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WA-II-31,

WA-II-32, AND

WA-II-33

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Antietam Village Historic District

other names/site number WA-II-031, 032, 033

2. Location

street & number Harper's Ferry Road not for publication N/A

city or town Antietam vicinity N/A

state Maryland code MD county Washington code 043 zip code 21872

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. 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

5. Classification

Ownership of Property
(Check as many boxes as apply)

- X private
- X public-local
- ___ public-State
- X public-Federal

Category of Property
(Check only one box)

- ___ building(s)
- X district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property
(Do not include previously-listed resources in the count)

Contributing	Noncontributing	
25	3	buildings
		sites
1		structures
1		objects
27	3	Total

Name of related multiple property listing
(enter "N/A" if property is not part of a multiple property listing)
N/A

Number of contributing resources previously listed in the National Register
two

6. Function or Use

Historic Functions
(Enter categories from instructions)
DOMESTIC/single dwelling
DOMESTIC/secondary structure
TRANSPORTATION/bridge
AGRICULTURE/agricultural outbuilding
INDUSTRY/manufacturing facility
COMMERCE/TRADE/store

Current Functions
(Enter categories from instructions)
DOMESTIC/single dwelling
DOMESTIC/secondary structure
TRANSPORTATION/bridge
AGRICULTURE/agricultural outbuilding
VACANT/not in use

. Description

Architectural Classification
(Enter categories from instructions)
LATE VICTORIAN/Italianate
NO STYLE

Materials
(Enter categories from instructions)
foundation STONE/sandstone; BRICK
walls BRICK; STONE; WOOD/weatherboard
roof ASPHALT; SLATE
other

Refer to Continuation Sheet

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

Refer to Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria
(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

✔ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ **B** Property is associated with the lives of persons significant in our past.

✔ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
Mark "X" in all the boxes that apply.)

Property is:

___ **A** owned by a religious institution or used for religious purposes.

___ **B** removed from its original location.

___ **C** a birthplace or a grave.

___ **D** a cemetery.

___ **E** a reconstructed building, object, or structure.

___ **F** a commemorative property.

___ **G** less than 50 years of age or achieved significance within the past 50 years

Areas of Significance
(Enter categories from instructions)

ARCHITECTURE
INDUSTRY

Period of Significance
c. 1763-c. 1930

Significant Dates
N/A

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Crampton, Henry, builder
Weaver, John, builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Name of repository:
_____

10. Geographical Data

Acreage of Property 12 acres

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	263700	4366800	3	18	264020	4366100
2	18	263900	4366820	4	18	263820	4366080

N/A See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title David L. Taylor, Principal

organization Taylor & Taylor Associates, Inc. date June, 2001

street & number 9 Walnut Street telephone 814-849-4900

city or town Brookville state PA zip code 15825

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white** photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Multiple owners (refer to Continuation Sheet)

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

7. Description

The Antietam Village Historic District is a primarily residential historic district containing twelve acres and lying along Antietam Creek in rural Washington County, Maryland, approximately seven miles southwest of the site of the Civil War-era Battle of Antietam (which took place closer to the community of Sharpsburg) and approximately twenty miles southwest of the county seat of Hagerstown. The Antietam Village Historic District retains integrity and contains a total of 32 resources, two of which (the Antietam Furnace Archaeological Site; NR 8/25/83) and the Antietam Iron Furnace (NR 6/26/75) were previously listed in the National Register and therefore are not included in the resource count which appears in Section 5 of the nomination documents. Of the 30 unregistered resources, in the district, 27 (90%) contribute to the character of the district and 3 (10%) are non-contributing. Non-contributing resources are buildings erected outside the c. 1763-c. 1930 Period of Significance of the district; the extent of alteration of some properties has resulted in a loss of historic architectural integrity and their classification as non-contributing resources. Of the 30 unregistered resources in the district, 25 are contributing buildings, three are non-contributing buildings, one--the Antietam Iron Works Bridge (Resource No. 27) is a contributing structure, and one–the "Indian Deed" historical marker (Resource No. 28)–is a contributing object. Approximately eighty percent of the resources in the district pre-date 1900, approximately ten percent of the resources were constructed between 1900 and 1930, and the remaining approximately ten percent post-date 1930 and are non-contributing resources within the context of the nominated area. The predominating character of the district is that of a rural western Maryland hamlet which developed in association with an iron furnace adjacent to the Chesapeake and Ohio Canal and in close proximity to the Potomac River.

The architecture of the Antietam Village Historic District consists principally of modest vernacular residences and one farmstead, along with two more pretentious homes representing a higher degree of sophistication than is seen in most of the architectural resources of the district. The vast majority of the district's architecture is of wood construction, including one identified log house (3817 Harper's ferry Road; Resource No. 22); one late eighteenth-century house is of stone (3819 Harper's Ferry Road; Resource No. 21) and one property (the Antietam Iron Works Store, 3768 Harper's Ferry Road; Resource No. 29) is of brick. The bridge spanning Antietam Creek is of stone with a concrete deck or modern construction. Most of the homes retain front porches of varying scales and forms along with associated domestic outbuildings including sheds and garages. Larger dependencies are included in the resources count, while smaller outbuildings (sheds, small automobile garages, etc.) are treated as low-scale landscape features and are not represented in the count. The district retains integrity in each of its seven qualities: location, design, setting, materials, workmanship, feeling, and association.

The Antietam Village Historic District consists of two sections, one on either side of Antietam Creek; portions of the area southeast of Antietam Creek were previously listed in the National Register (one as an archaeological site with a restricted address [NR 8/25/83] and the other the Antietam Furnace (Resource No. 32, NR 6/26/75). The portion of the district north of the creek is considerably larger than that south of the waterway. The district lies on both sides of Harper's Ferry Road, which is so named because it leads from Sharpsburg, Maryland to Harper's Ferry, west Virginia, which is on the south bank of the Potomac Rive, approximately sixteen miles southeast of the district. Harper's Ferry Road is asphalt-paved. There are no sidewalks or other pedestrian amenities in the district.

The building lots of the Antietam Village Historic District are irregular in plan, and reflect the historic subdivision of land many generations prior to the onset of uniform subdivision requirements. The topography rises considerably from Antietam Creek to the north and only slightly from the creek southward. Property setback lines are irregular throughout the district.

The buildings in the district are rectilinear in form and generally vary in height between one and one-half and two and one-half stories. Most buildings are roofed with laterally-oriented gable roofs, clad in standing-seam metal or in asphalt shingles. Some historic chimneys have been retained, while others have been removed in the course of retrofitting heating systems and replacing roofs. Fenestration is flat-topped exclusively, with little ornamentation; some multi-light historic sash has been retained. The majority of the buildings in the district rest on substantial foundations of coursed limestone.

As noted above, the architectural character of the Antietam Village Historic District is primarily vernacular, executed without reference to any particular building style. Some traditional house types are found in the district, including side-passage single-pile homes and single-pen log houses to which have been appended later additions. The properties designed with the most sophistication include vernacular adaptations of Gothic Revival-style homes at 3905, 3815, and 3800 Harper's Ferry Road (Resource Nos. 1, 21, and 26, respectively). These three are modest rectangular houses with laterally-oriented gable roofs with center gables on the facade ornamented with uncharacteristic lacy bargeboard.

Near the center of the district is the 1832 Antietam Iron Works bridge, built by master builder John Weaver under a contract with the County Commissioners of Washington County. Weaver constructed the four-arch span of coursed limestone–the same material that was used in the local production of iron and for most building foundations throughout the district. One of the longest stone bridges crossing the Antietam, its arches are faced with upright cut stones. Like other Washington County bridges, the Antietam Iron Works Bridge rests on rounded piers. It is low in

profile and arches only slightly as it spans the creek at its greatest width between the Iron Works and the associated village. The Antietam Iron Works Bridge is little altered from its original character, except for routine maintenance and the re-surfacing of its deck in conjunction with the maintenance of Harper's Ferry Road. The bridge is adjacent to the Chesapeake and Ohio Canal National Historical Park.

As noted in the introductory paragraph, the Antietam Village Historic District retains historic and architectural integrity. Although modest in its scale and detailing, the overall character of the district is intact and represents the early growth and maturity of this hamlet throughout its century and one-half-long Period of Significance. Limited demolition has occurred and only a very small number of newer buildings–garages and one mobile home--have been built within the boundaries of the nominated area. Alterations to buildings within the district include the application of non-historic siding and the installation of replacement windows. These alterations are dispersed throughout the district and do not detract significantly from the ability of the nominated area to reflect its appearance throughout the Period of Significance.

Viewed in its entirety, Antietam Village Historic District is an architecturally-cohesive settlement which grew up in the economic shadow of a late eighteenth- and early nineteenth-century iron furnace whose surviving mid-nineteenth-century stack (Resource No. 31) itself remains an important physical reminder of the industrial significance of the village.

The following properties lie within the Antietam Village Historic District. The numbering corresponds to the district map which was submitted with the nomination documents. All properties are assumed to contribute to the character of the district except those after whose description an "NC" appears; these properties are non-contributing to the character of the district, either because they date from outside the Period of Significance of the district or because their extent of alteration has significantly compromised their individual physical character in relationship to the district. Most dates of construction are approximate, and are based upon visual inspection, oral history interviewing, and/or property tax data; dates which appear in italics are confirmed.

1. **3905 Harper's Ferry Road:** 2½-story late nineteenth-century Gothic Revival-style wood frame farm house which is the anchor to a small farmstead including Resource Nos. 2-9. The house rests on a raised foundation of limestone and includes open porches on the five-bay facade and north elevation, with modest columns and turned balusters; hipped roof with center gables with elaborate bargeboard, similar to that found on Resource Nos. 9 and 14; windows flat-topped with simple surrounds and exterior operable louvered shutters. A limestone retaining wall along the roadway is a contributing feature to the overall character of the property. (c. 1880)

2. **3912 Harper's Ferry Road:** 1-story vernacular agricultural outbuilding with vertical board cladding and laterally-oriented gable roof (c. 1900)

3. **3912 Harper's Ferry Road:** 2-story central aisle barn of wood construction with gable roof and gable-end orientation to the street; exterior clad in vertical boards (c. 1900)

4. **3912 Harper's Ferry Road:** 1-story, small-scale agricultural outbuilding with gable roof with parged exterior surfaces (c.1920)

5. **3912 Harper's Ferry Road:** 1-story concrete block agricultural outbuilding with shed roof sloping downward from front to rear (c. 1930)

6. **3912 Harper's Ferry Road:** Large wood barn with gable roof, oriented laterally to the barnyard, with a parged foundation and narrow vertical board siding; painted onto the south facade is a sign bearing the legend, "Potomac View Farm–F. M. Stottlemeyer." (c. 1900)

7. **3912 Harper's Ferry Road:** 1-story vernacular agricultural outbuilding of wood construction with some exterior surfaces parged ands others clad in vertical boards; gable roof with gable-end orientation to the barnyard between this building and the public road (c. 1900)

8. **3912 Harper's Ferry Road:** 1-story vernacular agricultural outbuilding of rock-faced concrete block construction, perhaps used as a milkhouse due to its proximity to the public road; laterally-oriented gable roof; flat-topped fenestration (c. 1930)

9. **3912 Harper's Ferry Road:** Coursed limestone well with gable-roofed superstructure(c. 1900)

10. **Rear, 3905 Harper's Ferry Road:** One-story vernacular outbuilding, with laterally-oriented gable roof, set on a partly raised foundation of coursed limestone; asphalt-shingled roof surfaces; fenestration flat-topped; modest in its overall proportions and detailing. (c. 1890)

11. **Side, 3912 Harper's Ferry Road:** 1-story privy of wood construction with vertical board exterior finish and front-to-rear sloping shed roof (c. 1900)

12. **3912 Harper's Ferry Road:** 1-story vernacular cottage of wood construction, with shiplap siding and laterally-oriented gable roof; additions at rear; open veranda extends across facade and a portion of north elevation, supported by turned posts and trimmed with a turned balustrade; a large stone chimney is on the gable end on the north elevation. A limestone retaining wall along the roadway is a contributing feature to the overall character of the property. (c. 1850)

13. **3839 Harper's Ferry Road:** 2-story vernacular residence of wood construction, set on a foundation of stone and capped with a laterally-oriented gable roof clad in asphalt shingles; three-bay facade with offset entry door; one-story porch with hipped roof on facade. (c. 1880)

14. **Rear, 3883 Harper's Ferry Road:** 1-story agricultural outbuilding of indeterminate use; wood construction, with gable roof and vertical board exterior finish; (c. 1900)

15. **3833 Harper's Ferry Road:** 1½-story vernacular residence of wood construction, with laterally-oriented metal roof; appears to be of a "saddlebag" plan, with a large central chimney of brick; windows flat-topped, with some multi-light sash retained; 1-story shed-roofed porch on facade; 1-story dependency of wood construction at rear of house. (c. 1856)

16. **3831 Harper's Ferry Road:** 2-story vernacular residence of wood construction, set on a stone foundation and capped with a laterally-oriented gable roof; windows flat-topped, devoid of notable ornamentation. (c. 1852)

17. **3827 Harper's Ferry Road:** one-story mobile home, built outside the Period of Significance of the district (c. 1985; NC)

18. **3823 Harper's Ferry Road:** 2-story vernacular residence of wood constriction, with stone foundation and laterally-oriented gable roof of standing-seam metal; 3-bay facade with center gable; windows flat-topped, with no notable ornament; non-historic siding; 1-story porch on facade with replacement supports; east of the house are several outbuildings of indeterminate age and use. A limestone retaining wall along the roadway is a contributing feature to the overall character of the property. (c. 1881)

19. **Rear, 3823 Harper's Valley Road:** 1-story two-bay automobile garage with gable roof and gable-end orientation to the street; of modern construction built outside the Period of Significance of the District (c. 1980; NC)

20. **3819 Harper's Ferry Road:** 2½-story stuccoed stone house, with laterally-oriented gable roof, three-bay facade and massing suggesting side-passage interior plan; interior gable-end brick chimney on north side; 1-story shed-roof porch on facade; all windows are flat-topped with some historic six-over-six sash remaining. (c. 1763)

21. **3815 Harper's Ferry Road:** 2½-story residence of wood construction, Gothic Revival in style, with laterally-oriented gable roof and shingled centered gable on facade with unusually elaborate bargeboard similar to that found on Resource Nos. 1 and 14; three-bay facade with centered door suggesting a central-passage interior plan; windows flat-topped with non-historic paneled exterior shutters; one-story porch extends across the facade. The property is sited atop a bank overlooking Harper's Ferry Road and a high coursed rubble limestone retaining wall along the roadway is a contributing feature to the overall character of the property.(c. 1870)

22. **3817 Harper's Ferry Road:** 2-story log and wood frame vernacular residential building with parged exterior surface; laterally-oriented gable roof of standing-seam metal; four-bay facade, with flat-topped windows, 2/2, without notable ornament; one-story shed roof porch extends across facade with simple support posts and modest balusters. (c. 1845)

23. **3817 Harper's Ferry Road:** One-story vernacular dependency of indeterminate use; gable roof with gable-end orientation to the street and shed-roofed addition on the west side (c. 1900)

24. **3813 Harper's Ferry Road:** 1-story vernacular residence of wood construction, set on a stone foundation and capped with a laterally-oriented gable roof clad in corrugated metal sheeting; 4-bay facade; fenestration employs flat-topped openings devoid of notable ornament; 1-story shed-roofed open porch extends across the facade, supported by plain wood posts and trimmed with a sawn wood balustrade oral sources indicate this *to* have been the work of a local; carpenter/housebuilder (*1904*; Henry Crampton, builder)

25. **Side, 3800 Harper's Ferry Road:** 2-story modern automobile garage of masonry construction, with laterally-oriented gable roof; built into the side hill of this residential lot and dating from outside the Period of Significance of the district (c. 1980; NC)

26. **3800 Harper's Ferry Road:** 2½-story Gothic Revival-style residence of wood construction, clad in shiplap siding and capped with a laterally-oriented gable roof of standing-seam metal highlighted by a center gable with elaborate bargeboard reminiscent of that found on Resource Nos. 1 and 9; partial return of the cornice on the gable ends; three-bay facade with centered entry, suggesting a central passage interior plan; ell wing at rear with 1-story open porch on the west side; windows flat-topped, 2/2, with modest surrounds and heads; sited atop a hill overlooking the former Iron Works site and Antietam Creek (c. 1870)

27. **Antietam Iron Works Bridge:** Three-arch limestone bridge which carries Harper's Ferry Road across Antietam Creek; the bridge has masonry parapet side walls and a deck surfaced with modern materials (*1832*; John Weaver, builder)

28. **State Roads Commission Historical Marker:** cast metal marker commemorating the 1727 transfer of land from Native Americans to Israel Friend. The object is of a stylized rectangular form with a curvilinear upper edge with the State seal of Maryland in the center. The marker is set on an attenuated metal post and bears the following legend, all cast in upper-case letters:

AN INDIAN DEED
Israel Friend in 1727 secured a
deed from the Indian chiefs of the
five nations beginning "at the
mouth of the Andietum [sic] Creek thence up
the Potomack [sic] River 200 shoots as
fur [sic] as an arrow can be slung out
of a bow" thence "100 shoots right
back from the river" then squared
till it interceeds with the creek"
STATE ROADS COMMISSION

29. **3768 Harper's Ferry Road (Antietam Iron Works Store):** 2½-story brick store building with three bay facade and a three-bay brick addition appended to its west gable end; built into a side hill site, with a foundation

of coursed rubble stone which rises to a full story on the facade; the brickwork on the facade is laid in Flemish bond, while that on the secondary elevations is of common bond. (c. 1820)

30. **side, 3768 Harper's Ferry Road:** 1½-story vernacular dependency of brick construction, with broadly sloped laterally-oriented gable roof (c. 1850)

31. **3768 Harper's Ferry Road (Furnace Stack, Antietam Iron Works):** coursed limestone furnace stack with battered walls and three hearth openings on the north elevation (c. 1845; listed individually in the National Register as "Antietam Iron Furnace;" NR 6/26/75)

32. **Antietam Furnace Archaeological Site:** overgrown and untended area along Antietam Creek where the Antietam grist mill and hammer mill were located. All that remains visible are some sections of stone foundations. (late eighteenth century and after; listed individually in the National Register on 8/25/83)

8. Significance

The Antietam Village Historic District is significant under National Register Criterion A for *industry* and Criterion C for *architecture*. Evaluating the fabric of the district under these Criteria, the district's properties reflect primarily vernacular design in the rural reaches of western Maryland throughout the Period of Significance, which begins c. 1763, the approximate date of construction of the district's earliest extant buildings (Resource No. 21), and ends c. 1930, the approximate date of construction of the latest of the district's historic resources (Resource Nos. 5 and 8). The district's significance under Criterion A derives from its position as an important early center of iron-making in western Maryland, within the historic context of which are the extant stack of the Antietam Iron Works, an early store building, and homes associated with workers and supervisors at the furnace. The district is also significant as the site both of advance to and retreat from the Civil War battle of Sharpsburg (a/k/a Antietam) which occurred a short distance to the northeast. With respect to Criterion C, the district contains locally-distinctive examples of vernacular architecture which, although executed without reference to formal design tenets, nonetheless represent the manifestation of local building traditions in this section of Washington County. The district's Criterion C significance is heightened by the presence in the district of the Antietam Iron Works Bridge, an 1832 stone structure built by master builder John Weaver. The Antietam Village Historic District retains its historic rural character along with the physical integrity necessary to reflect its physical appearance during its Period of Significance.

The village of Antietam, located at the confluence of Antietam Creek and the Potomac River, was the site of extensive iron-working facilities during most of the one hundred twenty-five years following 1765. In that year, Joseph Chapline–the founder of Sharpsburg and the owner of the Antietam land–established the Antietam Iron Works along with Samuel Beall, Jr., David Ross, and Richard Henderson. Henderson and Ross built the first furnace and forge on the site (often referred to as "Frederick Forge" in contemporary accounts) which were likely in operation by 1775. Ore and wood for charcoal were obtained from the owners' extensive land holdings in the South Mountain area, to the northwest. Pig iron was the principal early product of the furnace and it was produced by the various forges operating at that time in Western Maryland. Just prior to the Revolutionary War, the ownership of the Antietam Iron Works shifted to brothers Samuel and Daniel Hughes, who gained control of this furnace and several other iron operations in the Antietam valley.

Under the direct supervision of Samuel Hughes, the Antietam furnace began producing cannon for the Baltimore Town Committee of Correspondence, for the Continental Marine Committee and, through an Act of Congress, directly for the Continental Army. Hughes' cannon-making suffered an inauspicious beginning: four of the first five

iron cannon cast by Hughes' operations exploded in the course of test-firing, killing George Matthews, a founder and would-be cannon maker from the Kingsbury Ironworks. Despite this, Hughes settled down to producing quantities of nine-, twelve- and eighteen-pounders and ammunition. His reputation spread to General George Washington, who wrote the Board of War Headquarters on April 2, 1779, "Upon consulting General Knox, it is our opinion that the contract with Mr. Hughes for the thirty eighteen-pounders should be renewed, as the cannon are absolutely necessary and it does not appear that they can be procured from any works so soon as from his . . ." Antietam cannon were used to fortify Whetstone Point in Baltimore, and the Continental frigate *Virginia* was armed with 24 twelve-pounders and 6 four-pounders from the Antietam works. Cannon were cast, bored, and proved by Hughes at the Antietam Iron Works. They were then transported by wagon to Baltimore for delivery. The price varied from £36 10s to £40 per ton of finished cannon.

At the end of the Revolutionary War, Samuel Hughes terminated his iron-making operations in Washington County. He relocated to the Susquehanna River area and in 1786 entered the iron-smelting and cannon-casting business at Principio with what he called Cecil furnace. After Samuel Hughes' departure from Washington County, the furnace at Antietam may have been inactive for a time; Dennis Griffith's 1794 map of Maryland shows only a forge on the site at the mouth of Antietam Creek. In 1805, the entire ironworks, grist mills, stock, slaves, and property (between 7,000 and 8,000 acres) was advertised for sale. An 1808 map shows the site to have a furnace, forge and grist mill. In the nineteenth century, the original furnace and forge operation continued, perhaps as late as the 1850s. It was joined by a number of other, related enterprises, all utilizing the power of Antietam Creek. In 1831, a nail factory was established with twenty-five nail-making machines, followed by a small rolling mill which consisted of two heating furnaces and two trains of rolls. These enterprises employed over two hundred fifty people, including some sixty slaves.

The role of African-Americans in the heritage of ironmaking in western Maryland cannot be overlooked. Jean Libby, in a study of African influences on charcoal ironmaking technology in western Maryland, described the traditions which were likely brought to American by slaves:

> The making of iron in West Africa is a sacred science of great ritual and power. It is an indigenous and ancient process which propelled subsistence agricultural groups into civilizations using tools of iron . . . The chaos of the slave trade and colonialism caused technological regression of iron smelting in Africa. Many who were captures and brought as slaves to the Americas carried this knowledge with them. By the middle of the eighteenth century, the predominant labor group at southern iron furnaces were Africans and African-Americans.[1]

[1] Libby, Jean. "Workers of Catoctin Furnace and Antietam Ironworks," n. p.

It is more than likely that some of the knowledge gained in West African ironmaking was passed on to the furnaces of western Maryland.

In 1828, during the heyday of the Antietam Iron Works, President John Quincy Adams turned the first shovelful of earth in the Chesapeake and Ohio Canal, which stretched from Georgetown, near the national capitol, westward to Cumberland, in Allegany County, Maryland. The Canal passed just west of the Antietam Village Historic District, and carried goods and settlers westward to Cumberland, where they embarked overland on the National Road. The construction of the Canal involved thousands of laborers and was plagued with misfortune, ranging from legal maneuvering by the Baltimore and Ohio Railroad over the rights-of-way, to illness, including cholera, which claimed more than five hundred canal workers who died in close proximity to the junction of Antietam Creek and the Potomac River. They were buried near to the district since Hagerstown officials denied permission for the burials out of fear of the disease.

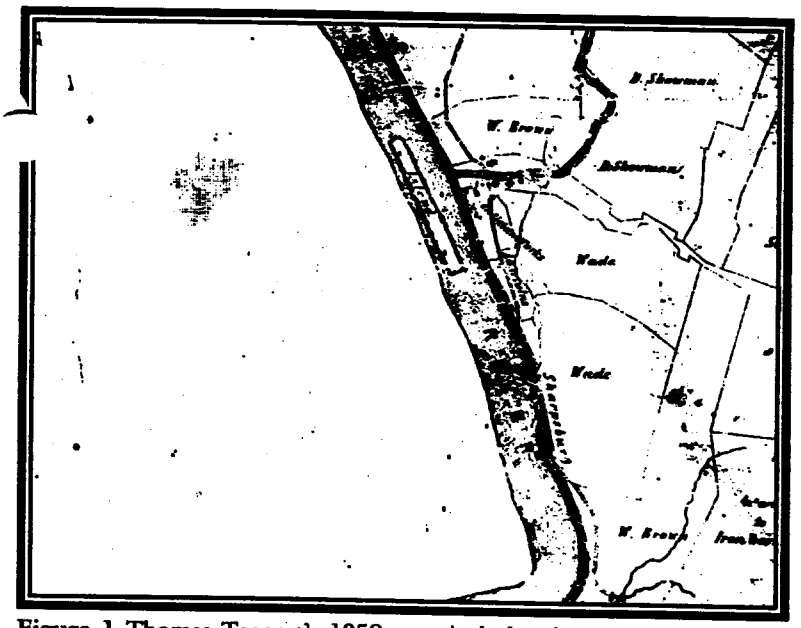

Figure 1 Thomas Taggert's 1859 map includes the area of the historic district which he identified as "Antietam Works."

The nail works at Antietam, owned by John M. Brien, burned in April, 1841. It was rebuilt and increased in size, and continued to operate until about 1853, when Brien sold the ironworks to William B. Clark for $54,500. A second charcoal furnace, fifty feet high and fifteen feet wide at the boshes, was erected at Antietam in 1845; it is likely this furnace which remains within the district. In a twenty-week period in 1857, this furnace is reported to have produced 1,465 tons of iron, a capacity significantly greater than that of the first furnace at Antietam two generations earlier. During the years preceding the Civil War, the entire works, in addition to the furnaces, included a sawmill which produced shingles, a nail factory which produced four hundred to five hundred bags of nails and spikes per week, a forge with six heating fires and a twenty-one-ton hammer, a rolling mill which produced plates, rods, nail stock and bar iron, three puddling furnaces and an air furnace which produced finished iron, and a grist mill. Antietam Creek had a head of water with at least twenty feet of fall, and all these enterprises were operated by no fewer than nine water wheels. During the late 1850s and early 1860s, the Antietam Ironworks was owned by John Horine–who had other iron manufacturing

interests--and the heirs of William B. Clark. The works apparently suffered some damage during the Civil War, but afterwards it was rebuilt and acquired by the Ahl family of Newville, Cumberland County, Pennsylvania. They traded as J. S. Ahl and Company, and are depicted as such on a nineteenth-century historic atlas map.[2] The Ahls converted the furnace to coke fuel and operated it until about 1880. In 1873, a flood broke the dam, and among the subsequent improvements was construction of an improved hot-air oven. During this period, the furnace was smelting ore mined near Harper's Ferry, transported to Antietam on the Chesapeake & Ohio Canal, and likely from the canal to the furnace by means of a tramway or railroad which appears on the aforementioned atlas map.

In 1862, during the Civil War, General Burnside's forces passed through the village en route to the area near Sharpsburg where the battle occurred which came to bear the name Antietam. An undated drawing depicts the furnace at this time, suggesting that by then it was in a dilapidated condition. Local tradition holds that a house located atop the hill overlooking Antietam Creek (Resource No. 22) served as a field hospital during the battle.[3]

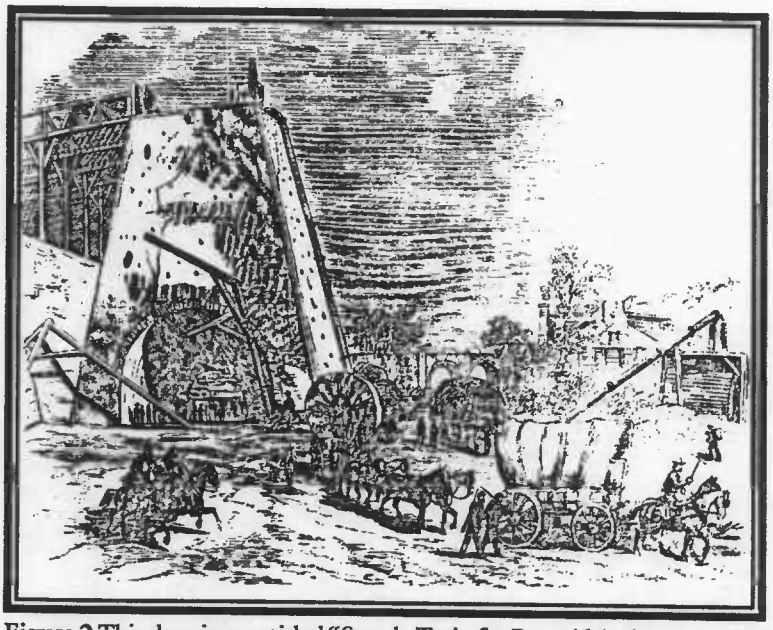

Figure 2 This drawing, entitled "Supply Train for Burnside's Corps Passing the Antietam Iron Works," appeared in an unidentified contemporary publication. [from the collection of the Western Maryland Room, Washington County Free Library, Hagerstown]

The Ahl family operated the iron works until 1882, when John Ahl died. The operation was sold to Messrs. Hunt and Derland for $100,000 and the newspaper from the county seat, Hagerstown, reported high hopes for the furnace, noting that

> among other prospects discussed are the erection of an additional furnace and the construction of a branch railroad from the works to connect with the Shenandoah Valley at Sharpsburg Station. Should all these improvements be inaugurated by the new proprietors, there will be abundant labor for all our working men, and the old prestige of Antietam Iron Works when the hands employed were numbered by the hundreds will be restored. There is no reason why this state of affairs should not exist where ore is abundant and an excellent quality of iron is

[2] **An Illustrated Atlas of Washington County, Maryland.** Philadelphia: Lake, Griffing, & Co., 1877.

[3] Oral history interview with owner, May, 2001.

manufactured at comparatively little cost.

Such development never occurred, and the furnace and most of the closely-associated properties fell into further disrepair. The machinery was dismantled and the other mill buildings disappeared from the cultural landscape, leaving only the furnace stack, the store building, the bridge, some foundations, and a handful of houses to reflect the heyday of this major western Maryland industry along the banks of Antietam Creek.

The Antietam Village Historic District is significant as the site of substantial iron-working enterprise which spanned the period from the colonial years through much of the nineteenth century. Although company records from the various Antietam operations have never been found, numerous references to the Antietam works exist in general local and regional history books, in histories of iron in the colonies, and in some primary documents from the Revolutionary period. With reference to the Revolutionary War era, the district was home to one of the operations conducted by the Hughes Bros., who were major suppliers of weaponry to the Continental forces.

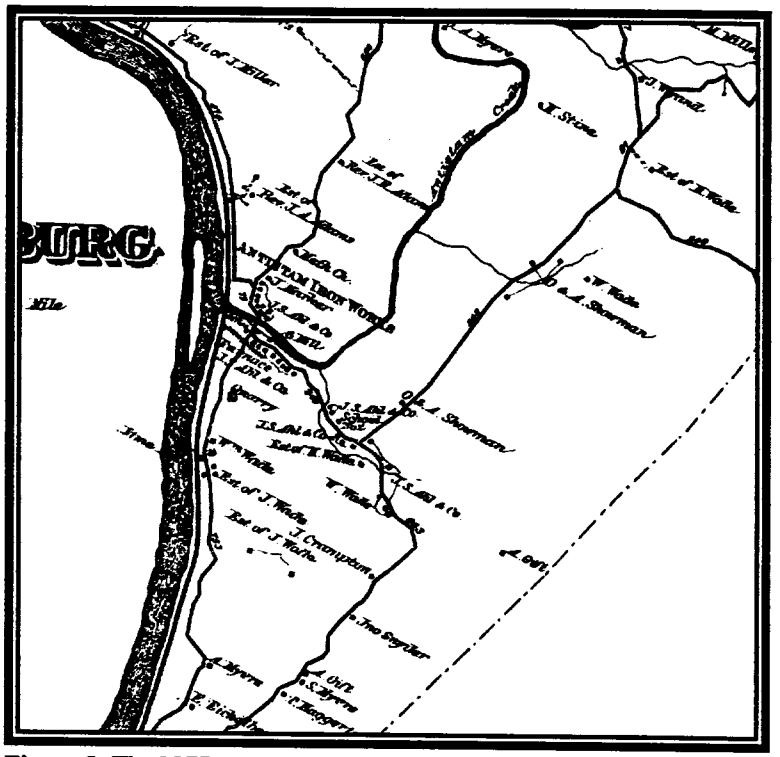

Figure 3 The 1877 county atlas published by Lake, Griffing, & Company, contained this map of the area which would become the Antietam Village Historic District. Much of the real estate is shown to be in the ownership of the Ahls, who ran the Iron Works at that time.

In addition to the significance of the district for its industrial associations, the Antietam Village Historic is also significance as a rural western Maryland village containing vernacular architecture dating from the late eighteenth century into the early years of the twentieth century. Within the village is domestic architecture associated with the iron works, a small farmstead (Resource Nos.1-10), a c. 1763 stuccoed stone house (Resource No. 20) which, according to local tradition, was used as a boarding house for ironworks laborers, and a stuccoed log house (Resource No. 22) reputed to have served as a field hospital following the Battle of Antietam. In addition to the domestic architecture, a vernacular brick store building is also in the district; this building was owned by the Iron Works until 1888 when it was sold to Peter Otzelberger, whose descendants retain ownership at the time of the preparation of the nomi-

nation documents. The 1877 atlas indicates that all of the property in the village at that time owned by J. S. Ahl & Company, who operated the furnace and grist mill, suggesting that Antietam Village was truly a company town (Figure 3).

The village has home to the workers and managers who depended upon the furnace and iron-works for their livelihood and to the few merchants who served the hamlet. The community appears to have never enjoyed a particularly elevated standard of living, judging from the modest vernacular domestic architecture which characterizes Antietam Village and from the fact that the immediate village area did not even contain a church; the closest house of worship is on Harper's Ferry Road between Antietam and Sharpsburg.

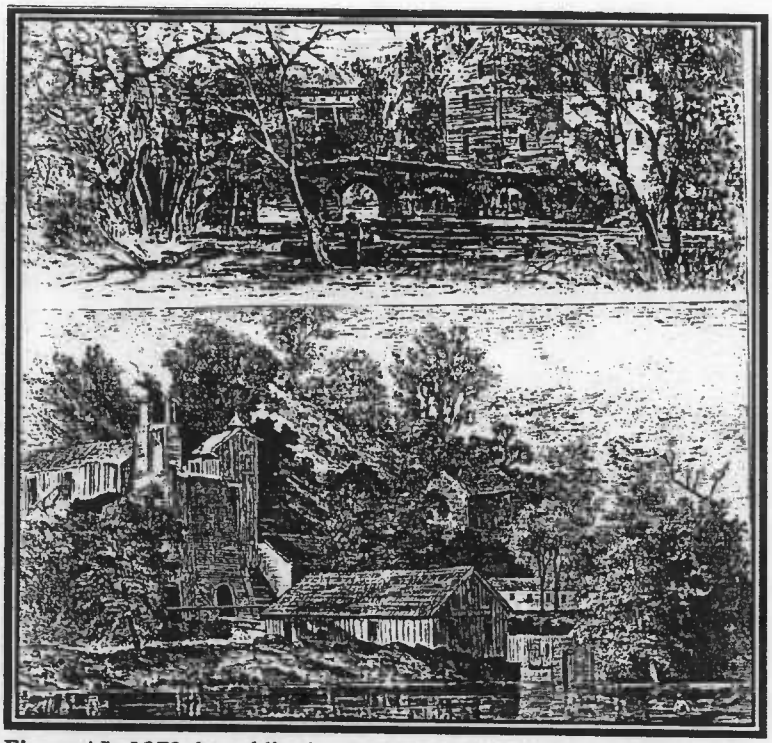

Figure 4 In 1872 the publication *Picturesque America* featured this drawing entitled, "Old Bridge and Mill, Antietam–Antietam Rolling Mill–Burnside Bridge" (not shown). The drawing indicates the high level of industrial activity which was present at the site at that time; only the bridge and tst stack of the furnace are extant.

Under Criterion C, the Antietam Village Historic District is also significant for its close association with master builder John Weaver, who built the stone bridge known as the Antietam Iron Works Bridge (Resource No. 27), which carries Harper's Ferry Road across the Antietam near its juncture with the Potomac River. The Washington County Commissioners who were in charge of construction of the bridge were John Grove, John Miller, and Daniel Piper. Filed with the land records of Washington County is an agreement between the Commissioners and John Weaver which stipulates that the bridge would contain two arches of thirty-five feet and two arches of thirty feet and would be built to a uniform width of sixteen feet. The contract price for Weaver's work was $4,250. Weaver was a recognized master builder and between 1832 and 1840 was engaged by the County to build several other bridges over Antietam Creek as well as one at Hess' Mill bridge, spanning the Little Antietam. The Antietam Iron Works Bridge and the bridge at Hess' Mill were the first two bridges which Weaver erected for the

County.[4] The Antietam structure is important as a leading example of the type of bridge design which was favored in Washington County from 1819 to the 1860s. Some Washington County stone-arch bridges have been lost, but many are extant, carrying traffic on a daily basis. The Antietam Iron Works Bridge is additionally significant for the role it played during the Civil War battle of Antietam. According to Helen Ashe Hays in her book, **The Antietam and its Bridges**, Confederate troops crossed the Antietam Iron Works Bridge on their way to reinforce General Lee at Sharpsburg and retreated southward over the same road.

In addition to the architectural and historical importance of the Antietam Iron Works Bridge, the area at the mouth of the Antietam is associated with a number of historical events. A state historical marker at the south end of the bridge commemorates a 1727 land transaction between pioneer settler Israel Friend and the chiefs of five nations of Native Americans. The tract began at the mouth of the Antietam Creek and led up the Potomac River "200 shoots as fur [sic] as an arrow can be slung out of a bow" then "200 shoots right back from the river then squared till it intercedes with the creek." This site is marked by a Maryland State Roads Commission commemorative plaque (Resource No. 28). The junction of the Potomac and Antietam is said to have been the site of a violent battle between the Catawba and Delaware Indians in 1736.

Viewing the Antietam Village Historic District in the context of comparable nearby districts, this district is considerably smaller in size that the two nearest districts, at Sharpsburg and at Harper's Ferry, West Virginia, both of which contain a defined commercial area along with residential neighborhoods. These districts also contain more formally-derived architecture, which the Antietam Village district lacks. Contextually, Antietam Village, Sharpsburg, and Harper's Ferry all have close ties to the Civil War–Harper's Ferry with the beginning of the War and Sharpsburg and Antietam Village with the battle of Antietam. Elsewhere in Washington County, the districts in the county seat of Hagerstown are far larger and more diverse than Antietam Village and contain architecture of a far grander scale. Like Antietam Village, the historic areas in the villages of Tilghmanton and Fairplay, between Sharpsburg and Hagerstown, are nearly exclusively residential in character and with homes of a scale of those found in the Antietam Village district.

[4]Michael, Mary, **The Story of Washington County**. Williamsport, Maryland: 1993, p. 90.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA	
Geographic Organization	Western Maryland
Chronological Developmental Period(s)	Rural Agrarian Intensification, A. D. 1680-1815 Agricultural-Industrial Transition A. D. 1815-1870
Prehistoric/Historic Period Theme(s)	Economic Transportation Architecture, Landscape Architecture, & Community Planning
Resource Type	Category: District Historic Environment: Village, Rural
Historic Function(s) and Use(s)	DOMESTIC/single dwelling DOMESTIC/secondary structure TRANSPORTATION/bridge COMMERCE/TRADE/store INDUSTRY/manufacturing facility AGRICULTURE/agricultural outbuilding
Known Design Sources	None

9. Major Bibliographical References

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Toomey, Samuel. **The Civil War in Maryland.** Baltimore: Toomey Press, 1983.

Varle, Charles. *Map of Frederick and Washington Counties* n. p., 1808.

Williams, Thomas J. C. **A History of Washington County.** 1906; rpt., Baltimore: Regional Publishing Company, 1968.

10. Geographical Data

VERBAL BOUNDARY DESCRIPTION

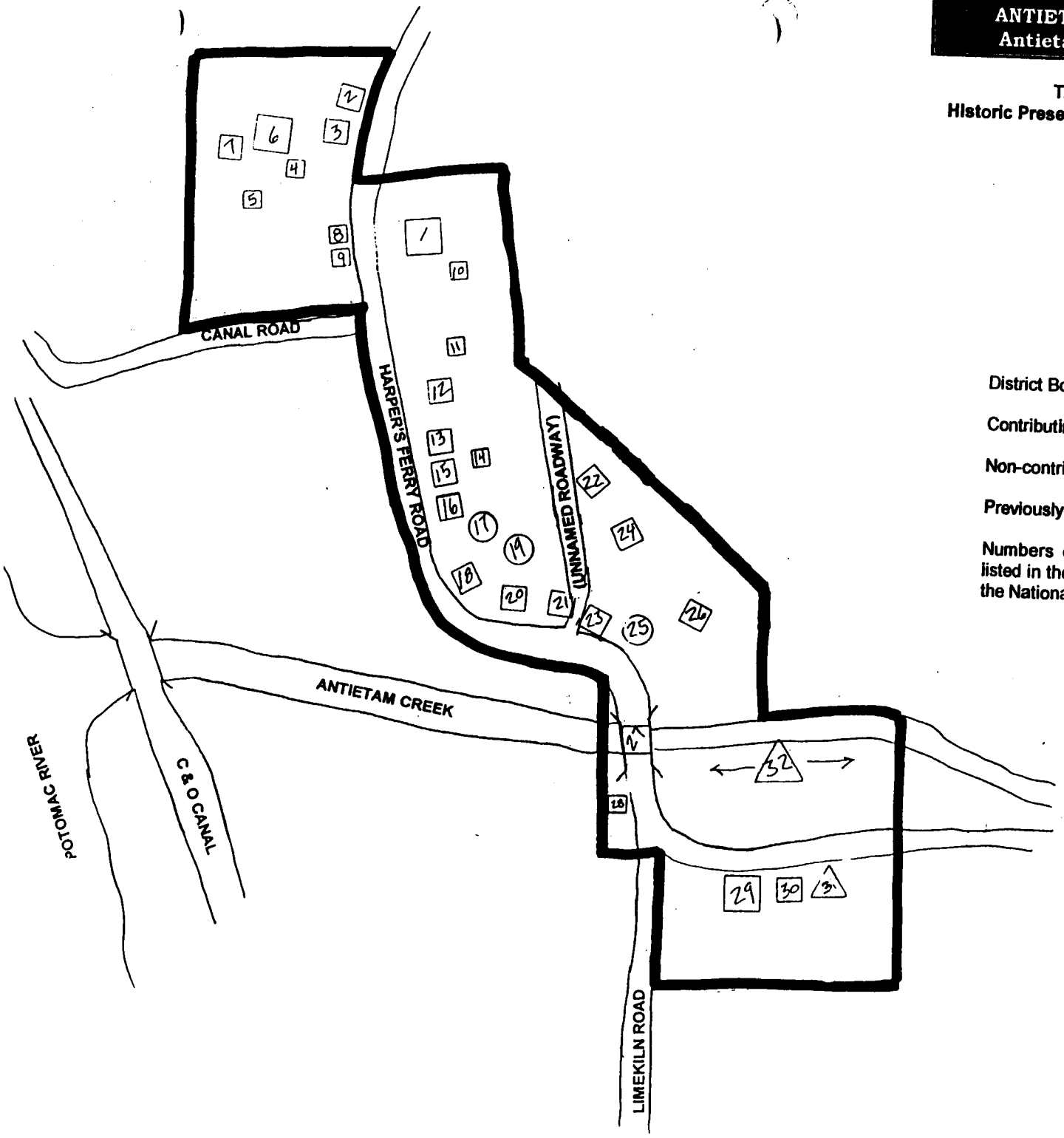
Beginning at the northeast corner of the intersection of Canal Road and Harper's Ferry Road, then southerly along the west curbline of Harper's Ferry Road c. 1,050' to a point; then south c. 360', crossing Antietam Creek, to a point opposite an extension of Harper's Ferry Road; then easterly c. 100' to the east curbline of Limekiln Road; then south c. 300' to the rear property line of the property at 3768 Harper's Ferry Road (Resource No. 29); then easterly along the rear property lines of Resource Nos. 29, 30, and 31 c. 510' to the eastern property line of Resource No., 31; then northerly along the east property line of Resource No. 31 c. 600', crossing Harper's Ferry Road and Antietam Creek, to the north bank of Antietam Creek; then westerly c. 300' to the east property line of 3800 Harper's Ferry Road (Resource No. 26); then northerly along the east property line of 3800 Harper's Ferry Road c. 300' to the northeast corner of the property line of 3800 Harper's's Ferry Road; then northwesterly c. 1,050' along the rear property lines of the properties fronting on Harper's Ferry Road to the northeast corner of the property at 3905 Harper's Ferry Road (Resource No. 1), then westerly along the northern property line of 3905 Harper's Ferry Road c. 300 to the east rbline of Harper's Ferry Road; then northerly along the east curbline of Harper's Ferry Road c. 300' to a point c. 20' north of the corner of Resource No. 2; then westerly c. 450' to a point; then southerly c. 600' to the north curbline of Canal Road; then easterly along the north curbline of Canal Road c. 450' to the place of beginning.

JUSTIFICATION

The boundaries of this nomination were selected to include the unincorporated village of Antietam and the remnants of the Antietam Iron Works associated therewith, including domestic architecture dating from the 1760s through the early twentieth century, and also including a historic 1832 limestone bridge spanning Antietam Creek which bisects the district. The boundaries were selected in order to include as much of the village as retains integrity of character and which dates from the Period of Significance, and to exclude areas which date from outside the Period of Significance or which have been significantly altered. The boundaries incorporate those properties which reflect the growth and prosperity of the village during its years of leadership in the iron industry and in the decades which followed.

Property Owners (as of July, 2001)

	Street Address	Owner Name & Address (Sharpsburg, MD 21782, unless otherwise noted)
1.	3905 Harper's Ferry Road	Robert L. & Anne B. Edelin, 3905 Harper's Ferry Road
2.	3912 Harper's Ferry Road	U. S. Department of the Interior, National Park Service, P. O. Box 4
3.	3839 Harper's Ferry Road	M. Joanna Morrison, *et. al.*, 3905 Harper's Ferry Road
4.	3833 Harper's Ferry Road	Dennis W. & Tena M. Myers, 315 Jefferson Street, Hagerstown, MD 21740
5.	3831 Harper's Ferry Road	Charles E. Burgan, 3831 Harper's Ferry Road
6.	3829 Harper's Ferry Road	Scott William Cawood, 3829 Harper's Ferry Road
7.	3827 Harper's Ferry Road	Todd L. & Penny L. Marshal 3827 Harper's Ferry Road
8.	3823 Harper's Ferry Road	Lloyd Harvey Crampton, 3823 Harper's Ferry Road
9.	3819 Harper's Ferry Road	Joyce M. & Jerry L. Crampton, 3819 Harper's Ferry Road
10.	3815 Harper's Ferry Road	Floyd R. Burgan, 3815 Harper's Ferry Road
11.	3817 Harper's Ferry Road	Joseph Paul & Michelle M. Richards 3817 Harper's Ferry Road
12.	3813 Harper's Ferry Road	Joseph Paul & Michelle M. Richards, 3813 Harper's Ferry Road
13.	3800 Harper's Ferry Road	Heath Walter Mentzer, 7609 Sharpsburg Pike, Boonsboro, MD 21713-2437
14.	Antietam Iron Works Bridge:	County of Washington, County Administration Building, West Washington Street Hagerstown, MD
15.	3768 Harper's Ferry Road	Jerry Donald Otzelberger, 3704 Harper's Ferry Road, Sharpsburg MD 21782-1809



ANTIETAM VILLAGE HISTORIC DISTRICT
Antietam, Washington County, Maryland

Prepared by
TAYLOR & TAYLOR ASSOCIATES, INC.
Historic Preservation & Community Development Specialists
9 Walnut Street
Brookville, PA 15825
814-849-4900

July, 2001

DISTRICT MAP

Scale: 1" = ± 300

Legend:

District Boundary: ———

Contributing Resources □

Non-contributing Resources ○

Previously-Listed Resources △

Numbers correspond to the individual properties which are listed in the Resource Inventory prepared in conjunction with the National Register documents.

N

WA-II-31, 32, 33

Streetscape Harpersh[illegible] [illegible] Westside [illegible]
North Wes[illegible] [illegible] 3905 [illegible]
WA-II-31, 32, 33
[illegible] Historic [illegible]
[illegible]
[illegible]
[illegible]
Photo No. 1

WA-II- 31, 32, 33

3905 Harpers Ferry Road looking South East

WA-II- 31, 32, 33

Out building 3905 Hamilton Ferry Road looking South East

WA-II-31, 32, 33

Streetscape Harpers Ferry Road looking South East

WA-II- 31, 32, 33

3839 Harpers Ferry Road looking South East

WA-II-31, 32, 33

3833 Harpers Ferry Road with its dependency looking East

WA-II-31, 32, 33

WA-II- 31, 32, 33

Bear 3823 Harpers Ferry, [illegible]

WA-II- 31, 32, 33

[illegible]

[illegible] Washington Co. MD

David L. Taylor

2601

Westminster [illegible]

[illegible] MD

Streetscape Harpers Ferry Road with 3023 Harpers in foreground

WA-II-31, 32, 33

3815 Harpers Ferry Road Looking South East

WA-II-31, 32, 33

MD

David

3817 Harpers Ferry Road looking East

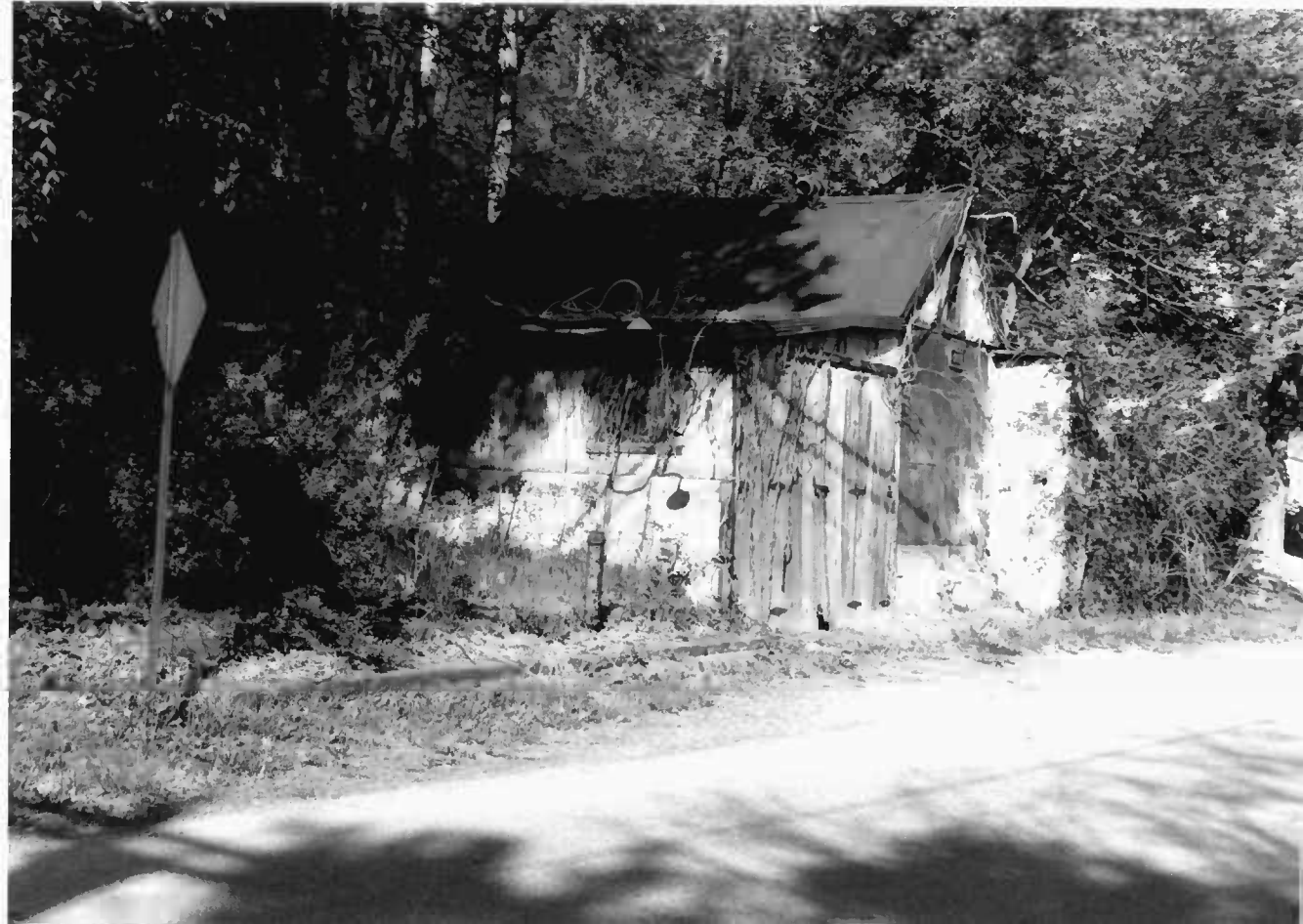
WA-II-31, 32, 33

3823 Harpers Ferry Road looking North East

WA-II- 31, 32, 33

3817 Harpers Ferry Road looking North East

WA-II - 31, 32, 33



Dependency, 3817 Harpers Ferry Road looking East

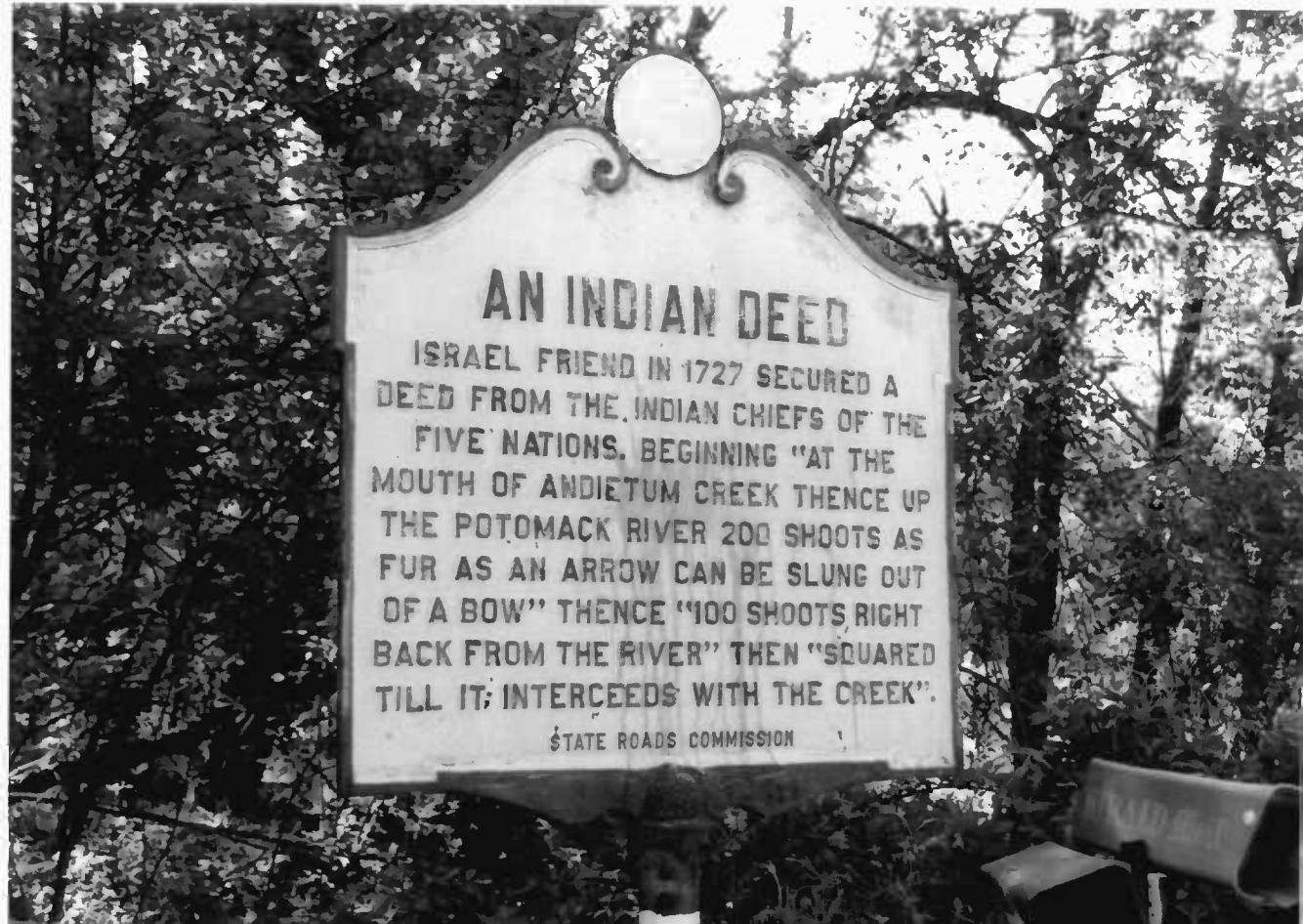
WA-II- 31, 32, 33

3800 Harpers Ferry Road and its garage
looking North East

WA-II- 31, 32, 33

Artesian Ironworks Bridge looking South East

WA-II-31, 32, 33


AN INDIAN DEED
ISRAEL FRIEND IN 1727 SECURED A DEED FROM THE INDIAN CHIEFS OF THE FIVE NATIONS. BEGINNING "AT THE MOUTH OF ANDIETUM CREEK THENCE UP THE POTOMACK RIVER 200 SHOOTS AS FUR AS AN ARROW CAN BE SLUNG OUT OF A BOW" THENCE "100 SHOOTS RIGHT BACK FROM THE RIVER" THEN "SQUARED TILL IT INTERCEEDS WITH THE CREEK".
STATE ROADS COMMISSION

WA-II-31, 32, 33

WA-II-31, 32, 33

WA-11-031

2C

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries - complete applicable sections)

STATE	
Maryland	
COUNTY:	
Washington	
FOR NPS USE ONLY	
ENTRY DATE	

SEE INSTRUCTIONS

1. NAME

COMMON: Antietam Iron Furnace Site and Antietam Village

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Confluence of Antietam Creek and the Potomac River

CITY OR TOWN: Antietam

CONGRESSIONAL DISTRICT: Sixth

STATE: Maryland — CODE: 24 — COUNTY: Washington — CODE: 043

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		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Mrs. Abby Draper (furnace site) and multiple private owners

STREET AND NUMBER:

CITY OR TOWN: Sharpsburg

STATE: Maryland — CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Washington County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Hagerstown

STATE: Maryland — CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

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

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: — STATE: — CODE:

STATE: Maryland

COUNTY: Washington

ENTRY NUMBER

DATE

WA II-031

7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

At a bend in the Antietam Creek, just upstream from the Antietam bridge, there is about half a dam. Anchor points on both banks are intact, but Antietam Creek passes through a substantial breach on the north side. The dam is constructed of large blocks of cut stone, with numerous iron rods, one inch in diameter, projecting vertically from the top layer of stone. It is over 50 feet long, ten feet thick and about ten feet high, on the downstream side.

There is an opening for a race at the south end of the dam. The race is formed by two walls of cut stone, set 20 to 25 feet apart. Most of the race walls are intact, especially the south wall, which forms an embankment for the current road (Harper's Ferry Road). The entire race is over 200 feet long and the west (downstream) end of it leads into a narrower, stone-lined passage which continues west until graded over by a cottage site. The north wall of the race is breached twice, apparently by design, in order to convey water north, i.e. parallel to the dam. On the north side, parts of the race wall include both cement, and iron reinforcing rods. From current ground level, the height of the walls varies from six to fifteen feet. The north race wall is ten feet thick. During the summer of 1972, a bulldozer scraped part of the race and passed through a hole in the north wall, partially disarranging the walls.

Between the north wall of the race and Antietam Creek, there are at least two parallel walls. These are constructed of cut stone, and measure three feet wide, over twenty feet long, and are of varying heights. They are 20 feet apart and are set perpendicular to the flow of the creek. They appear to be the remains of either a water wheel pit, or a building.

Occupying the area between the downstream side of the dam, the north wall of the race, and the upstream side of the above-mentioned parallel walls, there is a raised earthern area, flat on top and measuring about 70 feet square and from 3 to 15 feet above the surrounding ground level. Mr. Joe Prentice of the National Park Service has suggested that this is the site of an iron furnace stack, probably the most recent one constructed at the Antietam site. While this area is almost entirely silted over, there are some outcroppings which suggest large stonework within. An abandoned frame cottage, with outhouse and trash dumps, now occupies the top of the site. In the immediately adjacent portion of the race,

(See continuation sheet No. 1)

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)
No. 1

STATE	
Maryland	
COUNTY	
Washington	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Antietam Iron Furnace Site and
Antietam Village

7. DESCRIPTION, continued

a number of cast iron fragments and iron reinforcing rods (of different style from those on the dam), and large quantities of black slag, are visible.

The Antietam Iron Works Bridge carries Harpers Ferry Road across Antietam Creek near its juncture with the Potomac River. The four-arch span, built by John Weaver in 1832, is constructed of coursed local limestone. Its arches, which rest on rounded piers, are faced with upright cut stones. The bridge is a fine example of the type of bridge architecture prevalent in Washington County from 1819 to the 1860's.

Just upstream from this bridge, and below the dam, there is a stone wall running parallel to and adjacent to the creek. It extends about eight feet above the current water level and is about 20 feet long. It appears to be part of a building wall.

About midway along the race and on the south side of the Harper's Ferry Road, there is a stack set into the hillside, about 35 feet from the current road. It is 50 feet long at the base, exclusive of the adjacent retaining walls, and approximately 30 feet high. The stack is constructed of cut stone, smaller than the stone used in the dam and race. There are three arched entrances in the north face. Each opening is six feet wide, eight feet high and nine feet deep. Each is lined with brick and includes some iron reinforcement. The top of the stack is level and has three round holes, corresponding to the placement of the opening below. Two are partially filled with rubble, but the third is clear for most of the depth of the stack. It is cylindrical, about six feet in diameter, and appears to be lined with refractory brick. This track is most likely a lime kiln, although it does bear a superficial resemblance to an iron furnace. It is quite possible that material from an earlier iron furnace was rebuilt into a lime kiln configuration. Presence of lime-burning activities in the immediate area is corroborated by numerous quarries and the ruins of a lime kiln less than a mile along Lime Kiln Road--which intersects with Harper's Ferry Road. It is not known what connection, if any, this stack had with the area iron enterprises.

Near the stack and dam, along the roads, there are numerous (12) small houses of brick, stone and wood, making up

(See continuation sheet No. 2)

GPO 921-724

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) No. 2

STATE	
Maryland	
COUNTY	
Washington	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Antietam Iron Furnace Site and
Antietam Village

7. DESCRIPTION, continued

the town of Antietam. Some of these probably housed iron workers. Just downstream from the stack are two buildings, a brick structure which was once the Antietam Post Office, and a stone and wood barn-like building. According to local informants, these two buildings were likely related to the 19th century iron business.

Typical of the houses in the Antietam village is the Mentzer house, a four bay, two story, stone structure constructed of roughly coursed fieldstone and painted white. It is situated on a bluff overlooking the furnace site and faces south. Openings with wide wooden framing are spaced randomly. All windows have two over two pane Victorian period sashes. The house is bisected by an interior stone wall located just east of the second bay from the west end. The first floor plan consists of three rooms on an axis. Interior partitions at the second story are tongue and groove boards. According to tradition, the Mentzer house is associated with the furnace. It is one of the oldest and largest dwellings remaining in Antietam Village.

On the north side of the creek, Mr. and Mrs. Floyd Richard Burgon live in a house which was built on the foundations of a large house that had served as a boardinghouse for iron workers, according to a 19th century photograph in the Burgon's possession. The Burgons also own two fractured pieces of cast iron stove plate, and a cast iron "pig" which they found on their property.

The stack and the two nearby buildings, and about three acres along the south side of the Harper's Ferry Road are owned by Mr. Otzelberger, who lives in the old post office. The latter is said by local residents to have been a store which served the village and furnace workers. The remainder of the ironworks site, including dam, race and all foundations along the creek, is owned by Mrs. Abby Draper of Sharpsburg, Maryland.

---

[1] Michael Robbins, "The Maryland Iron Industry," 1972, pp.33-34.

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8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

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

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

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

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

STATEMENT OF SIGNIFICANCE

The town of Antietam, at the confluence of Antietam Creek and the Potomac River, has been the site of extensive iron-working facilities during most of the century following 1765. In that year, a company was formed for the purpose of producing iron. Principals were Joseph Chapline, founder of Sharpsburg and owner of the Antietam land, Samuel Beall, Jr., David Ross and Richard Henderson. Henderson and Ross built the first furnace and forge on the site, which were likely in operation by 1775. Ore and wood for charcoal were obtained from the Company's large landholdings in the South Mountain area. Pig iron was the major product; it was used in the various forges then operating in western Maryland. The brothers Samuel and Daniel Hughes gained control of Antietam and other ironworks in the Antietam valley just prior to the outbreak of the Revolutionary War.

Under the direct supervision of Samuel Hughes, Antietam furnace began producing cannon for the Baltimore Town Committee of Correspondence, for the Continental Marine Committee and, through Congress, directly for the Continental Army. Although four out of the first five iron cannon cast by Samuel Hughes exploded on the test-firing (killing George Matthews, a founder and would-be cannon maker for the Kingsbury Ironworks), Hughes settled down to producing quantities of nine, twelve, and eighteen, pounders and ammunition. The reputation of Hughes' products spread to General George Washington, who wrote the Board of War Headquarters on April 2, 1779: "Upon consulting General Knox, it is our opinion that the contract with Mr. Hughes for the thirty eighteen pounders should be renewed, as the cannon are absolutely necessary and it does not appear that they can be procured from any works so soon as from his...." Antietam cannon were used to fortify Whetstone Point in Baltimore, and the Continental frigate Virginia was armed with 24 twelve-pounders and 6 four-pounders from Mr. Hughes' works.

Cannon were cast, bored and proved by Hughes at the Antietam Iron Works (and probably at other Hughes-owned

SEE INSTRUCTIONS

(See continuation sheet No. 3)

WA-II-031

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3

STATE	
Maryland	
COUNTY	
Washington	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. SIGNIFICANCE, continued

Antietam Iron Furnace Site and
Antietam Village

ironworks as well). They were then transported by wagon to Baltimore for delivery. The price varied from £36 10s to £40 per ton of finished cannon.

At the end of the Revolutionary War, Samuel Hughes terminated his iron-making operations in Washington County and from 1786 to 1789 sold or leased his property there. Hughes moved to the Susquehanna River area and in 1786 got into the iron-smelting and cannon-casting business at Principio with what he called Cecil furnace (see above). After the departure of Samuel Hughes from Washington County, the furnace at Antietam may have been inactive for a time; Dennis Griffith's 1794 map of Maryland shows only a forge on the site at the mouth of Antietam Creek.

In the 19th century, the original furnace and forge operation continued, perhaps as late as the 1850's. It was joined by a number of other, related enterprises, all utilizing the power of Antietam Creek. In 1831, a nail factory, with 25 nail-making machines was set up, along with a small rolling mill, which consisted of two heating furnaces and two trains on rolls. These enterprises employed over 250 laborers, including some 60 slaves. The nail works, owned by John M. Brien, burned in April, 1841. It was rebuilt and increased in size, and continued to operate until about 1853, when Brien sold the ironworks to William B. Clark for $54,500.

A second charcoal furnace was erected at Antietam in 1845. It was 50 feet high and 15 feet wide at the boshes. In one 20 week period of 1857, this furnace is reported to have produced 1,465 tons of iron, a capacity greater than that of the first furnace at Antietam. During the years preceding the Civil War, the entire works, in addition to the above-mentioned furnaces, included: a sawmill, which produced such items as shingles; a nail factory which produced 400 to 500 bages of nails and spikes per week; a forge with six heating fires and a 21-ton hammer; a rolling mill which produced plates, rods, nail stock and bar iron; three puddling furnaces and an air furnace which produced finished iron; and a merchant grist mill. Antietam Creek had a head of water of at least 20 feet of fall, and all these enterprises were operated by no fewer than nine water wheels.

During the late 1850's and early 1860's, the Antietam ironworks was owned by John Horine, who had other iron manufacturing interests, and the heirs of William B. Clark. It was managed

(See continuation sheet No. 4)

GPO 921-724

by Jacob Hewitt of Sharpsburg. The works apparently suffered some damage during the Civil War. Afterwards, it was rebuilt and acquired by the Ahl family of Carlisle, Pa. (P. A. Ahl & Bros.), who converted the furnace to coke fuel and operated it until about 1880. In 1873, a flood broke the dam, and among the subsequent improvements was construction of an improved hot air oven. During this period, the furnace was smelting ore mined near Harper' Ferry, via the Chesapeake & Ohio Canal. It was idle during most of the 1880's and was dismantled in 1891.[1]

The Antietam Furnace is nominated principally as an archaelogical site, on which no complete above ground buildings exist. But although the nomination is directed toward this Revolutionary period iron furnace site, it also includes the adjacent Antietam Village. The boundaries of the district were down to include both of these aspects of the Antietam area.

Today this village consists of at most two dozen buildings of which the majority date to the 19th century. These structures are two story houses with gable roofs. Most of them are of masonry construction with a porch. The row housing characteristic of larger industrial towns is absent here. Antietam is visually a company town, but rather a village of vernacular architecture of the 19th century which exists because of the iron furnace.

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[1]Michael Robbins, "The Maryland Iron Industry," 1972, pp.36-38.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Robbins, Michael W. "The Maryland Iron Industry." 1972 Manuscript prepared for the Maryland Bi-centennial Commission, Annapolis, Maryland

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE			LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	39	25	07"	77	44	42"
NE	39	25	07"	77	44	23"
SE	39	25	55"	77	44	23"
SW	39	24	55"	77	44	42"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE			LONGITUDE		
Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 50 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Michael Bourne and Nancy Miller

ORGANIZATION
Maryland Historical Trust

DATE
May, 1973

STREET AND NUMBER:
21 State Circle

CITY OR TOWN:
Annapolis

STATE
Maryland

CODE
24

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

_____
Keeper of The National Register

Date _____

SEE INSTRUCTIONS

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—729-147/1442 3-1

220279/216

Copy II

WA-II-031

MARYLAND HISTORICAL TRUST WORKSHEET

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

SEE INSTRUCTIONS

1. NAME

COMMON: Antietam Iron Works

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Harpers Ferry Road, south and north sides at the Antietam Creek

CITY OR TOWN: Antietam

STATE: Maryland

COUNTY: Washington

3. CLASSIFICATION

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

PRESENT USE (Check One or More as Appropriate)

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

4. OWNER OF PROPERTY

OWNER'S NAME: Melvin L. Draper (major portion of the site)

STREET AND NUMBER: Route 1

CITY OR TOWN: Sharpsburg

STATE: Maryland

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Washington County Court House

STREET AND NUMBER: West Washington Street

CITY OR TOWN: Hagerstown

STATE: Maryland

Title Reference of Current Deed (Book & Pg. #): 108/522, 565/848

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

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

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

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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 ruins of the Antietam Iron Works are located along the Harpers Ferry Road near the Antietam Creek at the village of Antietam in Washington County. Most of the remains lie between the road and the creek, covering a distance of several hundred feet.

At the present time the site is owned by Melvin L. Draper with portions south of Harpers Ferry Road in the possession of Jerry Donald Otzelberger. The ruins have almost been obliterated by brush and trees. Parts of the south wall of the race have been damaged recently by large rocks which have apparently been dumped from the edge of Harpers Ferry Road. The ruins are not at this time in great danger of destruction other than from natural forces. However, evidence of the Antietam Iron Works will be erased completely if nothing is done to preserve it at this time.

Michael W. Robbins in his report entitled, "Maryland's Iron Industry During the Revolutionary War Era," prepared for the Maryland Bicentennial Commission in June, 1973, offers a thorough description of the site as well as an interpretation of its history and significance. A copy of the chapter of Robbins' report dealing with the Antietam Iron Works is attached.

SEE INSTRUCTIONS

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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/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)* _____

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

Robbins, Michael W., "Maryland's Iron Industry During the Revolutionary War Era," a report prepared for the Maryland Bicentennial Commission, June, 1973.

Singewald, Joseph T., Jr., Iron Ores of Maryland, Maryland Geological and Economic Survey, John Hopkins Press, Baltimore, Md., 1911

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING 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: 8.9 acres

Acreage Justification:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:		COUNTY	
STATE:		COUNTY:	
STATE:		COUNTY:	
STATE:		COUNTY:	

11. FORM PREPARED BY

NAME AND TITLE:
Paula Stoner Dickey, Consultant

ORGANIZATION
Washington County Historic Sites Survey

DATE
December, 1973

STREET AND NUMBER:
Court House Annex

CITY OR TOWN:
Hagerstown

STATE
Maryland

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

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

SEE INSTRUCTIONS

ANTIETAM

Remains

At a bend in the Creek, just upstream from the Antietam bridge, there is about half a dam. Anchor points on both banks are intact, but Antietam Creek passes through a substantial breach on the north side. The dam is constructed of large blocks of cut stone, with numerous iron rods, one inch in diameter, projecting vertically from the top layer of stone. It is over 50 feet long, ten feet thick and about ten feet high, on the downstream side.

There is an opening for a race at the south end of the dam. The race is formed by two walls of cut stone, set 20 to 25 feet apart. Most of the race walls are intact, especially the south wall, which forms an embankment for the current road (Harper's Ferry Road). The entire race is over 200 feet long and the west (downstream) end of it leads into a narrower, stone-lined passage which continues west until graded over by a cottage site. The north wall of the race is breached twice, apparently by design, in order to convey water north, i.e. parallel to the dam. On the north side, parts of the race wall include both cement, and iron reinforcing rods. From current ground level, the height of the walls varies from six to fifteen feet. The north race wall is ten feet thick. During the summer of 1972, a bulldozer scraped part of the race and passed through a hole in the north wall, partially disarranging the walls.

Between the north wall of the race and Antietam Creek, there are at least two parallel walls. These are constructed of cut

stone, and measure three feet wide, over twenty feet long, and are of varying heights. They are 20 feet apart and are set perpendicular to the flow of the creek. They appear to be the remains of either a water wheel pit, or a building.

Occupying the area between the downstream side of the dam, the north wall of the race, and the upstream side of the above-mentioned parallel walls, there is a raised earthen area, flat on top and measuring about 70 feet square and from 3 to 15 feet above the surrounding ground level. Mr. Joe Prentice of the National Park Service has suggested that this is the site of an iron furnace stack, probably the one most recently constructed (1845) at the Antietam site. While this area is almost entirely silted over, there are some outcroppings which suggest large stonework within. An abandoned frame cottage, with outhouse and trash dumps, now occupies the top of the site. In the immediately adjacent portion of the race, a number of cast iron fragments and iron reinforcing rods (of a different style from those on the dam), and large quantities of black slag, are visible.

Just upstream from the stone arch bridge, and below the dam, there is a stone wall running parallel to and adjacent to the creek. It extends about eight feet above the current water level and is about 20 feet long. It appears to be part of a building wall.

About midway along the race and on the south side of the Harper's Ferry Road, there is a stack set into the hillside, about 35 feet from the current road. It is 50 feet long at the base, exclusive of the adjacent retaining walls, and approximately

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30 feet high. The stack is constructed of cut stone, smaller than the stone used in the dam and race. There are three arched entrances in the north face. Each opening is six feet wide, eight feet high and nine feet deep. Each is lined with brick and includes some iron reinforcement. The top of the stack is level and has three round holes, corresponding to the placement of the opening below. Two are partially filled with rubble, but the third is clear for most of the depth of the stack. It is cylindrical, about six feet in diameter, and appears to be lined with refractory brick. This stack is most likely a lime kiln, although it does bear a superficial resemblance to an iron furnace. It is quite possible that material from an earlier iron furnace was rebuilt into a lime kiln configuration or even that this structure incorporates part of an earlier iron furnace; there are anomalies of stone and construction on the west side. Presence of lime-burning activities in the immediate area is corroborated by numerous quarries and the ruins of a lime kiln less than a mile away along Lime Kiln Road--which intersects with Harper's Ferry Road. It is not known what connection, if any, this lime kiln had with the area iron enterprises.

Near the stack and dam, along the roads, there are numerous small houses of brick, stone and wood, making up the town of Antietam. Some of these probably housed iron workers. Just downstream from the stack are two buildings, a brick structure which was once the Antietam Post Office, WA-II-032 and a stone and wood barn-like building. According to local informants, these two buildings were likely related to the 19th century iron business.

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On the north side of the creek, Mr. and Mrs. Floyd Richard Burgon live in a house (WA-II-436) which was built on the foundations of a large house that had served as a boardinghouse for iron workers, according to a 19th century photograph in the Burgon's possession. The Burgons also own two fractured pieces of cast iron stove plate, and a cast iron "pig" which they found on their property.

The stack and the two nearby buildings, and about three acres along the south side of the Harper's Ferry Road are owned by Mr. Otzelberger, who lives in the old post office. The remainder of the ironworks site, including dam, race and all foundations along the creek, is owned by Mrs. Abby Draper of Sharpsburg, Maryland.

Summary: major above-ground remains at Antietam

One dam

One stone race

Several stone foundation walls

One stone lime kiln

History

The town of Antietam, at the confluence of Antietam Creek and the Potomac River, has been the site of extensive iron-working facilities during most of the century following 1765. In that year, a company was formed for the purpose of producing iron. Principals were Joseph Chapline, founder of Sharpsburg and owner of the Antietam land, Samuel Beall, Jr., David Ross and Richard Henderson. Henderson and Ross built the first furnace and forge (often called "Frederick Forge" at that time) on the site, which were likely in operation by 1775. Ore and wood for charcoal were

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obtained from the Company's large landholdings in the South Mountain area. Pig iron was the major product; it was used in the various forges then operating in western Maryland. The brothers Samuel and Daniel Hughes gained control of Antietam and other ironworks in the Antietam valley, just prior to the outbreak of the Revolutionary War.*

Under the direct supervision of Samuel Hughes, Antietam furnace began producing cannon for the Baltimore Town Committee of Correspondence, for the Continental Marine Committee and, through Congress, directly for the Continental Army. Although four out of the first five iron cannon cast by Samuel Hughes exploded on the test-firing (killing George Matthews, a founder and would-be cannon maker from the Kingsbury Ironworks), Hughes settled down to producing quantities of nine-, twelve- and eighteen-pounders and ammunition. The reputation of Hughes' products spread to General George Washington, who wrote the Board of War Headquarters on April 2, 1779: "Upon consulting General Knox, it is our opinion that the contract with Mr. Hughes for the thirty eighteen pounders should be renewed, as the cannon are absolutely necessary and it does not appear that they can be procured from any works so soon as from his . . ." Antietam cannon were used to fortify Whetstone Point in Baltimore, and the Continental frigate Virginia was armed with 24 twelve-pounders and 6 four-pounders from Mr. Hughes works.

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*Among all sources, there is persistent confusion about names and identities of Hughes-operated ironworks, viz. Antietam Furnace and Antietam Forge Furnace; Rock Forge Furnace, Great Rocks Furnace (and forge), and Black Rock Furnace.

Cannon were cast, bored and proved by Hughes at the Antietam Iron Works (and probably at other Hughes-owned ironworks as well). They were then transported by wagon to Baltimore for delivery. The price varied from £36 10s to £40 per ton of finished cannon.

At the end of the Revolutionary War, Samuel Hughes terminated his iron-making operations in Washington County and from 1786 to 1789 sold or leased his property there. Hughes moved to the Susquehanna River area and in 1786 got into the iron-smelting and cannon-casting business at Principio with what he called Cecil furnace (see above). After the departure of Samuel Hughes from Washington County, the furnace at Antietam may have been inactive for a time; Dennis Griffith's 1794 map of Maryland shows only a forge on the site at the mouth of Antietam Creek. In 1805, the entire ironworks, grist mills, stock, slaves, and property (7000-8000 acres) was advertised for sale. An 1808 map shows the site to have a furnace, forge and grist mill.

In the 19th century, the original furnace and forge operation continued, perhaps as late as the 1850's. It was jointed by a number of other, related enterprises, all utilizing the power of Antietam Creek. In 1831, a nail factory, with 25 nail-making machines was set up, along with a small rolling mill, which consisted of two heating furnaces and two trains of rolls. These enterprises employed over 250 laborers, including some 60 slaves. The nail works, owned by John M. Brien, burned in April, 1841. It was rebuilt and increased in size, and continued to operate until about 1853, when Brien sold the ironworks to William B. Clark for $54,500.

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A second charcoal furnace was erected at Antietam in 1845. It was 50 feet high and 15 feet wide at the boshes. In one 20 week period of 1857, this furnace is reported to have produced 1,465 tons of iron, a capacity greater than that of the first furnace at Antietam. During the years preceding the Civil War, the entire works, in addition to the above-mentioned furnaces, included: a sawmill, which produced such items as shingles; a nail factory which produced 400 to 500 bags of nails and spikes per week; a forge with six heating fires and a 21-ton hammer; a rolling mill which produced plates, rods, nail stock and bar iron; three puddling furnaces and an air furnace which produced finished iron; and a merchant grist mill. Antietam Creek had a head of water of at least 20 feet of fall, and all these enterprises were operated by no fewer than nine water wheels.

During the late 1850's and early 1860's, the Antietam ironworks was owned by John Horine--who had other iron manufacturing interests--and the heirs of William B. Clark. It was managed by Jacob Hewitt, of Sharpsburg. The works apparently suffered some damage during the Civil War. Afterwards, it was rebuilt and acquired by the Ahl family of Carlisle, Pa. (P. A. Ahl & Bros.), who converted the furnace to coke fuel and operated it until about 1880. In 1873, a flood broke the dam, and among the subsequent improvements was construction of an improved hot air oven. During this period, the furnace was smelting ore mined near Harper's Ferry, via the Chesapeake & Ohio Canal. It was idle during most of the 1880's and was dismantled in 1891.

Interpretive potential

The historical significance of Antietam rests on the fact that this was the site of a large variety of substantial iron-working enterprises over a long period of time, from the colonial years on through much of the 19th century.

It was one of the operations conducted by the Hughes Bros. who were major suppliers of weaponry to the Continental forces. There is strong evidence that a large number of Revolutionary War cannon were cast at this site. Hughes' operation was the largest military iron production facility in Maryland.

Over the years, the Antietam area developed a complete metal-working facility, all run by the power of Antietam Creek. It appears to have been an important part in the local economy, and a valuable asset in the Potomac Valley conveniently situated for supplying iron and iron products to the settlers migrating west and south during the last years of the 18th and the early years of the 19th centuries.

No company records from the various Antietam operations have been found. There are numerous references to the Antietam works in general history books or in histories of iron in the colonies and in some primary documents from the Revolutionary War. There are also some local records and accounts of the ironworks and the life associated with them. The Antietam site contains some interesting remains--which suggest a large-scale iron operation. But for its full interpretive potential to be realized, Antietam requires additional research, both on-site and documentary.

SOURCES ON ANTIETAM

Manuscripts

Meredith Papers, 1807-1853, Maryland Historical Society.

Probate Records, Wills and Inventories, Hall of Records, Annapolis.

Purviance Papers, Maryland Historical Society. Correspondence of the Baltimore Committee of Safety, including data on supplies for the Continental Army and Navy.

Printed Sources

Archives of Maryland. Edited by William H. Browne, Clayton C. Hall, Bernard C. Steiner, J. Hall Pleasants, Raphael Semmes, and Elizabeth Merritt. Baltimore: Maryland Historical Society, 1833--.

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Bell, Herbert C. History of the Leitersburg District. Leitersburg: By the Author, 1898.

Delaplaine, Edward S. The Life of Thomas Jefferson. New York: The Grafton Press, 1927.

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BIBLIOGRAPHY

This bibliography refers to sources of general information on early Maryland iron works; early Maryland economic and social history; and on the history of iron-making in America. Works which include data on all five sites are listed below. Works which are of special value for individual ironworks are listed at the end of each of the five sections.

Acrelius, Israel. A History of New Sweden. Translated by William Reynolds. Ann Arbor: University Microfilms, 1966.

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WA-II-031 -- Antietam Iron Works

Deed Records

(area between Antietam Creek and Harpers Ferry Road.)

Liber 383, Folio 69, August 3, 1962
Grantor: Omer T. Kaylor, Jr., Committee for Wm. G. Tucker, incompetent
Grantees: William L. Draper & Abbie Jean Draper
61 acres, part of Antietam Iron Works

Liber 215, Folio 194, April 10, 1941
Grantor: Irvine H. Rutledge, trustee
Grantee: William G. Tucker and Minnie Florence Tucker
Parcel 3, 61 acres

Liber 215, Folio 194, April 10, 1941
Grantor: Minnie Florence Tucker
Grantee: Irvine H. Rutledge, Trustee
Parcel 2, 61 acres.

Liber 195, Folio 184, February 21, 1934
Grantor: Everett-Saxton Co.
Grantee: Minnie Florence Tucker
$500.00, 61 acres

Liber 190, Folio 533, August 2, 1926
Grantors: Jacob Liffman and Batrice Liffman
Grantee: Everett-Saxton Co.
Parcel 1, 61 acres

Liber 190, Folio 532, July 29, 1926
Grantors: Joseph E. Thropp and Miriam D. Thropp
Grantee: Jacob Liffman
Parcel 1, 61 acres

Liber 131, Folio 368, April 22, 1905
Grantors: John Hays and Jane U. N. Hays
Grantees: Joseph E. Thropp and Miriam D. Thropp
$2,000, Parcel 1, 61 acres

Liber 104, Folio 94, March 29, 1895
Grantors: Edward W. Mealey and L. Gertrude Mealey
Grantee: John Hays
$2,000, 61 acres

Liber 92, Folio 62, May 17, 1888
Grantors: Wilbur F. Sadler & Sarah E. Sadler
Grantee: Thomas W. Ahl
$18,000, part of "Antietam Works."

(See other portion of the property for earlier deed records.)

WA-II-031 -- Antietam Iron Works

Deed Records

(portion south of Harpers Ferry Road.)

Liber 565, Folio 848, August 20, 1973
Grantor: Frances Armentia Otzelberger
Grantee: Jerry Donald Otzelberger and Sarah Jane Otzelberger
The deed notes that the land was apparently abandoned by the previous owners.
Parcel 1, 1 acre, 3 rods, 29 perches

Liber 128, Folio 35, October 26, 1907
Grantor: Antietam Lime and Stone Company, Montgomery County, Maryland
Grantees: Amanda E. Metzgar, et al
$2,000, 1 acre, 3 rods, 29 perches and a 6.8 acre tract.

Liber 108, Folio 522, June 24, 1898
Grantors: Aaron C. Wyand and Marsina J. Wyand
Grantees: Antietam Lime and Stone Co.
$1,300, 1 acre, 3 rods, 29 perches and a 7-acre tract.

Liber 108, Folio 520, August 1, 1898
Grantors: Belle O. Hanes and Sylvester C. Hanes
Grantee: Aaron C. Wyand
$3,000, parcel 1, 37 acres, parcel 2, 7 acres

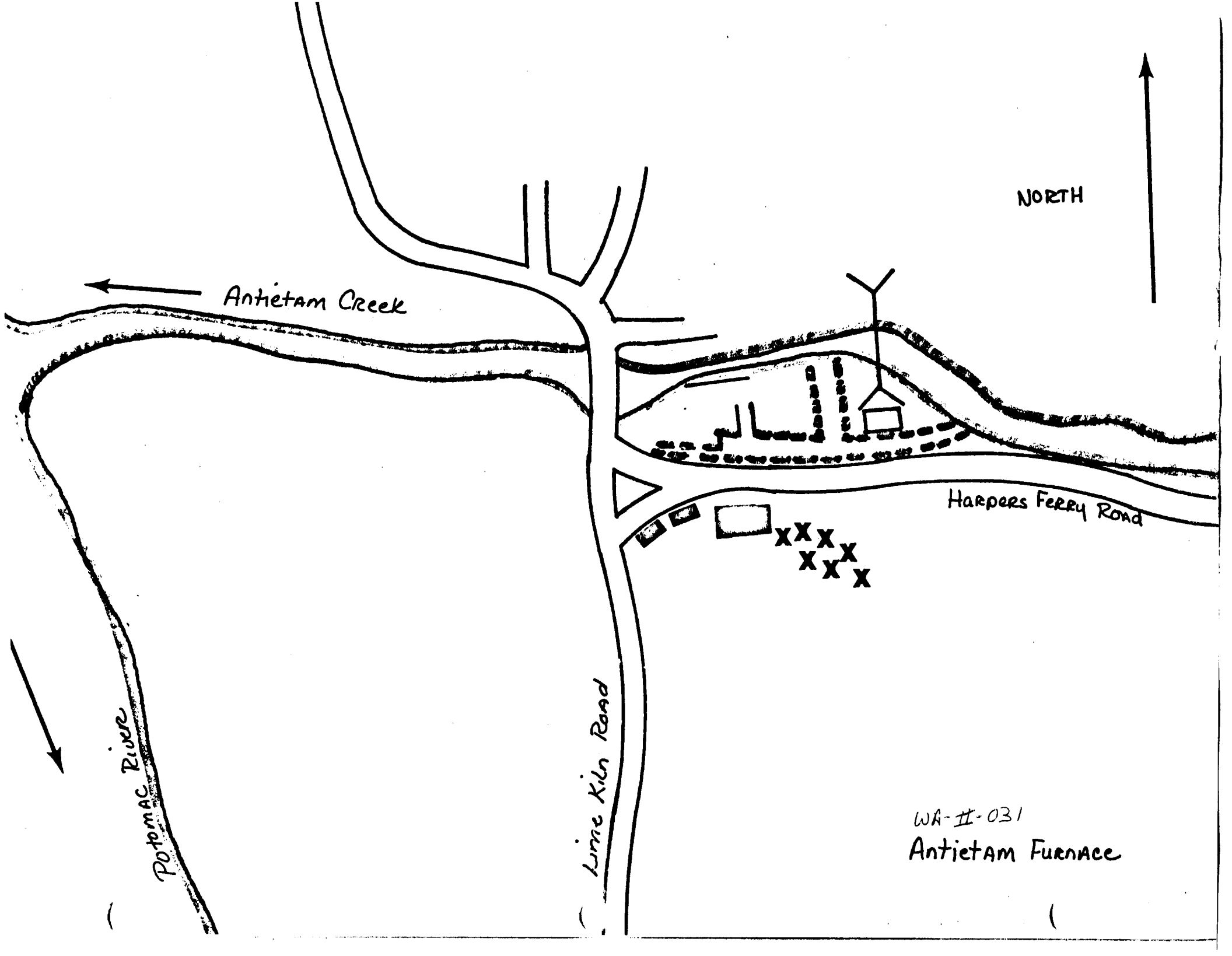
Liber 99, Folio 483, September 21, 1892
Grantor: Thomas W. Ahl
Grantee: Belle O. Hanes
$2,000, parcel 1, 37 acres, parcel 2, 7 acres. The tract is described as part of the lands known as "Antietam Works."

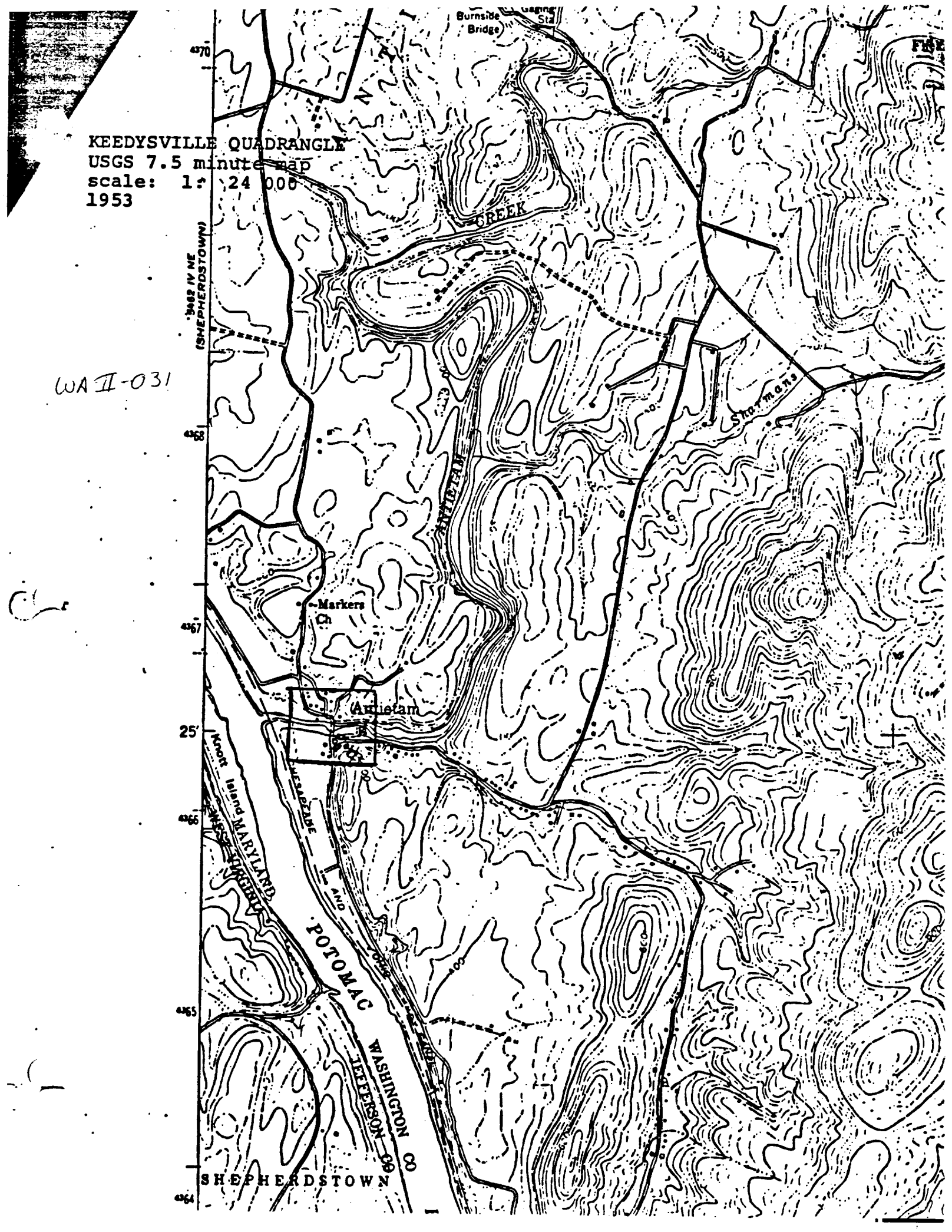
Liber 92, Folio 62, May 17, 1888
Grantors: Wilbur F. Sadler and Sarah E. Sadler
Grantee: Thomas W. Ahl
$18,000, 1,093 acres. The property is described as all that tract called "Antietam Works." Also included is a tract known as "Ore Bank Lot" containing 92-3/4 acres.

Liber IN17, Folio 685, May 23, 1864
Grantor: Josiah F. Smith, executor for John Horine
Grantee: Daniel V. Ahl
Lot #220 of Antietam Iron Works (1,093 acres purchased by Wm. B. Clark in three parts).

Liber IN 11, Folio 556, October 6, 1856
Grantors: Levi Easton and Hezekiah Easton
Grantee: John Horine
$20,000 for an undivided one-half part of lot #220 on the "Antietam Iron Works Estate."

Liber IN 9, Folio 365, February 6, 1855
Grantors: William B. Clark and Spohia D. Clark
Grantee: Levi Easton
$25,000 for one undivided moity or equal one-half part of lot #220 in the "Antietam Iron Works Estate." The deed mentions that the land was granted to John McPherson and John Brien, May 14, 1810.


NORTH
Antietam Creek
Harpers Ferry Road
Lime Kiln Road
Potomac River
WA-II-031
Antietam Furnace


KEEDYSVILLE QUADRANGLE
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1953
WA II-031
Burnside Bridge
Gaging Sta
ANTIETAM CREEK
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Antietam
Knoll Island
MARYLAND
POTOMAC
WASHINGTON CO
JEFFERSON CO
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3962 IV NE (SHEPHERDSTOWN)
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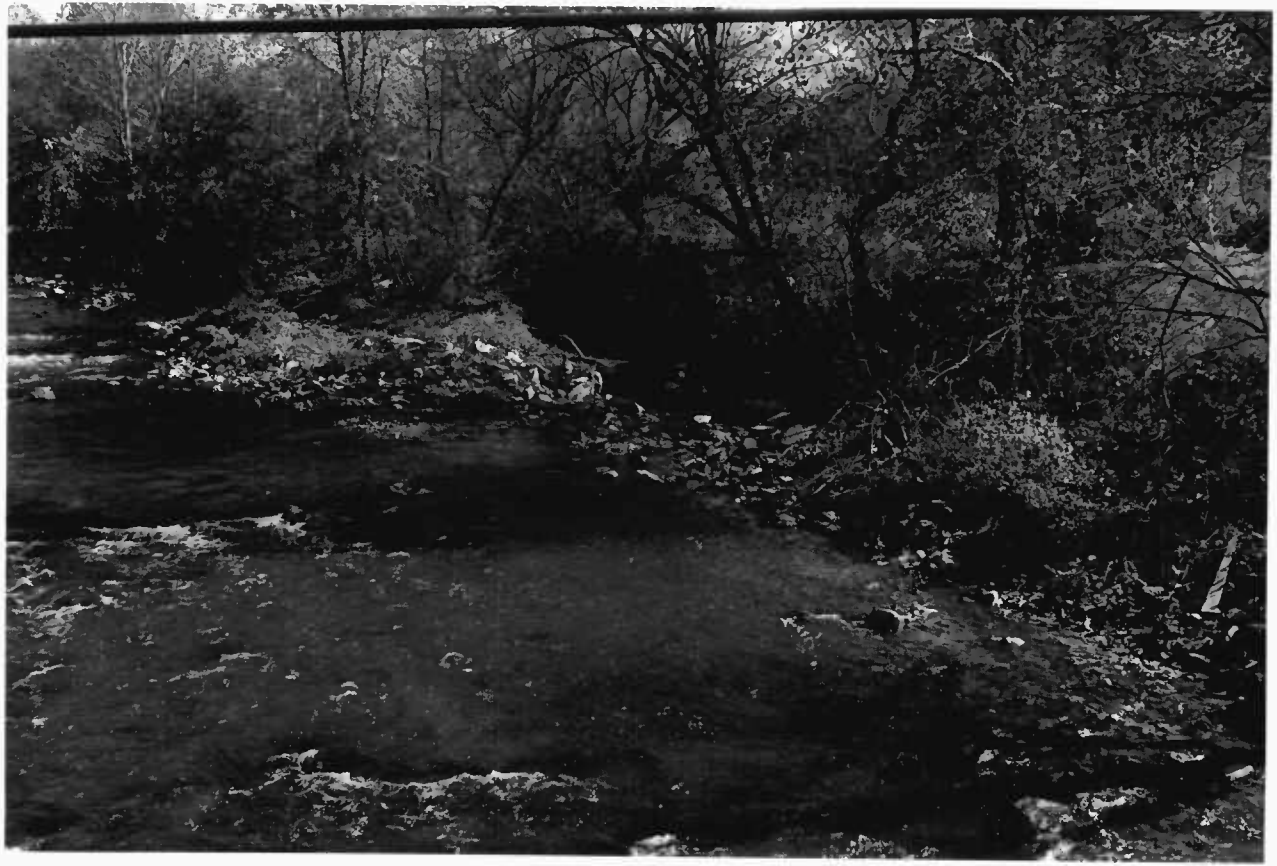
25'



Antietam Iron Furnace
lime Kiln

WA- -II-031

Michael Bourne MHT

May 1973

Anticlam Iron Furnace Historic District WA-II-031

MOB

74

ABSTRACT
WA-II-032
Store, Antietam Village — Mid-19th Century
Antietam
Private

This two and one half story, three bay brick building with two bay brick addition is said to have been used as a general store in the Village of Antietam during the second half of the 19th century. It is important as an example of Washington County's mid 19th century vernacular architecture and for its association with the Antietam Ironworks and later nail factory which were in operation nearby. The Antietam Village has been listed on the National Register of Historic Places.

Copy II

2202805402
WA-II-032
District 1
Map 80
Parcel 18

MARYLAND HISTORICAL TRUST WORKSHEET

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

SEE INSTRUCTIONS

1. NAME

COMMON: Store, Antietam Village

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Harpers Ferry Road

CITY OR TOWN: Antietam

STATE: Maryland

COUNTY: Washington

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		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Cecil F. Otzelberger

STREET AND NUMBER: Route # 1

CITY OR TOWN: Sharpsburg STATE: Maryland 21782

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Washington County Court House

STREET AND NUMBER: West Washington Street

CITY OR TOWN: Hagerstown STATE: Maryland 21740

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

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

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

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:

WA II-032

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☐ Fair	☒ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☒ Altered < 50%	☐ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

This building is located on the south side of the Harpers Ferry Road, just west of the Antietam Creek where it joins the Potomac River at the village of Antietam in Washington County, Maryland. It is situated on steeply sloping terrain and faces north.

The structure is a two and one half story, three bay brick dwelling with a one and a half story, three bay brick addition attached to its west end. Both sections of the building are set on coursed stone foundations which are a full story in height at the front elevation. The main structure has an off-center gable roof which extends at a low pitch to the rear broadening the width of the building to four bays. The facade of the main section displays Flemish bonding while other elevations and the walls of the addition are laid in common bond.

Windows of both sections have narrow frames which hold six over six pane double hung sashes. Wide wooden lintels are present over the windows. Openings in the foundations have wider framing. Some windows have four panel shutters.

The main entrance is located in the center bay of the front elevation of the main section. The openings has narrow framing and a high transom over the door. The main entrance for the addition, located in its west gable wall is wide with double doors and a transom.

Evidence can be seen of a porch which extended across the front elevation of the main section.

According to local residents, the addition to this building was used as a store during the latter part of the 19th century. An unreadable weathered wooden sign hangs from its north wall.

Sheet metal covers the roof. A small brick flue is located inside the west gable wall of the main section.

The house and store room are in deteriorated condition and are located on a tract containing part of Lot #220 of the Antietam Ironworks.

SEE INSTRUCTIONS

WA-II-032

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

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

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

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

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

STATEMENT OF SIGNIFICANCE

The area of significance of this building is its architecture. It is also important for its association, although peripheral with the Antietam Ironworks which was a thriving business during the 18th and very early 19th centuries. The Ironworks were located just across Harpers Ferry Road from this house.

Architecturally this building shows characteristics of the mid 19th century. Its type of exterior woodwork and trim, window and door treatment and the extensive use of common bonding in the wall construction all suggest a construction date of Ca. 1850.

By the time this structure was built the Antietam Ironworks had dissolved and was being operated as a nail factory. Later in the 19th century when the nail factory was no longer in business, a lime burning operation was located on or near the Ironworks site.

Used as a store, this building would have provided an important service to the Antietam community which was made up mostly of workers at the nail factory.

The Antietam Village has been listed on the National Register of Historic Places. The National Register form contains further information on the Ironworks and the surrounding community.

SEE INSTRUCTIONS

WA-II-032

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING 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:
Paula Stoner Dickey, Consultant

ORGANIZATION
Washington County Historical Sites Survey

DATE
January 1976

STREET AND NUMBER:
Court House Annex

CITY OR TOWN:
Hagerstown

STATE
Maryland

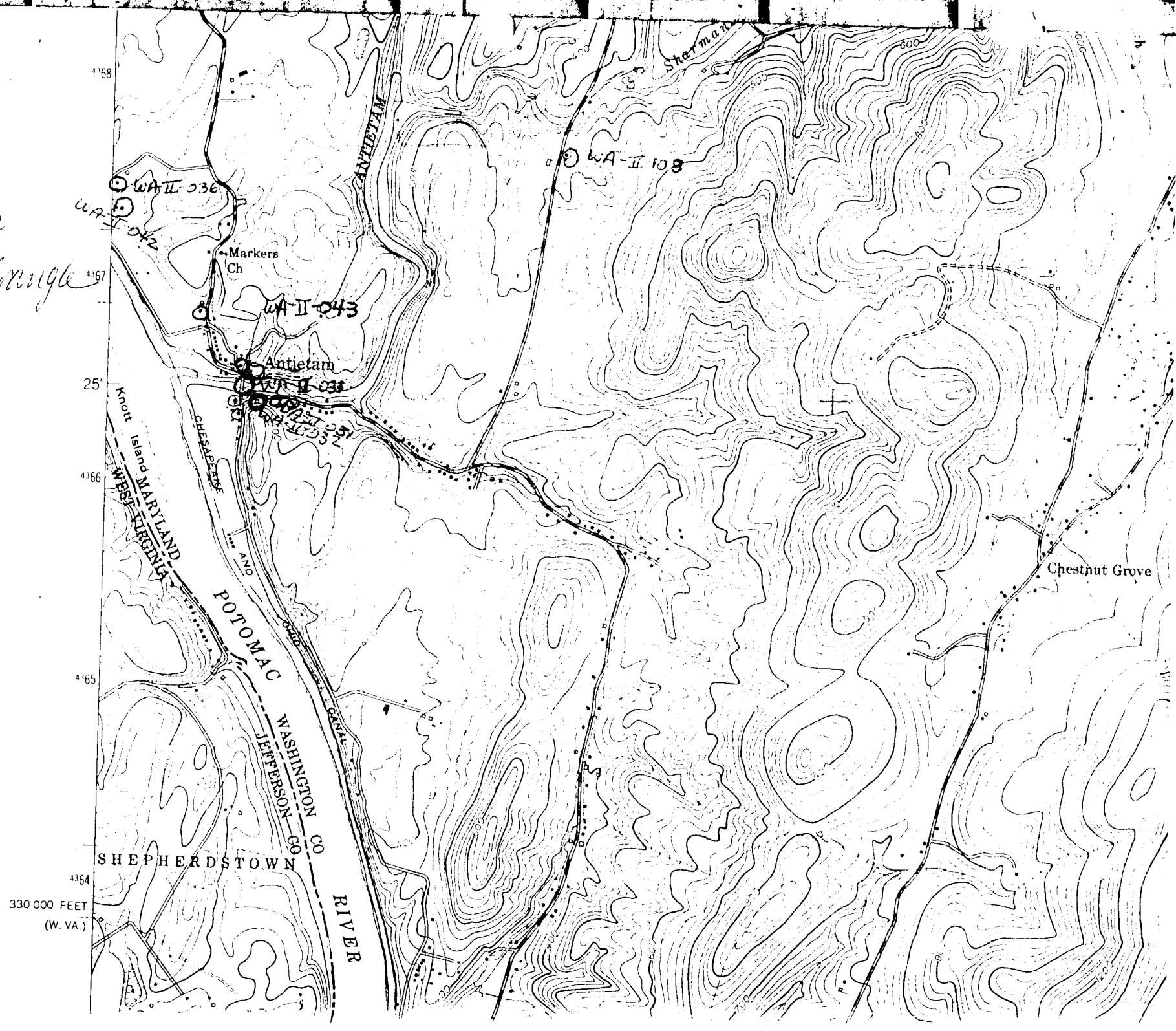
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

Leedysville Quadrangle



WA-II-032

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-33

Name: Harpers Ferry Rd over Antietam Crk (W-5731)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended ___X___	Eligibility Not Recommended _____
Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None	
Comments:_____	
Reviewer, OPS:__Anne E. Bruder_____	Date:__3 April 2001_____
Reviewer, NR Program:_Peter E. Kurtze_____	Date:___3 April 2001_____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT No.** *WA-II-033*
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

Name and SHA No. *Antietam Iron Works Bridge (W5731)*

Location:
Street/Road name and number [facility carried] *Harpers Ferry Road over Antietam Creek*

City/town *Antietam* **Vicinity** *X*

County *Washington*

This bridge projects over: Road ___ Railway ___ Water *X* Land ___

Ownership: State ___ County *X* Municipal ___ Other ___

Is bridge located within a designated historic district? Yes *X* No ___
National Register-listed district *X* National Register eligible district ___
Locally-designated district ___ Other ___
Name of District *Antietam Iron Furnace Site and Antietam Village*

Bridge Type:

Timber Bridge ___:
Beam Bridge ___ Truss-Covered ___ Trestle ___ Timber-And Concrete ___

Stone Arch *X*

Metal Truss Bridge ___

Movable Bridge ___:
Swing ___ Bascule Single Leaf ___ Bascule Multiple Leaf ___
Vertical Lift ___ Retractile ___ Pontoon ___

Metal Girder ___:
Rolled Girder ___ Rolled Girder Concrete Encased ___
Plate Girder ___ Plate Girder Concrete Encased ___

Metal Suspension ___

Metal Arch ___

Metal Cantilever ___

Concrete ___:
Concrete Arch ___ Concrete Slab ___ Concrete Beam ___ Rigid Frame ___

Other ___ Type Name ___

Description:
Describe Setting:

The Antietam Iron Works Bridge carries Harpers Ferry Road over Antietam Creek about 1/4 mile east of the Potomac River. West and southwest of the bridge lies the remains of the Antietam Iron Works, as well as a house associated with the iron works, and another 19th century frame dwelling. East of the bridge and road, the ground rise steeply. There are several 19th century houses and other dwellings set on this hill. North of the bridge lies the village of Antietam.

Describe Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

The bridge is a four arch span constructed of coursed limestone. Its arches are faced with dressed voussoirs, and rest on conical piers. The bridge's stone parapets are faced on top and on their interior surface with stucco. Although the central stone pier has some stones missing due to scour, the bridge is otherwise in excellent condition.

This bridge has a sufficiency rating of: 43.7

Discuss major alterations:

Major rehabilitation of this bridge was undertaken by the county in 1979. The work included the repointing of stone, and the stucco parging of the parapet walls.

History:

This bridge was built by John Weaver by request of the County Commissioners. The agreement stated that the bridge would contain two 35 foot arches, and two 30 foot arches, and would be 16 feet wide. The cost of the bridge was $4,250 (Antietam Iron Furnace and Antietam Village National Register Nomination Form).

When Built: *1832*
Why Built: *Unknown*
Who Built: *John Weaver*
Who Designed: *Unknown*
Why Altered: *N/A*
Was this bridge built as part of an organized bridge building campaign: *no*

Surveyor Analysis:

This bridge may have NR significance for association with:

_X_ A Events ____ B Person
_X_ C Engineering/Architectural Character

Was bridge constructed in response to significant events in Maryland or local history?

This bridge was constructed in conjunction with the growth of industry in this region, and the ensuing need for reliable transportation.

Copy II

22028347
WA-II-033

MARYLAND HISTORICAL TRUST WORKSHEET

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

SEE INSTRUCTIONS

1. NAME

COMMON: Antietam Iron Works Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Harpers Ferry Road, over the Antietam Creek

CITY OR TOWN: Antietam

STATE: Maryland

COUNTY: Hagerstown

3. CLASSIFICATION

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

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☒ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	Used by traffic on Harpers Ferry Road.
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Board of County Commissioners of Washington County

STREET AND NUMBER: Court House Annex

CITY OR TOWN: Hagerstown

STATE: Maryland

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Washington County Court House

STREET AND NUMBER: West Washington Street

CITY OR TOWN: Hagerstown

STATE: Maryland

Title Reference of Current Deed (Book & Pg. #): AGREEMENT NN/503

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

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

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

MA II-033

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 Antietam Iron Works Bridge carries Harpers Ferry Road across the Antietam near its juncture with the Potomac in Washington County, Maryland.

The four-arch span was built by John Weaver in 1832. It is constructed of coursed local limestone. One of the longest stone bridges crossing the Antietam, its arches are faced with upright cut stones. Like many bridges in the County, it rests on rounded piers. Low in profile, the bridge arches only slightly as it spans the Antietam at its greatest width.

County Commissioners in charge of construction of the bridge were John Grove, John Miller of J. and Daniel Piper. The agreement between the Commissioners and John Weaver recorded among the land records of Washington County stipulates that the bridge would contain two 35' arches and two 30' arches and would be built to a 16' width. The price agreed upon for the construction work was $4,250.

The bridge has not been altered except by general maintenance work and the surfacing of Harpers Ferry Road. The Antietam Iron Works span is not now in danger of great alteration or destruction.

SEE INSTRUCTIONS

MR-II-033

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

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

SPECIFIC DATE(S) *(If Applicable and Known)* 1832

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

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

STATEMENT OF SIGNIFICANCE

The Antietam Iron Works Bridge and the area where it is located are significant for a variety of reasons.

The bridge is important as a fine example of the type of bridge architecture prevalent in Washington County from 1819 to the 1860's. Although it was more costly, stone rather than wood was used to build the bridges because of its greater durability. A number of the County's stone arch bridges have been destroyed, but many still stand, carrying daily traffic.

The bridge is also significant for the role it played during the Civil War battle of Antietam. According to Helen Ashe Hay's book, The Antietam and its Bridges, Confederate troops crossed the Antietam Iron Works Bridge on their way to reinforce General Lee and retreated over the same road.[1]

In addition to the architectural and historical importance of the bridge, the area at the mouth of the Antietam is associated with a number of historical events. A state historical marker at the birdge commemorates an Indian deed dated 1727 between Israel Friend, a settler and the chiefs of the five nations. The tract began at the mouth of the Antietam Creek and led up the Potomac River "200 shoots as fur as an arrow can be slung out of a bow" then "100 shoots right back from the river" then squared till it intercedes with the creek. The junction of the Potomac and Antietam is said to have been the site of a violent battle between and Catawba and Delaware Indians in 1736. Skeletons and relics have been extracted from the earth in the area.

Complimenting the architectural and historical merit of the Antietam Iron Works Bridge, is its location in a very scenic area, adding another dimension to its value. The bridge is adjacent to the Chesapeake and Ohio Canal National Historical Park.

Helen Ashe Hays, The Antietam and its Bridges, New York: G. B. Putnam's Sons, 1910, p. 74.

SEE INSTRUCTIONS

WA-II-033

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and its Bridges, New York: G. B. Putnam's Sons, 1910.

Mish, Mary Vernon and David T. Cottingham, Bridges: Our Legacy in Stone, exhibition catalog for the Washington County Museum of Fine Arts, Hagerstown, Maryland, August, 1965.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING 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:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:		COUNTY	
STATE:		COUNTY:	
STATE:		COUNTY:	
STATE:		COUNTY:	

11. FORM PREPARED BY

NAME AND TITLE:
Paula Stoner Dickey, Consultant

ORGANIZATION
Washington County Historic Sites Survey

DATE
January, 1974

STREET AND NUMBER:
Court House Annex

CITY OR TOWN:
Hagerstown

STATE
Maryland

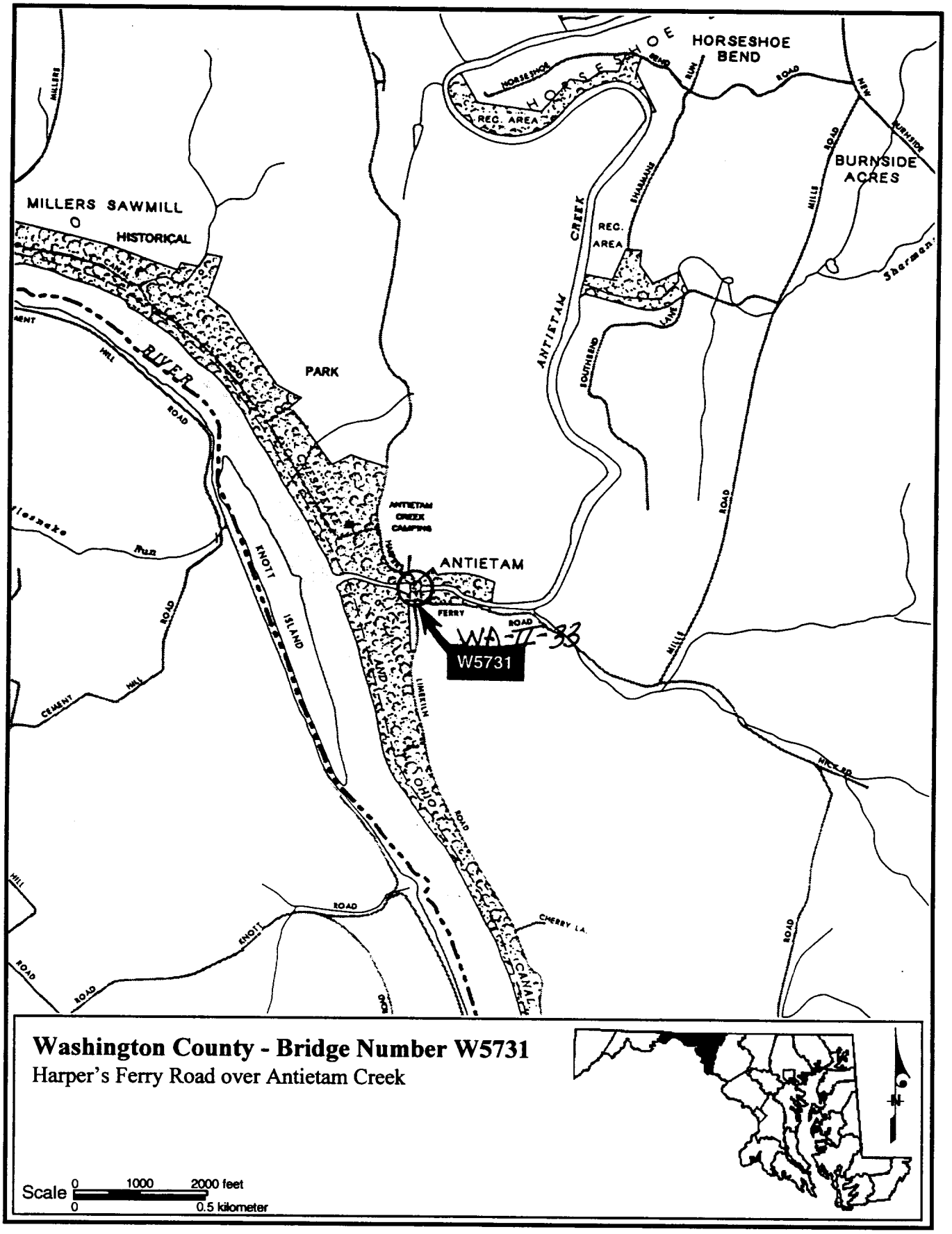
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

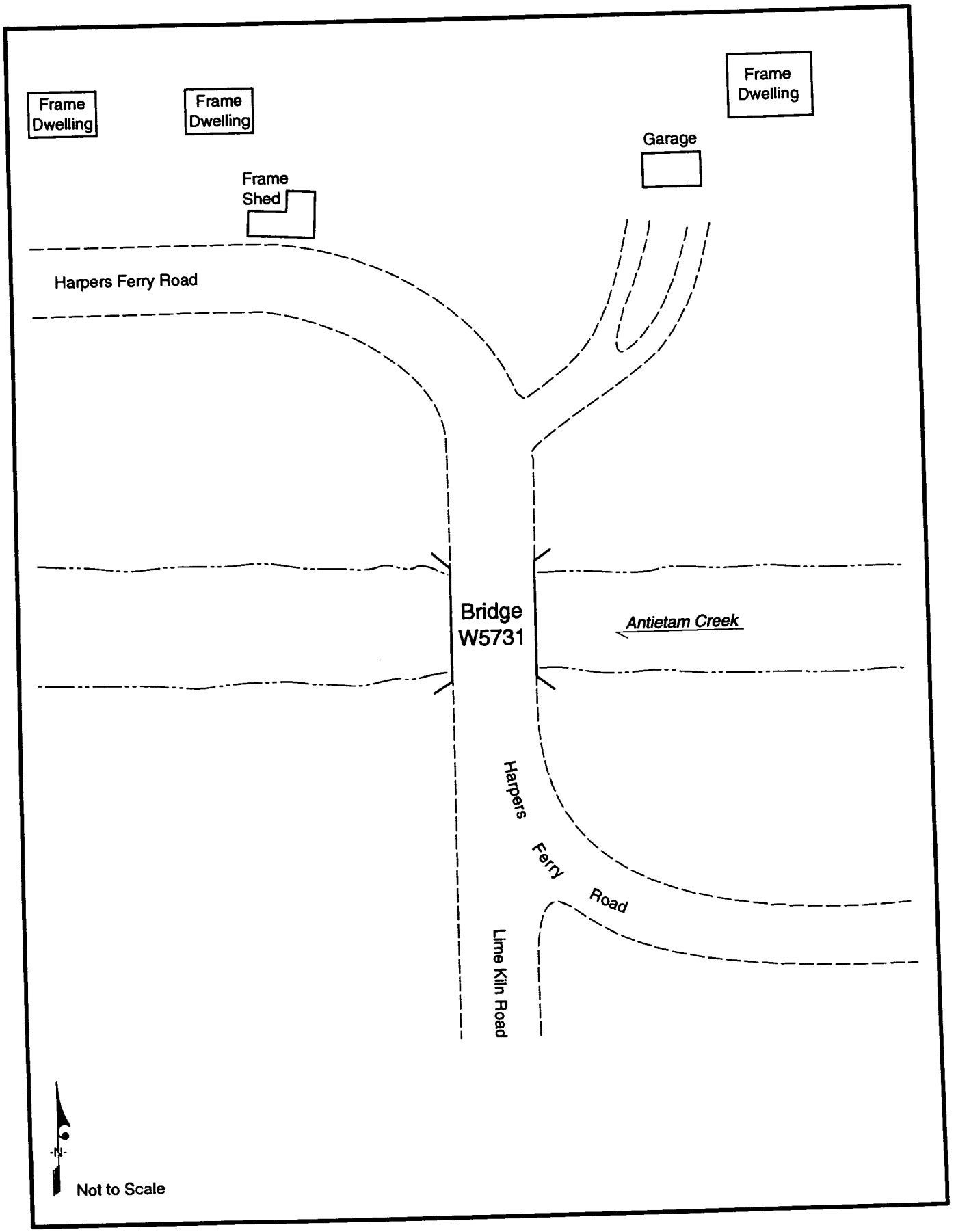
Signature

SEE INSTRUCTIONS



Washington County - Bridge Number W5731
Harper's Ferry Road over Antietam Creek

WA-II-033


Frame Dwelling
Frame Dwelling
Frame Dwelling
Garage
Frame Shed
Harpers Ferry Road
Bridge W5731
Antietam Creek
Harpers Ferry Road
Lime Kiln Road
N
Not to Scale

15
MPH

WA-II-[illegible]

Antietam Iron Work Bridge (W57[illegible])

[illegible] Maryland

[illegible] Bern

8/97

Maryland State Highway Administration

South Elevation

1 of 5

HAER MD-33
Antietam Iron Works Bridge (HW-573)
Washington County, Maryland
David Berg
8/92
Maryland State Highway Administration
North Elevation
2 of 5

WA-I-833

Antietam Iron Works Bridge (W5761)

Washington County, Maryland

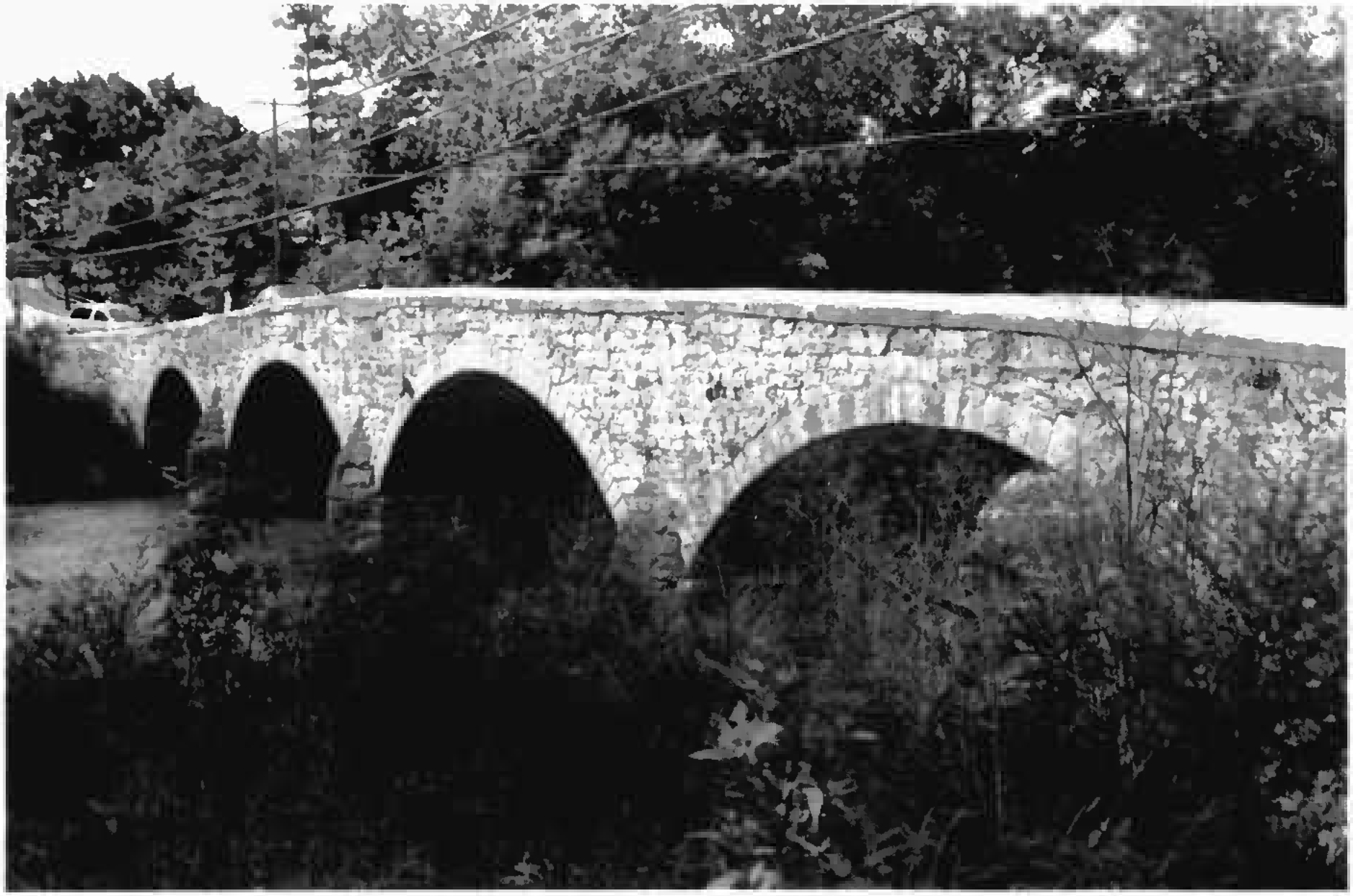
David Berg

8/97

Maryland State Highway Administration

West Elevation

3 of 5



WA-II-033

Antietam Iron Work Bridge (W5731)

Washington County, Maryland

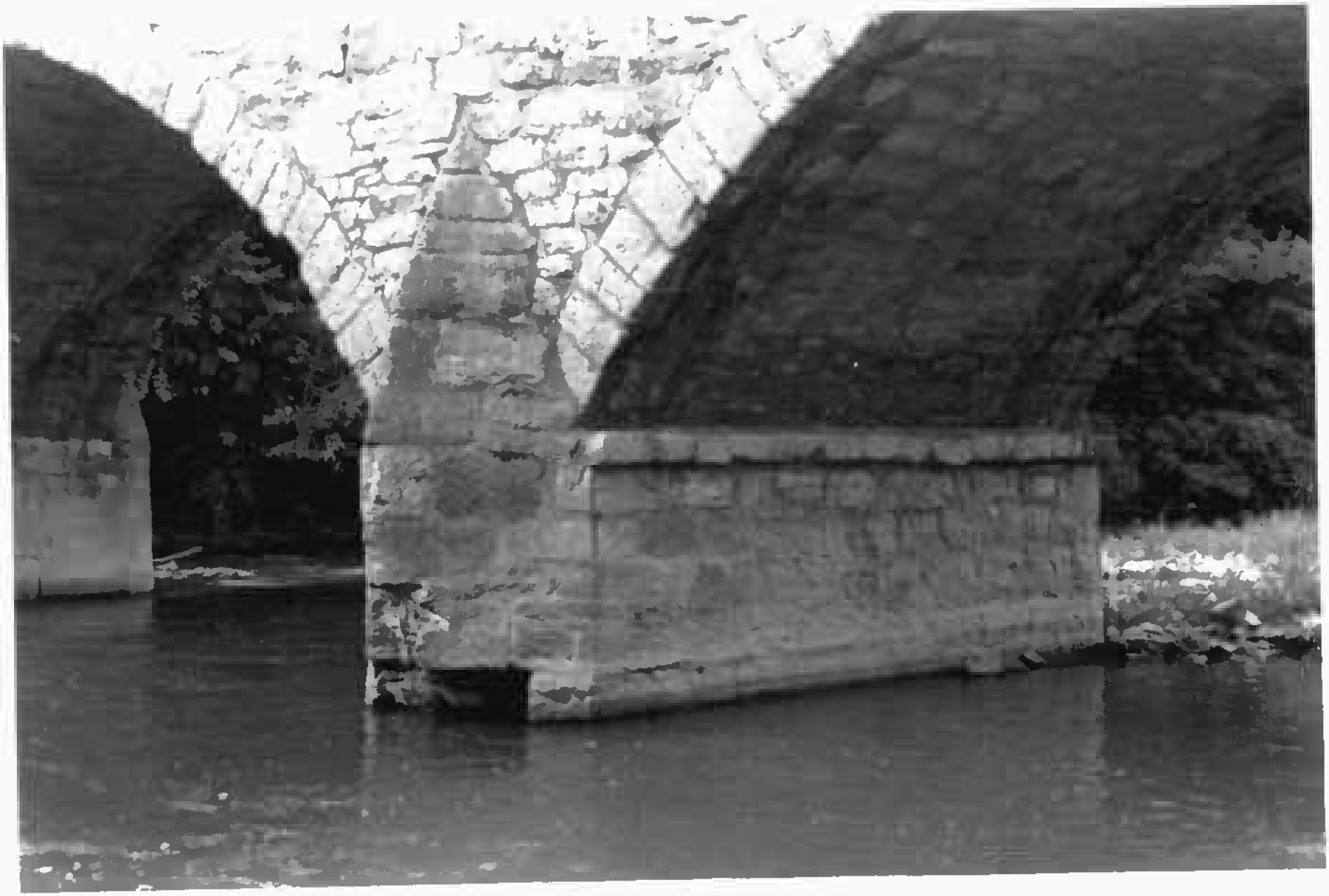
Cavid Berg

2/97

Maryland State Highway Administration

East Elevation

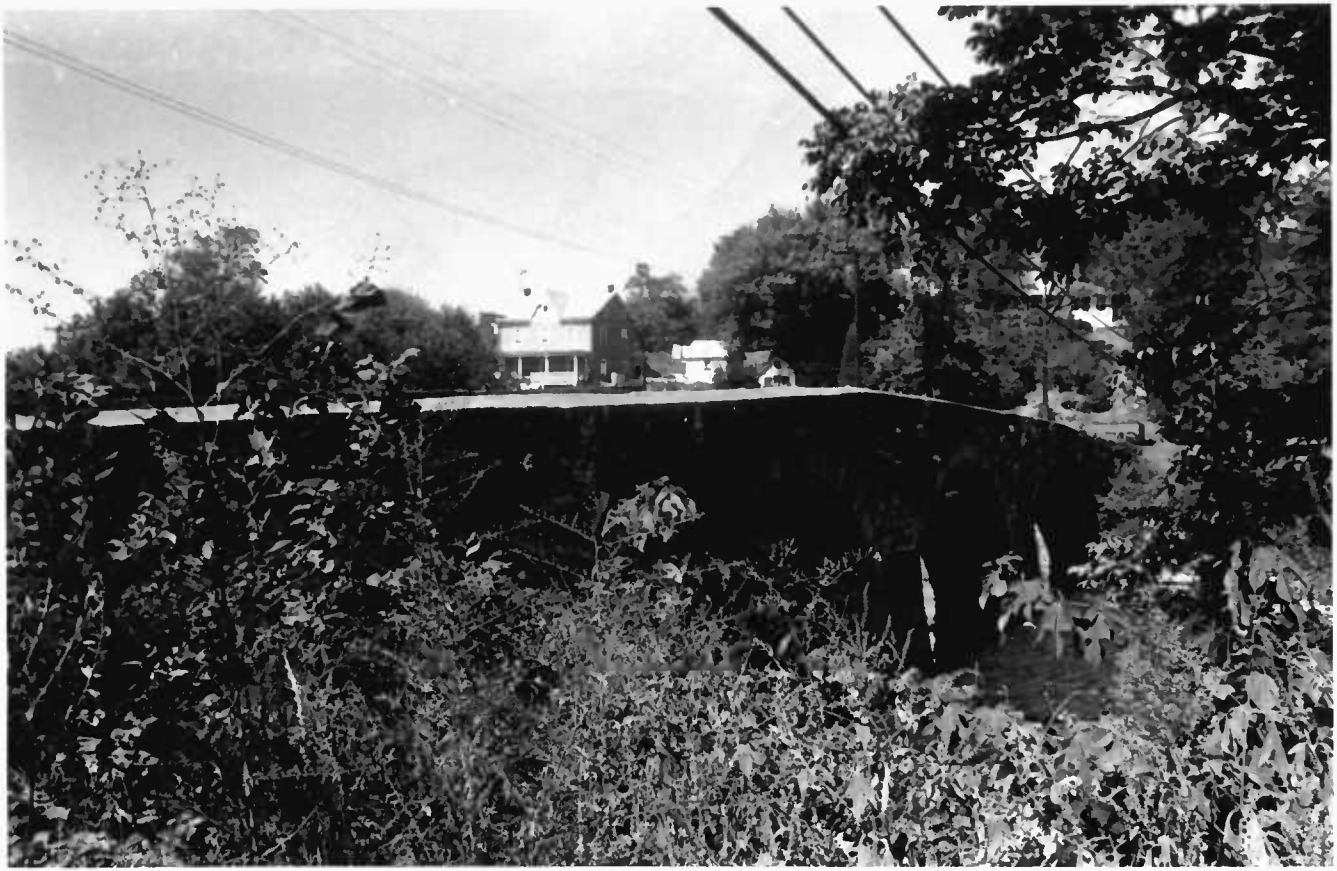
4 of 5



WA-II-C33

Antietam Iron Works Bridge (W5731)
Washington County, Maryland
David Berg
2/97

Maryland State Highway Administration
East Elevation, Detail
5 of 5



End Here

Scan One Time Only

And

Copy for Multiple Numbers

WA-II-31,

WA-II-32, AND

WA-II-33