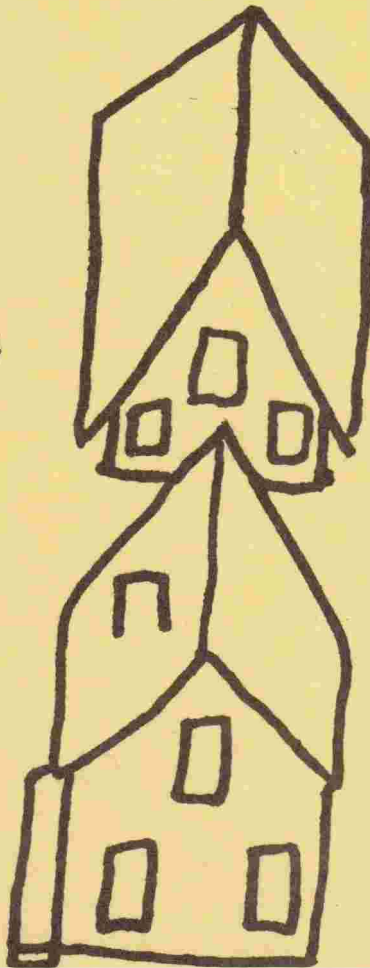


The Town Between The Tracks

The Story Of Brunswick



By The Brunswick Journalists

The Town Between The Tracks

-- The Story of Brunswick --

WRITTEN AND ILLUSTRATED

BY

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Under Her Guidance and Direction

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BRUNSWICK ELEMENTARY

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EARLY BUSINESSES

Visiting Brunswick today, who would ever believe that the town once was located only between the east and westbound railroad tracks? Brunswick used to be called the town between the tracks. There were stores, barbers, an opera house, a church, and houses as we have today. Now, not a trace of the town exists there.

Berlin, or Brunswick, had many stores when it was just starting. There was Horine's Drug Store, and Flynn's, who sold candy and tobacco. There was a grocery store, a movie theatre, a mill, restaurants, and many other things.

The Gross Store on South Maryland Avenue was the "General Store" you might say. Back then, service was the name of the game. One Christmas Day, the mayor, Ed Shaffer, came to the Gross house to buy a pair of suspenders. Mr. Gross got up from his Christmas dinner and served his customer. Back then, a pair of suspenders cost 35 cents. Today they cost \$3.75! And back then for one cent you could get one or more pieces of candy. Try to get that today!

The Opera House was one of Berlin's finest buildings. It was the largest building in the town at the time. It was a 3-story building and cost \$18,000 to build. This building was called the Opera House because it had a theatre on the second story. The theatre could seat 250 people. Companies of actors came here to perform. There were comical plays and vaudeville acts. The people didn't have a lot to do for entertainment so the Opera House was really popular.

The following is a list of businesses in Brunswick when it was the town between the tracks:

- L. S. Harman - Cigars
- H. Slicer Hedges - Physician and Surgeon
- Wenner, Swank and Company - Hardware
- D D. Seibert - Bicycles
- Mrs. T. G. Potterfield - Dress making
- William Gross - General Merchandise
- J.P. Karn and Brothers - Lumber
- C. G. Huriebaus - Baker
- Hotel Elgin
- Dr. W. H. Cannon - Drugs & Medicines & Toilet Articles
- A. S. M. Brubaker - New Photography
- Dr. G. Moody Brubaker - Physician
- American Hotel
- V. Kaplon and Bro.
- T. A. Ramey, M.D., D.D.S. - Dentist
- Gross and Hinkle - Dry Goods
- W. D. Strailman - Restaurant
- R. Moore & Bro. - Livery Stables
- Doc Garber - Tonsorial Artist
- M. Korman and Son - Watch Repair
- Brunswick Seminary - Private School
- Jones and Robinson - Dry Goods
- Dr. A. C. Horine

FIRST RESIDENTS - INDIANS

Let's go back a hundred years or so when this land belonged to the Indians. Their trails were the first "highways" in Frederick County. The Conestoga and Conoy Indians lived along these paths. Living as nomads they used this area as one of the great natural routes east and west through the mountains. Another route went north and south across the Potomac River.

When the first settlers landed in 1638, Lord Baltimore made an agreement with the Indians that there wouldn't be any land taken from them for a few years. But the securing of land grants in colonial Maryland and Virginia was used as an excuse to settle areas quickly. Sometimes land was a reward for well-situated "followers".

Most of the early Indian villages were destroyed by the settlers when they built their homes. The clearings that had been made by the Indians were the only open grounds on which the settlers could establish their farms. Much of the river bank flats were covered with high grass which the Indians used for mats. The settlers also used the grass for rugs and for roofing, like the thatched houses they had in England and Germany. The grass was also high in protein and supplied the cattle with food they needed to produce a high yield of milk and butterfat.

The early settlers learned much from the Indians which helped them to live from the land. Even the river's name "Potomac" is an Indian word meaning "trading place." It really was a trading place as many artifacts have been found along the river banks. Did you know that many of our river, place and state names came from the Indians? Thank you, Conestogas!

EARLY HISTORY

Though the Indians were the first to live in our area, it was explored by the French traders from the north and the English from the east. They took back the news that the river had many fish and the land was fertile and green and full of game to hunt.

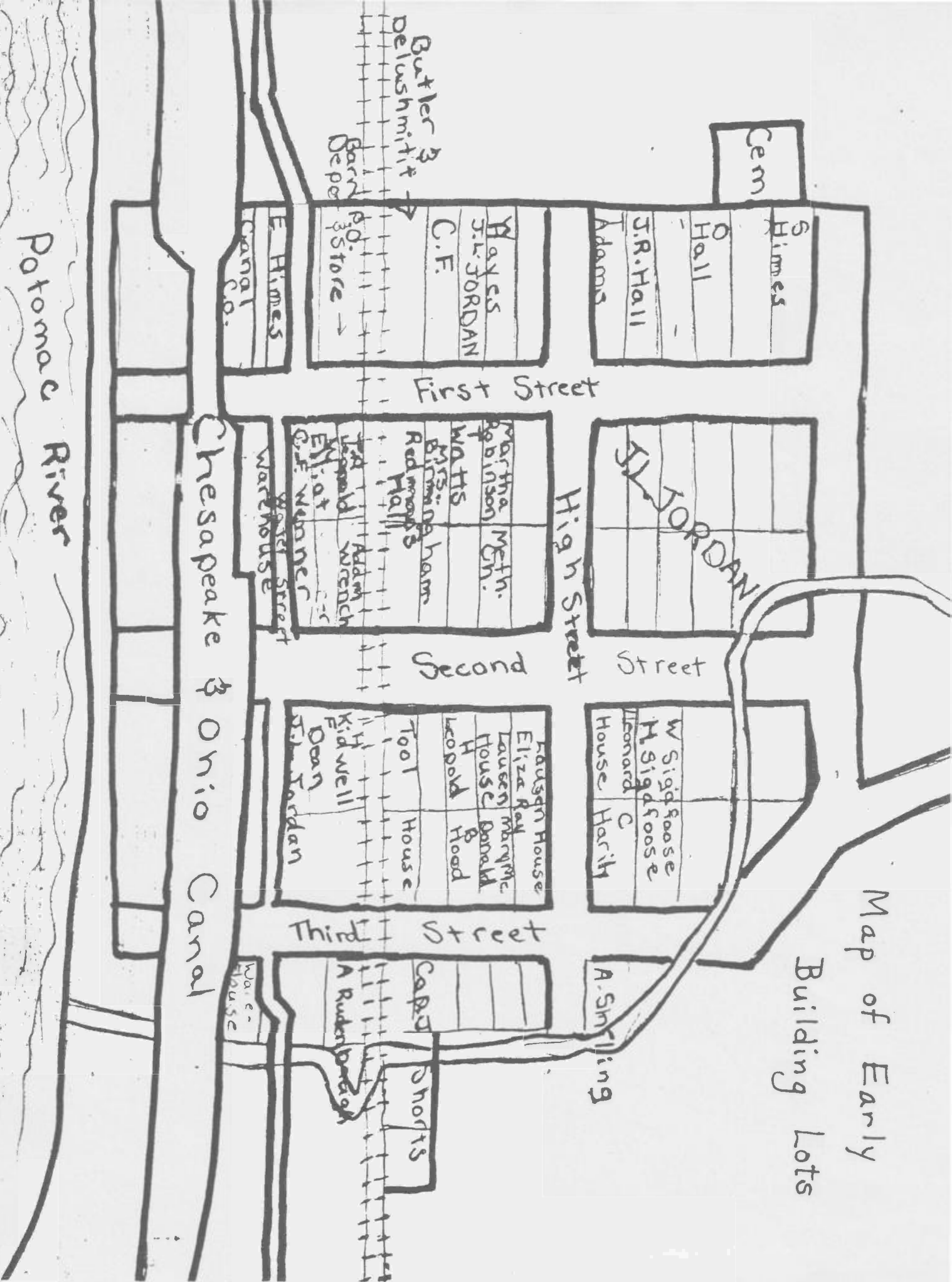
Many German families moved in and planted crops of wheat, corn and potatoes. Almost every stream had a mill to grind the grain. Mill owners opened general stores and around these centers, towns arose.

Brunswick started out as one of these centers on land that is part of an original grant of 3100 acres from King George II of England to John Hawkins on October 10, 1753. He called it "Hawkin's Merry-Peep-O-Day." In 1780 Leonard Smith laid out a portion of the grant as "Berlin," having bought the land from Clement Holliday. Mr. Smith laid out 96 building lots, and specified that a log or frame house at least 16 x 20 feet with chimney had to be built within three years. By 1792 there were 45 lots sold.

The Potomac River began to be used to float products down to Georgetown, and Berlin became a busy port. Things stayed pretty much the same for fifty years. Then in 1832 a post office was opened. The name "Berlin" was the same as another town on the Eastern Shore, so the name was changed to "Barry." Later when the town was incorporated in 1890, the name "Brunswick" was chosen.

Because of its location along water, Brunswick was important as part of the canal system. The river bridge was such an important route for the troops during the Civil War that the Confederates burned it down and it had to be rebuilt. But the most growth came to the town when the railroad came. From 1890 - 1896 Brunswick went from a population of 300 to 3000. This meant more homes, more businesses and improvements. Now almost 100 years later, Brunswick is about the same size and still considers itself a railroad town. Though not as many work on the railroad, it reminds us of our beginnings.

Map of Early Building Lots



GEOGRAPHY OF THE BRUNSWICK AREA

Brunswick is a town known for its many hills. From the top of these hills you can see mountains, valleys, and streams. The Potomac River lies at the foot of these hills and runs parallel to the town.

Our area is part of the Piedmont Plateau of the state of Maryland. The word 'piedmont' means 'foot of the mountain.' This is very true of our town because it is surrounded by mountains. In fact it is located on the sharply rising hills of the Catoctin Range of the Blue Ridge Mountains. The Appalachian Trail crosses a few miles west of the town.

The Piedmont has Maryland's richest farming lands. Brunswick is surrounded by farms with rich soil that grows corn, wheat and hay. Some farms also have dairy cows and sell milk.

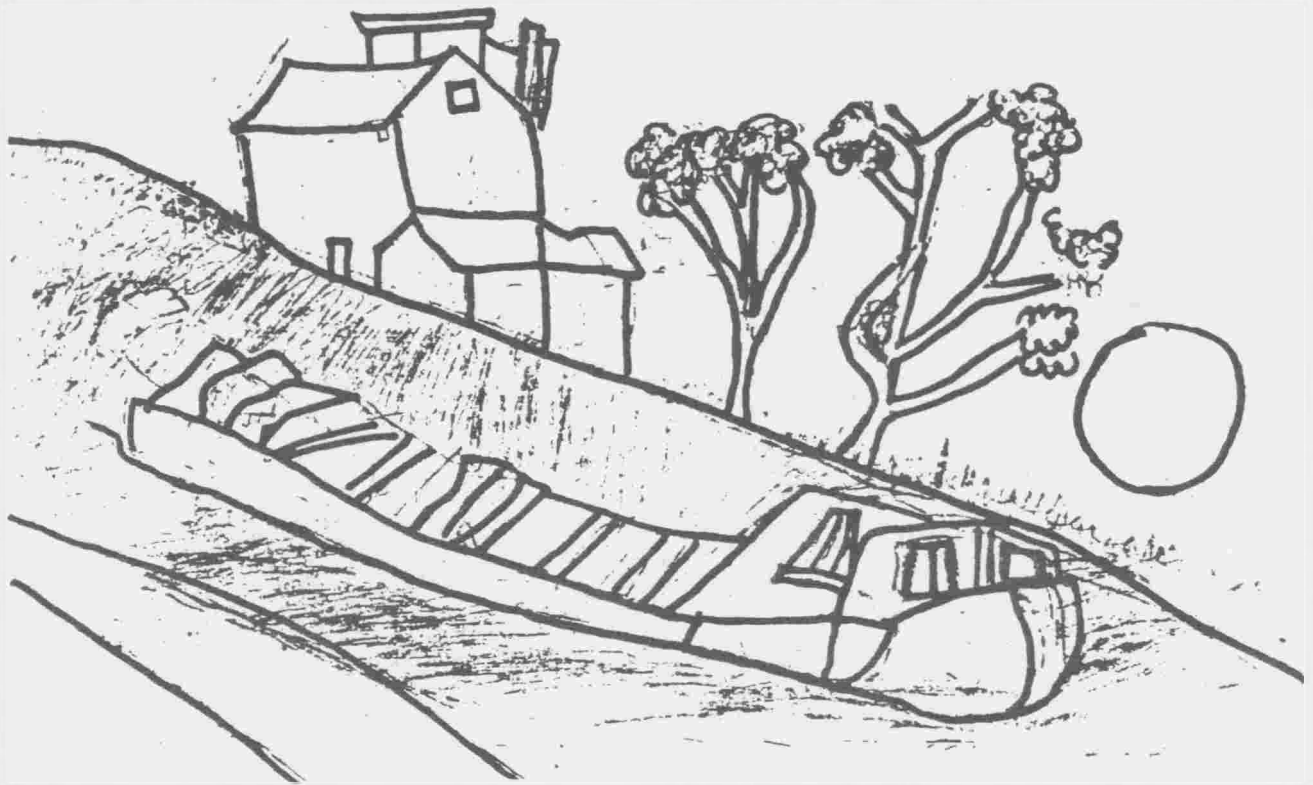
The reason I like living in Brunswick is because you are only 52 miles away from the Nation's capital, and only six miles away from the historical town of Harpers Ferry. You can ski in the mountains in the west and swim in the ocean in the east.

THE POTOMAC RIVER

The Potomac River is the boundary between Maryland, Virginia, and West Virginia. It is 287 miles long beginning in the Allegheny Mountains and running east to the Chesapeake Bay. It cuts through the Blue Ridge Mountains at Harpers Ferry. Large ships can sail northward as far as Washington, D.C.

The growth of the town Berlin-Brunswick has been related to the river. Along the river trading posts, which later became small villages, grew up. Berlin was one of these. Along the river bed was a good place to build a canal. So the C & O Canal was built with a lock located at Brunswick. The B & O Railroad also liked the flat area beside the river. Both of these brought people to the town because they offered jobs.

Today the Potomac River means recreation for the people in Brunswick. It is a good place to fish for catfish and bass, and once was called Eeltown because of the many eels. Boat landings are maintained and there is a nice campground along the river. The town also gets some of its drinking water from the river, but of course it is purified. Brunswick probably would not exist if it weren't for the river. However, this same river has brought the floods which caused a lot of damage. In fact the floods are probably the reason we can no longer see the 'town between the tracks.'



CHESAPEAKE & OHIO CANAL

The canal is a man-made waterway that goes from Georgetown, D.C. to Cumberland, Md. The construction began in the 1820's. It was meant to go from Georgetown to the Ohio River, but they couldn't afford it and had to stop in Cumberland. The total cost was \$11,000,000; and the total length was 184 miles. Because of a flood and the coming of the railroad it had to close in 1924.

In the old days life wasn't easy on the canal. A lot of families that worked on the canal lived on the boats. Children as young as 5 years of age worked on the canal. They helped with the mules that pulled the boats along the path.

There were two kinds of canal boats. One was like a rectangular box with square ends. It carried large loads and moved very slowly. Another one looked a little like a ship. It was 92 feet long and $14\frac{1}{2}$ feet wide. People used a tow line to connect the mules to the boat. It had to be thick, strong rope that was about 100 feet long. If the boat started too quickly the rope could break. It needed a long, steady pull. Two mules pulled the boat. There were two more in reserve that lived in a compartment in the bow of the boat.

The canal boats stopped in Brunswick to get hay for their mules. The town people would hear the boatmen yelling, "Hey-y-y lock!" The boatmen would keep on yelling this until the lock tender came out. He would close the gates around the boat and fill or empty the lock so that boat could change levels. The boats hauled mostly lumber upstream and coal downstream. Once in a while the boat took on passengers. To stop the mules the boatman yelled ye-yip-ye, but they had to put the right accent and tone in their voice. Since the lock tender had to watch the bank as well as the lock, a small house was provided so he would be there day and night. The tow-path keeper rode back and forth over his section of the canal. He made sure there were no breaks, leaks, or wash-outs in its banks.

In the morning the boat people got up early, fed the mules, and started on their trip. Sometimes they drove all night. They drove about 4 miles, then exchanged mules for another pair. They made four shifts a day, working about 16-18 hours a day. The boys took turns driving the mules. When the boat came to a tunnel the captain blew a horn so the tunnel would be cleared. At the end of the their trip the boats hauled up to the shore and let down a plank so they could get off. The mules were unhitched and fed and everyone had a rest.

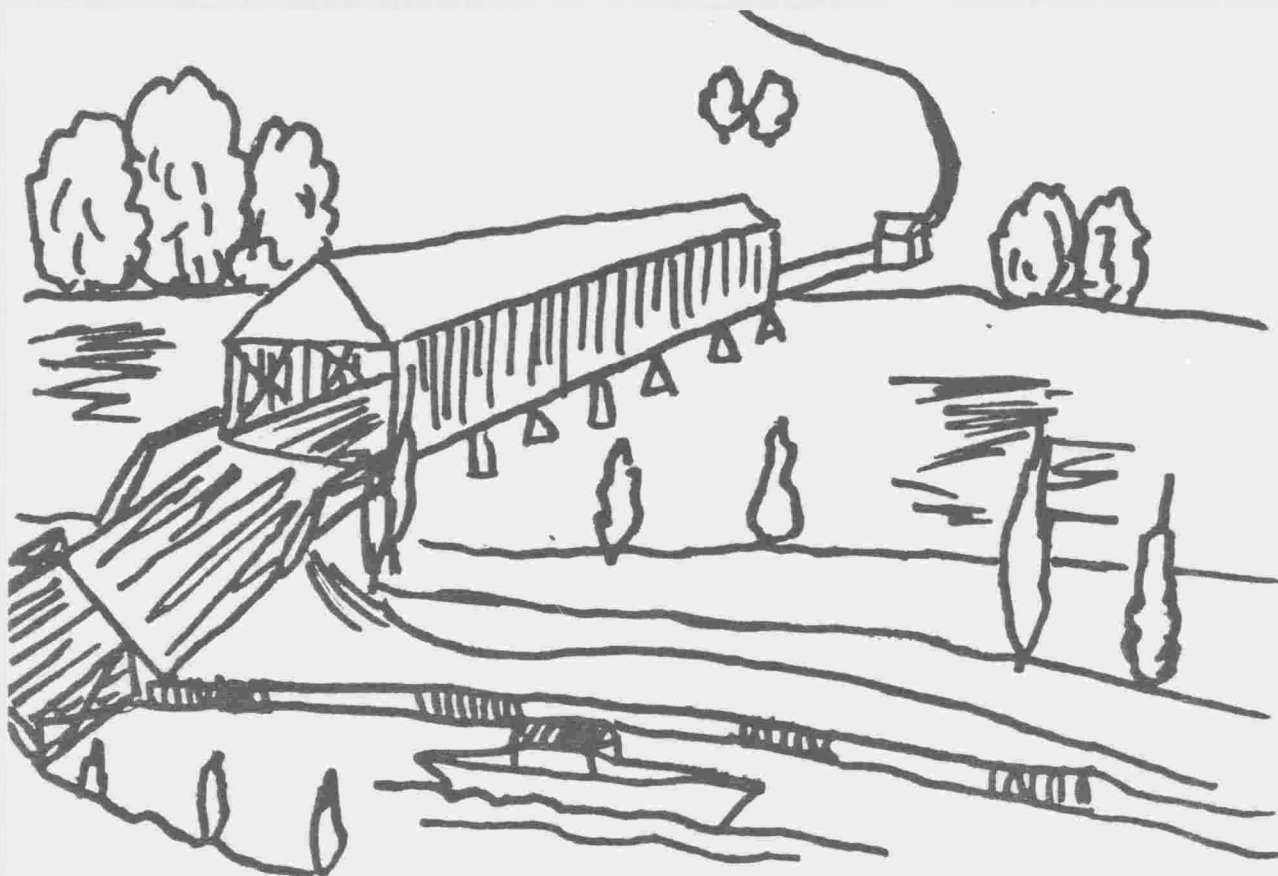
When two boats met each other going in different directions the boat on the tow-path side had the right of way. The other boat stopped. If two boats were going in the same direction the rear boat had to pass on the tow-path side. Can you guess why? If the boat had a good team of mules, two round trips could be made each month from April to December. Boats often loaded and unloaded grain at the mill at Brunswick. It was right beside the canal. Would you like to have lived on a canal boat? Today the area is a National Park where people hike and ride bikes.



THE OLD MILL

The old mill was once a landmark in Brunswick. It was built in 1845 along the canal. Power to operate the mill came from the water in the canal. Boats were able to dock right at the mill to load and unload their grain and flour. The mill was a big help to the farmers to grind corn and other grains. Also farmers could buy the supplies they needed.

During the Civil War the mill was used as a court for several court-martial trials. Several murder trials were also held here. Mortimore Wenner was the first owner of the mill. In 1870 it was sold to Charles Wenner who added to it. B. P. Crampton Company bought the mill in 1883. When a new Co-op Building was built in 1962 the old mill was abandoned. On April 20, 1972 it was destroyed by fire.



BRIDGES

Over the years the town of Brunswick has had 3 different bridges plus 3 pontoon bridges. The first was a wooden bridge. The Loudoun and Berlin Bridge Company started construction in the year 1856. It was finished by 1858. The bridge was a double-track wooden covered bridge erected on eight stone piers.

As the Civil War came, the people of Berlin were divided between their loyalties. Both the North and South saw that the bridge was important. Whoever controlled the bridge controlled the ferry, the canal and the railroad in this area.

General Robert E. Lee wanted the bridge destroyed. On Sunday, June 9, 1861, Confederates saturated the bridge at Berlin with kerosene and placed powder in various places. When a torch was set to the bridge, flames leaped high up in the air, lighting up Berlin. To the furious cracking flames, the roar of exploding gunpowder was heard. Nothing was left of the bridge but the stone piers.

To get into Virginia, Northern leaders built two pontoon bridges to cross the Potomac River. After the battle of Antietam, Ben McClellan, a Northern leader, and his men camped along the Potomac River between Berlin and Harpers Ferry. On October 26, 1862, McClellan started leading Northern men into Virginia across the pontoon bridges. By November 1, 120,000 men and 40,000 horses had crossed the Potomac River on the Berlin pontoons.

These pontoon bridges later were taken up and the North used them to cross the Rappahannock River at Fredericksburg.

In 1863, General Hooker crossed into Maryland on a pontoon bridge and marched toward Frederick where he transferred the command of the army to General Meade. Following the battle of Gettysburg, part of Meade's troops crossed back through Berlin to Virginia.

From that time on until the end of the war, the little town of Berlin was quiet. A ferry was used to cross the river until an iron bridge was built by the Youngstown Bridge and Iron Company in 1893. The iron bridge was built for the Brunswick and Lovettsville Bridge Company. It was to be used as a toll bridge.

The bridge was erected on the same piers as the wooden bridge. It was made of ten spans that were 171 feet each making the bridge's total length 1,710 feet. In 1930, the bridge was purchased by Maryland and Virginia. The purchase cost \$60,000. After 1934, people no longer had to pay to cross the bridge.

The iron bridge was torn down in 1955 when a new, modern bridge was completed several feet upstream. The present bridge, costing \$2,500,000, is a 20-span structure of 2,425 feet. It was dedicated in 1955.



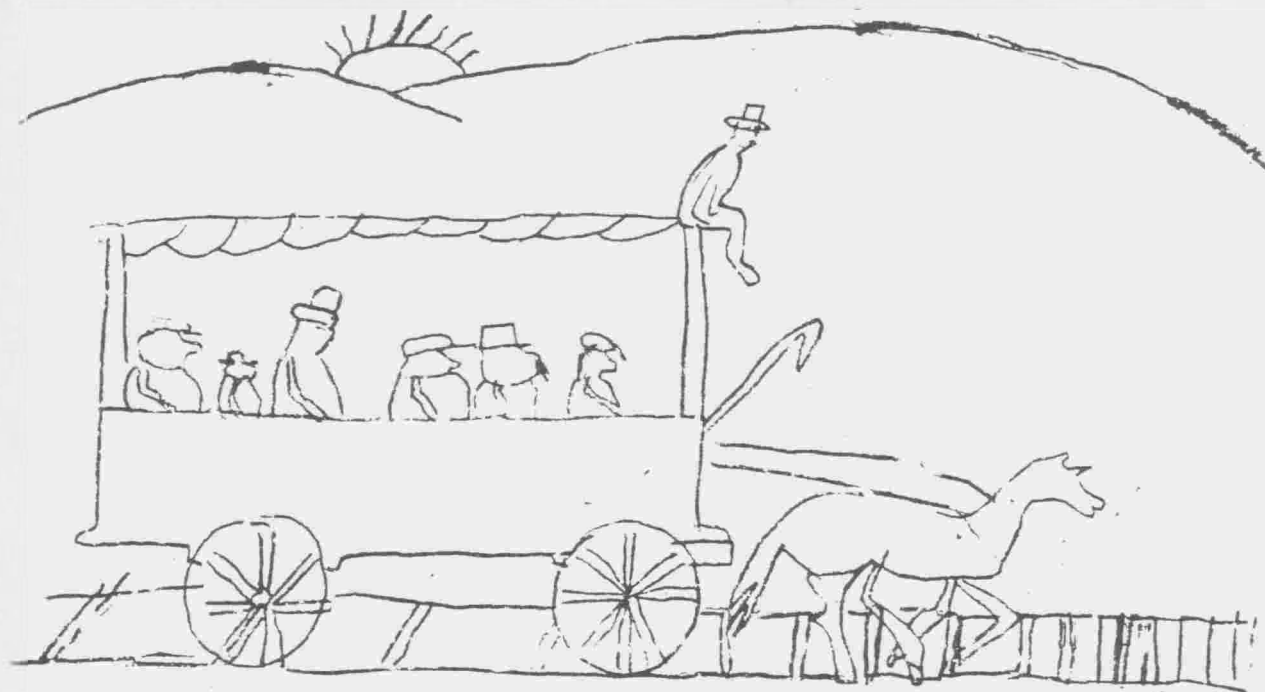
THE RAILROAD

EARLY HISTORY OF B & O RAILROAD

It is doubtful if the little town called Berlin, now Brunswick, realized the importance of what was happening in Baltimore on July 4, 1828. The people of Baltimore were having a big parade to celebrate the starting of the Baltimore and Ohio Railroad. A group wanted to build this railroad from Baltimore to the Ohio River. Some people thought this was impossible. Some called it, "The Great Adventure." At this time the people did not know exactly what route the B & O would take. "The Great Adventure" was to change the life of the people of Berlin.

On December 31, 1831, the first B & O train went from Baltimore to Frederick. It was pulled by horses. Then trains started going to Frederick twice a day. It took about eight hours to get to Frederick from Baltimore. In towns along the way trains stopped for meals. They also stopped to change horses twelve times. In about a year 89,000 passengers and 41,000 tons of freights had traveled between Frederick and Baltimore.

The very first steam engine was built in 1831. It was called the "Tom Thumb." There was a race between the "Tom Thumb" and a train pulled by horses. At first the "Tom Thumb" was winning, but an engine belt slipped and the horse-drawn train pulled ahead and won. Later, larger and better steam engines were built that replaced the horses.

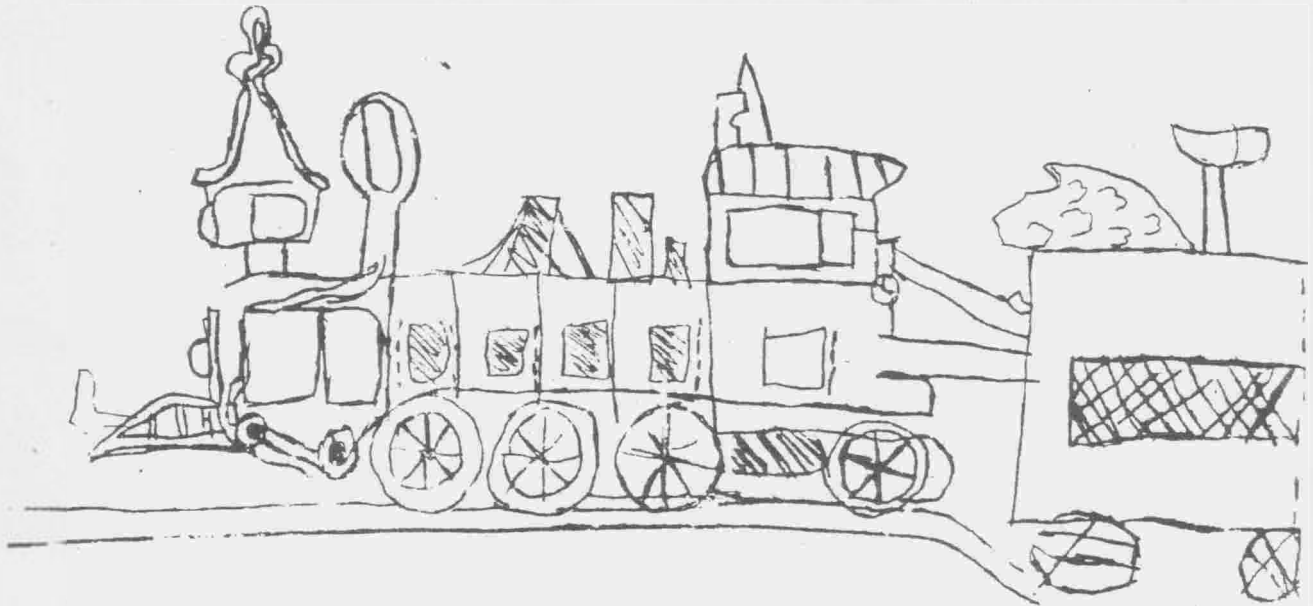


THE RAILROAD COMES TO BERLIN-BRUNSWICK

Because of the hills and mountains to the west of Frederick, another way had to be found for the B & O to reach the Ohio River. The route along the Potmac River was chosen because of the naturally flat land that is usually found along a river.

When the railroad reached Point of Rocks, it found itself in a legal battle with the C & O Canal, over all the land from the edge of the mountain to the river. In order for the railroad to get around the mountain, it had to reach an agreement with the C & O Canal to use some of this land. The railroad had to agree to build a solid, high board fence between the railroad tracks and the canal at places where they came together. The canal wanted this done because it was afraid that the steam engines would scare the mules pulling the canal boats. This didn't work, so they decided that trains between Point of Rocks and Harper's Ferry would be drawn by horses. This lasted about a year.

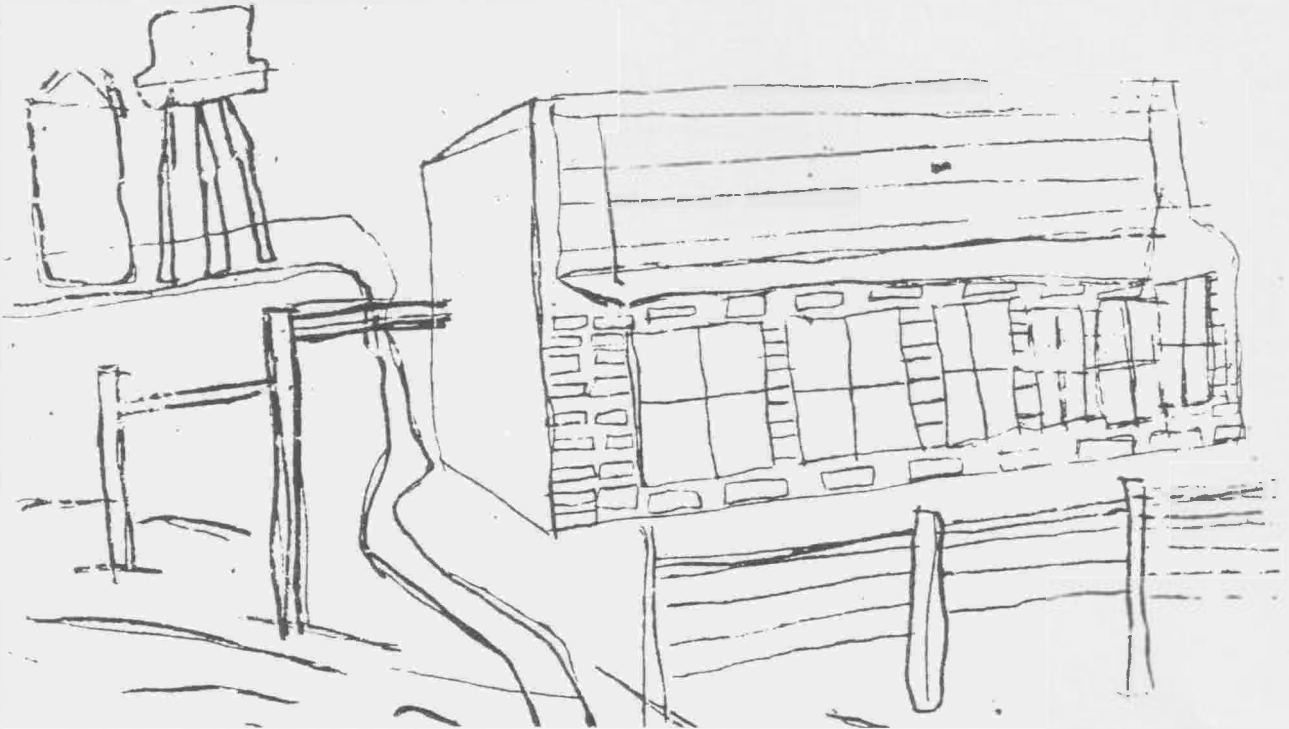
The B & O Railroad officially arrived in Berlin in 1834. Even though the railroad passed through Berlin, the town was thought of as a canal town until the railroad yards were built in the 1890's.



THE RAILROAD AND BRUNSWICK

In the late 1800's the little town of Berlin-Brunswick didn't realize the important part it would play in the history of the B & O Railroad. As the railroad grew, it needed a place to be able to switch cars to make up new trains. Because of its central location and available land, Brunswick was chosen.

The B & O quietly began to buy land around Brunswick. In 1890 it began to build the railroad yards. The small, quiet canal town was changing instantly into a growing railroad town. The population grew from 200 in 1890 to 2,471 in 1900. By 1910, there were almost 5,000 people living in Brunswick. Brunswick became one of the major railroad yards in America. This was true until the end of World War II.



THE ROUNDHOUSE

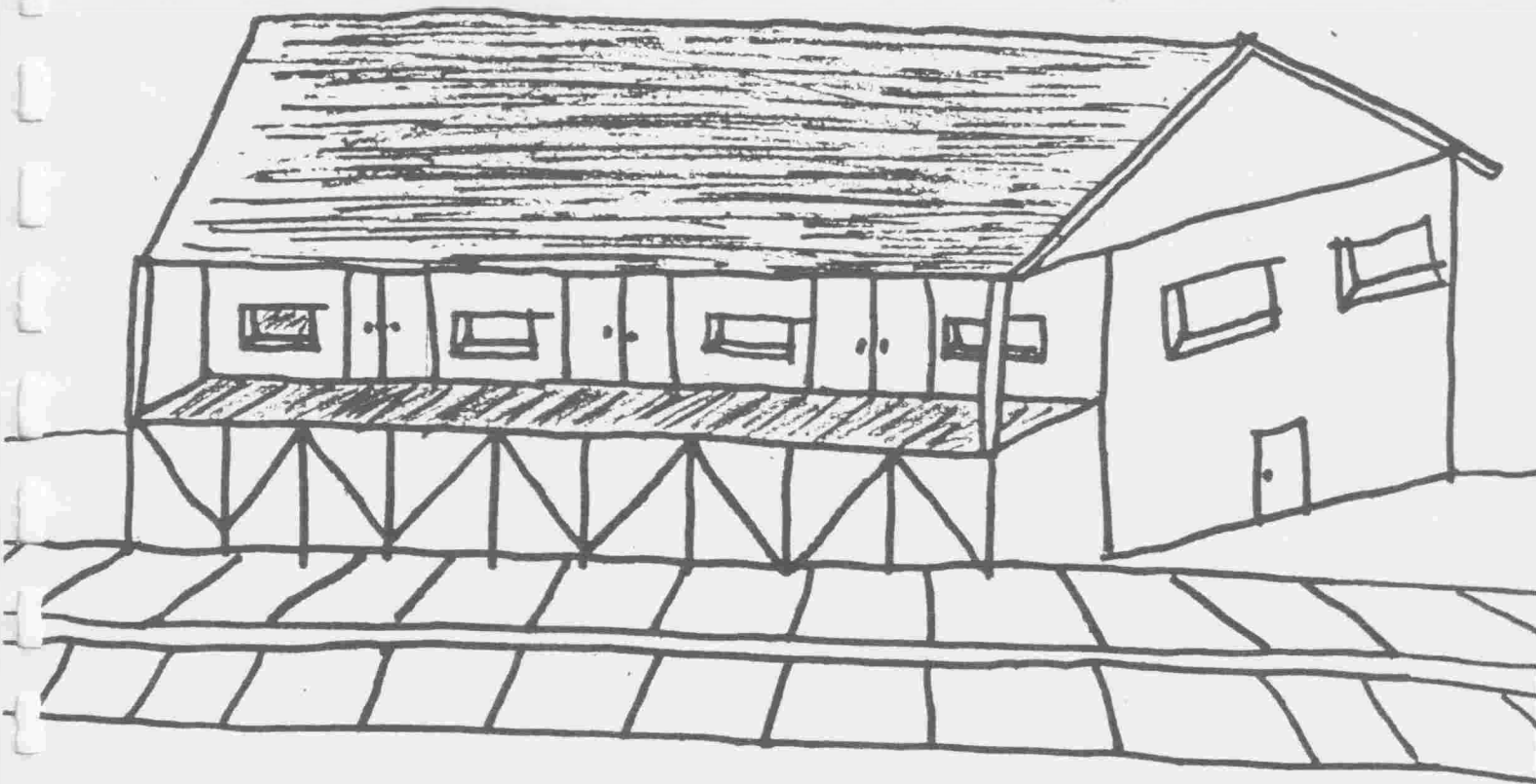
After the railroad yards were built, Brunswick was used as a point where trains were made up that could be sent either west or east. The railroad needed a place where steam engines could be repaired and also turned around. In order to do this, the roundhouse and turntable were built. The turntable is at the entrance of the roundhouse. It is a track that turns engines around to locate them on repair tracks or inspection pits in the roundhouse.

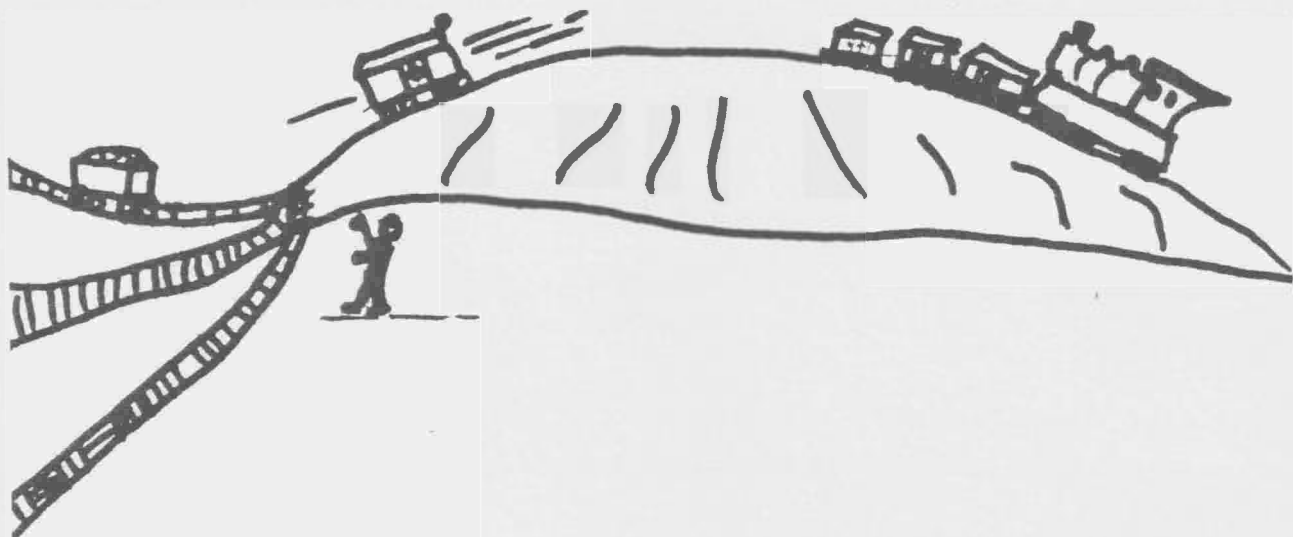
The first roundhouse was built in 1891. In 1910 it was replaced with a bigger one that had twelve stalls. In 1917, it was made even bigger so there would be 19 stalls. The turntable and roundhouse are still used today, but not as often for diesel engines. The change from steam to diesel power came about 1950.

THE CAR YARD AND TRANSFER SHED

Just as the railroad needed a place to repair the steam engines, it also needed a place to repair the railroad cars. The place where they made these repairs is called the car yard or shop track. It is located in the east-bound yard, which is in the west end of town. Railroad cars that need repair are placed on the shop track for the men to work on. A blue flag is then placed at the entrance of the track. The blue flag is to notify others that men are working on the cars. This way the cars will not be moved and the workers will not be injured. The car yard is an important part of the railroad in Brunswick. A lot of men are employed to work here.

In the early 1900's, there were very few delivery trucks as we have today. Railroads were used to deliver items to individuals and businesses. Trains full of cargo came to Brunswick. At the transfer shed merchandise was sorted out and sent on to its proper destination on other trains. Merchandise that was supposed to be delivered close by, was put into a box car which was called a way car. The way cars would drop off the cargo at different stations where people would come to pick up their purchases. Many people worked at the transfer shed unloading cargo, sorting it, and reloading it in new cars to be sent on.





THE HUMP

The "Humps" were used to separate cars from inbound trains to tracks where trains were made up to go to various cities. The "Hump" was just a railroad track built up on a mound to a high point and down on the other side. Trains coming into the yard from either the east or the west have cars that are going to different cities. These trains are pushed up the "Hump" and at the top are unhooked and rolled down the other side. A man called a brakeman would ride each car down the "Hump" and operate the hand brake on the car. At the same time, another man called a switchman would throw different switches to let the cars go onto tracks where a train was being made up that was going to a specified city. The yard at the lower side of the "Hump" where the trains are made up is called the classification yard.

Working on the "Hump" was very dangerous because cars had to be switched day and night in all kinds of weather. A hospital was located in the YMCA building to care for people who got hurt. This happened a lot.

THE RAILROAD AND BRUNSWICK TODAY

For many years Brunswick was one of the B & O Railroad's main freight yards. The railroad was the town's only major industry. Brunswick became known as a railroad town. With new inventions, life in Brunswick with the B & O began to change. When trucks and new highways came along, there was no longer the need for the transfer shed. Freight cars that could keep cargo cold were built so the icehouse was not needed. Diesel engines were built to replace the steam engines. The B & O needed a larger yard because the diesel engines were bigger and could pull bigger trains. Brunswick did not have more land for the railroad to use so the railroad yards were moved to Cumberland, Maryland. This all meant that many people would be out of jobs.

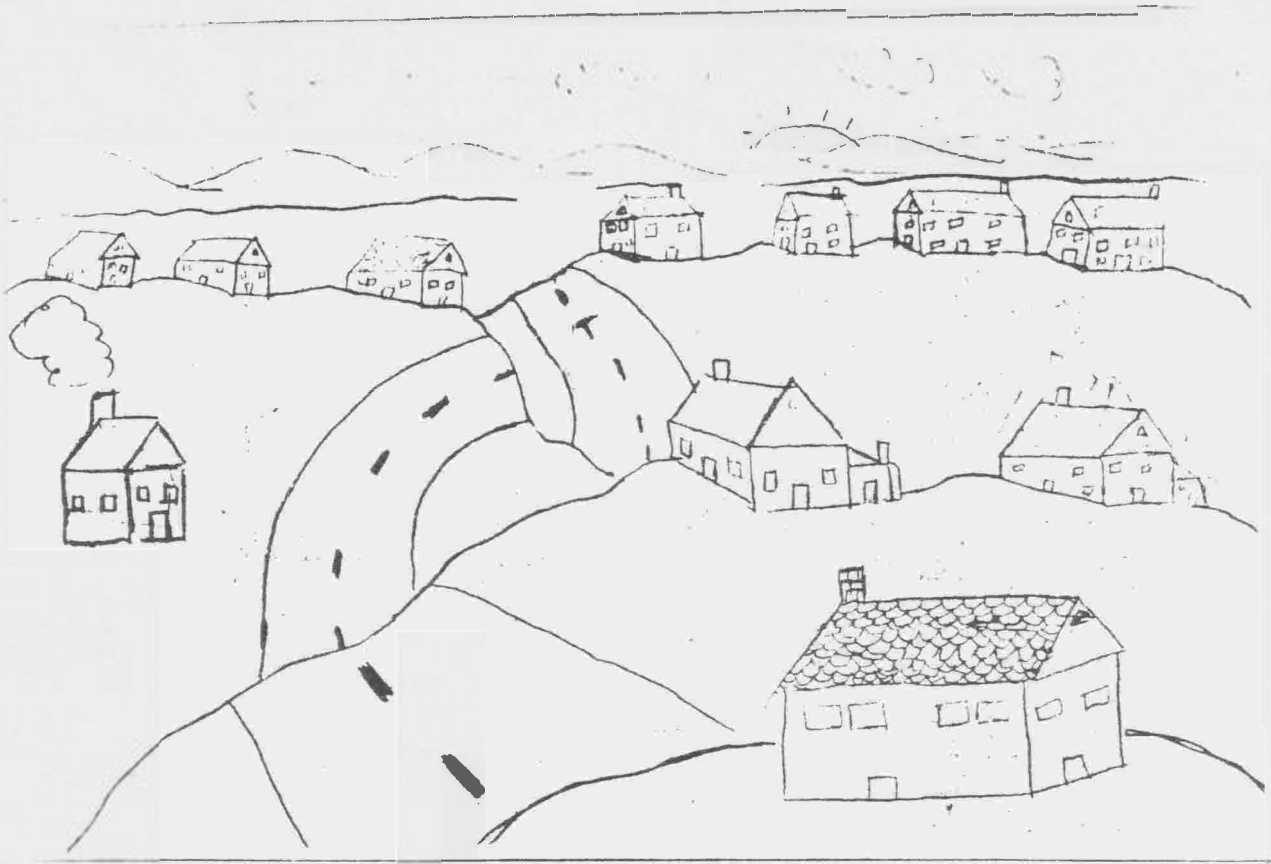
The yards in Cumberland were not large enough to handle all the business. Coal that is going to be shipped overseas is brought to Brunswick. This coal is stored here. When boats come into the harbor in Baltimore, the coal is taken there and loaded onto the boats to be shipped out.

Today the car repair is still being used. It offers jobs to the largest number of people in Brunswick who still work on the railroad today.

Brunswick's population today is about 5,000, but only a small percentage of people work on the railroad. Many of the new residents are people who have moved to Brunswick to get away from the cities. During the week there are commuter trains that leave Brunswick to take people to the city to work.

Modern ways have done away with a lot of jobs on the railroad, but still Brunswick owes its very existence to the railroad. It built some of the first homes and provided many jobs in the early Boom days of the town.

THE HILLS OF BRUNSWICK



SANDY HOOK HILL

The hill that is part of 4th Avenue had many names. It was first called Gobbler's Knob. The reason it was called that was the Indians had meetings there and made loud Indian noises that sounded like turkeys gobbling. The early settlers just decided to give it that name.

Later it was called Sandy Hook Hill because some people from Sandy Hook moved to Brunswick to work on the railroad, and they lived on that hill.

Brunswick High School was built on top of this hill in 1912. Then the name was changed to High School Hill. The hill was so steep that the school buses had to park at the bottom of the hill and children had to walk up and down the hill to get to and from school.

WENNER'S HILL

Wenner's Hill is now know as North Maple Avenue. It divides the town into east and west Brunswick. The hill was named after the Wenner family who owned the farmland in this area of town.

At one time, there was an apple and peach orchard here. There was also a barn and a slaughter house on the land. The meat was sold in a store that was operated by Mr. Wenner.

Mr. Wenner sold land from the hill to people to live on. The first home on the land was owned by Sara Wentzel in about 1889.

NEW YORK HILL

New York Hill is located in the eastern part of Brunswick. It is really Ninth and Tenth Avenues. In the 1890's the Baltimore and Ohio Railroad had a company from New York to build a row of houses for their employees. These houses were built on Fitzgerald Row, which is now Tenth Avenue. This part of town was called New York Hill after the construction company which built the houses.

Potomac Street runs into the bottom of Tenth Avenue. Here the railroad also had ten houses built. That section is called "Ten Row."

BRICK YARD HILL

Brick Yard Hill is another hill of Brunswick. It is now known as Second Avenue. It was called Brick Yard Hill because there used to be a brick yard at the bottom of it. Water from the stream was used to make the bricks. There were three houses going up the side of the hill. They were built in the 1900's. Then the hill was just a walking path. In the 1950's the hill became a dirt road; it was black topped in the late 60's.

Beyond the hill there was mostly farmland. Farmers planted crops such as corn, potatoes, beans, lettuce, and carrots.

In the winter the children used to go sled riding down the hill. The children went all the way from the top of Brick Yard Hill down to "A" Street. The people blocked the roads so the children would be safe when they came down the hill.

SCHOOLS



THE FIRST SCHOOL

The first public school in Berlin was in a log cabin. It was located on the corner of Maple Avenue and "B" Street. The first teacher was Ellen T. Brady from Ireland. She later married William Wenner.

In 1868 the log cabin was replaced by a one-room frame building. This was used as a school until 1890. The building was added to, and it is now the annex for the Baptist Sunday School.

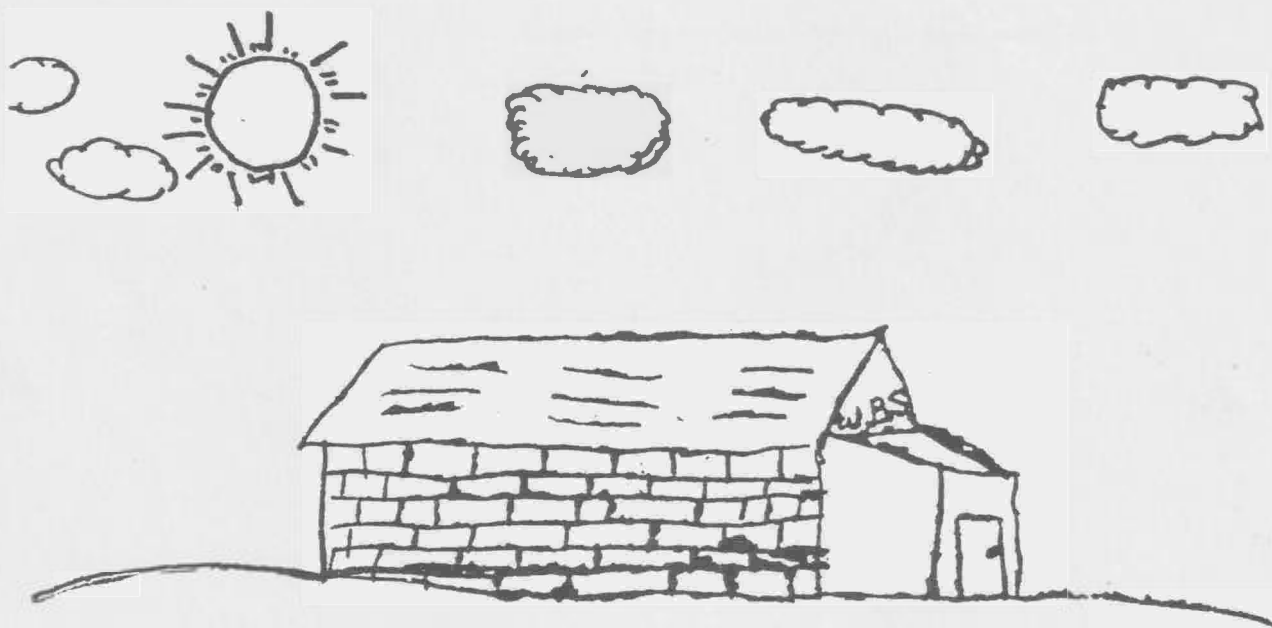
ONE-ROOM BRICK SCHOOL

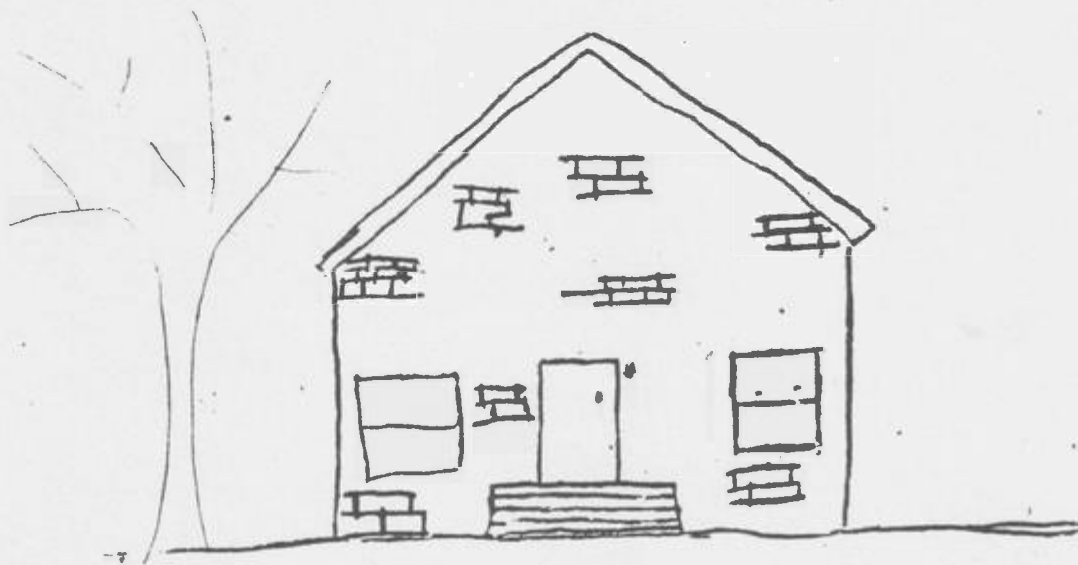
In 1890 a one-room brick school was built on land given by Mr. William Wenner. This school was in the area near the post office on Brunswick Street. The books were free and the children used slates to write on. Most times they used a wet finger or a rag to clean the slate.

The children had a ball field and swings hanging from a tree. There were two little buildings that were the out-houses. Children learned the 3 R's: reading, 'riting, and 'rithmetic. The one teacher taught all the subjects.

The boys sat on the north side and the girls sat on the south side. The students marched in a line and were seated. The teacher read from the Bible and said The Lord's Prayer.

Later the school was torn down and the bricks were used to build a school on Wenner's Hill for the Negro children.





THE NEGRO SCHOOLS

There were two Negro Schools for many years on "J" Street in the Wenner's Hill area. One was a wooden building for grades 1-3, and the other was a brick building for grades 4-6. There were about 25 to 30 children in each building. They walked to school and each brought his own drinking cup. There was no running water in fountains, so they got their drinks from a big water bucket. The only bathrooms were outside; one for boys and one for girls. Each school building had one teacher who taught reading, math, gym, music, history, geography, and science. Mr. Claude DeLauter was principal, and Mrs. Ruth Timmons, teacher for many years. In later years Ms. Emma L. Beard became principal, and Ms. Camille Robbins, teacher. At this time students went to high school in Frederick by riding the train. These schools were used until 1956. Then the students used the new Brunswick schools. There was no longer a need for the Negro Schools.

THE WEST BRUNSWICK SCHOOL

The West Brunswick Elementary School was built in 1890 on Brunswick Street, and it was used until 1952. The two-story building is still being used for the public library and the Masonic Lodge. The Masons bought the building, and they use the first and second floors to the west. The library is on the first floor next to the post office.

The grades were first through seventh, and most times the teacher-principal taught the seventh grade. The children had a large ball field and a playing space with high and low swings, a sliding board, see-saws and chinning bars. The teacher rang a hand bell when recess time was over. School started at 9:00 and was over at 4:00 and you had an hour for lunch. Most of the town children went home for lunch. The children who lived on the west side of Maple Avenue went to the West Brunswick School. The children who lived on the east side of Maple Avenue went to the East Brunswick School.



THE EAST BRUNSWICK SCHOOL

The town of Berlin-Brunswick was growing so fast because of the B & O Railroad yards that another elementary school was needed. Land was donated by the B & O in the east end of town. The school was built in 1892 between East Potomac Street and "A" Street on 6th Avenue.

The teachers at East Brunswick School put on very good plays and musicals directed by Mrs. Ottie Miller and Mrs. Margaret Strailman.

Both elementary schools (West Brunswick School and East Brunswick School) were in the Apple Blossom Parade in Winchester, Virginia, for many years. The two schools played against each other on Playday every spring. As the two school buildings developed maintenance problems, a new elementary school was opened in 1952 and the East Brunswick School became an apartment building. This building is now the Baxter apartments.

SHENK'S SEMINARY

In 1894 many students went to Brick Yard Hill to Shenk's Seminary, which was a private school. Professor Shenk taught music and his wife taught the other subjects. Some students walked and some rode horseback to get to school. Professor and Mrs. Shenk were killed in a tornado in the early 1920's at their small farm near Frederick.



THE CATHOLIC SCHOOL

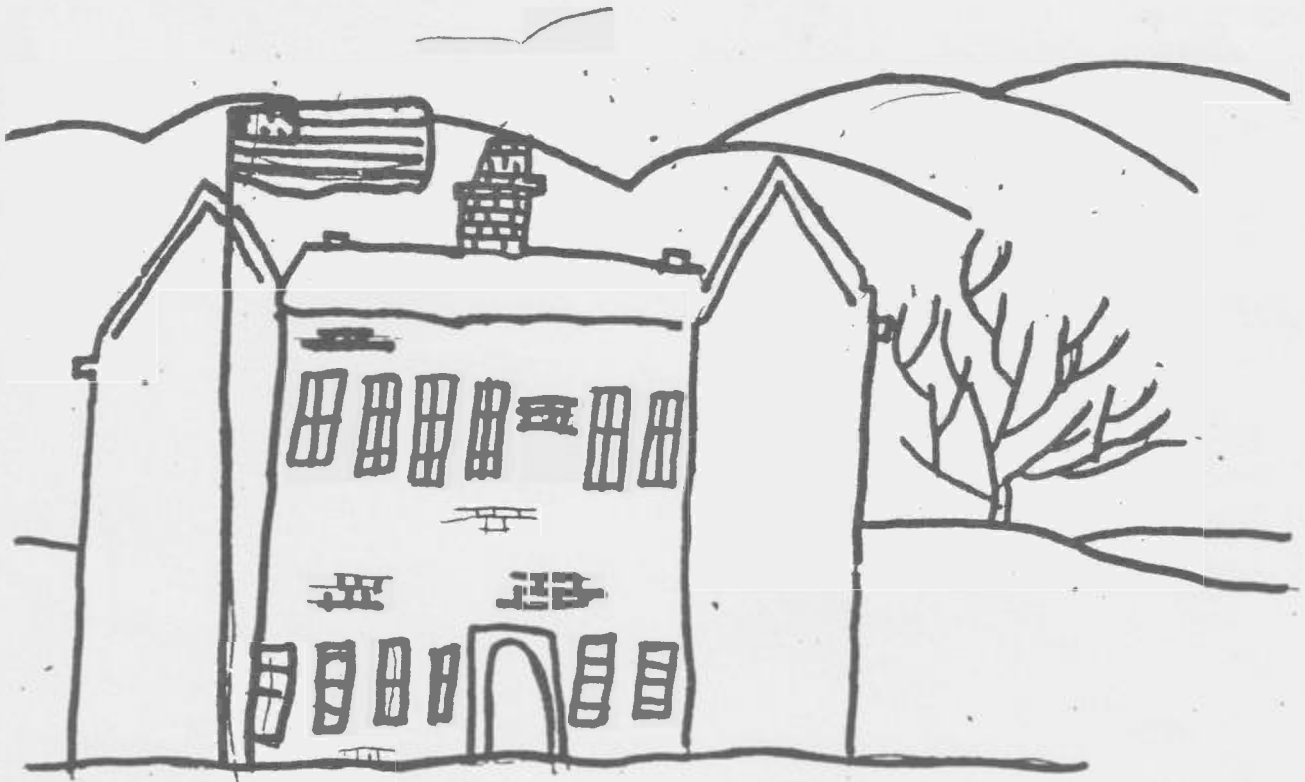
The Catholic School was a large two-story building behind the church. It was located on the south side of East "B" Street. The Catholic Sisters came from Frederick to teach the children. This school was used until the early 1930's and was torn down a few years ago.

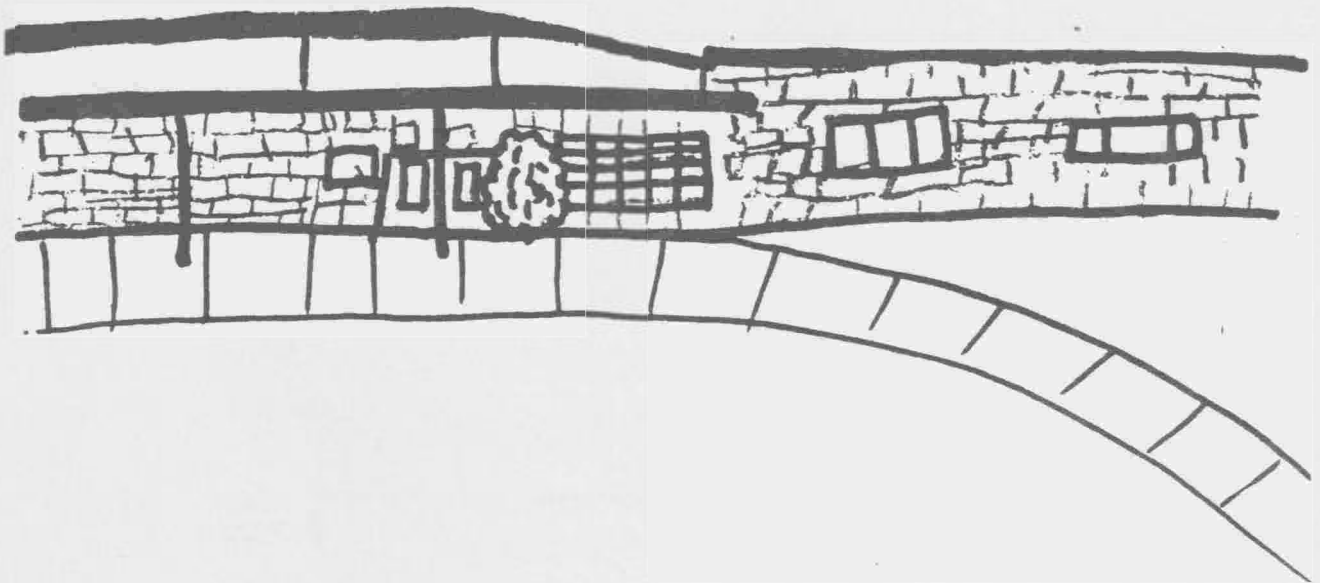
THE ORIGINAL BRUNSWICK HIGH SCHOOL

At one time a house on the corner of East Potomac Street and Sixth Avenue was used as a high school. Later a part of the East Brunswick Elementary School was used for a high school until one was built on Sandy Hook Hill (Fourth Avenue).

The Brunswick High School was completed in 1912 and was located at the top of Sandy Hook Hill. The buses never came up the hill; the hill was very steep. Some students rode the train from Sandy Hook, Weverton and Knoxville. This high school had a portable that was used for shop classes. In January, 1928, this school burned and the students went to classes in the Red Men's Hall and the Methodist and Reformed Churches. In the first floor of the Red Men's Hall there was a bakery and students loved to buy doughnuts between classes.

After the Brunswick High School was rebuilt, it was used until 1965. Recently, the building was demolished and many people got bricks for souvenirs.





BRUNSWICK ELEMENTARY SCHOOL

Brunswick Elementary School is located on the top of a hill on Central Avenue. In 1952, the East and West Brunswick Schools were closed and all the town and surrounding area students come to Brunswick Elementary School.

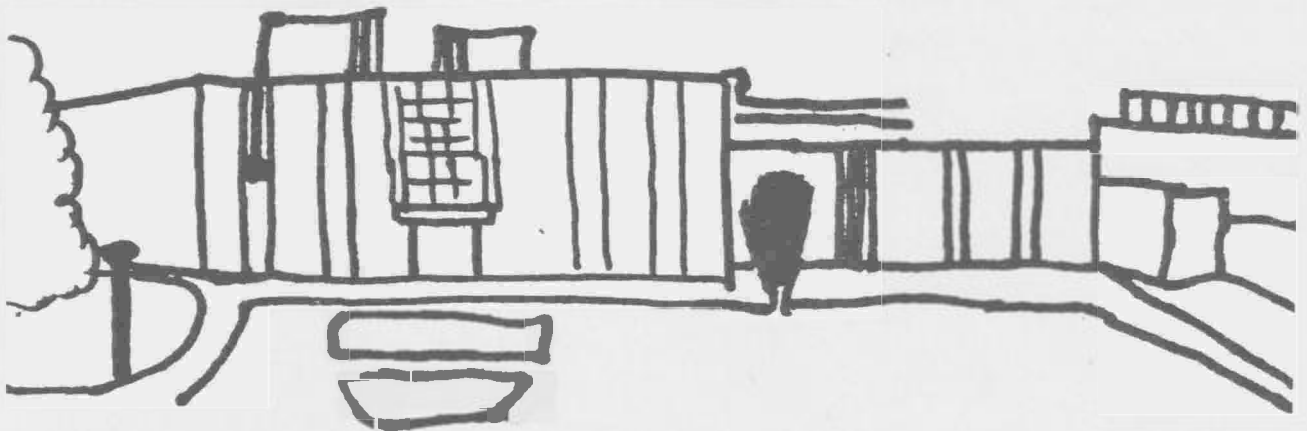
Miss E. Virginia Wenner was the principal, and there were fifteen teachers. The grades were first through sixth, and the rooms for the two kindergarten classes were added later. In 1980 the school was completely renovated. During the renovation, the fifth and sixth grades went to Valley Elementary School for a year and a half.

THE NEW BRUNSWICK HIGH SCHOOL

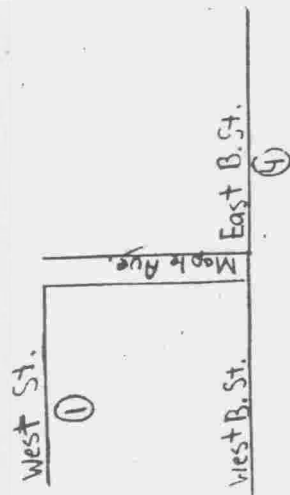
The Brunswick High School was completed in 1965 and is located in the east end of town. It is on Cummings Drive. The new high school is of brown bricks and has two floors. It has a large gym and auditorium, automotive shop, vo-tech center, and a vo-ag center.

In 1971, the sixth year students went to the Middle School, which included 6th, 7th, and 8th grades.

Now there are six portables and they have grades 7 and 8. There is a principal for the middle school and his office is in a portable.



Location of Schools in The 1920's



BRUNSWICK ST.

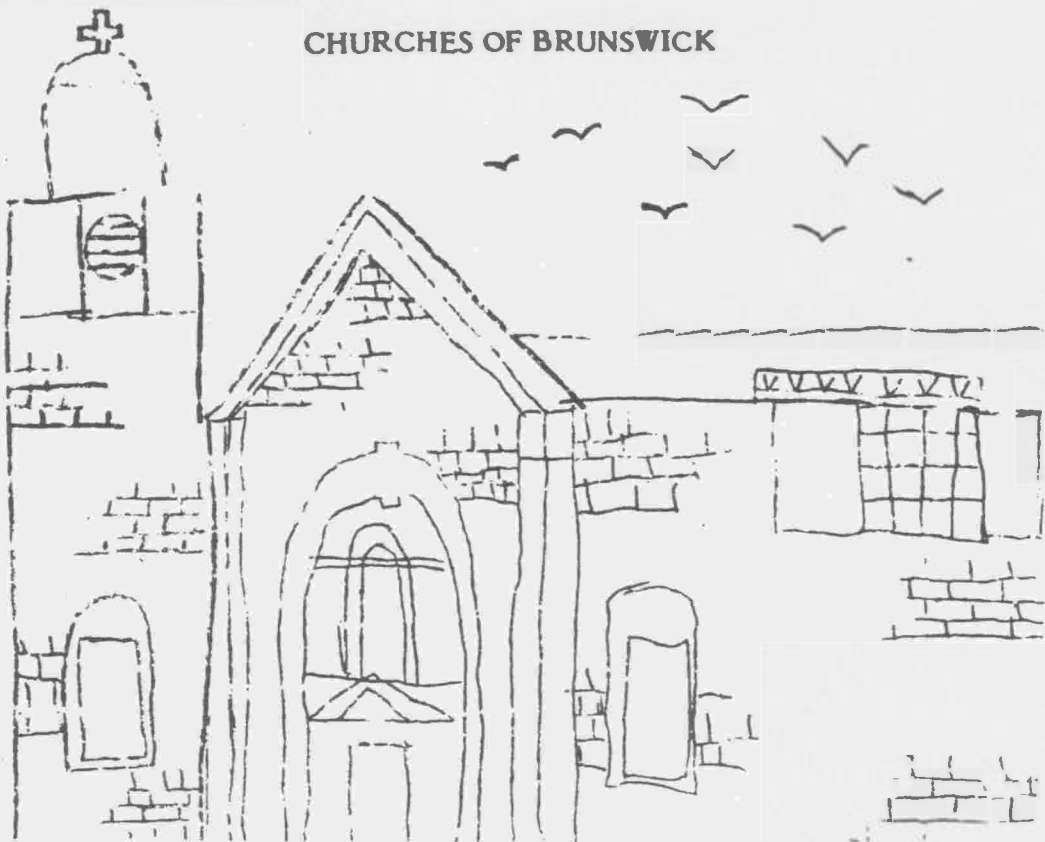
KEY

1. Negro School until - 1965
2. West Brunswick Elem. - 1920-1962
3. Shanks Seminary - 1922
4. Catholic School until -
5. East Brunswick Elem. 1962-1963
6. Brunswick High School 1912-1965



B&O - Chesapeake Railroad

CHURCHES OF BRUNSWICK



FIRST METHODIST CHURCH

Being the first church in Brunswick (then Berlin), it was originally located between the railroad tracks. It was organized in the fall of 1851 by Rev. Joseph M. Spangler. At that time the church was a long building on a lot next to the old City Hall. This was on the west side of Middle Street, which is now Maryland Avenue. The building later became a home and was owned for many years by the late Mr. Webb Hawes. As the first church it became the center of religious life in the community. In 1852 the first Sunday School was organized.

During the pastorate of Rev. Henry P. West a new building was erected in 1873. It was built on a site given by the Ridenbaugh family and is still located there. In 1893 a new 16 foot front was added, the bell tower was changed and the interior renovated. The parsonage was built in 1898-1902. The frame church was torn down and the present brick structure was built in 1907. In 1941 the addition of a fellowship hall, chapel and meeting rooms was completed under the leadership of Rev. Norman L. Trott. He later became the president of American University. During the summer of 1964 the present steeple and carillon were completed. This church sponsored the Boy Scouts and a nursery school for many years.



ROMAN CATHOLIC CHURCH... ST. FRANCIS

In 1890 a small mission Catholic church began in Brunswick under the leadership of Rev. John Barry. It was located on 7th Avenue. In the basement was a small parochial school. The church was completed in 1894. It was part of St. Mary's Parish, Petersville, led by Rev. James O'Connell.

With the growth of the town the church looked for more land to build a new church. In 1904 land was bought on the corner of First Avenue and B Street. Here a church, rectory, school and convent were constructed. Since then the school has closed and the convent has been torn down, but the church has many active members. It was the custom for many of the community to attend midnight mass on Christmas Eve.

FIRST BAPTIST CHURCH

The First Baptist Church began in 1905 with services held in the Red Men's Hall. The pastor was Rev. Benjamin B. Porter. The congregation started collecting money to build a new building. On July 28, 1908, the cornerstone was laid for the new building, and the first service was held in the basement on January 1, 1909. The church is located right in the middle of town at the foot of Maple Avenue.

As the church grew it needed more space for its Sunday School. They bought a house on the corner of Maple Avenue and B Street in November, 1954. After it was renovated classes started on June 12, 1955. Much of the progress of the church came with the leadership of Rev. Leonard D. Carmack.

In the summer of 1983 a truck's brakes didn't work, and it ran into the church. The building has been remodeled since then and still serves its many members.

NEW YORK HILL METHODIST CHURCH

The first services for this Methodist Church were held in the city park in 1893. Hymnals and pews were loaned by the Presbyterian Church. To make the meeting place protected from the weather, a tent was brought from Washington and erected on a lot on Ninth Avenue. This was directly across from what was the New York Hill Market. Adequate for a time for the congregation of 18 families, the tent had to be replaced with a building.

The B & O Railroad donated a corner lot at Ninth and Park Avenues for the erection of a frame building. The cornerstone was laid November 7, 1894, and the front portion of the church was built. An educational unit was completed in 1917. This provided Sunday School space and a large kitchen and social hall. In the fall of 1983 the exterior was renovated with a new roof and white siding. This church provides space for a nursery day school and community workshops.

BETHANY LUTHERAN CHURCH

The first service of this church was held in a storeroom on Fifth Avenue. In 1893 a piece of land on E. C. Street was brought for \$105. The cornerstone for a new building was laid on September 24, 1893, and the Bethany Lutheran Church was officially organized in August, 1898. In 1903 the building was sold to a Mr. Hudson for \$795.

The cornerstone for the present church on A Street was laid August 14, 1904. The first service was held in the basement January, 1905, led by Rev. Charles S. Hess. The building was completed July 16, 1905. A memorial window was given in recognition of the valuable gifts from Joseph Waltman. In 1916 the present parsonage was built. The church was renovated and rededicated in 1932. The community looks forward to the kinkling sale held each year during Lent.

FIRST CHURCH OF GOD

The First Church of God was organized on September 27, 1926 with 53 members. This organization was the result of a four week evangelistic campaign conducted by Rev. John H. Gonso. The first Sunday School was organized on October 3, 1926 with 50 members. On the same evening a society called Christian Endeavor was organized with 43 members.

The cornerstone of the church building was laid on November 14, 1926 and dedicated on February 27, 1927.



GRACE EPISCOPAL CHURCH

The Episcopal Church is part of St. Mark's Parish and was built in 1892. It is located on the corner of "A" Street and Second Avenue on land donated by the B & O Railroad. The original chapel was replaced in 1923 with the present fieldstone structure. It is made of Virginia fieldstone in Gothic design, and was built by Mr. Karn. In the church there is "The Lord's Table" which brings food to the sick and elderly. A team of four people visit prisoners three Saturdays each month. To help the community the basement was used for many years as a youth center. They also sponsored the Girl Scouts. The annual harvest dinner is attended by the whole community.

THE CHRISTIAN AND MISSIONARY ALLIANCE CHURCH

This church was started on January 14, 1932 at 404 A Street. The first pastor was Rev. Venice Smith. Much growth took place over the years under the leadership of Rev. W. G. McVickers, Rev. Clark Latshaw and Rev. Franklin Klein. In 1970 the people built a new building on Petersville Road. They support many missionaries around the world.

MT. OLIVET BAPTIST CHURCH

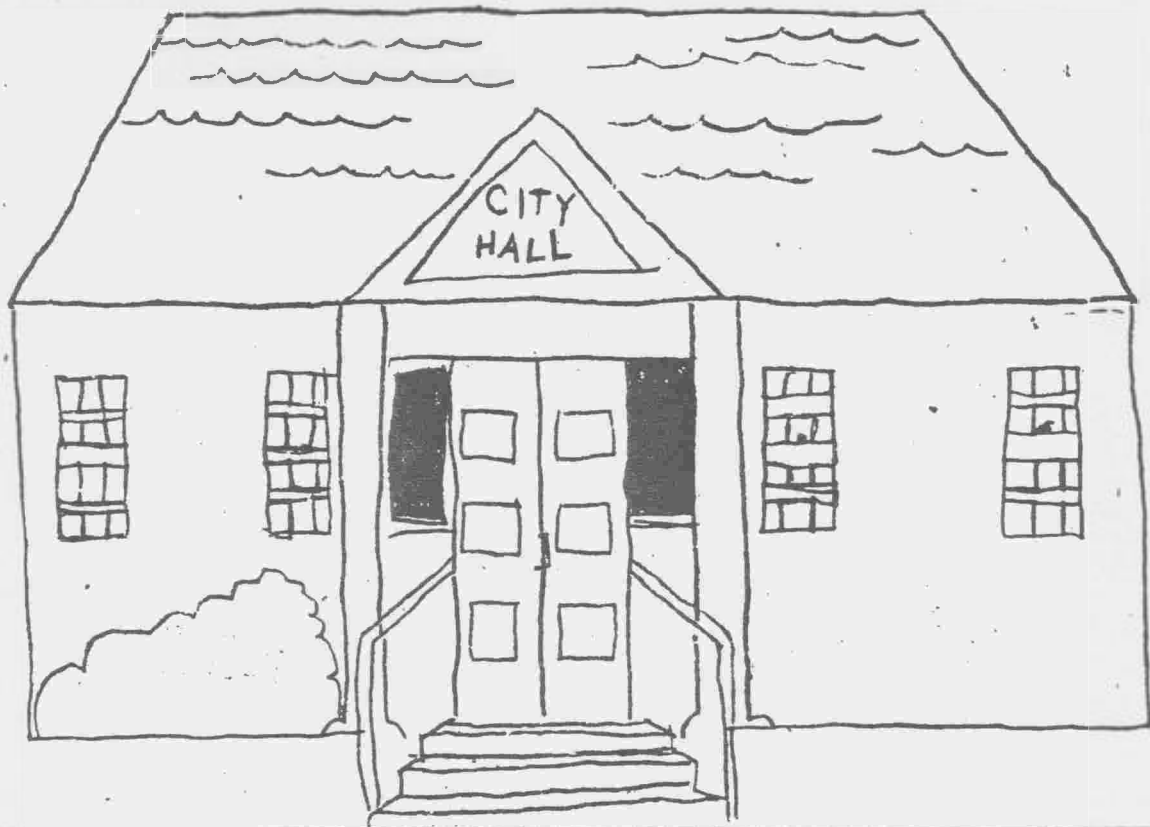
This church, now located on West J Street, was organized August 13, 1905. At that time the trustees were Henry Beard, Sr., William Brooks, Albert Campbell, Charles W. James and W. C. Monroe. Before building the present structure in 1914, the members met in different places - homes, in "The Corn Crib" on the Charles Wenner property, and in the foundation of the new building.

CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS (MORMON)

The first service of this church was held on the top floor of the Moose Lodge with 65 members attending. J. Wayne Potter of Lovettsville, VA., was the first Branch President. As it grew, the church became an independent branch of the Washington, D.C. Stake or Center. Today they meet on West B Street with 150 members. One of their purposes is to make the family stronger.

PENTECOSTAL CHURCH

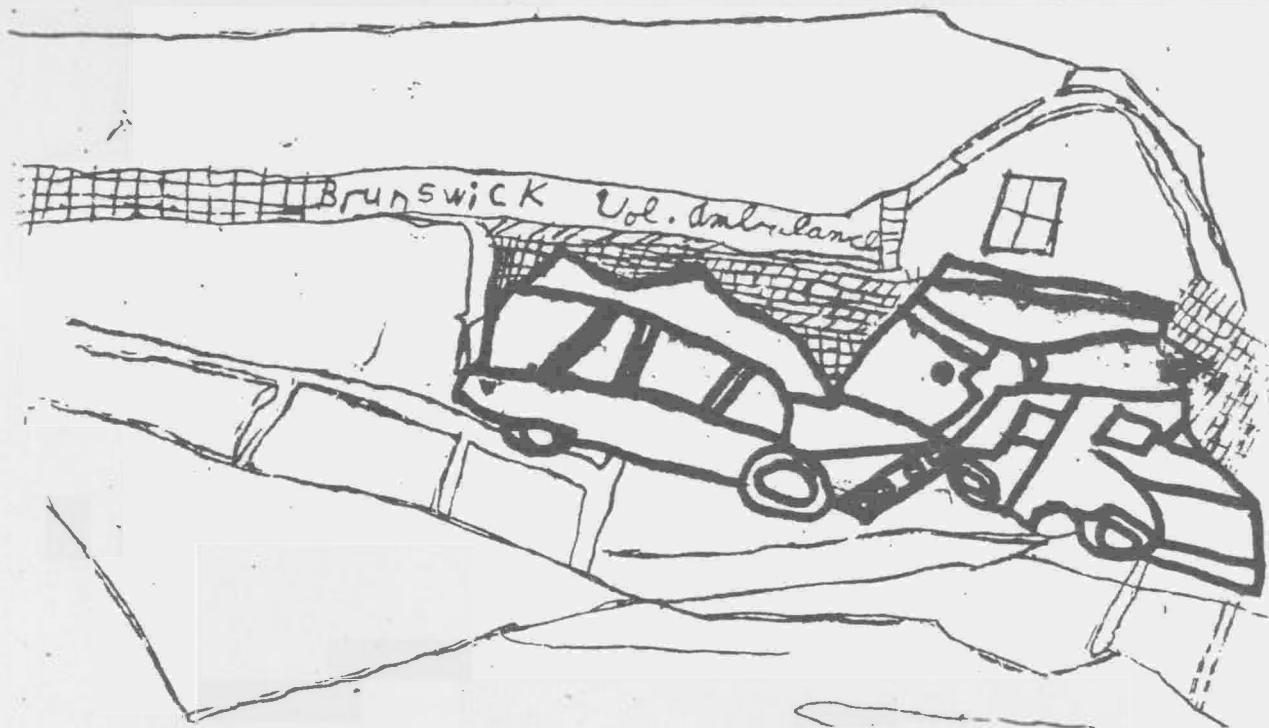
The Pentecostal Church was founded in 1925 by Bishop C.H. Johnson. The first services were held in the home of Mr. George S. Streams. Among the 30 members at that time was Mary Pauline Brooks, who lived to be 100 years old. It was her son, Bishop George Brooks, who helped Bishop Johnson find wood to build the church during the depression. Some of the people who helped with the work were George Frank, Clyde Brooks, June and Kenneth Lipscomb, Henry Beard, Dick Grayson, and Sam Streams. It was dedicated in 1933 and served the members for many years. Today it is no longer active.



THE GOVERNMENT OF BRUNSWICK

On April 8, 1890, the State legislature approved Section 28, Chapter 577, Laws of Maryland and Brunswick became incorporated. The first municipal election was held August 4, 1890, and John L. Jordan became the first mayor. From that time until the present there have been 18 mayors of the town of Brunswick. The present mayor, Jess D. Orndorff, has served the longest, with 19 years of dedication.

The town is empowered with a charter government. This means that the people of the town elect their own officers, who in turn make their own laws, pass their own ordinances, amend these ordinances themselves, and register their own voters. The charter states that there should be one mayor and six councilmen. These councilmen are elected at large, because there are no longer districts in Brunswick. They are elected for a four year term and have staggering terms of office. Therefore, there is an election every two years for councilmen.



THE BRUNSWICK VOLUNTEER AMBULANCE COMPANY

The Volunteer Ambulance Company was formed in Brunswick in 1958. There is no longer a hospital in town as there once was. At that time the group bought a 1946 Cadillac Ambulance. In the early 1960's they bought the property at 200 W. Potomac Street that was once the site of Wenner's Store. The company is now equipped with a 1966 Cadillac ambulance and also a 1969 Cadillac ambulance. In the spring of 1971 a fully equipped light rescue truck and a boat with motor were purchased. Many times people have to be rescued from the nearby river. The ambulance company is a member of the Frederick County Central Alarm System and has a very dedicated crew.

THE BRUNSWICK VOLUNTEER FIRE COMPANY

Our fire company joined the Maryland State Firemen's Association in July, 1910. On May 10, 1910, Mr. Edward C. Shafer was elected president of the Brunswick company, and W. C. Nuce was the first fire chief. A fire hall was erected at that time on a vacant lot near the present hall. The Brunswick Fire Company was incorporated in June, 1917, and is a charter member of the Frederick County Association.

They moved their location in 1928 to N. Delaware Avenue. The present fire hall was built in 1948 at 223 W. Potomac Street. Much equipment has been purchased over the years. In 1920 an American LaFrance pumper, hose and ladder truck was delivered. In 1930 a Ford-Howe pumper, hose and ladder truck was bought. Though the men have a good record of safety it is very dangerous work. Two men lost their lives in its service.

BANK OF BRUNSWICK

It was on April 16, 1915 that a group of area citizens met in Harmon's tobacco store for the purpose of starting a bank in Brunswick. As a result of that meeting, Articles of Incorporation were drawn calling for 500 shares of stock with a par value of \$50.00. The first subscribers were W. B. Washington, Frank L. Spitzer, J. P. Karn, and J. Lee Simmons. After the courts approved, the first stockholder's meeting was held in the Red Men's Hall. The following directors were elected: Messrs. Karn, Moore, Watson, House, Spitzer, West, Simmons, Brown, Virts, Compher, Kepler, Moler, Orrison, and Rau.

The bank opened and operated in the Red Men's Hall from 1915-1920. At this time it bought a two-story building on the corner where it is presently located. On the first floor behind the bank there was a barber shop and later the Gross Bros. appliance store. On the second floor was the Masonic Lodge meeting room and at the rear, the telephone exchange.

In 1956 the building was rebuilt into its present form. It stayed open to its customers in one part while they worked on another part. In 1969 the bank installed a drive-in window and parking lot. The bank is proud of its history as an independent, state chartered bank.

BERLIN-BARRY-BRUNSWICK POST OFFICE

The first post office was established in Berlin on April 26, 1832. The postmaster was J. T. Frazier. The official name was soon changed to Barry to keep it from being confused with the town of Berlin on the eastern shore. However, on May 17, 1890, the town's name was changed to Brunswick and this name is still used today.

The location of the post office has changed many times over the years. The first location was on South Maryland Avenue near the Gross Bros. store. It then moved to the Red Men's Hall and later to the Smith building on South Maple Avenue. Next it moved to the lobby of a hotel on Potomac Street. Finally a special building was constructed at 315 Brunswick Street in 1958, where it remains.

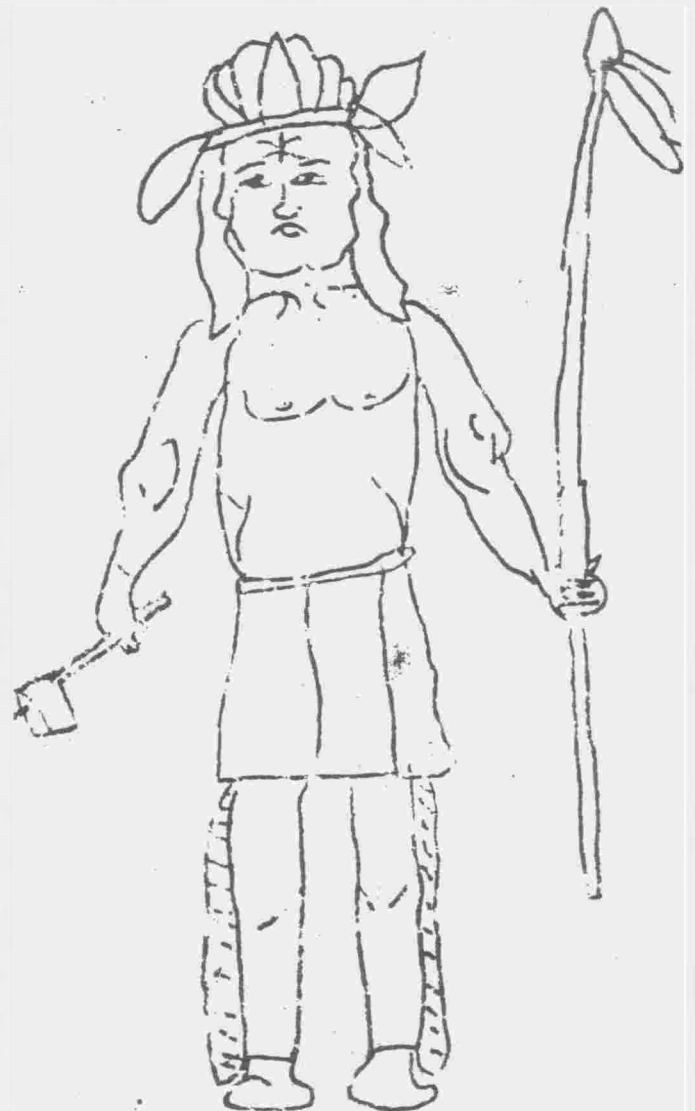
THE BRUNSWICK MUSEUM

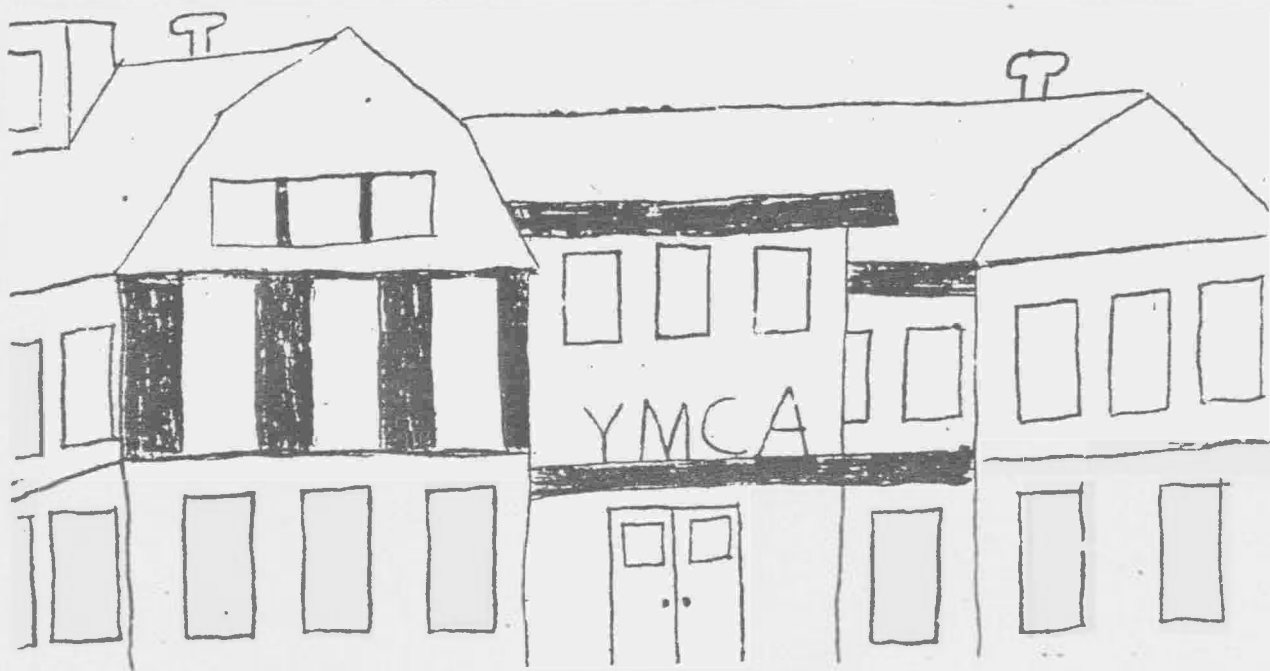
The building that is now the museum was built in 1906. It was called the Red Men's Hall. The Red Men's Lodge sold it to the Eagle's Club. The Brunswick Potomac Foundation bought the building in 1974 and planned to open it as a museum. E. Donald Darr, Mary Margrabe and Frances New had the idea to start the museum to preserve the history of the town. It would be a permanent place to show artifacts concerning Brunswick. Connie Koenig and the other members spent lots of time searching in people's attics and going to auctions to try to find items for the museum.

In 1965 a collection of items was displayed in the Kaplon Building for the Diamond Jubilee Celebration. Each year the Potomac Foundation used the display as part of their festival. In 1974 the collection was moved to its permanent home in the old Red Men's Hall. The museum has three floors. On the first floor is the gift shop and the baseball exhibit. In the exhibit you can see old baseball uniforms and gloves. There is also a permanent art display beginning on this floor and continuing on the second and third floors.

On the second floor there are three models of old rooms. You can see an old nursery, kitchen, and a living room like it was in the 1800's. Here you can also see old bottles, old checks, and old money. It has Civil War uniforms and old Indian artifacts of Brunswick.

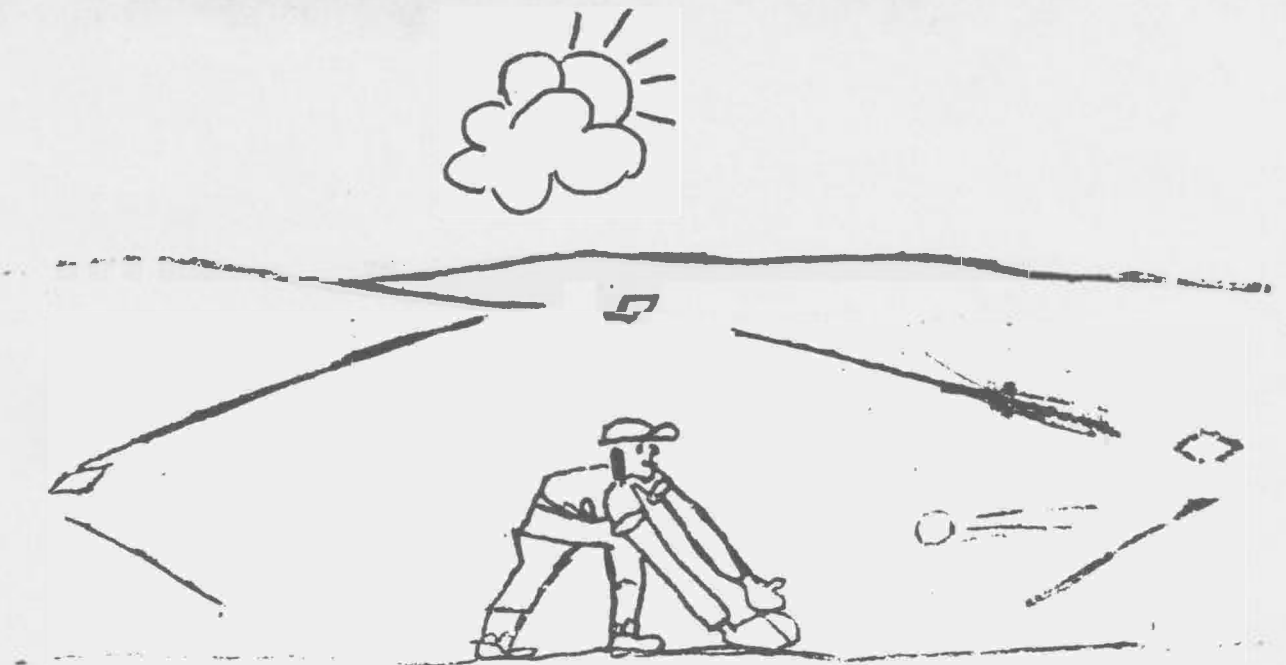
On the third floor there is a famous H-O scale model railroad. The people of Brunswick volunteered and helped to build it. This model has one-third mile of track and over 200 pieces of rolling stock. It shows the B & O Railroad line from Brunswick to Washington, D.C. There are replicas of the towns' train depots, tunnels, and bridges along the way.





Y.M.C.A.

The "Y" was built along Potomac Street in 1906 to be used as a railroader's home between runs or trips. It had candy counters, a barber shop and a restaurant as well as rooms for sleeping. On December 24, 1934 it burned down and was rebuilt in 1935. This time an annex on the east end of the building provided examination rooms for the railroad doctor, and a bowling alley in the basement as well. The annex had two doctors: Dr. West and Dr. Hedges, who helped the men who were hurt on the job. The flood of 1942 damaged the whole basement and part of the first floor. But a fire in 1982 completely destroyed this landmark. The railroad has begun looking for a new location as the people of Brunswick miss the "Y" very much.



SPORTS

Brunswick has always been a town that loves sports, especially baseball. In the 1890's, even before the town was incorporated, Brunswick had baseball. In the early 1900's, Brunswick had independent baseball teams, but these teams were not in any leagues.

In the 1920's, the Twilight Baseball League was formed. Teams were made up of players of the railroad workers, the town, and the high school. These teams played on Wenner's field close to where the Acme is today.

In 1928 E. W. Sheer Stadium was built. It was located where the Brunswick High School football field is located today. The stadium cost \$40,000 and was known as one of the best in the state.

Later in the 1920's a baseball team from Brunswick was formed to play in the Frederick County League. This team was sponsored by the Y.M.C.A. The best players from the Twilight League were picked to play on this team. The team played on Saturdays at Sheer Stadium. Brunswick won seven pennants in eight years between 1926 and 1933. Some of the players were Lee "Babo" Merriman, Eugene Smith, Garland "Firecracker" Smith, Marvin Younkens, Preston "Pres" Phillips, Ernest and Edgar Burch.

In the 1930's a Brunswick team joined the Tri-Country League because some players wanted to be able to play baseball on Sundays. Mr. Sheer wouldn't let the team play on Sunday in his stadium, so they played on Wenner's field.

Also, in the 1930's there was a semi-pro football team started. The area across from City Park on East Potomac Street was made into a field. Bleachers and grandstands were built along the street. Some Brunswick men along with some other men in the area made up the team. They played teams from Baltimore and other larger cities.

Also, in the 1930's, the MacFadden Soccer League was formed. The Brunswick team played on Wenner's field. They played teams like Hancock and Boonsboro. The Brunswick Fire Company sponsored this soccer team.

In the late 1930's and early 1940's people were beginning to find jobs again after the depression. There was also the threat of war. Most of the teams were broken up because there were not enough men to play.

Once again, after the war, Brunswick players made time for sports. In 1948, the Maryland State League was formed and it lasted until the 1960's. Also, there was a Heart of Maryland League formed. Brunswick had teams in both of these.

Little League Baseball was started in Brunswick on June 16, 1954. The original teams were the Cubs, Bears, Tigers, and the Lions. The Minor League was started in the 1960's.

Babe Ruth baseball began in 1955. Harry Nicholson was the president. Our Brunswick team won state championships in 1961, 1962, 1964, and 1965.

Midget Football was started in the early 1970's. It was put together to give children who had an interest in football a chance to develop football skills. Including cheerleaders, there are about 110 boys and girls in the program.

In 1976, PVYA, Potomac Valley Youth Association, was started. It became incorporated in 1980. Its purpose is to provide activities for boys and girls who live in the Brunswick High School area with activities such as soccer, baseball, basketball, and judo.

There is also a church basketball league made up of teams from the different churches in Brunswick.

In the early 1970's a slow-pitch softball league was started. It is made up of twelve teams. The slow-pitch field was named for J.W. Main in 1983. It is located across from Brunswick High School on Cummings Drive.

Brunswick is noted for its interest in sports.

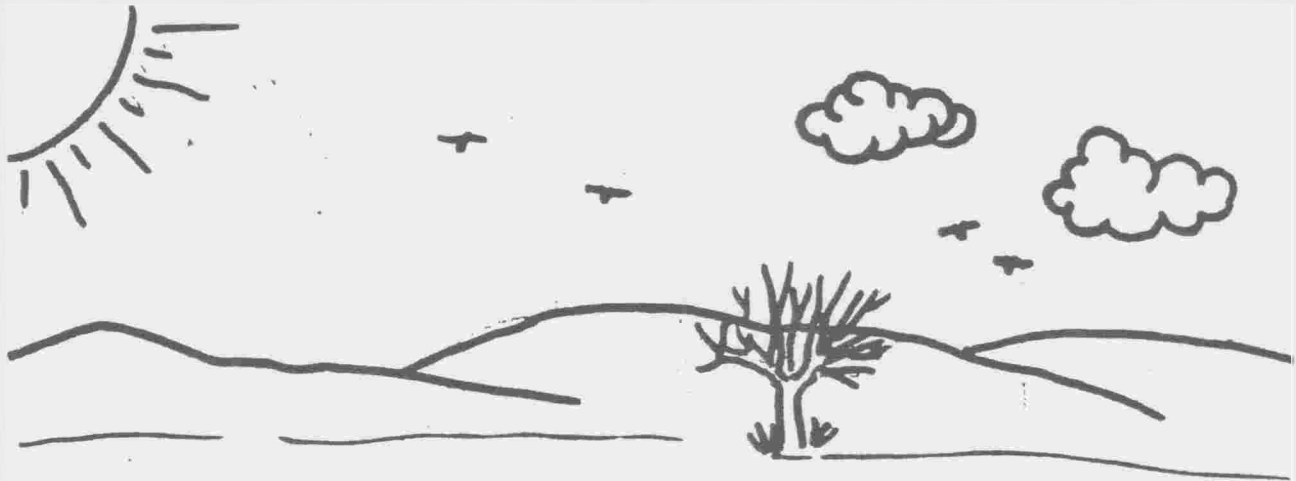
RECREATION

There are several recreation areas in Brunswick. One is the City Park on E. Potomac Street. It has a play area for children and young adults and includes tennis and basketball courts. Also, there is a large area for soccer, softball and football. The pavillion near the playground is used for dances, parties, and other activities. A pathway takes you to the historic Gum Spring.

Another recreation area is the Kim Weddle Memorial Park in Brunswick Heights. It provides equipment for very young children to play on and is named for a very young victim of leukemia.

Both the elementary and high schools have facilities for basketball, tennis, softball, soccer, football and track. A swimming pool is busy in the summer.

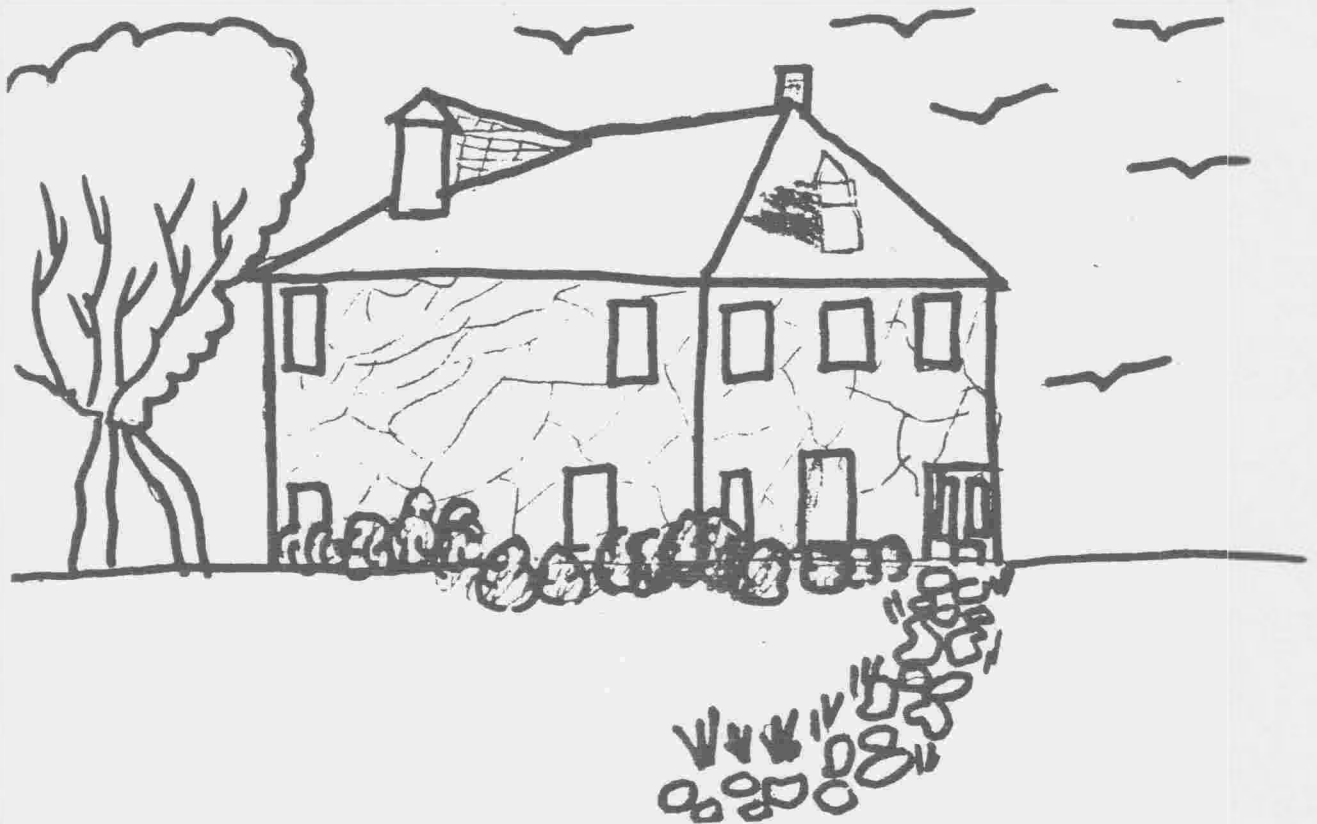
One of our parks is not for recreation but to honor our war dead. It is located near the City Hall, and is the site of a tank from World War I.



EARLY HOMES

Brunswick has many old houses in it. One is the WENNER HOUSE located on Maple Avenue. It is a frontier-style farm house built between 1825-1850. The builder is unknown but the bricks were probably made right here in Brunswick at what is called "Brickyard Hill" on Second Avenue. This house was used as a field hospital during the Civil War. In 1868 it was purchased by Charles F. Wenner who also helped in the development of Berlin-Brunswick by donating land. He was a member of the Maryland State Legislature from 1868-1870. It is now lived in by the Bell Family.

Another old building in Brunswick is the KOENIG HOUSE which is located on 6th Avenue. This house is the only stone house in the town. The stones were gathered from the fields to build the house. It is a Georgian-style cottage which was built between 1850-1875. When the Michael family moved in in 1910, it was part of a dairy farm and business. They stored all their milk in a spring house down the hill from the main house. The Michaels moved out in the 1930's. The farm was torn down but the two houses remained. Brengles bought the house and in 1940 they built a white garage next to the house. They had a beauty parlor business on the second floor of the house. Hoopengardners were the next owners but they sold to the present owners, the Koenigs. They plan to stay for a long time.





The AMERICAN LEGION HOME was once the location of another old home. Built around 1792 it was the first home of Joseph Waltman. He sold it to John Short who owned it during the Civil War. Major-General Alfred Pleasanton, Commander-in Chief of the Cavalry Army of the Potomac was given a room on the south side of the house as his headquarters. He used this room before going in pursuit of General Lee after Gettysburg. A daughter of John Short married Mr. Walter G. Musgrove, and they added a second story to the house in 1902. In 1932 Claude Lutman bought the house and later sold it to the American Legion Post. In 1977 the original house was torn down and the present brick building was constructed.

The JORDAN HOUSE was built about 1855 and is located on the corner of W. Potomac Street and Maryland Avenue. It was the home of John L. Jordan, who was elected as our first mayor on April 8, 1890. With its long sloping lawn and huge porch, it once served as the social center of the town. Mr. Jordan was also Clerk of the Circuit Court of Frederick County from 1891-1897. Today the property is known as the Baxter apartments.



The BANE HOUSE was one of the first houses built on a 40 acre lot that belonged to C.M. Wenner. It was built about 1892 on North Maple Avenue. In 1904 it was owned by Sara Wentzle. Through the years its appearance has changed from the original German siding to gray shingles to white aluminum siding. The back porch has been changed to a kitchen.

ACKNOWLEDGMENTS

Books teach us many things. While creating this book we have learned to look at our town in a new way. We hope you join us in respecting all that was, and will look forward to all that makes us proud of Brunswick.

We thank everyone who helped us with our book, especially Messrs. James Shriver, Carlos Myers, Clyde Hawes, Ms. Gladys Dean, Margaret Spurrier, Leona Sauser and Eileen Felton. We also recognize The Brunswick Citizen newspaper and Ricky Heffner for informative articles for our research. We express our appreciation to Mrs. Linda Bageant for typing the manuscript, and Bell Printing, Inc., for donating time to print our book. A special thanks to the P.T.O. for their interest and financial support. We apologize for any important facts or people we may have overlooked.

We would like to hear from you if you liked our book. Write to:

Mrs. Nancy Virts
744 Jefferson Pike
Knoxville, MD 21758

A more detailed adult edition of Brunswick's history will be published in 1990 on the occasion of the town's 300th birthday. It is being prepared by the Historical Commission headed by Rev. Austin Cooper.

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