MARYLAND HISTORICAL TRUST CONTINUATION SHEET
U.S. 301 SOUTH CORRIDOR TRANSPORTATION STUDY

Property Name: Brandywine Historic District
Survey No.: PG: 85A-32 (PACS B100)

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

Description:

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

National Register Evaluation:

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

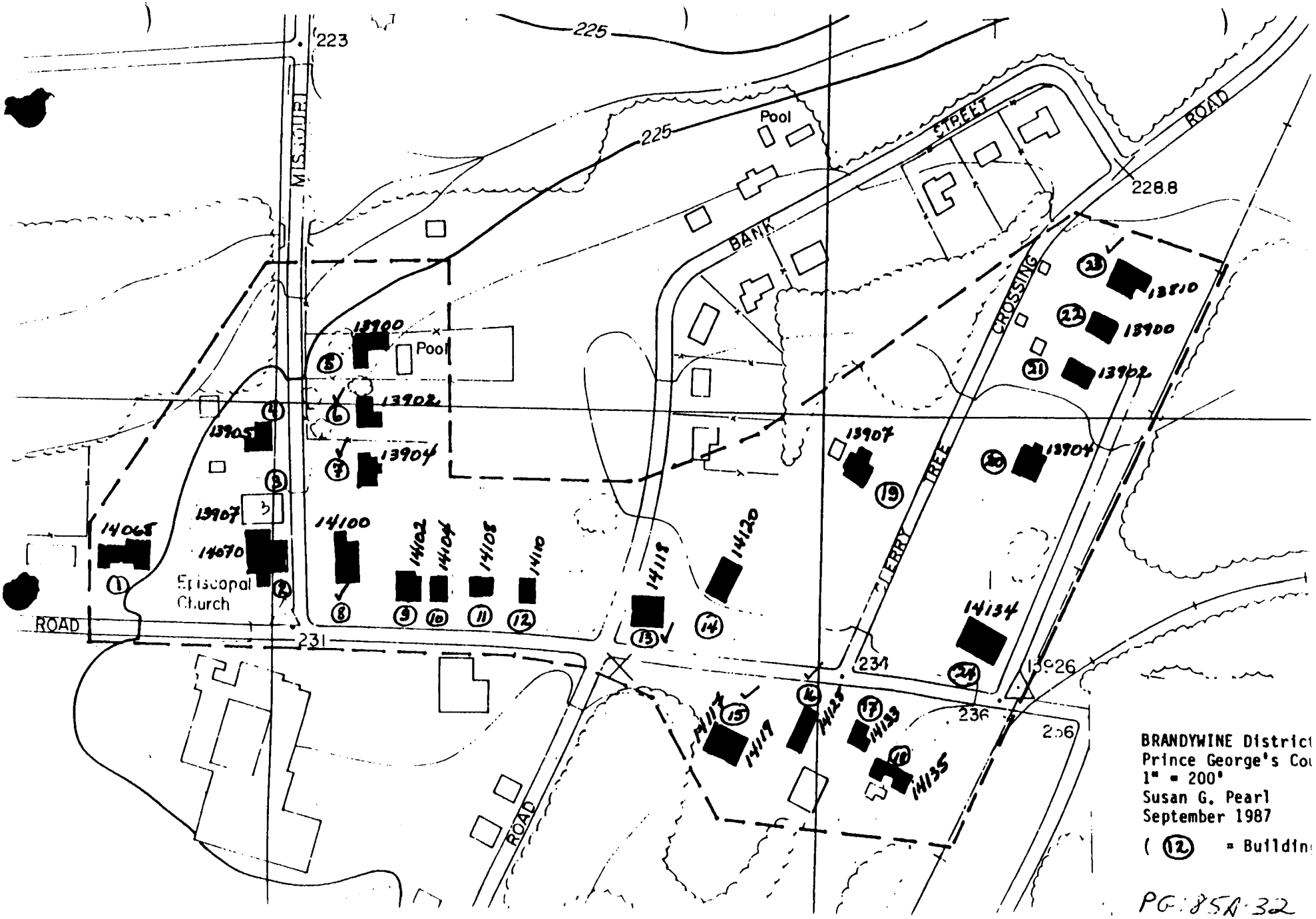
Verbal Boundary Description and Justification:

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

MHT CONCURRENCE:
Eligibility ____recommended _X_ not recommended
Criteria ___A ___B ___C ___D **Considerations** ___A ___B ___C ___D ___E ___F ___G ___None
Comments: MHT is not comfortable completing its review of this district without more substantial information concerning the boundaries, significance, and integrity of this proposed Historic District. We have serious concerns about the district as a collection of properties. No forms have been completed, and existing information only identifies one pivotal building. Significance as a railroad community needs strengthening.

Suzanne Pickens 07/21/1997 7/21/97
Reviewer, Office of Preservation Services Date Reviewer, NR program Date

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

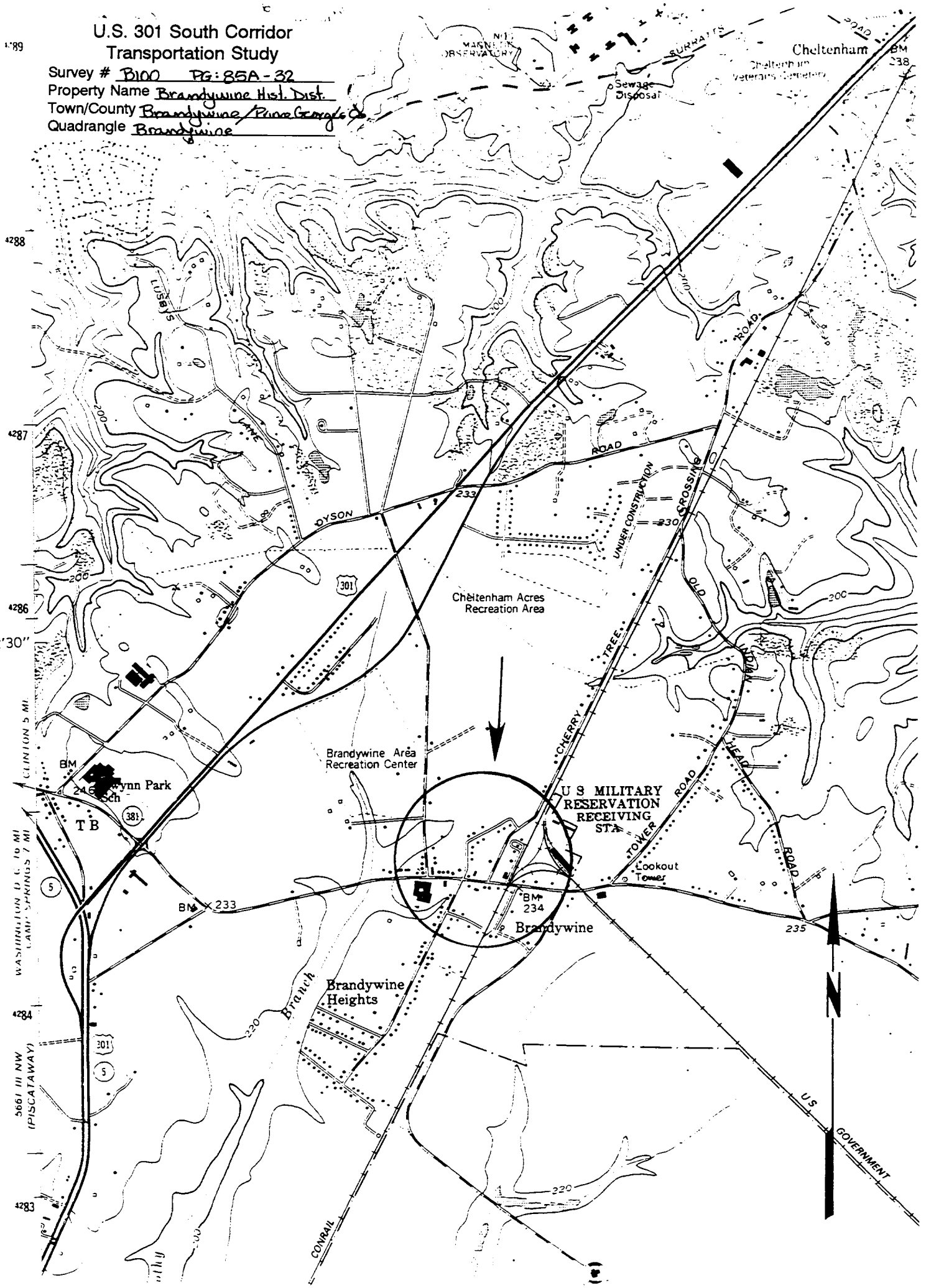


BRANDYWINE District
Prince George's Cou
1" = 200'
Susan G. Pearl
September 1987
((12) = Buildin

PG:85A-32

U.S. 301 South Corridor
Transportation Study

Survey # B100 PG: 85A-32
Property Name Brandywine Hist. Dist.
Town/County Brandywine/Prince George's Co.
Quadrangle Brandywine



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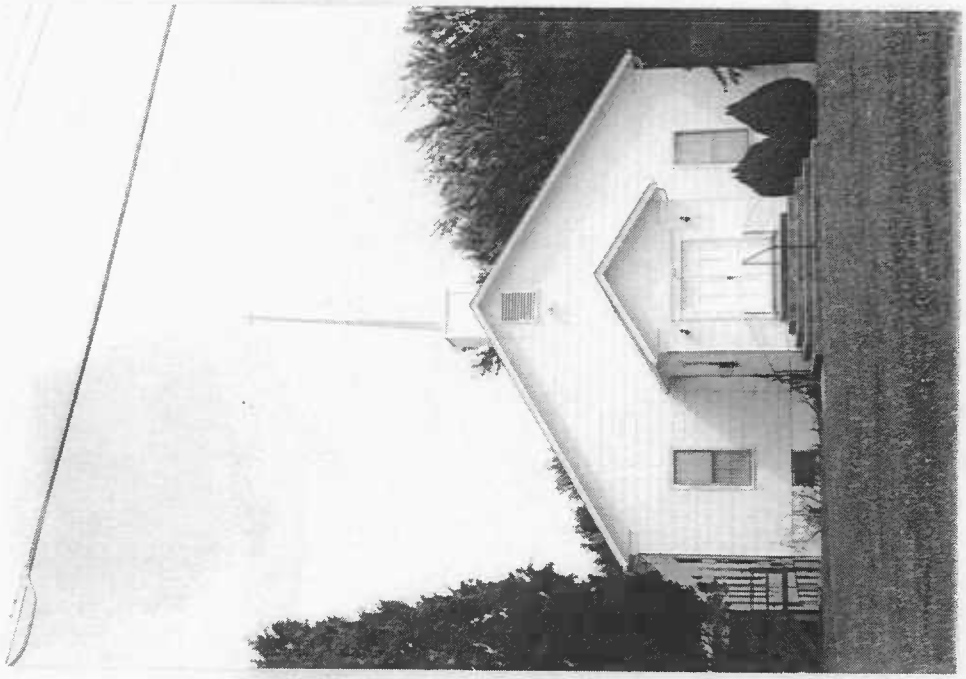

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Survey No. PG#85A-32

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Brandywine

and/or common Brandywine

2. Location

street & number Brandywine Road (14068-14134); Missouri Ave.,(13900-13907); Cherry Tree Crossing Road (13810-13907) ___ not for publication

city, town Brandywine ___ vicinity of congressional district 4

state Maryland county Prince George's

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
X building(s)	X private	___ unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	X not applicable	x no	___ military	___ other:

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

name Twenty four (24) owners

street & number Cf. Building Inventory telephone no.:

city, town state and zip code

5. Location of Legal Description

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

street & number Main Street folio

city, town Upper Marlboro state MD

6. Representation in Existing Historical Surveys

title None

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town

7. Description

Survey No. PG#85A-32

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

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

Description

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

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

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

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

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

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

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

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

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

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

Building Inventory
Proposed Brandywine Historic District

A = Contributing resource with exceptionally high level of integrity and historic and/or architectural significance.

B = Contributing resource with high level of integrity and historic and/or architectural significance.

C = Contributing resource with low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration, or by further research.

E = A resource which does not contribute to the significance of the whole.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8. Significance

Survey No. PG#85A-32

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

Specific dates **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes

1 Road Survey, Prince George's County, Levy Court Records 1828.

2 Table of Post Offices in the United States, 1846, Library of Congress.

3 Martenet Map of Prince George's County, 1861.

4 The Baltimore and Potomac Railroad, Popes Creek Line, Prince George's County Historical Society, 1973.

5 Prince George's County Tax Assessments.

6 Prince George's County Deeds, HB #5:566, HB #10:564.

7 Ibid, cf. also Prince George's Equity #1904.

8 G. M. Hopkins Atlas of Prince George's County, 1878; cf. also Maryland Gazeteers, 1870's and 1880's.

9 Plat of Brandywine City by Robert Bowie, mid 1870's, from Equity #1904.

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

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

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

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

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

9. Major Bibliographical References

Survey No. PG#85A-32

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

10. Geographical Data

Acreage of nominated property ca. 1,280,000 square feet Tax map #145

Quadrangle name Brandywine **Quadrangle scale** 1:24000

UTM References do NOT complete UTM references

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

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

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

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

city or town Upper Marlboro **state** Maryland

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

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

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

1704364429

~~PA #85A-44~~

Pg. 85A-32

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME

COMMON:

AND/OR HISTORIC: Brandywine

2. LOCATION

STREET AND NUMBER: Rte. 381

CITY OR TOWN: Brandywine

STATE: Maryland

COUNTY: Prince George's

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☒ District ☐ Building	☐ Public	Public Acquisition:	☒ Occupied	Yes:
☐ Site ☐ Structure	☒ Private	☐ In Process	☐ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☒ Unrestricted
				☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☐ Comments
☒ Commercial	☐ Industrial	☒ Private Residence	☒ Other (Specify)	
☐ Educational	☐ Military	☒ Religious	Vacant	
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Various private owners

STREET AND NUMBER:

CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Prince George's County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Upper Marlboro STATE: Maryland

Title Reference of Current Deed (Book & Pg. #):

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: None

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

PG: 85A-32

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☒ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

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

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

SEE INSTRUCTIONS

PG. 85A-32

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☐ 20th Century

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

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

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☐ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitorian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

PG:85A-32

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

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

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION
MNCPPC

DATE
27 Aug 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN:
Silver Spring

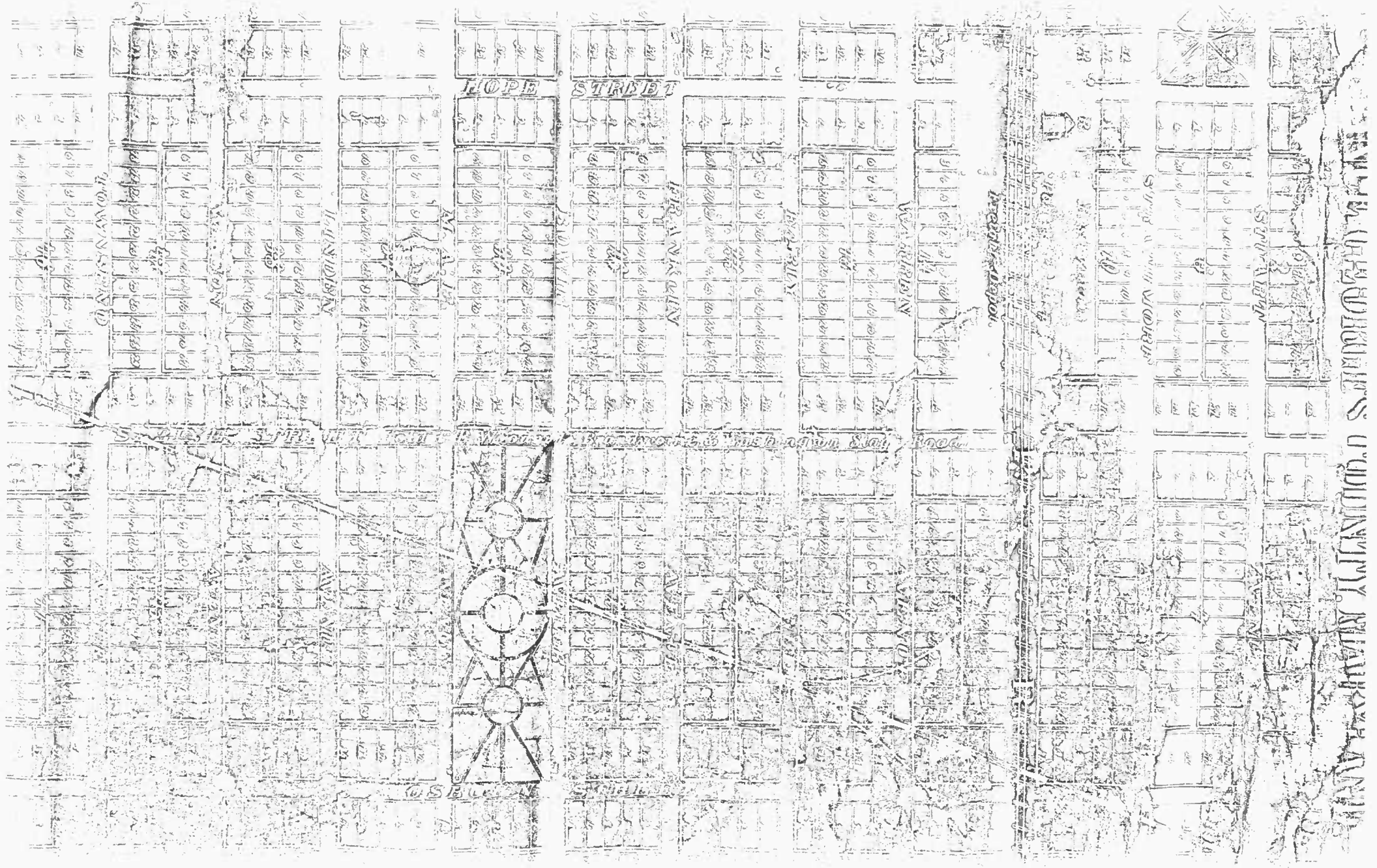
STATE
Maryland

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

Significance of this property is:

National ☐ State ☐ Local ☐

Signature



Plat of Brandywine, 1870's, Robert Barr, Surveyor PG.85A-32

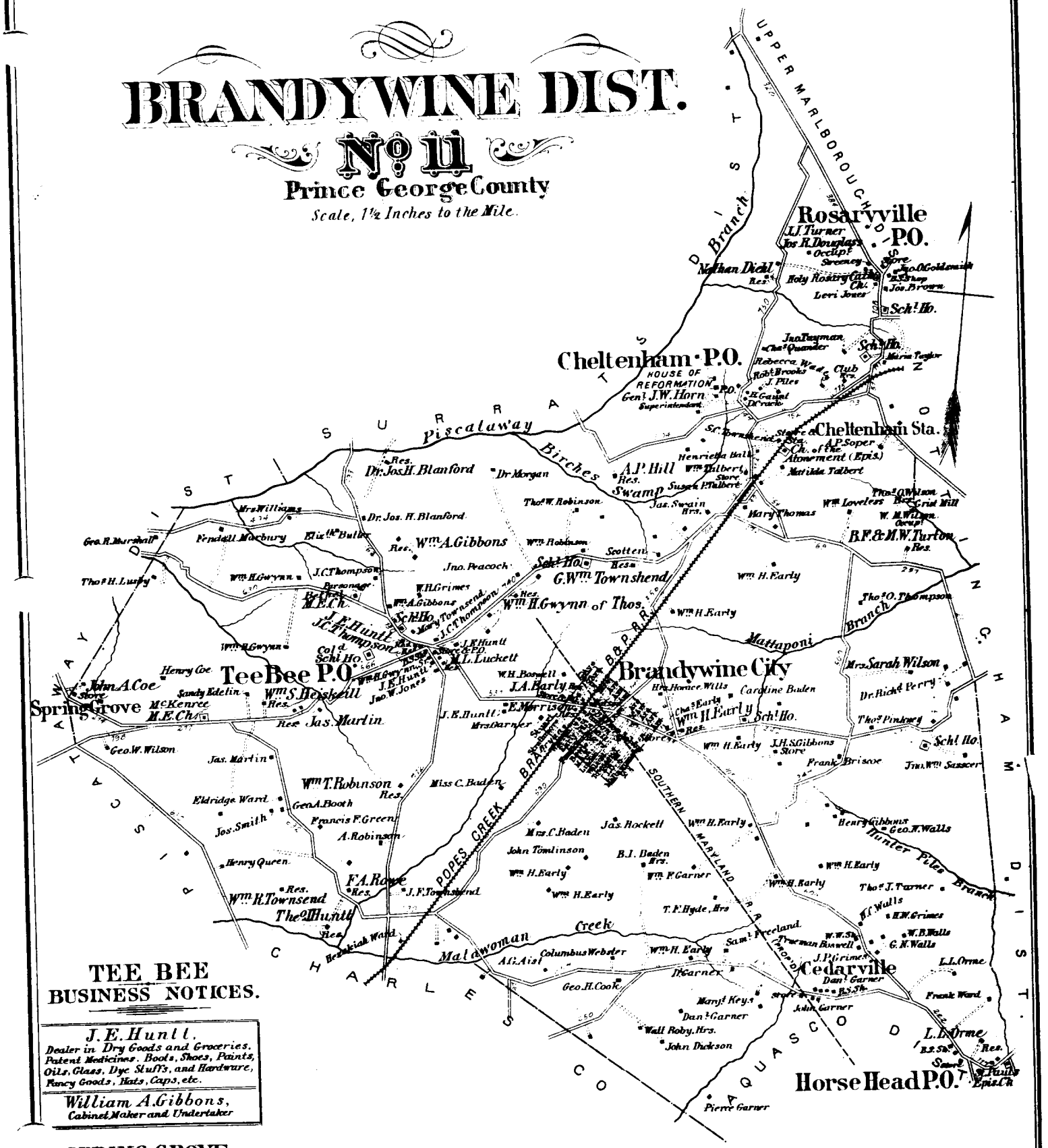
1878 Hopkins Atlas PG:85 N 32

BRANDYWINE DIST.

No 11

Prince George County

Scale, 1½ Inches to the Mile.



TEE BEE
BUSINESS NOTICES.

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

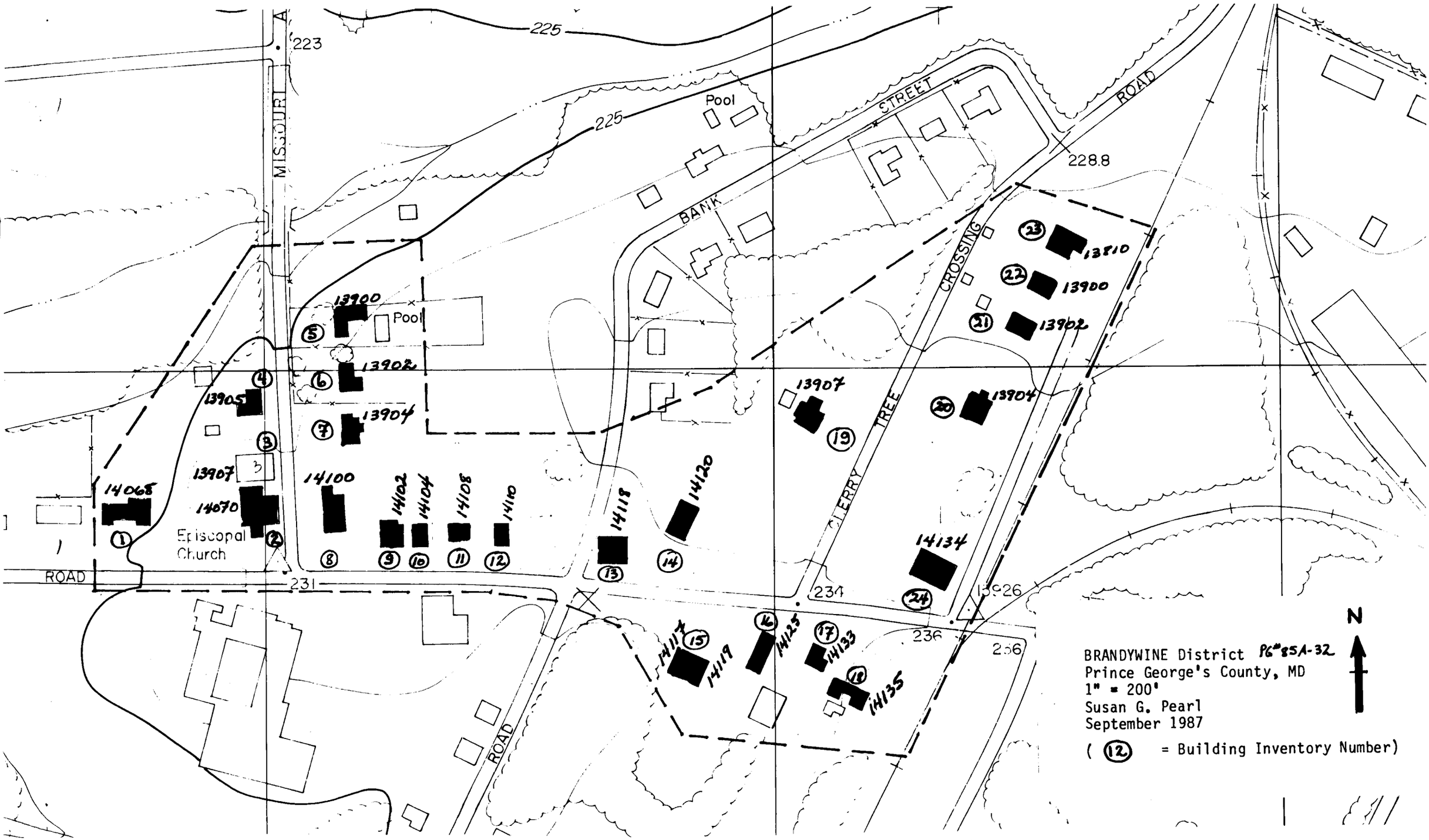
William A. Gibbons,
Cabinet Maker and Undertaker

SPRING GROVE

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

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

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


225
223
MISSOURI
Pool
STREET
ROAD
228.8
BANK
CROSSING
CHERRY TREE
13900
Pool
13902
13904
13905
13907
14068
14070
Episcopal Church
14100
14102
14104
14108
14110
14118
14120
13907
13904
13902
13900
13810
14134
ROAD
231
234
236
ROAD
14117
14119
14123
14133
14135
N
BRANDYWINE District PG 85A-32
Prince George's County, MD
1" = 200'
Susan G. Pearl
September 1987
((12) = Building Inventory Number)

PG:35A-32

BRANDYWINE DIST.

No 11

Prince George County

Scale, 1¼ Inches to the Mile.

1878

TEE BEE
BUSINESS NOTICES.

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

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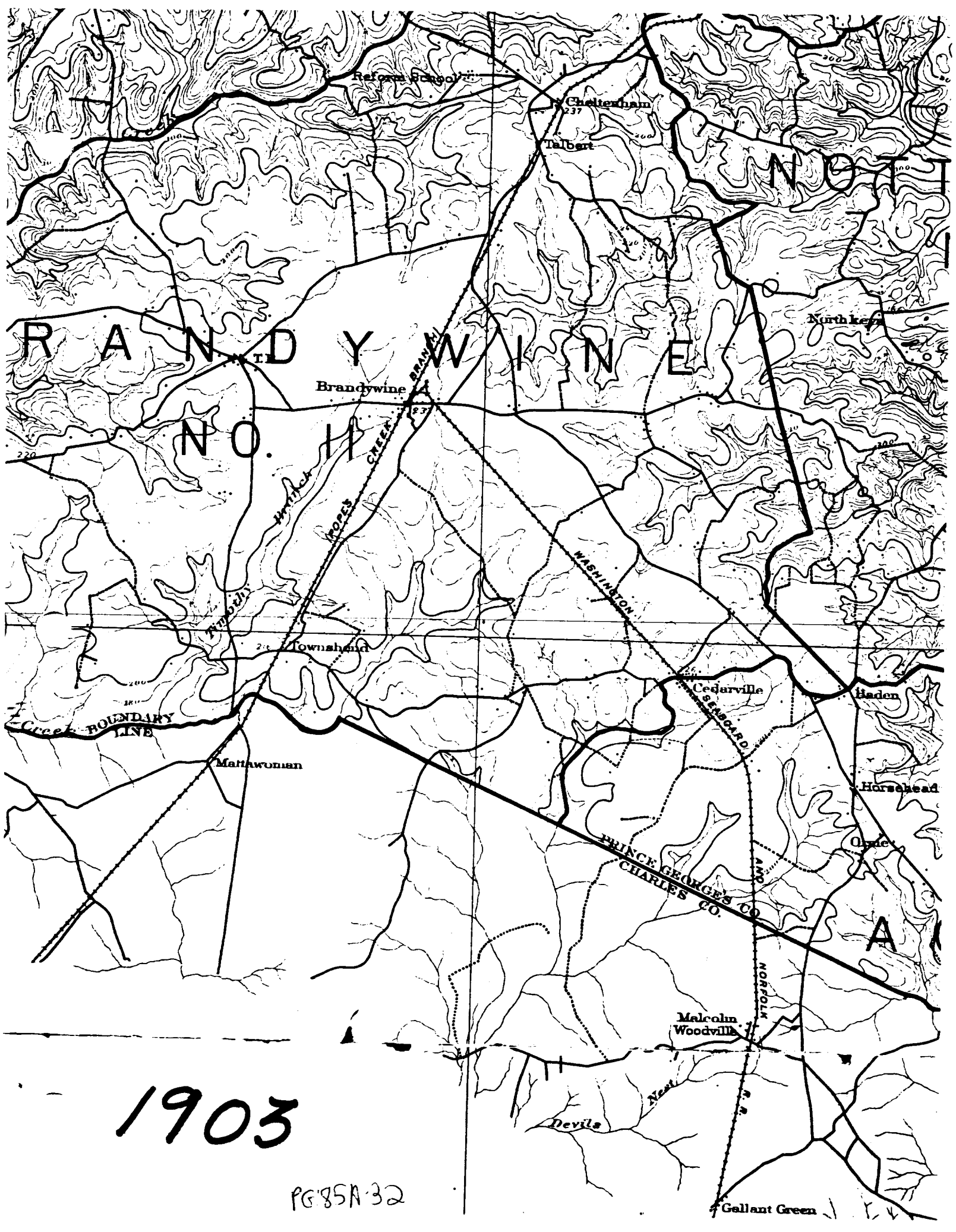
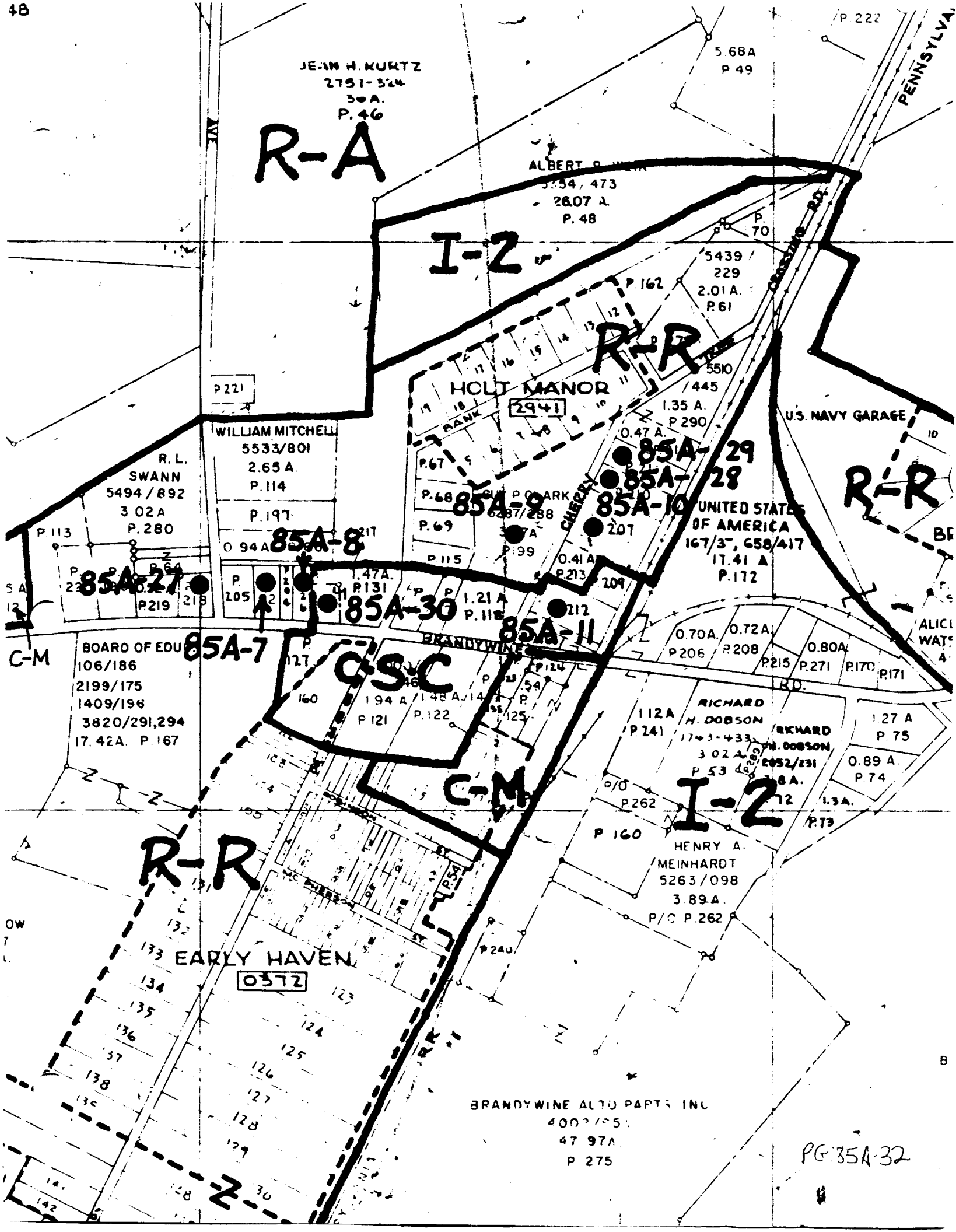
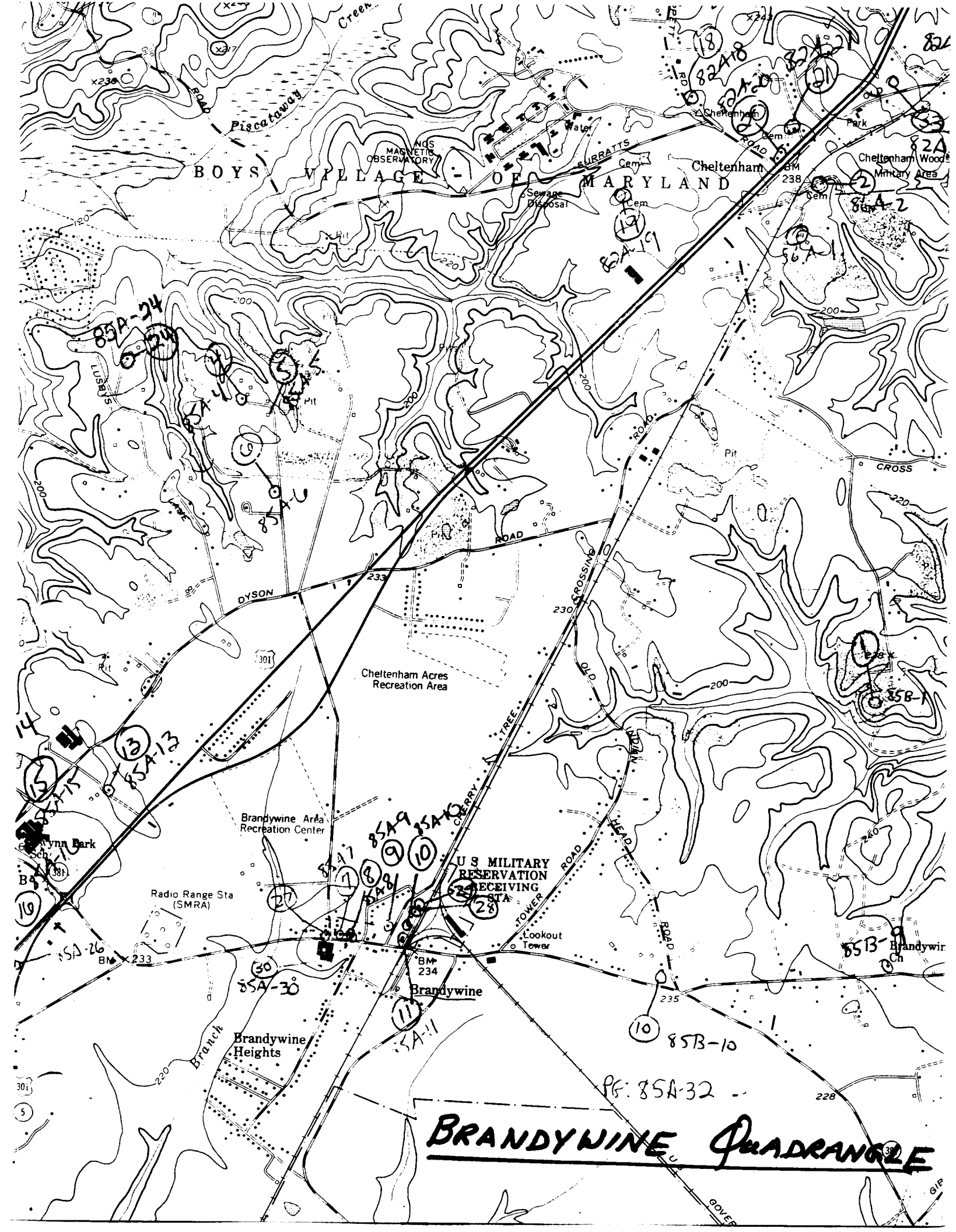


1903

PG 85A-32



JEAN H. KURTZ
2757-324
30 A.
P. 46
R-A
ALBERT R. WEIR
26.07 A.
P. 48
I-2
5.68A
P 49
PENNSYLVA
P. 222
P. 70
5439 / 229
2.01 A.
P. 61
P. 162
R-R
HOLT MANOR
2941
5510 / 445
1.35 A.
P 290
U.S. NAVY GARAGE
R-R
WILLIAM MITCHELL
5533/801
2.65 A.
P. 114
P. 197
R. L. SWANN
5494 / 892
3.02 A
P. 280
P. 113
P. 221
85A-29
85A-28
85A-10
85A-9
85A-8
85A-27
85A-30
85A-11
85A-7
UNITED STATES OF AMERICA
167/37, 658/417
17.41 A
P. 172
0.47 A.
0.41 A
P. 213
1.47A.
P. 131
1.21 A
P. 118
0.70A.
P 206
0.72A.
P. 208
0.80A
P. 271
P. 215
P. 170
P. 171
BRANDYWINE
C-M
BOARD OF EDU
106/186
2199/175
1409/196
3820/291,294
17.42A. P. 167
CSC
1.94 A
P. 121
1.48 A.
P. 122
RICHARD H. DOBSON
1743-433
3.02 A.
P. 53
RICHARD H. DOBSON
2052/231
1.27 A
P. 75
0.89 A.
P. 74
1.3A.
P. 73
C-M
I-2
P. 262
P 160
HENRY A. MEINHARDT
5263/098
3.89 A.
P/C P. 262
R-R
EARLY HAVEN
0372
P. 240
BRANDYWINE AUTO PARTS INC
47.97A.
P 275
PG 35A-32


BOYS VILLAGE OF MARYLAND
NOS MAGNETIC OBSERVATORY
Piscataway
Creek
Water
SURRATTS
Cheltenham
Cheltenham Woods Military Area
Sewage Disposal
Cem
Park
Pit
LUSBYS
DYSON
ROAD
CROSSING
CROSS
OLD
INDIAN
HEAD
ROAD
CHERRY
TREE
TOWER
ROAD
Cheltenham Acres Recreation Area
Brandywine Area Recreation Center
Radio Range Sta (SMRA)
U S MILITARY RESERVATION RECEIVING STA
Lookout Tower
Brandywine
Brandywine Heights
Branch
Brandywine Ch
BM 233
BM 234
BM 238
85A-24
85A-6
85A-13
85A-15
85A-9
85A-10
85A-7
85A-8
85A-26
85A-30
85A-11
85B-1
85B-9
85B-10
82A-18
82A-19
82A-2
PG: 85A-32
BRANDYWINE QUADRANGLE

NAME #10

PG:85A-32

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

FACADE SE

PHOTO TAKEN 8/27/74 MOWYER

WRONG
WAY

NAME HOUSE

PG:85A-32

LOCATION Rt 301 + DYSON Rd (NW CORNER) BRANDYWINE, Md

FACADE S

PHOTO TAKEN 8/13/74 MOWYER

PG:85A-32

NAME STORE ? #7

LOCATION N SIDE Rt. 381 BRANDYWINE, Md

FACADE S

PHOTO TAKEN 8/27/74 MDWYER

LEASE

NAME #8

PG. 85A-32

LOCATION N SIDE Rt. 381 BRANDYWINE, Md.

FACADE SE

PHOTO TAKEN 8/27/74 MOWYER

NAME RR STATION HOUSE ? #12

PG:85A-32

LOCATION S SIDE RT 381 & RR TRACKS BRANDYWINE, Md.

FACADE N

PHOTO TAKEN 8/27/74 MOWYER

GARNER BLDG.
FLEA MARKET
FACTORY
OUTLET

NAME OLD STORE #11

PG. 85A-32

LOCATION RR TRACKS + Rt. 381 BRANDYWINE, Md

FACADE S

PHOTO TAKEN 8/27/74 MOWYER