

F-8-61

MHT EASEMENT WITHIN WOODSBORO SURVEY DISTRICT

1. Woodsboro Train Station - F-8-150

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: Woodsboro Historic District Inventory Number: F-8-61
Address: _____ Historic district: yes no
City: Woodsboro Zip Code: 21798 County: Frederick
USGS Quadrangle(s): Woodsboro
Property Owner: _____ Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: 950
Project: TEA-21 DOE Agency: Maryland Historical Trust
Agency Prepared By: Maryland Historical Trust
Preparer's Name: Nancy Kurtz Date Prepared: 4/9/2004
Documentation is presented in: MIHP form for the district (F-8-61) as well as individual MIHP forms for properties within the district (F-8-64 through F-8-74; F-8-150E).
Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staff yes no Name: Peter Kurtze; Nancy Kurtz Date: 4/19/2004

Description of Property and Justification: *(Please attach map and photo)*

The Woodsboro Survey District is significant as an eighteenth century planned town that served the surrounding agricultural community through the early twentieth century. It is eligible for listing in the National Register of Historic Places under Criterion A for its associations with community planning and the development of agriculture, transportation, commerce and industry in rural Frederick County. It derives additional significance under Criterion C for its cohesive collection of buildings reflecting a range of vernacular types characteristic of the region in the period.

Woodsboro is located in northeastern Frederick County in the Monocacy River valley near Israel Creek, an area settled in the mid eighteenth century by English and German farmers. The town was laid out in 1786 by Joseph Wood, Jr., along a major early road which linked the region to Pennsylvania and Virginia. Eighty lots were designed within a framework of three streets running north and south and one street running east and west. Wood stipulated the size of the footprint of the houses and the materials. Early industries included mills, quarries, lime kilns and a copper mine. The Woodsboro and Frederick Turnpike Road was incorporated in 1853 and the railroad came through in 1870, with a subsequent growth in commerce and trade. By 1886 the population numbered 350. Growth of business and industry continued well into the mid twentieth century.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Nancy Kurtz
Reviewer, Office of Preservation Services

Friday, April 09, 2004
Date

Peter Kurtze
Reviewer, National Register Program

Wednesday, June 23, 2004
Date

The district's boundaries are based on the original plan plus late nineteenth and early twentieth century development, such as found along the railroad core. While mostly residential, Woodsboro's resources also include a bank, a hotel, a tavern, a mill, two churches, and a railroad station. Building materials reflect Wood's early requirement of use of stone, brick, frame or hewn log construction, with twentieth century alterations mostly confined to the use of aluminum or vinyl siding. Buildings are typically two stories with three- to five-bays. The earliest buildings retain some Georgian and Federal elements in plan, massing and detail; some sections reflect characteristics of Pennsylvania German influence, such as high-density, closely aligned buildings and mixed residential and commercial functions. Most of the nineteenth century buildings exemplify vernacular types characteristic of the region, and later buildings demonstrate an interest in national building styles such as Queen Anne and Colonial Revival styles. Outbuildings of agricultural, domestic or mechanical use are a significant aspect of the district and retain their rear lot placement. The town has retained its original plan, with a high proportion of historic, contributing resources, and has experienced limited, mostly non-intrusive, late twentieth century development. Woodsboro Survey District retains its integrity of location, design, setting, materials, workmanship, feeling, and association.

MARYLAND HISTORICAL TRUST REVIEW

 Eligibility recommended X Eligibility not recommended

 Criteria: X A B X C D Considerations: A B C D E F G

MHT Comments:

Nancy Kurtz

Reviewer, Office of Preservation Services

Peter Kurtze

Reviewer, National Register Program

Friday, April 09, 2004

Date

Wednesday, June 23, 2004

Date

Contributing & Noncontributing Resources

District Name: Woodsboro Historic District

Inventory Number: F-8-061

| Address | Contributing Resource? | Map | Parcel | Block | Lot | Inventory No. |
|-----------------|------------------------|------|--------|-------|-----|---------------|
| | Contributing | 0950 | 0789 | | | |
| | Contributing | 0950 | 0792 | | | |
| | Contributing | 0950 | 0793 | | | |
| | Contributing | 0950 | 0815 | | | |
| | Noncontributing | 0950 | 0816 | | | |
| | Contributing | 0950 | 0838 | | | |
| | Contributing | 0950 | 0844 | | | |
| | Contributing | 0950 | 0845 | | | |
| | Noncontributing | 0950 | 0846 | | 232 | |
| | Contributing | 0950 | 0860 | | | |
| <i>memorial</i> | Contributing | 0950 | 0876 | | | |
| | | 0950 | 0877 | | | |
| <i>rr/lot</i> | | | | | | |
| <i>lot</i> | | 0950 | 0888 | | 5B | |
| | | 0950 | 0890 | | | |
| <i>lot</i> | | 0950 | 0891 | | | |
| | Contributing | 0950 | 0892 | | | |
| | Noncontributing | 0950 | 0893 | | | |
| | Noncontributing | 0950 | 0894 | | | |
| | Noncontributing | 0950 | 0895 | | | |
| | | 0950 | 0916 | | 2 | |
| <i>lot</i> | Contributing | 0950 | 0917 | | | |
| | Noncontributing | 0950 | 0919 | | 19B | |
| | | 0950 | 0924 | | 2 | |
| <i>lot</i> | Noncontributing | 0950 | 0931 | | | |
| | Noncontributing | 0950 | 0932 | | | |
| 2 2ND ST | Contributing | 0950 | 0783 | | | |
| 2 2ND ST | Contributing | 0950 | 0786 | | | |
| 3 2ND ST | Noncontributing | 0950 | 0782 | | 2 | |
| 3 2ND ST | Contributing | 0950 | 0799 | | | |

Contributing & Noncontributing Resources

District Name: Woodsboro Historic District

Inventory Number: F-8-061

| Address | Contributing Resource? | Map | Parcel | Block | Lot | Inventory No. |
|-----------------------|------------------------|------|--------|-------|-----|---------------|
| 4 2ND ST | Contributing | 0950 | 0787 | | | |
| 7 2ND ST | Noncontributing | 0950 | 0800 | | | |
| 8 2ND ST | Contributing | 0950 | 0780 | | | |
| 9 2ND ST | Noncontributing | 0950 | 0801 | | | |
| 104 2ND ST | Noncontributing | 0950 | 0776 | | | |
| 6 N 2ND ST | Contributing | 0950 | 0788 | | | |
| 100 N 2ND ST | Contributing | 0950 | 0791 | | | |
| 104 N 2ND ST | Contributing | 0950 | 0794 | | | |
| 4 S 2ND ST | Noncontributing | 0950 | 0782 | | | |
| 5 S 2ND ST | Noncontributing | 0950 | 0834 | | 2 | |
| 6 S 2ND ST | Contributing | 0950 | 0781 | | 2 | |
| 10 S 2ND ST | Contributing | 0950 | 0790 | | | |
| 12 S 2ND ST | Contributing | 0950 | 0779 | | | |
| 100 S 2ND ST | Contributing | 0950 | 0778 | | | |
| 102 S 2ND ST | Noncontributing | 0950 | 0777 | | | |
| 106 S 2ND ST | Contributing | 0950 | 0775 | | | |
| 5 3RD ST | Noncontributing | 0950 | 0781 | | 1 | |
| 7 3RD ST | Contributing | 0950 | 0779 | | 55A | |
| 94 ADAMS ST | Noncontributing | 0950 | 0914 | | 13B | |
| 100 ADAMS ST | Contributing | 0950 | 0896 | | | |
| 102 ADAMS ST | Noncontributing | 0950 | 0918 | | 18B | |
| 406 ADAMS ST | Noncontributing | 0950 | 0934 | | 2 | |
| 102 N ADAMS ST | Contributing | 0950 | 0899 | | | |
| 2 CREAGERSTOWN ROAD | Contributing | 0950 | 0879 | | | |
| 4 CREAGERSTOWN ROAD | Contributing | 0950 | 0878 | | | |
| 101 CREAGERSTOWN ROAD | Contributing | 0950 | 0868 | | | |
| 102 CREAGERSTOWN ROAD | Contributing | 0950 | 0874 | | | |
| 104 CREAGERSTOWN ROAD | Contributing | 0950 | 0873 | | | |
| 106 CREAGERSTOWN ROAD | Contributing | 0950 | 0872 | | | |
| 108 CREAGERSTOWN ROAD | Contributing | 0950 | 0871 | | | |
| 203 CREAGERSTOWN ROAD | Contributing | 0950 | 0880 | | | |
| 550 CREAGERSTOWN ROAD | Noncontributing | 0950 | 0861 | | | |

Contributing & Noncontributing Resources

District Name: Woodsboro Historic District

Inventory Number: F-8-061

| Address | Contributing Resource? | Map | Parcel | Block | Lot | Inventory No. |
|--------------------------------------|------------------------|------|--------|-------|-----|---------------|
| 550 CREAGERSTOWN ROAD | Noncontributing | 0950 | 0861 | | | |
| 102 ELIZABETH ST | Contributing | 0950 | 0784 | | | |
| 103 ELIZABETH ST | Contributing | 0950 | 0785 | | | |
| 104 JAMES ST | Contributing | 0950 | 0866 | | | |
| 104 JAMES ST <i>not evaluated</i> | | 0950 | 0867 | | | |
| 102 JAMES STREET EXT | Contributing | 0950 | 0865 | | | |
| 2 MAIN ST | Contributing | 0950 | 0836 | | | |
| 3 MAIN ST | Contributing | 0950 | 0913 | | | |
| 5 MAIN ST | Contributing | 0950 | 0914 | | | |
| 6 MAIN ST | Contributing | 0950 | 0840 | | | |
| 8 MAIN ST | Contributing | 0950 | 0835 | | | |
| 8 MAIN ST | Contributing | 0950 | 0841 | | | |
| 12 MAIN ST | Contributing | 0950 | 0843 | | | |
| 14 MAIN ST | Contributing | 0950 | 0832 | | | |
| 103 MAIN ST | Contributing | 0950 | 0918 | | | |
| 105 MAIN ST | Contributing | 0950 | 0919 | | 19A | |
| 106 MAIN ST | Contributing | 0950 | 0828 | | | |
| 109 MAIN ST | Contributing | 0950 | 0920 | | | |
| 110 MAIN ST | Contributing | 0950 | 0826 | | | |
| 119 MAIN ST | Contributing | 0950 | 0884 | | | |
| 123 MAIN ST | Contributing | 0950 | 0883 | | | |
| 201 MAIN ST | Contributing | 0950 | 0922 | | | |
| 203 MAIN ST | Contributing | 0950 | 0923 | | | |
| 205 MAIN ST | Contributing | 0950 | 0924 | | 1 | |
| 207 MAIN ST | Contributing | 0950 | 0925 | | | |
| 208 MAIN ST | Contributing | 0950 | 0821 | | | |
| 209 MAIN ST | Contributing | 0950 | 0926 | | | |
| 300 MAIN ST | Contributing | 0950 | 0820 | | | |
| 301 MAIN ST | Contributing | 0950 | 0927 | | | |
| 302 MAIN ST | Contributing | 0950 | 0819 | | | |
| 303 MAIN ST | Noncontributing | 0950 | 0928 | | | |
| 304 MAIN ST | Contributing | 0950 | 0818 | | 8 | |

Contributing & Noncontributing Resources

District Name: Woodsboro Historic District

Inventory Number: F-8-061

| Address | Contributing Resource? | Map | Parcel | Block | Lot | Inventory No. |
|---------------|------------------------|------|--------|-------|-----|---------------|
| 402 MAIN ST | Noncontributing | 0950 | 0814 | | | |
| 404 MAIN ST | Contributing | 0950 | 0813 | | | |
| 405 MAIN ST | Contributing | 0950 | 0934 | | 1 | |
| 501 MAIN ST | Contributing | 0950 | 0935 | | | |
| 10 E MAIN ST | Noncontributing | 0950 | 0834 | | | |
| 2 N MAIN ST | Contributing | 0950 | 0837 | | 30 | |
| 4 N MAIN ST | Contributing | 0950 | 0839 | | | |
| 10 N MAIN ST | Contributing | 0950 | 0842 | | | |
| 15 N MAIN ST | Contributing | 0950 | 0889 | | | |
| 101 N MAIN ST | Contributing | 0950 | 0888 | | 5A | |
| 106 N MAIN ST | Contributing | 0950 | 0846 | | 1 | |
| 108 N MAIN ST | Contributing | 0950 | 0847 | | | |
| 109 N MAIN ST | Contributing | 0950 | 0887 | | | |
| 110 N MAIN ST | Contributing | 0950 | 0848 | | | |
| 111 N MAIN ST | Contributing | 0950 | 0886 | | | |
| 113 N MAIN ST | Contributing | 0950 | 0885 | | | |
| 201 N MAIN ST | Contributing | 0950 | 0881 | | | |
| 303 N MAIN ST | Contributing | 0950 | 0859 | | 1 | |
| 305 N MAIN ST | Contributing | 0950 | 0856 | | | |
| 306 N MAIN ST | Contributing | 0950 | 0817 | | 1 | |
| 1 S MAIN ST | Contributing | 0950 | 0912 | | | |
| 7 S MAIN ST | Contributing | 0950 | 0915 | | | |
| 9 S MAIN ST | Contributing | 0950 | 0916 | | 1 | |
| 12 S MAIN ST | Contributing | 0950 | 0833 | | 34 | |
| 100 S MAIN ST | Contributing | 0950 | 0831 | | | |
| 102 S MAIN ST | Contributing | 0950 | 0830 | | | |
| 104 S MAIN ST | Contributing | 0950 | 0829 | | | |
| 108 S MAIN ST | Contributing | 0950 | 0827 | | | |
| 111 S MAIN ST | Contributing | 0950 | 0921 | | | |
| 200 S MAIN ST | Contributing | 0950 | 0825 | | | |
| 204 S MAIN ST | Contributing | 0950 | 0823 | | | |
| 206 S MAIN ST | Contributing | 0950 | 0822 | | | |

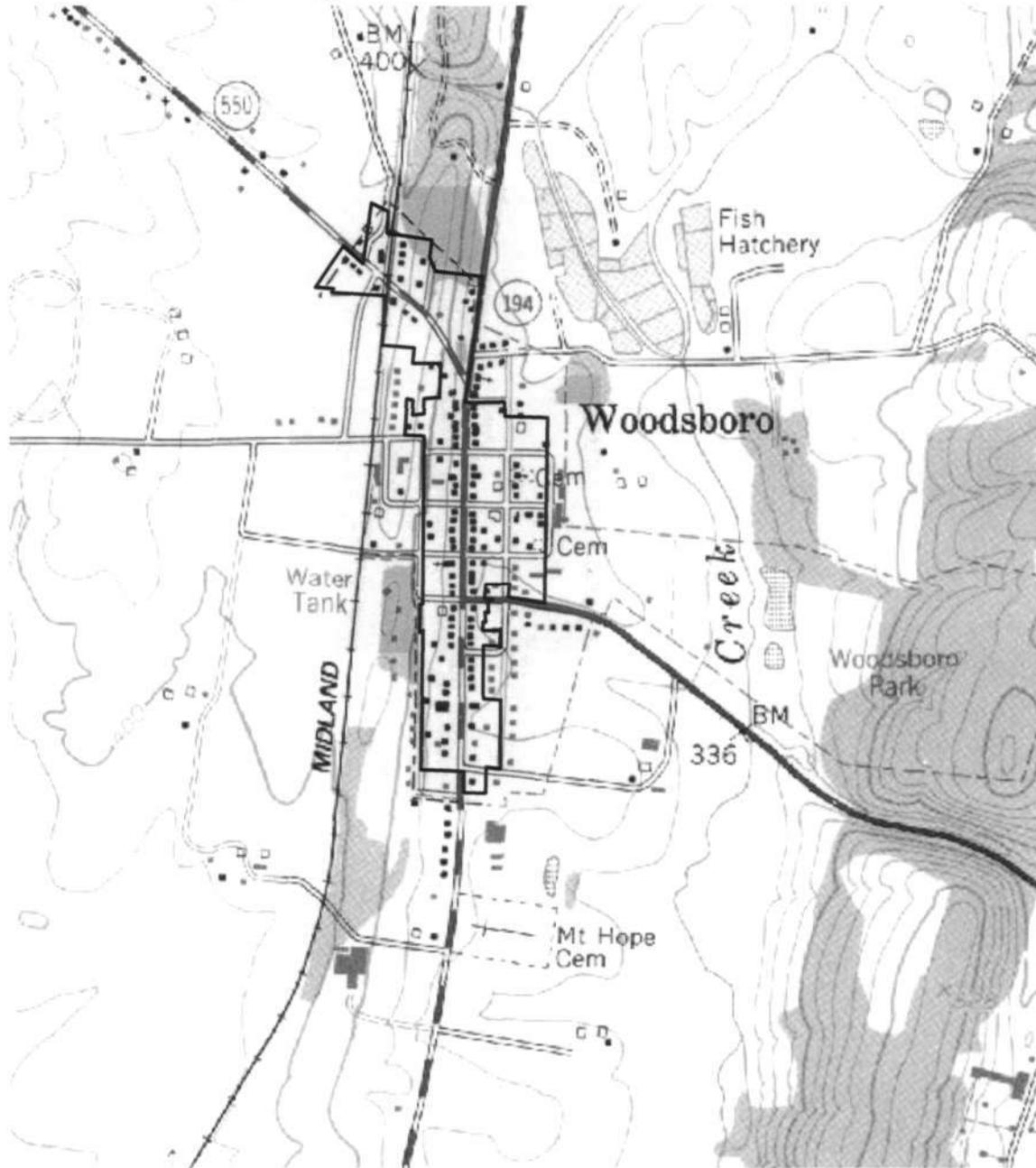
Contributing & Noncontributing Resources

District Name: Woodsboro Historic District

Inventory Number: F-8-061

| Address | Contributing Resource? | Map | Parcel | Block | Lot | Inventory No. |
|-------------------------|-------------------------------|------------|---------------|--------------|------------|----------------------|
| 305 S MAIN ST | Contributing | 0950 | 0929 | | | |
| 307 S MAIN ST | Contributing | 0950 | 0930 | | | |
| 403 S MAIN ST | Contributing | 0950 | 0933 | | | |
| 500 S MAIN ST | Contributing | 0950 | 0812 | | | |
| 202 W MAIN ST | Contributing | 0950 | 0824 | | 2B | |
| 9824 STEINER SMITH ROAD | Contributing | 0950 | 0817 | | 2 | |

F-8-061
Woodsboro Historic District
Frederick County, Maryland
Woodsboro USGS Quadrangle



Woodsboro Survey District

Woodsboro vicinity

The Woodsboro Survey District is a town of 251 buildings in the Monocacy River Valley of northeastern Frederick County. The district comprises twenty-eight blocks and includes residential, commercial and religious structures consisting of stone, brick, log and frame materials. The district is significant in community planning in the Frederick County region dating from the late eighteenth century. The region began experiencing settlement by the mid-1700s. The Wood family of England established themselves in the vicinity of present-day Woodsboro. Joseph Wood, Jr., initiated an official town plan in 1786 which organized a burgeoning settlement referred to as "Wood's Town". This early plan demonstrates a settlement pattern in Frederick County with a known origin and historical definition. From its initial settlement, religion played an important role in Woodsboro particularly with the establishment of St. John's Reformed Church (F-8-66) in the late eighteenth century, an early German congregation that became the progenitor for other forms of Protestantism. Architectural development in Woodsboro is represented by buildings from the late eighteenth century into the early twentieth century. The development includes rural vernacular resource types and later buildings that relate to national trends and styles such as the Queen Anne style. Woodsboro's location on a major early road, the Monocacy Road, gives it thematic importance as a transportation center. Later developments such as the Woodsboro and Frederick Turnpike Company and the Frederick and Pennsylvania Line Railroad augmented its transportation role. Economically, the district demonstrates typical commercial and industrial activities throughout its development periods. In the 1870s, the railroad increased economic activities in the town which included the development of the Glade Valley Mill (F-8-65) at the railroad station. The twentieth century has brought limited modern intrusions into the town of Woodsboro which largely remains an agrarian community.

Maryland Historical Trust State Historic Sites Inventory Form

HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Woodsboro Survey District

and/or common

2. Location

street & number Main St., Second Street, Third Street, Adam Street, Elizabeth St.,
Dorcus Alley, Arnold St., School Alley, Barrick St. not for publication
and Liberty Road

city, town Woodsboro vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

| Category | Ownership | Status | Present Use |
|--|--|---|--|
| <input checked="" type="checkbox"/> district | <input type="checkbox"/> public | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture <input type="checkbox"/> museum |
| <input type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input type="checkbox"/> unoccupied | <input checked="" type="checkbox"/> commercial <input type="checkbox"/> park |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational <input checked="" type="checkbox"/> private residence |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment <input checked="" type="checkbox"/> religious |
| <input type="checkbox"/> object | <input type="checkbox"/> in process | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government <input type="checkbox"/> scientific |
| | <input type="checkbox"/> being considered | <input type="checkbox"/> yes: unrestricted | <input checked="" type="checkbox"/> industrial <input type="checkbox"/> transportation |
| | <input checked="" type="checkbox"/> not applicable | <input type="checkbox"/> no | <input type="checkbox"/> military <input type="checkbox"/> other: |

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

name Multiple Owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state Md.

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. F-8-61

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

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

Description Summary

The Woodsboro Survey District is a town of 251 buildings in the Monocacy River Valley of northeastern Frederick County. The district comprises twenty-eight blocks and includes residential, commercial and religious structures consisting of stone, brick, log and frame materials. Town development was initiated with a plan by Joseph Wood in 1786 in which eighty lots were defined. The historical and architectural development of Woodsboro continued into the twentieth century. The district's boundaries are based on Wood's plan with some extensions beyond the original plan to include late nineteenth and early twentieth century developments such as the railroad core which extends from the northwestern corner of the original plan with development clustered around the railroad station (circa 1870-- see Titus map of Woodsboro, 1873, attached). One of the earliest buildings in Woodsboro is the Gieselman House (F-8-64), a stone domestic dwelling dating from 1775. A majority of the nineteenth century buildings can be classified as rural vernacular exemplifying characteristics of farmstead architecture while situated on town lots. Many lots have outbuildings related to domestic purposes with rear lot placement. Some late nineteenth and early twentieth century residences were possibly architect-designed in the Queen Anne and Colonial Revival styles including 1208 N. Main Street and 500 S. Main Street. Significant commercial and industrial buildings are the railroad station (circa 1870) on the northwestern edge of the district, the Woodsboro Savings Bank, 1901, (F-8-71), and the Rosebud Building (F-8-70) formerly the Smith Hotel, constructed in 1886. St. John's Reformed Church (F-8-66) and the Evangelical Lutheran Church, both associated with German sects, are also located in Woodsboro and date from the early to mid-nineteenth century. The district is surrounded by agricultural lands and is located on a early major roadway that originally connected Pennsylvania and Virginia. It became a service center for the northeastern Frederick County farmlands. Modern intrusions to the town of Woodsboro and the surrounding agricultural region have been limited. Woodsboro retains much of its original integrity and is dominated in appearance by a large percentage (87%) of contributing historic resources.

General Description

The Woodsboro Survey District lies in the Monocacy River Valley near Israel Creek, approximately 10 1/2 miles north of Frederick City in the northeastern section of Frederick County. The Catoctin mountain range is situated to the west of Woodsboro which is otherwise surrounded by rolling agricultural fields and hills. A significant factor in its development is its location on an Indian trail, the Monocacy Road, which became a passage for early settlers to the area.

The districts' boundaries are based on the original town plan developed by Joseph Wood, an early English settler, in 1786. This plan defined eighty rectangular town lots of the same size on three streets running north to south and one cross street running east to west with the lots facing east or west. The

8. Significance

Survey No. F-8-61

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

| Specific dates | Builder/Architect |
|---|-------------------|
| check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D and/or Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G | |
| Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input type="checkbox"/> local | |

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

Significance Summary

The Woodsboro Survey District is significant in community planning in the Frederick County region dating from the late eighteenth century. The region began experiencing settlement by the mid-1700s. The Wood family of England established themselves in the vicinity of present-day Woodsboro. Joseph Wood, Jr., initiated an official town plan in 1786 which organized a burgeoning settlement referred to as "Wood's Town". This early plan demonstrates a settlement pattern in Frederick County with a known origin and historical definition. From its initial settlement, religion played an important role in Woodsboro particularly with the establishment of St. John's Reformed Church (F-8-66) in the late eighteenth century, an early German congregation that became the progenitor for other forms of Protestantism. Architectural development in Woodsboro is represented by buildings from the late eighteenth century into the early twentieth century. The development includes rural vernacular resource types and later buildings that relate to national trends and styles such as the Queen Anne style. Woodsboro's location on a major early road, the Monocacy Road, gives it thematic importance as a transportation center. Later developments such as the Woodsboro and Frederick Turnpike Company and the Frederick and Pennsylvania Line Railroad augmented its transportation role. Economically, the district demonstrates typical commercial and industrial activities throughout its development periods. In the 1870s, the railroad increased economic activities in the town which included the development of the Glade Valley Mill (F-8-65) at the railroad station. The twentieth century has brought limited modern intrusions into the town of Woodsboro which largely remains an agrarian community.

Historic Context

Woodsboro is representative of a typical town in Frederick County serving an agricultural community from its beginnings to present-day. It can be evaluated against other like towns in the region with comparable or greater integrity; in particular, Buckeystown, New Market and Libertytown. Like Woodsboro, these three towns were established in the late eighteenth century as towns located on major thoroughfares through different regions of the county. Town planning for these towns was based on the axis of the major roadway passing through the town. All of these towns experienced similar economic growth and architectural development into

9. Major Bibliographical References

Survey No. F-8-61

General Directory of Frederick City and a Business Directory of Frederick County, W.T. Delaplaine & Co., Frederick, 1886.

Gordon, Paul and, Rita S. Gordon, A Textbook History of Frederick County, Board of Education of Frederick County, Frederick, 1975.

10. Geographical Data

Acreeage of nominated property See enclosed sheet.

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

| | | | | | | | | | |
|------|---------|--|--|----------|--|--|--|--|--|
| | | | | | | | | | |
| Zone | Easting | | | Northing | | | | | |

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| | | | | | | | | | |
| Zone | Easting | | | Northing | | | | | |

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Verbal boundary description and justification

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

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

11. Form Prepared By

name/title Mary Kendall Shipe, Historic Sites Surveyor

organization Frederick County Planning & Zoning Dept. date April 1991

street & number 12 E. Church Street telephone 696-2958

city or town Frederick, state Md. 21701

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

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

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

7.1 Description Continued

district extends beyond this original plan to include late nineteenth and early twentieth century development such as the railroad core on the northwestern edge of the district. The district encompasses a total of twenty-eight blocks.

Architectural development in Woodsboro ranges in period from mid to late eighteenth century to the first half of the twentieth century. Materials utilized reflect Joseph Wood's original conception for the town: the dwelling houses had to be constructed in either brick, stone, frame or hewed logs with shingle roofs and brick or stone chimneys. There are representative buildings today of all of the aforementioned materials. Buildings are predominantly two stories in height and three to five bays in length based on vernacular designs of the region. The earliest period buildings show some Georgian and Federal elements in plan, massing and decorative details. Examples are the Lutheran Parsonage, 201 N. Main St., the E. Gilbert House (F-8-72), and the Frees-Riefsnider House (F-8-74). Later building periods demonstrate an interest in national building styles and trends such as the Queen Anne and Colonial Revival styles. Examples include the L.C. Powell House (F-8-69) and the Smith-Wickless House (F-8-68).

The physical appearance of the town seems to have evolved from more than one influence. A section on Main Street in the district from Arnold to Elizabeth Streets appears to have developed in response to the Pennsylvania-German influence in having characteristics of a Pennsylvania town such as: a high density of structures closely aligned, closeness of structures to the sidewalk, intermixing of residential and commercial functions, heavy utilization of brick as a material (frequently painted), and the duplex house as a common building form (Wilbur Zelinsky, "The Pennsylvania Town: An Overdue Geographical Account", Geographical Review, v. 67, 1977). The influence of the Pennsylvania town is experienced throughout a broad cultural region that extends into sections of Maryland. Given Woodsboro's close proximity to the Mason-Dixon line and Pennsylvania, this was an understandable influence on town development. Other elements of Woodsboro's physical appearance seem more typical of English influences most particularly noted in the overall symmetry of the facades.

The district's historical and architectural development was changed in some sections of the town. Near the northern boundary of the district, an early tavern and hotel, Slagle's Inn, had been located at this pivotal point in the district. The building burned in the early twentieth century, and it is now the site of a memorial park. On the north and south sides of the Bank Building on Main Street, a number of buildings were destroyed to construct parking lots. Outlines of the buildings on both north and south elevations on the bank building are clearly evident.

Contributing historic resources in Woodsboro are residential, commercial, religious and industrial in character with residential having

7.2 Description (Continued)

the majority representation. The types of buildings represented are rural vernacular, national styles, outbuildings, a bank, a hotel, a tavern, a mill, two churches, and a railroad station. Most of the historic resources in town have original forms and designs despite later alterations such as siding. Aluminum and vinyl siding have superficially affected the town's appearance since the second half of the twentieth century. No other comprehensive modifications are noted. Several buildings such as the Frees-Reifsnider House (F-8-74) on 2 N. Main Street have been preserved or restored. Limited modern development has created non-contributing features intermingled with the historical development. Several post-1940 dwellings and a 1960s supermarket have been constructed on Main Street. Overall, the town has retained its early lay-out and configuration.

The earliest buildings demonstrate both English and German influences. The stone Gieselman House (F-8-64), dating from ca. 1775, has an exterior massing of German origins. A collection of log dwellings (presently sided with weatherboard) on S. Main Street reveal forms of English/Scots-Irish derivation. Early stylistic influences were limited to vernacular renditions of the Georgian and Federal periods of architecture. The E. Gilbert House (F-8-72) on 110 N. Main Street shows Federal detail with its transom, lintels and other detailing.

Many buildings of the nineteenth century in Woodsboro can be described as "rural vernacular" showing an architectural form common to farmhouses in the surrounding agricultural region: a 2 story rectangular block with an ell extension that contains a second story porch. The G.P. Barrick House (F-8-73) on Second Street depicts this form and has a collection of accompanying agricultural and domestic outbuildings. Outbuildings in Woodsboro comprise a significant aspect of the district. Many lots have retained original outbuildings that were agricultural, domestic or mechanical in use and design. Placement of these buildings was towards the rear of the lots. Some of these outbuildings stand alone, no longer accompanying a main house. The Rosebud Building (F-8-70) is a good example of a main building with a collection of outbuildings serving a variety of functions.

By the late nineteenth century, Woodsboro began to incorporate national building trends into its architectural development. A small number of residences were constructed with stylistic details and elements of the Queen Anne period. The L. Cramer Powell House (ca. 1900) (F-8-69) is a prototypical example of the style with its irregular massing, pyramidal hipped roof, intersecting cross gable and elaborate colored glass fenestration. In the early twentieth century, the Colonial Revival style experienced popularity in Woodsboro with a total of five residences constructed in the style.

Contributing commercial buildings are located in the center of the district and around the railroad core. These buildings date from the late nineteenth century to the early twentieth century. The Woodsboro Savings Bank (F-8-71) of brick construction with brownstone trim is situated in the center of the town. In close proximity to the railroad station, several businesses developed to utilize rail service. The Glade Valley

7.3 Description (Continued)

Milling Company (F-8-65) is the only extant building of its type from this period. The Dorcus & Shank Warehouse of 1869, today the N.Z. Cramer and Son Hardware store, is located on 101 Creagerstown Road and represents the warehouse of the late nineteenth century which often served a variety of functions. Earlier commercial buildings were generally incorporated into buildings that also functioned as residences. Their usages today are largely residential which obscures their initial two-part function. Early industrial activity in the area included the operation of lime kilns. Lime kiln sites were located near the site of the Slagle Hotel (now Memorial Park) and on the railroad line west of Elizabeth Street. No trace of the kilns remains.

The Woodsboro Survey District is distinctive in having a large proportion of historic contributing buildings with limited, mainly non-intrusive, late twentieth century development. It is distinguishable from its surroundings as a townscape in an otherwise rural, agricultural region.

8.1 Significance (Continued)

the twentieth century. These towns differ from Woodsboro in retaining greater numbers of original buildings. Also, in the late nineteenth century, Woodsboro became associated with the railroad. Libertytown and Woodsboro shared the unusual industrial pursuit of copper mining dating from the eighteenth century.

HISTORY AND SUPPORT

Settlement of the northeastern region of Frederick County was facilitated by an old Indian trail, later known as the Monocacy Road, which connected various sections of the area to Pennsylvania and Virginia. The trail passed through an area that became the Woodsborough District. Joseph Wood had immigrated from England and purchased a large land grant in the Monocacy River Valley from King George III. Establishing himself and his family in Frederick County by the 1740s, Wood became prominent in early political activities such as overseeing road construction and acting as constable. He accumulated landholdings of 3000 acres by the 1760s. His son, Joseph Wood, Jr., took on his father's role by becoming active civically. One of his most important roles was serving as a colonel in the Revolutionary War. His brick Georgian residence, Wood's Mills Farm (F-8-54), was constructed in 1769 near the present day town of Woodsboro.

English and German settlers had already begun to inhabit the Woodsboro region by the time Joseph Wood, Jr., officially laid out the town of 40 acres in 1786 on part of a land grant, Monocacy Manor, originally owned by Daniel Dulaney. Formerly known as Wood's Town, he changed the name to Woodsberry which became Woodsborough and then Woodsboro. The area of the town was divided into 80 lots with three streets running north and south (Frederick, Second and Third Streets) and one center street running east to west (Elizabeth Street). (Today's Main Street was originally Frederick Street.) Wood designated specific conditions: houses were to fill 400 feet of ground with construction materials of brick, stone, frame or hewed logs with a shingle roof and a brick or stone chimney. Development of the region grew and, by 1817, an English traveler passing through Frederick County noted that Woodsboro was "a neat town of eighty houses, mostly brick." (T.J.C. Williams, History of Frederick County, Maryland, L.R. Titsworth & Co., 1910, p.143)

English settlers like the Wood family helped to develop the Woodsboro region largely through ownership of sizable land patents and grants. German immigrants contributed to the settlement of the area through their small, subsistence farms: "before the close of the war of the Revolution there were also large settlements of Germans at.....Woodsborough..." ("First Settlements of Germans in Maryland", paper by Edward T. Schultz, 1896, p. 17) Many of these German settlers had initially lived in the southeast Pennsylvania area and migrated southward into Frederick County. They brought Pennsylvania-Dutch traditions with them that affected and influenced the cultural and physical landscape. Therefore, settlement

8.2 Significance (Continued)

patterns in Woodsboro initially combined English and German influences. By the mid-eighteenth century, however, anglicization had gradually pervaded the area.

Religious activities played an active role in the early history of Woodsboro. By the late eighteenth century, Germans had established a Lutheran church and a Reformed Church in the area. The German sects predominated religious life in Woodsboro until the mid-eighteenth century when other Protestant groups established churches. Today, the two Woodsboro churches of German origins, St. John's Reformed Church (F-8-66) and the Evangelical Lutheran Church serve as a reminder of German influence in the town.

Early settlers of Woodsboro relied upon the Monocacy road and other less travelled roads in the area; these roads were crude and difficult to travel but initially provided the only means of transportation. It was not until 1853 that the first significant road improvement occurred with the incorporation of the Woodsboro and Frederick Turnpike Road. By the 1870s, transportation in Woodsboro was greatly improved by the establishment of the railroad and a railroad station in Woodsboro.

An agricultural base had been established from the beginnings of settlement: farming and industries related to farming comprised the economic activity of the region. These industries included mills, quarries and lime kilns based on the available resources. An unusual early industry was located near Woodsboro beginning in 1765: Stevenson's Copper Mine. Stores, taverns and other commercial activities were incorporated into lower floors of residences. This economic base was expanded in the late nineteenth century with the advent of the railroad in 1870 which extended from Frederick to York, Pennsylvania. The rail system allowed travel to other places and provided a means for transporting goods and services in and out of the town. Inns, hotels and new stores quickly sprang up to accommodate the influx of new business and people. Smith's Hotel on Main Street became popular with traveling salesmen for its fine accommodations which featured "dancing girls" at dinner. The Dorcus & Shank Warehouse was established in 1869 next to the railroad tracks and serviced the town as a general store. The Glade Valley Milling Company (F-8-65) was moved to Woodsboro from nearby Troutville in the 1890s. It was situated across the railroad station in order to utilize rail services. By 1886, the residents of Woodsboro numbered 350 and represented many occupations: blacksmithing, carriage making, carpentry, lime burning, shoemaking, millinery, undertaking and farming. (General Directory of Frederick City and County, W.T. Delaplaine & Co., 1886)

More specialized industries and businesses began to occupy Woodsboro by the turn of the century. The Rosebud Perfume Company, a local institution today, was founded in 1895 as a business that manufactured salve. Dorsey Pork Products, a family-owned slaughtering business, began in 1890 and grew into a profitable venture that still operates. The Woodsboro Canning Company was established in 1909 and continued its operations into the 1940s. Goldfish ponds also became a local industry by

8.3 Significance (Continued)

1902. The Powell brothers constructed ponds in Woodsboro that produced a lucrative business until 1930. By this time, Main Street's commercial core included the Woodsboro Savings Bank (F-8-71), chartered in 1899. The bank building incorporated an Opera House on its second floor which became a social and cultural center for the town. The second half of the twentieth century brought new forms of commercialism and activity to Woodsboro. A livestock sales company was set up in town to facilitate the surrounding region in 1949. A volunteer fire department was established in the early 1950s. A supermarket was constructed in the center of town in 1969.

Architecturally, the Woodsboro survey district exemplifies a range of development from the earliest period of settlement to the present day. Materials utilized in the earliest houses were brick, stone, frame and log. Several buildings of these materials can be dated from this early period. The early buildings were vernacular in origin often revealing the mix of English and German influences in plan and design. By the mid-eighteenth century, a more homogenized "rural vernacular" building had emerged as a prevalent form. This building type resembled a farmhouse with its 2 1/2 stories, ell extension, and second story rear porch. In the late nineteenth century and the early twentieth century, a number of buildings constructed exemplified national styles and trends based on architect's designs; particularly, with the use of the Queen Anne and Colonial Revival styles. Vernacular buildings also continued to be constructed during these later periods of architectural development. These are best represented in the 200-400 blocks of South Main Street.

The community has not experienced the usual intrusions of the modern era such as suburban development; instead, it has incorporated some modern conveniences into its agriculturally based society. These modern conveniences include a supermarket, a fire department, a gas station and restaurants.

10.1 Verbal Boundary Description & Justification:

The Woodsboro Survey District contains approximately twenty-eight blocks (based on the typical block size in Woodsboro). The district's boundaries are based on the historic outline of the town designed by Joseph Wood, Jr., in 1786. Beyond the historic boundary, the survey district extends to the north to include the Gieselman House (F-8-64) and to the northwest to include the historical development connected with the railroad station. To the south, historical development continued beyond the original southern border of Liberty Road. The south boundary line includes property that contribute to the town's significance through early twentieth century development. The eastern boundary is Third Street which was one of the original streets. To the west, Adams Street, becomes the line of convenience. At the original termination of Adams, Feiser Street extends the line of convenience on the western boundary. These boundary lines are justified by encompassing the historic layout of the town and its original streets with extended historical development to the north, north-west and south.

9.1 BIBLIOGRAPHY (Continued)

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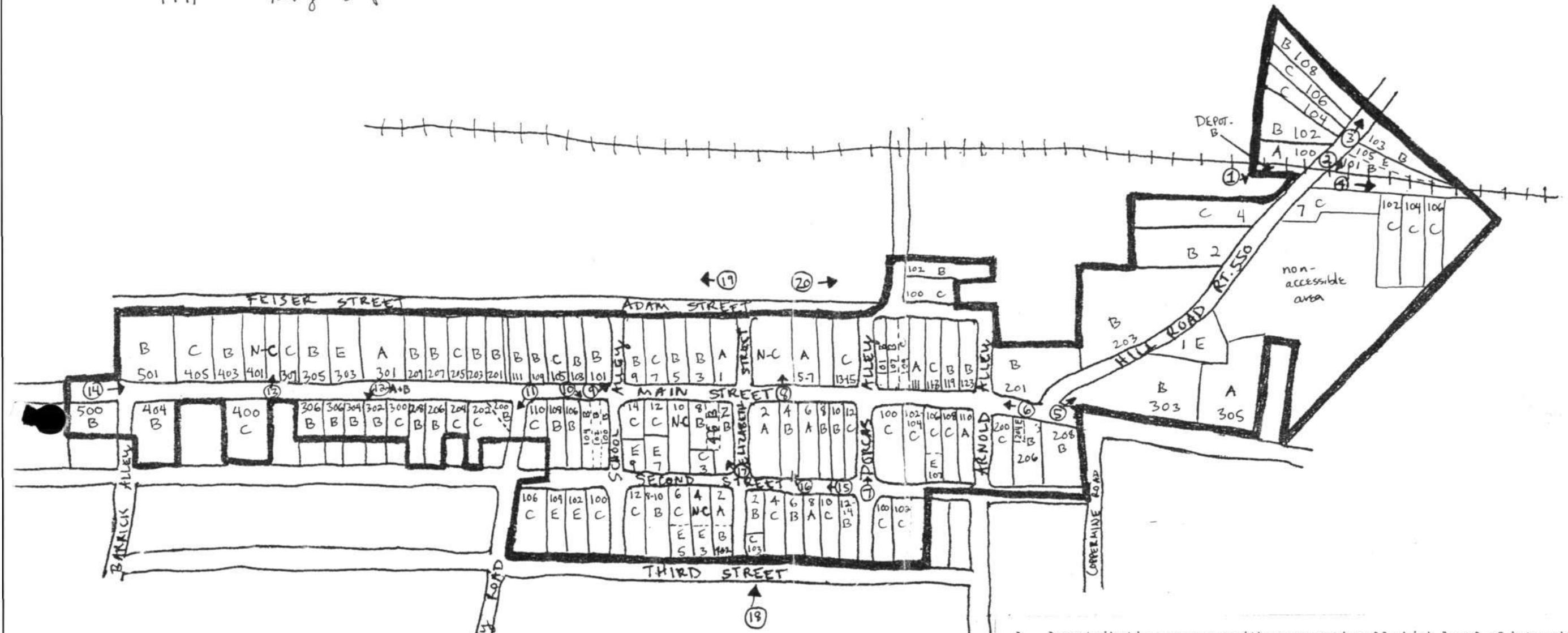
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WOODSBORO SURVEY DISTRICT F-8-61

Frederick County, Maryland

1991 Mary K. Shipe

N →
Not to scale



- A. A contributing resource with an exceptionally high level of integrity and historic and/or architectural significance to the nomination.
- B. A contributing resource with a high level of integrity and historic and/or architectural significance to the nomination.
- C. A contributing resource with a low level of integrity whose contribution could be enhanced by sympathetic rehabilitation or restoration or by research documenting historic significance unknown at the time of nomination.
- D. A resource that does not contribute to the significance of the nomination but may be eligible for listing in the National Register within another historical and/or cultural context.
- E. A resource that does not contribute to the significance of the nomination and is not eligible for listing in the National Register, due to recent construction or irretrievable loss of integrity.

N-C Non-contributing

F-8-61
Woodsboro Survey District
Woodsboro
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Periods:
Contact and Settlement Period 1520-1750
Rural Agrarian Intensification 1680-1815
Agricultural Industrial Transition 1815-1870
Industrial/Urban Dominance 1870-1930
Modern Period 1930-

Prehistoric/Historic Period Themes:
Architecture
Community Planning
Economic (Commercial + Industrial)
Religion
Transportation

Resource Type:

Category: District

Historic Environment: Village

Historic Function(s) and Use(s):
Domestic/single dwelling/residence
Domestic/multiple dwelling/duplex, apartment building
Domestic/secondary structure/smokehouse, storage shed, kitchen,
garage, other dependences
Commerce/financial institution/bank
Commerce/speciality store/blacksmith shop
Commerce/warehouse
Religion/religious structure/church
Recreation and Culture/music facility/opera house
Recreation and Culture/monument-marker/commemorative monument
Industry/Processing/Extraction/manufacturing facility/mill
Transportation/railrelated/railroad, train depot

Known Design Source: None



F-8-61

Woodsboro Survey District

Fredrick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

Woodsboro Station, view from south

1/20

MHT EASEMENT



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

Dorcus & Shank Warehouse, 102 Creagerstown Rd.
south elevation

2/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

102-108 Greagerstown Rd., north elevations

3/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

102-106 James St., southwest corner view

4/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

Memorial Park (Site of Slogle Inn)

5/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

Main St., view south from Arnold Alley

6/20



F-8-61

Woodshoro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust

View west on Dorcus Alley from unit block

7/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

George's Super Thrift, east elevation, representative
modern intrusion, non-contributing resource

8/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

Evangelical Lutheran Church, So. Main Street,
Southeast corner view

9/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

100-106 So. Main Street, west elevations

10/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

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Intersection of Liberty Rd. and South Main St.,
view from northwest

11/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

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Annapolis, Md.

302 S. Main Street, typical representative
lower Main Street houses, west elevation

12A/20



302

F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

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Annapolis, Md.

302 S. Main St., Door detail

12B/2b



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

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Annapolis, Md.

401 So. Main Street, modern intrusion, east
elevation

13/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

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South edge of survey district; view north
on Main Street from 500 block

14/20



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Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

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Annapolis, Md

View South on Second Street from unit block
No. 2nd

15/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1911

Neg. loc.: Maryland Historical Trust
Annapolis, Maryland

Garage, No. 2nd St., Unit block, northeast corner
View

16/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md

Garage, southwest corner 2nd Street and
Elizabeth St., east elevation

17/20



F-8-61

Woodsboro Survey District
Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

View west on Elizabeth Street from Third
Street

18/20



F-8-61

Woodsboro Survey District

Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md

View south on Adam Street from Elizabeth St.

19/20



F-8-61

Woodsboro Survey District
Frederick County

Photo: Janet Davis

February 1991

Neg. loc.: Maryland Historical Trust
Annapolis, Md.

View north on Adam Street from Elizabeth St.
20/20