

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	NOV 6 1978
DATE ENTERED	SEP 24 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Woodsboro and Frederick Turnpike Company Tollhouse

AND/OR COMMON

2 LOCATION

STREET & NUMBER ~~East side of Maryland Route 194, one mile~~
south of Walkersville

CITY, TOWN

Walkersville VICINITY OF

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

CODE
24

COUNTY

Frederick

CODE

021

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input 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 type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input 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 type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> OTHER: Not in use.

4 OWNER OF PROPERTY

NAME

Discovery, Inc.

STREET & NUMBER

P. O. Box 255

CITY, TOWN

Rockville VICINITY OF

STATE

Maryland 20852

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Frederick County Courthouse

STREET & NUMBER

North Court Street

CITY, TOWN

Frederick

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The tollhouse sitting on the east side of Maryland Route 194 south of Walkersville was once part of the toll road run by the Woodsboro and Frederick Turnpike Company.

The building is a two-story brick structure laid in common bond on a low, random-coursed stone foundation. It is four bays wide on the front (south) facade, two bays wide on the rear (north), and one room deep. A small interior end chimney^s at each gable end above the standing seam metal roof. A simple boxed cornice is under the eaves along each long elevation, and flat wood bargeboards stretch from the cornice to the chimney.

The south facade has two entrances located in the two center bays and a window in each end bay. Both windows, presently boarded up, probably contained 6/6, double-hung sash. A one-story porch is located across this entire facade; its metal roof comes about a foot short of the eave line.

On both the north facade and west gable end are two windows of 6/6, double-hung sash with narrow wood lintels. Two of these are boarded up. Above these in the west gable are two six-light windows with wood lintels; the north one retains a pair of shutters, in poor repair. Two other six-light windows are located in the east gable as well. Above the two windows on the north facade are two horizontal windows with sliding sash; these appear to have been added later.

Because the tollhouse is boarded up, it was not possible to enter it for the purposes of this report. However, the building retains its original wide board floors, a late 19th century mantel, and a tight winder staircase.

Attached to the east end of the tollhouse is a frame outbuilding which is covered with vertical boards and has a brick chimney. A small shed-roofed addition is attached to the north side of this. These additions obscure the first floor of the east end.

Plans have been made by the current owner, a developer, to donate the tollhouse property to a local preservation group for a community-related purpose.

Acreage explanation: Eighty perches, the amount of land sold to the turnpike company, equals about one-half acre. Currently .15 acre has been left with the tollhouse in the development plan for the area. This acreage immediately surrounds the building and is still right on the old Woodsboro-Frederick Road (now Maryland Route 194).

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input 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 type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input 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 type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE

The Woodsboro and Frederick Turnpike Company tollhouse south of Walkersville in Frederick County is significant as part of the turnpike system that developed in Western Maryland in the second half of the 19th century. The National Road and several turnpikes connecting it to Baltimore revolutionized the transportation system in Western Maryland in the first half of the 19th century. Many short turnpikes were constructed at that time to feed into this major road. In the mid-19th century the National Road was superseded by the Baltimore and Ohio and the Western Maryland railroads. The feeder turnpike system, however, grew with the success of the railroads and the increased need for better roads for farmers to transport their goods to the rail lines. Dozens of small companies sprang up in Western Maryland to answer this need, and the Woodsboro and Frederick Turnpike Company was one of them. This particular building was built in the first half of the 19th century and later converted for use as a tollhouse, a use it continued in for at least forty years during the heyday of the small turnpike system. It is one of only half a dozen tollhouses remaining in Frederick County; it is the least altered of these. In deteriorated condition, the building has a future as the developer plans to donate it to a local historic group for restoration and adaptive use.

HISTORY

The Woodsboro and Frederick Turnpike Company was incorporated in September 1869 "for the purpose of keeping in repair and good traveling condition, the turnpike road from Woodsboro to Frederick and Libertytown Turnpike" (Frederick County Acts of Incorporation Record, 1868-1880, p. 81, September 18, 1869). The Woodsboro Turnpike Company-- Ezra Cramer, Michael Shank, Daniel Burrier, Dewitt C. Johnson, and John Norris, directors--was first organized in 1855. This particular company maintained a span of road from the Monocacy at Ceresville (where the Frederick and Woodsboro Turnpike and the Frederick and Libertytown Turnpike joined) to Woodsboro.

In 1855 John A. Johnson and Dewitt C. Johnson sold the structure and eighty square perches, part of Dulaney's Lot, to the Woodsboro and Frederick Turnpike Company for one hundred dollars, retaining the right to use the well.* The building does not exist on the 1808 Charles Varle Map of Frederick and Washington Counties, although a road is marked in the same location as the present one. On the Isaac Bond Map of Frederick County made circa 1858, this building is marked as a "Toll Gate", suggesting that the turnpike was in operation before the company's incorporation in 1869.

On the map of the Mount Pleasant district in the Atlas of Frederick County published by C. O. Titus & Co. in 1873, this building is marked as a "TollHouse". By 1913 the turnpike was apparently still in operation, but the tollhouse was no longer in use: The Maryland Geological Survey map of that year labels the road the Woodsboro and

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Frederick County Land Records and Frederick County Acts of Incorporation, Courthouse, Frederick, Maryland.

Maryland Geological Survey [Report on the Highways of Maryland], Vol. III. Baltimore: The Johns Hopkins Press, 1899.

[Charles T. LeViness] State Roads Commission of Maryland. A History of Road Building in Maryland. Baltimore: Maurice Leaser Co. Printers!, 1958. -continued-

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .15 acre

QUADRANGLE NAME Walkersville

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 18 29,67,7,0 4,37,11,0,0
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

See red line on enclosed plat map.

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Cherilyn Widell, Sites Analyst
Pamela James, National Register Coordinator

ORGANIZATION Frederick County Historic Preservation DATE April 1978
Maryland Historical Trust July 1979

STREET & NUMBER 12 East Church Street, Winchester Hall TELEPHONE 663-8300 ext. 266
21 State Circle, John Shaw House (301) 269-2438

CITY OR TOWN Frederick STATE 21701
Annapolis Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE X LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE *J. Mitchell* DATE 9-14-79

TITLE _____ DATE _____

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

William A. Brashear DATE 9-24-79
 KEEPER OF THE NATIONAL REGISTER

ATTEST: *Constance Saks* DATE 9-21-79
 REGIONAL COORDINATOR

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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Woodsboro and Frederick Turnpike Company tollhouse
Frederick County

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Significance, continued

Frederick Turnpike, and there is a "Tollgate" between Walkersville and Woodsboro; however, this building is no longer labeled as such. On the 1927 Geological Survey map the road is called the Woodsboro and Frederick Road, signifying that the turnpike company had closed by that date.

The Woodsboro and Frederick Turnpike Company was still functioning in 1899 when the Maryland Geological Survey reported on all the roads in the State of Maryland. At that time Frederick County had more miles of turnpike than any other Maryland county, and most of the major roads in the county were turnpikes, particularly in the immediate vicinity of Frederick.

Ninety percent of the turnpikes in the 19th century were located in Washington, Frederick, Carroll, and Baltimore Counties. The average size of these was less than ten miles in length. In the 1899 Maryland Geological Survey report, the Woodsboro and Frederick Turnpike is listed as eight miles long with the main office in Ceresville Mills.

In the early 20th century it at last became feasible to appropriate public money for the maintenance of roads, and the turnpike companies went out of existence. At that time this particular tollhouse reverted to use as a private residence.

*Frederick County Deed ES7/439, May 20, 1855.

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MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Charles Varle. A Map of Frederick and Washington Counties. Philadelphia, 1808.

Isaac Bond. Map of Frederick County. Baltimore, circa 1858.

D. J. Lake. Atlas of Frederick County, Maryland. Philadelphia: C. O. Titus
& Co., 1873.

(The three maps listed above are all available at the Hall of Records,
St. John's College campus, Annapolis, Maryland.)

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SKETCH MAP, showing the three turnpikes that converged at the Monocacy at Ceresville in the second half of the 19th century (map sources listed in section 9).

