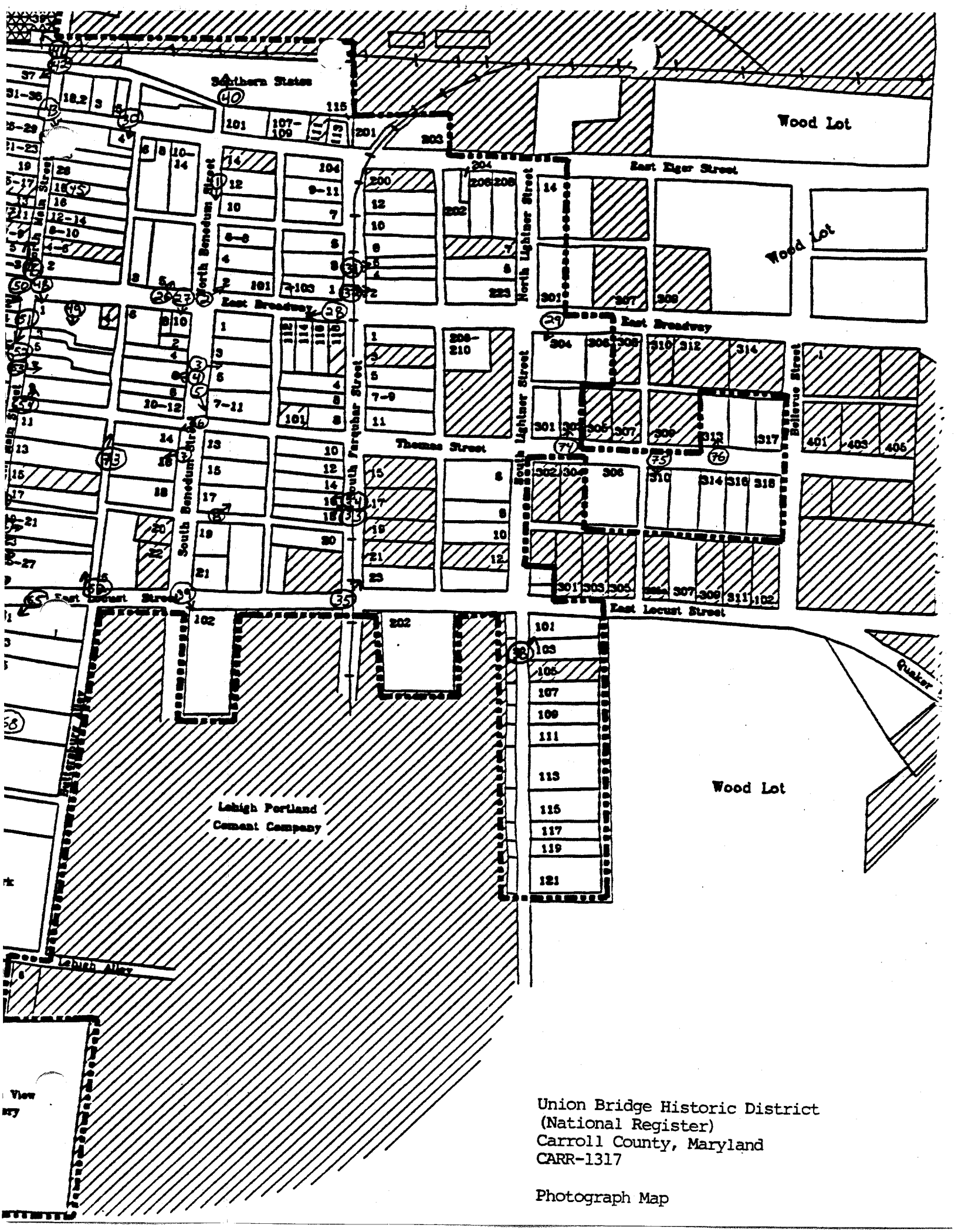
January 1993

Prepared by:
Carroll Co. Dept. of Planning

E:\acad\files\ubhistor

CARR-1317

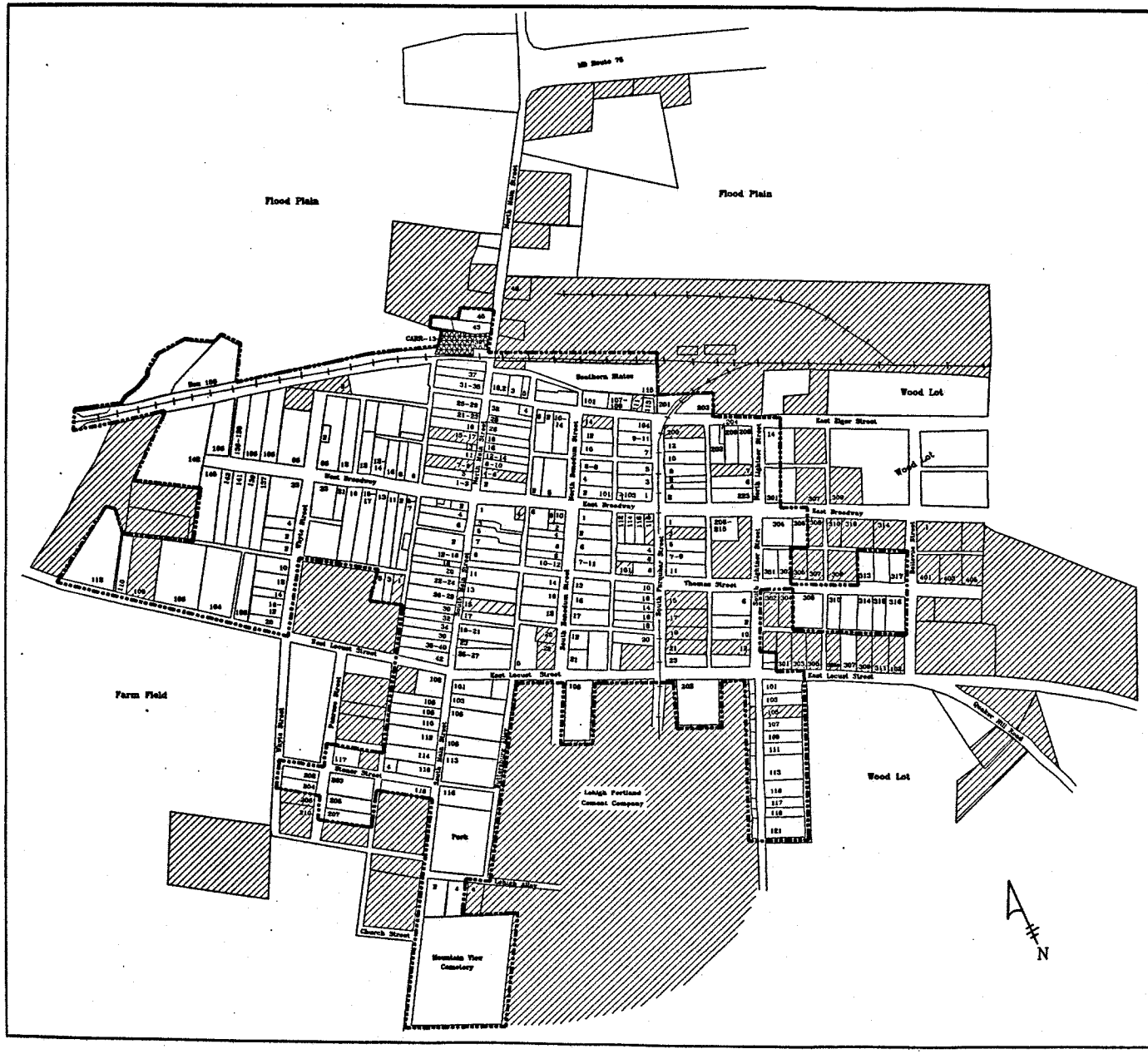

Box 159
West Locust Street
Vbyle Street
Penrose Street
South Main Street
Steiner Street
Church Street
Farm Field
Mountain
Cemet



Union Bridge Historic District
(National Register)
Carroll County, Maryland
CARR-1317

Photograph Map

CARR-1317



UNION BRIDGE HISTORIC DISTRICT (NATIONAL REGISTER) CARROLL COUNTY MARYLAND

CARR – 1317

Resource Sketch Map

Key

– Contributing

– Non – Contributing

– National Register– Individually Listed

– NR District Boundary

Numbers on Lots are Street Addresses

0 400 800 1200 feet

SCALE

listed 17 Aug 94

January 1993

Prepared by:
Carroll Co. Dept. of Planning
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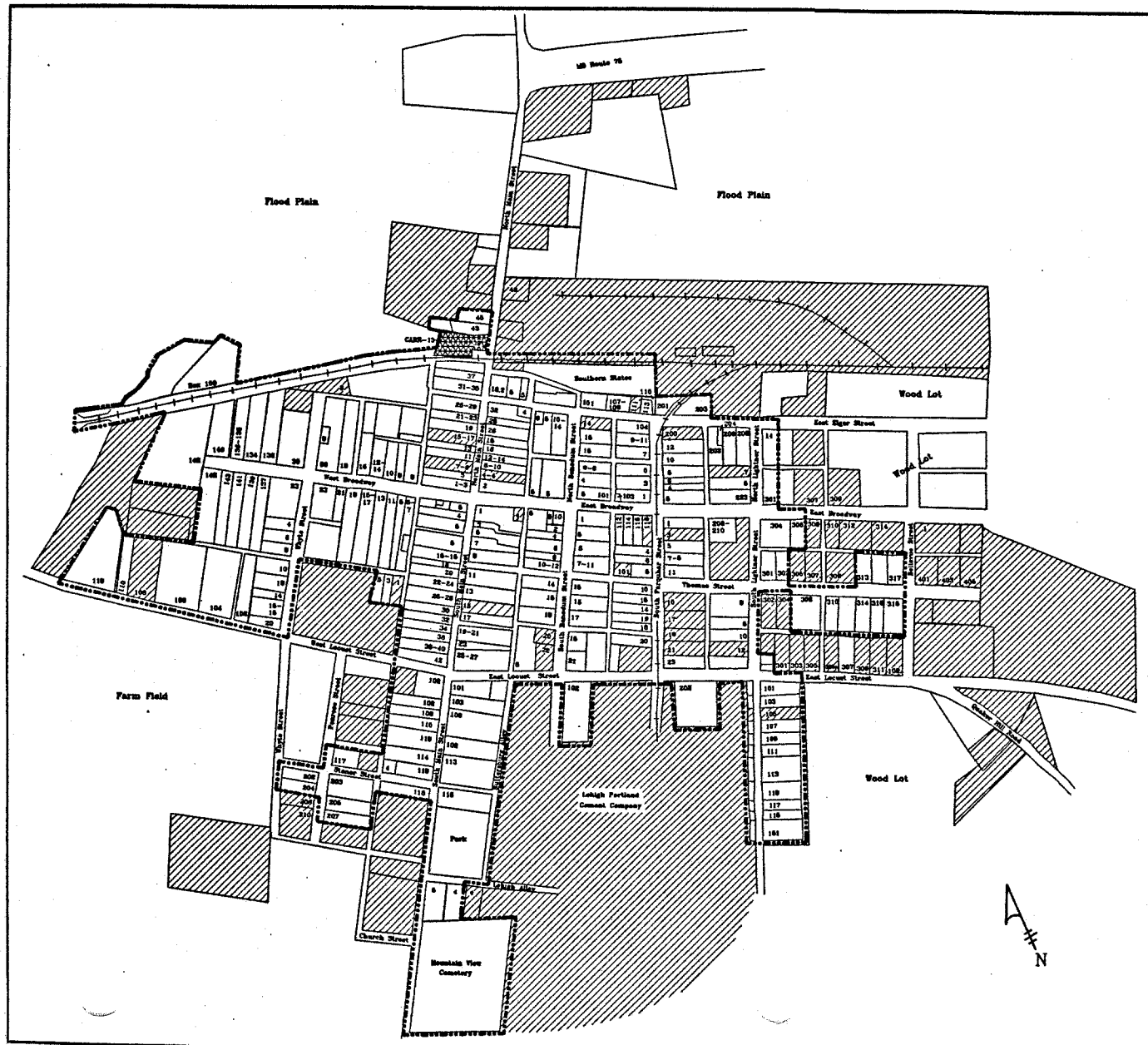

UNION BRIDGE HISTORIC DISTRICT (NATIONAL REGISTER) CARROLL COUNTY MARYLAND

CARR – 1317

Resource Sketch Map

Key

- – Contributing
- – Non – Contributing
- – National Register– Individually Listed
- – NR District Boundary

Numbers on Lots are Street Addresses

0 400 800 1200 feet

SCALE

listed 17 Aug 94

January 1993

Prepared by:
Carroll Co. Dept. of Plann.

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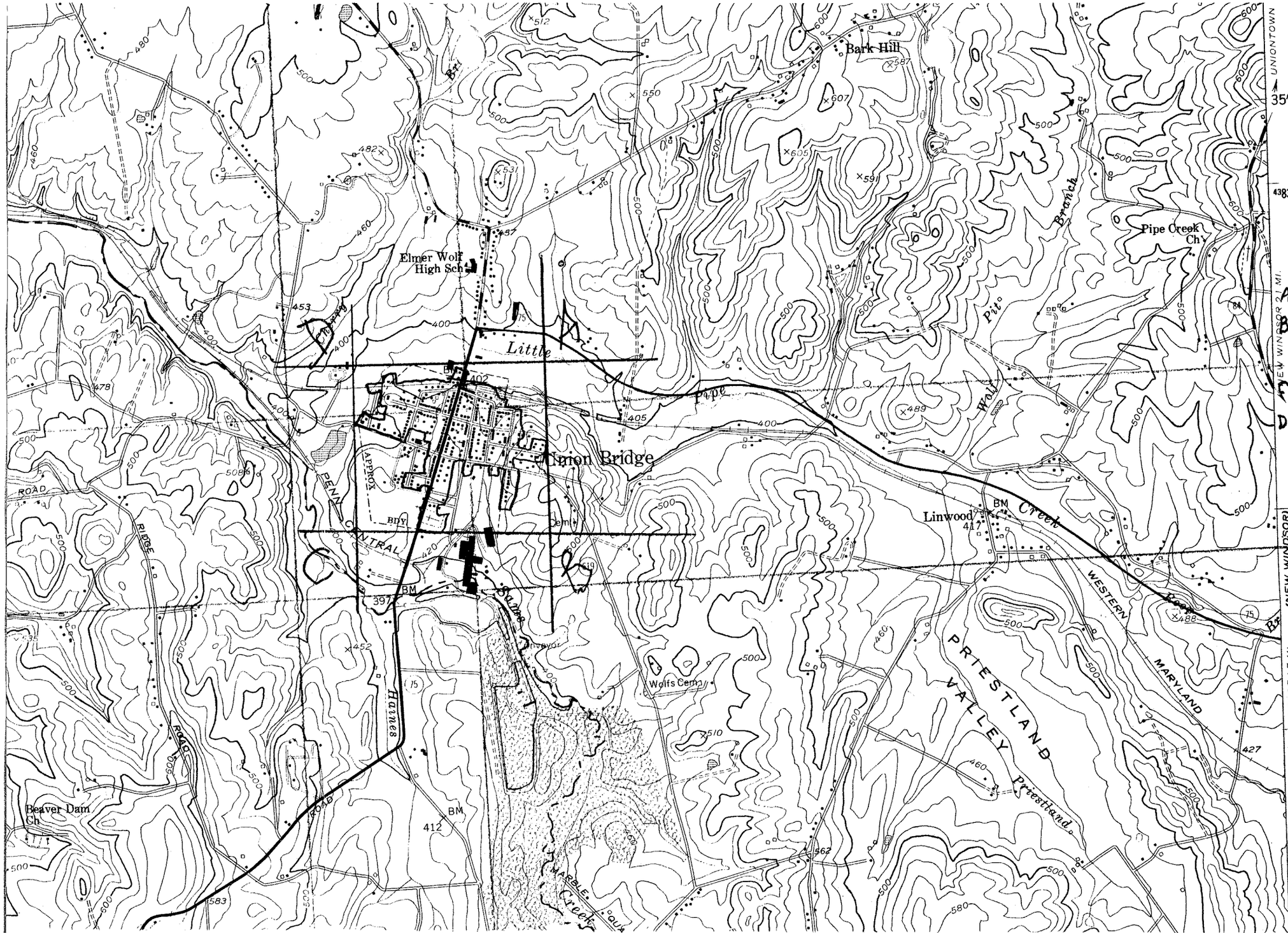

Union Bridge
Historic District

CARR-1317

Carroll Co
Maryland

A 18/313450/4382240
B 18/313420/4381290
C 18/312350/4381460
D 18/312380/4382280

CHRR 1317

12, 10, & 6 N. Bedeum Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
west elevations

CARR 1317

2 N. Benedum Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
west & south elevations

Dr. John Deloff House
[illegible] S. Bear Creek Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Photo. loc.: Maryland Historical Trust
West elevation

CARR-1317

William Margaret Wood House
[illegible] Benedictine Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg Loc: Maryland Historical Trust
East elevation porch detail

CHRIC-1317

7-15 S. Benedum Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: January 1993
Neg. Loc. Maryland Historical Trust
North & west elevations

CARR 1217

St. James Lutheran Church
14 South Bereaton Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc: Maryland Historical Trust
east & north elevations
1 of 6

CARR-1317

Solomon Shepherd House
165 Benedictine Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc. Maryland Historical Trust
east/northelevation
7/80

CARR-1317

17 S. Benedum Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
Outbuilding - west & south elevations
S/EC

STOP

CARR-1317

West Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. [illegible]
Date: January 190[illegible]
Neg. Loc.: Maryland Historical Trust
View west
9/30

CARR-1317

Margaret McKinstry House
145 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc: Maryland Historical Trust
north : east elevations
10/80

CARR-1517

Margaret McKinstry House
145 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Stout
Date: October 1992
Neg. Loc.: Maryland Historical Trust
[illegible] elevation [illegible]

11/80

CARR-1317

William Dumm House
143 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north ; west elevations
12/80

CARR-1317

Joseph Moore House
142 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
east elevation
13/80

CARR-1317

132 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South & west elevations
14/80

LEAD
ENT

CARR-1317

William H.H. Clary House
33 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north: east elevations
15/80

CARR-1317

William H. H. Clary House
33 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc. Maryland Historical Trust
Case Elevation [illegible]

16/37

Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1990
Neg. Loc. Maryland Historical Trust
Outbuildings - east elevation
1/20

CARR-1317

Abraham Stoner House
23 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north: east elevations
18/80

CARR-1317

Abraham Shaw House
#30 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc. Maryland Historical Trust
Stable - west & south elevations
1/5

CARR-1317

Philip B. Myers
20 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South: east elevations
20/80

Philip B. Myers House
20 West Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1988
Neg. Loc.: Maryland Historical Trust
stable - west & south elevation
2/30

CMR-127

CARR-1317

Willard-Rinehart House
15 West Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
South, east elevations
2/36

CARR-1317

Adam Williard House
116 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South & east elevations
23/80

CARR-1317

Charles F. Beck House
11 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. loc.: Maryland Historical Trust
north & west elevations
24/80

ESQUIRE LIQUORS
COLD BEER
LIQUORS

CARR-1317

5-7 W. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north : east elevations
25/80

5

CARR-1317

Dr. Elisha O. Manakee House
5 E. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South elevation
26/80

CARR-1317

Town Hall
6 E. Broadway
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north: east elevations
27/80

CARR-1217

MD-140-1, Bridge 1
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
east + north elevations
2E/30

CARR-1317

304 E. Broadway
Union Bridge Historic District
Carroll County, Maryland
Phot: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north: east elevations
29/80

CARR-1317

4 E. Elgar Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north elevation
30/80

CARR-1317

4-6 N. Farquhar St
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg Loc.: Maryland Historical Trust
West elevation
31/80

CARR-1317

Benjamin Phillips House
2 N. Farquhar Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north & west elevations
32/80

CARR-1317

116 S. Farquhar Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South: east elevations
33/80

CARR-1317

16 S. Farquhar Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
east & north elevations
34/80

E. LOCUST
S. FAROUHAR

CARR-1317

19-23 S. Farquhar Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date January 1993
Neg. loc.: Maryland Historical Trust
west & south elevations

CARR 017

2 Lehigh Alley
Iron Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg Loc: Maryland Historical Trust
Cart: [illegible]

CARR-1517

4 Icing Alley
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. loc.: Maryland Historical Trust
north, west elevations

CARR-1317

101-103 S. Lightner Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
West & south elevations
2/6

CARR-1317

102 Locust Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M Short
Date: October 1978
Neg. Loc. Maryland Historical Trust
northwest elevation

CHKR-1317

Southern States

Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
South - east elevations

WESTERN MARYLAND RAILWAY

CARR 117

Western Maryland Railroad Station
94 N. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Tice
Date: June 1992
Neg. Loc: Maryland Historical Trust
South-east elevation

[illegible] 7

37 N. [illegible] Street
Union Bridge Historic District
Carroll County, Maryland
Photo Kenneth M. Short
Date: October [illegible]
Neg. loc. Maryland Historical Trust
[illegible]
7:30

CARR-1317

Isaac Pinkerton House
32 N. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg Loc: Maryland Historical Trust
North & west elevations

CARR-1317

Israel Rinehart House
32 N. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: January 1993
Neg. loc: Maryland Historical Trust
Smokehouse, north & west elevations

44/80

CELEBRATING 175
YEARS F&M

CARR-1317

Union Bridge Banking & Trust Company
18 North Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1990
Neg. Loc.: Maryland Historical Trust
west elevation

UNION BRIDGE
HARDWARE
COMPANY

CARR-1217

7-17 N. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: January 1993
Neg Loc: Maryland Historical Trust
east elevation

CARR-1317

11 N. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Nunn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
Storefront east elevation
47/80

CHKR-1317

Jesse Andes House
1 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Ph.: Kenneth M. Short
Date: October 1982
Neg. Loc.: Maryland Historical Trust
North & west elevations

CARR-1317

Jesse Anders House
15. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: January 1993
Neg. loc: Maryland Historical Trust
Smokehouse/bakeoven, east & north elevations
49/80

ORIGINAL ITALI N
PIZZA SUBS & RESTAUR T
PIZZA
775-7911

Cnkt-1317

Anders & Lightner Building
2 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M Short
Date: October 1992
Neg Loc.: Maryland Historical Trust
east & north elevations
50/80

CARK-1317

3-20 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Shaw
Date: January 1982
Neg. Loc.: Maryland Historical Trust
east elevations
5/30

CARR-1317

Anders-Sheppard House
6 S Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date June 1992
Neg. Loc.: Maryland Historical Trust
South: east elevations

CARR-1617

Union Bridge M. P. Church
7 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. loc. Maryland Historical Trust
West elevation
5 3/20

CARR 1317

Peter H. Shriner House
9 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc: Maryland Historical Trust
west & south elevations
5 4/80

CARR-1317

12, 14, 16 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
east elevation
SS/EC

CARR-1317

18 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historic District
east elevation
56/20

CARR-1317

Jr. Innkeeper's Row House
19-21 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
West: South elevations
5 1/20

CARR-1317

[illegible] S. Main Street
Union Bridge Historic Dist[illegible]
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. no. Maryland Historical Trust
Cast elevation
[illegible]

CARR-1317

25 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
northwest elevations
1/50

CHUR 1317

20-28 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
South, east elevations
60/20

CARR 1577

Joseph Wolfe House
37 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
east & south elevations
1/20

CARR 1317

Joseph Wolfe House
27 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
outbuildings - south & east elevations
2/80

CARR-1217

32 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
north & east elevations
53/20

CARR-1317

Dr. Milton M. Norris House
101 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
west elevation
6 of 20

CARR-617

Dr. Milton M. Norris House
101 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1979
Neg. Loc.: Maryland Historical Trust
east & north elevations
65/20

CARR-1317

Unger - Nan's House
103 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
West elevation
55/20

CARR-1517

Cleveland Anders House
105 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
west elevation
CP/EE

CARR 1317

John N. Weaver House
109 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1990
Neg. Loc.: Maryland Historical Trust
west elevation
65/20

CH82-1317

St. James Lutheran Church Parsonage
[illegible] Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc. Maryland Historical Trust
[illegible]
[illegible]

CARR-1317

Jacob Stoner House
113 S. Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
West elevation

79/80

CARR-1-17

1116 South Main Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Steve Horn
Date: June 1992
Neg. Loc.: Maryland Historical Trust
east elevation

7/180

CARR 1317

Mountain View Cemetery

Union Bridge Historic District

Carroll County, Maryland

Photo: Kenneth M Short

Date: October 1992

Neg. Loc.: Maryland Historical Trust

Gates - view east

#2/20

CARR-1317

View north on S. Tenor Alley
Union Bridge Historic District
Carroll County, Maryland
Photo Kenneth M. Short
Date January 1993
Neg. Loc. Maryland Historical Trust
Outbuildings behind 10-116 S Bridge Street
west & South elevations
#3/20

CARR-1317

323 Thomas Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc. Maryland Historical Trust
West + South elevations
7/10

CARR-1317

310 Thomas Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
north & west elevations
25/80

CARL-1317

313 Thomas Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. loc.: Maryland Historical Trust
South & east elevations
7/30

CARR 1817

1st Thomas Ritch House - Shop

6 S. Whyte Street

Union Bridge Historic District

Carroll County, Maryland

Photo Kenneth M Short

Date October 1992

Neg. Loc.: Maryland Historical Trust

Least & north elevations

77/80

CARR-1317

2nd Thomas [illegible] House [illegible]
8 S. Whyte Street
Union Bridge Historical District
Carroll County, Maryland
Photo: [illegible]
Date: October 1992
Neg. Loc.: Maryland Historical Trust
[illegible]
[illegible]

CARR-1317

Albert Smith House
20 Whyte Street
Union Bridge Historic District
Carroll County, Maryland
Photo: Kenneth M. Short
Date: October 1992
Neg. Loc.: Maryland Historical Trust
east elevation
79/80

A
5
7

CARR-1317

Bridge #57
Inman Bridge Historic District
Carroll County, Maryland
Photographer: Kenneth A. Short
Date: October 1980
Neg. Loc.: Maryland Historical Trust
View from Southeast
80/80