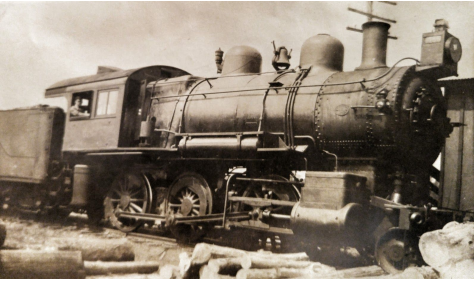


Preserving the Past for the Future

Welcome

to

Historic Woodwardville



Woodwardville Preservation Society, Inc.



Scenic Patuxent Road in Woodwardville, c. 1920

Photographs on cover, clockwise from top:

Train at Patuxent Station, c. 1900.

Ladies Walking Patuxent Road in Woodwardville, c. 1915.

Dr. Samuel Hall Anderson (1848-1912), c. 1880.

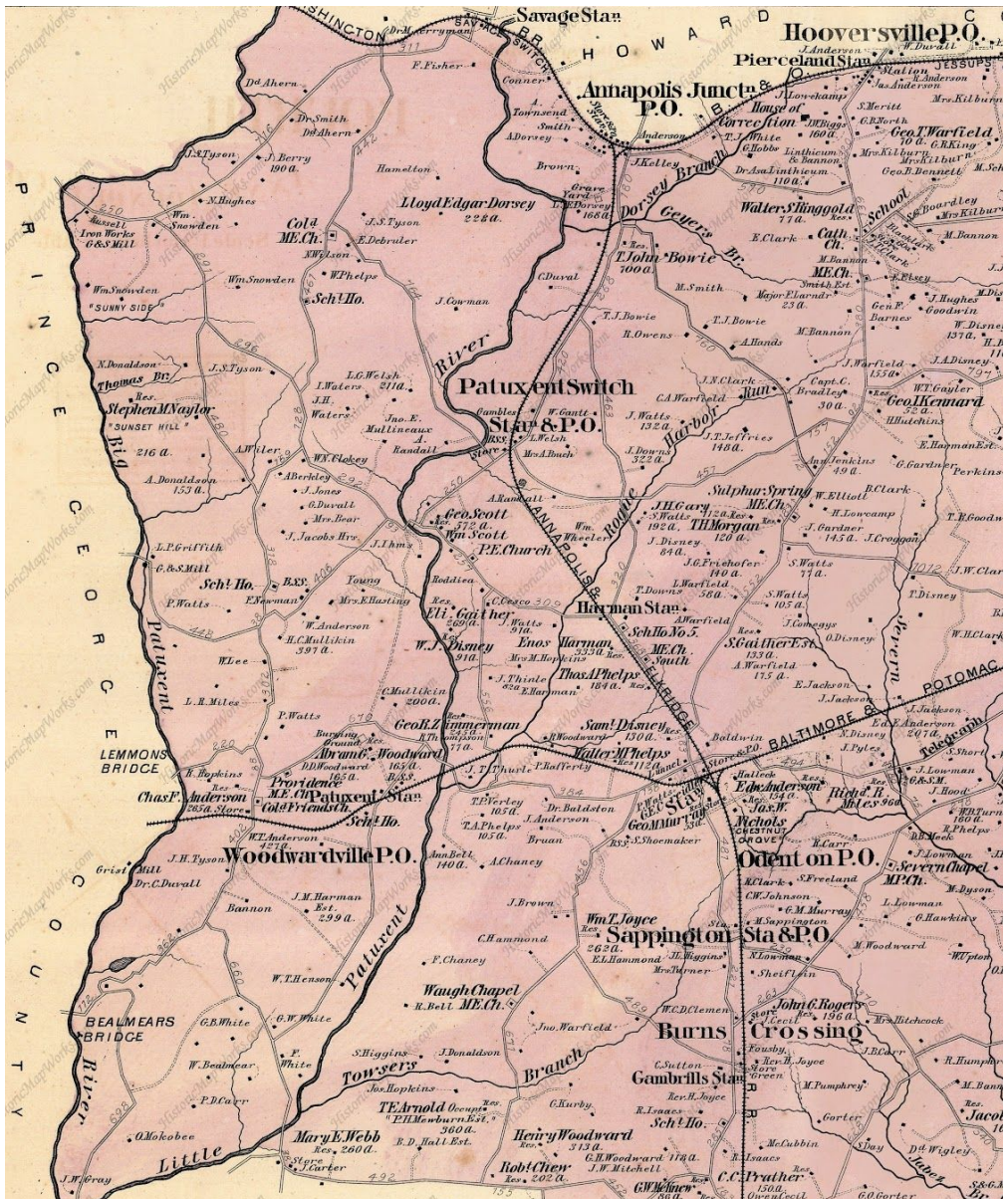
Scenic and Historic Patuxent Road, 2020.

Abram G. Woodward Gravestone, Woodward Cemetery, 2020.



A trip down scenic and historic Patuxent Road today may just be a shortcut between Crofton and Odenton, but 145 years ago, Woodwardville was the destination. Today, you can find nearly 30 buildings preserved within this National Register Historic District. Situated on a spine of land between the Patuxent and Little Patuxent Rivers, the area was historically known as The Great Forks of the Patuxent. The village grew along the road, paralleling the railroad line and centered on the station, general store and Methodist Church. A crossroad, today known as 5th Avenue, runs west under the rail line. Prior to the development of Fort George G. Meade in 1917, this road continued to Laurel.

Throughout the 19th century, town development in Anne Arundel County remained on a very small scale due to the rural, agrarian nature of the economy. Serving as regional centers of commerce, crossroad towns typically consisted of a post office, blacksmith shop and store(s), and in some cases a school, church and railroad station. A small number of dwellings were located at the town centers, surrounded by farmland. Woodwardville is one of only a handful of surviving rural crossroad communities in Anne Arundel County that still retain a high degree of architectural and historical integrity. Others include Davidsonville, Owensville, and Friendship. Similar communities, of which there were many due to the network of rail lines crossing the northern portion of the County and the productive tobacco growing region to the south, have either disappeared because of changing demographics and economies, or have been engulfed by modern post-WWII development. Such development pressure threatens the survival of historic Woodwardville; western Anne Arundel County is the fastest growing area of the County.



Detail of Fourth District Anne Arundel County Map, G.M. Hopkins, 1878.



Detail of United States Geological Survey Map with Woodwardville, 1906

Woodwardville’s founding dates to the last quarter of the 1800s when a small, crossroads community developed amongst the rural farming landscape in western Anne Arundel County. The regional economy was driven by nearby mills that dotted the Patuxent River and farms producing wheat, oats, corn, and tobacco. Construction of the Baltimore & Potomac railroad line starting in 1867 further kindled local development. With the railroad completion came a new train stop in 1872, called “Patuxent.”

Within just a few years of the establishment of the Patuxent Station the village was prominent enough to warrant a United States Post Office. On August 23, 1875, local resident Abram Gambriel Woodward was named the first postmaster of “Woodwardville,” operating the post office out of his general store.

26 MARYLAND DIRECTORY—BALTIMORE.	
Ring John, farmer	Barber George A. farmer
Ray Benjamin, farmer	Beall A. R., farmer
Ray Randolph,	Barso J. W., mechanic
Shipley William A., farmer	Chaney C. C., farmer
Shipley William T., farmer	Chaney A. R., farmer
Shipley R. L., farmer	Carr P. D., farmer
Smith B. Duncan, farmer	Conaway Z. P., merchant
Smith Charles, farmer	Disney W. J., farmer
Tubbs Prof., teacher	Duckett Marion, teacher
Turner Humphrey, farmer	Harman Anderson, farmer
Walham George W., merchant	Hopkins Mantz, farmer
Wellham William, merchant	Hopkins Marshal, farmer
Wesley William R., farmer	Lowman N., railroad
Wellham J. T., merchant	Luthicum T. F., farmer
Warfield Allen, farmer	Luthicum T., farmer
Winterson Dr. C. R., farmer	Lie George W., manufacturer
Warfield Randolph,	Mullikin H. C., farmer
Warfield Benson, farmer	Mallons M. V., farmer
Yealdhall Henry, farmer	Newman W. F., farmer
Yealdhall Benson, farmer	Stewart Edwin, mechanic
	Thompson Robert, farmer
	Varley T. P., farmer
	Watts Philip, farmer
	White George F., farmer
	White George B., farmer
	Williams Dr. W. G., farmer
	Young O., farmer
	Zimmerman George,
<i>WOODWARDVILLE Post Office.</i>	
Anderson R., railroad	
Anderson G. T., farmer	
Anderson Randolph, farmer.	
Anderson C. F., merchant	
Bealmer W., farmer	

The Maryland Directory, Publishers: J. Frank Lewis & Co., Baltimore, 1877

WOODWARDSVILLE

Is near Patuxent on the B. & P. R. R. and adjacent to Patuxent River, which furnishes an abundant supply of water; village healthy, climate temperate, business medium, the land is various in quality, susceptible of improvement and mostly cleared; the timber yet standing is composed of oak, hickory, gum, sycamore, birch and pine. Some of the land is heavily timbered, is worth from \$5 to \$50 per acre, and produces 10 bus. wheat, 15 to 20 oats, 20 to 25 corn, 800 to 1000 lbs tobacco. Crops are fair. The inducements to emigrants are healthy climate, new churches, schools, mills and markets. Two M. E. Churches; one P. E. Church; one Roman Catholic Church, and two public schools are near. Population 35. A. G. Woodward, Postmaster.

Attorney at Law.

Ducket, Marion

Blacksmiths.

Schumaker & Co

General Merchandise.

Anderson, C F

Conway, Z P

Machinist.

Hopkins, John

Miller.

White, G B

Photographers.

Varley, Chas R

Varley, J T

Physician.

Williams, W G

Shoemaker.

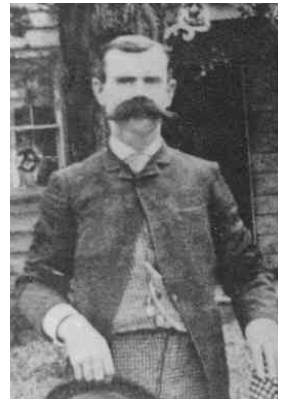
Lee, G W

Wheelwrights.

Boise & Woodward

The Maryland Directory, Publishers: J. Frank Lewis & Co., Baltimore, 1878

The village continued to grow and prosper, with a full range of businesses and important social institutions operating along Patuxent Road and 5th Avenue. By 1878 there were general stores, a machinist, a shoemaker, a blacksmith and wheelwright, a miller, and an attorney and physician. In 1879, Public School #8 was built near Patuxent Station, where William T. Anderson, Jr. served as the first school teacher.



Public School #8 and William T. Anderson, Jr.



Trinity Methodist Episcopal Church South, c. 1900

Several churches served the community historically, including the Trinity Methodist Episcopal Church South, dedicated in 1882, which continues today as Trinity United Methodist Church and is a central feature of the Woodwardville streetscape.



Trinity United Methodist Church, 2020.

Architectural Styles in Woodwardville

Woodwardville's historic homes consist principally of late-19th and early-20th century domestic architecture. Examples of the Foursquare, Tudor Revival, Queen Anne, and Bungalow styles are present, as well as older traditional vernacular classifications such as the I-house.

Vernacular architecture is reflective of local communities needs for a building, commonly built using local construction materials, and embodies local traditions and taste. It evolves over time to reflect the environmental, cultural, technological, economic, and historical context in which it exists. Look around Woodwardville; What do you think the architecture says about the history of the community and the people who have lived here?



Foursquare houses are boxy in shape with two full storeys and an attic often made livable by large dormers. Popular from 1895-1929, these houses are quiet and dignified in their look and ornament. They typically have a wide porch, normally extending the full length of the front of the house, with a wide stair and entry either at the center or to one side. Grouped windows became popular with this style.

The Tudor Revival style was popular from the 1880s until the 1940s. This style is loosely based on a variety of early English building traditions. Most Tudor houses emphasize high-pitched, gabled roofs with a facade dominated by one or more cross gables; tall, shaped chimneys; and tall narrow windows.





The Queen Anne style popular from 1870 to 1900 is typically characterized by many ornamental features on a structure including projected bays, decorated porches, patterned siding, stained glass, dormers, gables, and cylindrical towers. The Queen Anne style in Woodwardville is not as overt, but is more subtle with small inclusions of one or two Queen Anne elements.

I-Houses are typically two-story dwellings with two equal-size rooms, one on either side of a center hall. The I-House form usually has a lengthy, symmetrical facade. The house form is versatile and long-lived. An orderly and comfortable house, the center hall provides room for a staircase and immediate access to all rooms as well as the front and back door.



The Bungalow or Craftsman style was popular from 1895 to the 1940s and is characterized by long, low-pitched roofs with wide, unenclosed eave overhang; gable dormers; roof rafters are usually exposed; broad front porches, either full or partial width, with roofs supported by heavy support columns.

Woodwardville Families and their Homes

Crawford Family 2823 5th Avenue



William Crawford (1872-1913) was a foreman for the railroad. He and his wife Mary E. (1869-1950) were married in 1893. They had five children who grew up in Woodwardville: Walter (b. 1894), Samuel (b. 1896), Fielder (b. 1898), Franklin (b. 1899), and Clara (b.

1902). Walter worked for the railroad, like his father. Samuel and Fielder were house carpenters for A.D. Riden Lumber Company, and Franklin was a clerk with the federal government. In June of 1917, Clara married Charles Milton, a railroad station agent boarding with William and Elizabeth Anderson. Walter, Samuel, Fielder, and Franklin all married and stayed local with their families.



William Crawford walking rail line at Patuxent River Bridge, c. 1920. “The Crawford Boys,” c. 1920. Crawford Family House, 2020.

Anderson Family 969 Patuxent Road

Cora Woodward Anderson was born June 22, 1887. Her parents, William and Elizabeth (Anderson) Anderson were the first couple married in the new Trinity United Methodist Church in 1886. The family house was built 1892-1893 and this picture was taken soon after completion. Cora married Rev. Stephen Joseph Lester DuLaney (1881-1964) and the couple moved away, but returned to Cora’s family home by 1940, where they lived the rest of their lives. Cora died in 1981.



Mullikin Family 976 Patuxent Road

Henry Clay Mullikin (1843-1920) was a life-long farmer and resident of Woodwardville. In 1878, his farm consisted of 397 acres to the northwest of the Woodwardville crossroads. He married Richarda Sophia Anderson (1847-1914) in October 1867. Together they had eight children, three boys and five girls. Along with an immediate family of ten, Richarda's sister, Martha L. Anderson, also lived with the family and they took in boarders, such as Frank Gales in 1910, a telegrapher with the railroad. Three of the daughters remained at home, including the youngest child, daughter Florence Hall (1883-1954). Florence served as the Woodwardville postmaster from 1924-1925, during which time the post office was located in her family home.



Florence Mullikin, image from Ancestry.com

Riden Family 944 Patuxent Road



Adam D. Riden (1862-1937), his wife Ida Mary (1869-1931) and four children moved to Woodwardville after 1910. A.D. Riden and his business partner, James B. Fasold built a business that included a hardware store, retail lumber, and home construction business. Many of Woodwardville's residents worked for

the businesses, including Riden's own family. His daughter Pearl M. (1893-1979) was the lumber company secretary, son Frank A. (1897-1972) with the lumber company, and son Clark A. (1895-1963) in the hardware store. In 1920, Clark and Hazel (1900-1987) (the youngest Riden child) both married. They lived together, with their spouses, with the rest of the Riden family. Business partner, James Fasold and his son, Roy, boarded with the family. The A.D. Riden & Co. built many homes in Odenton and surrounding areas. The company was in business until 1966.



Ida May Riden, c. 1920

Woodwardville and the Railroad

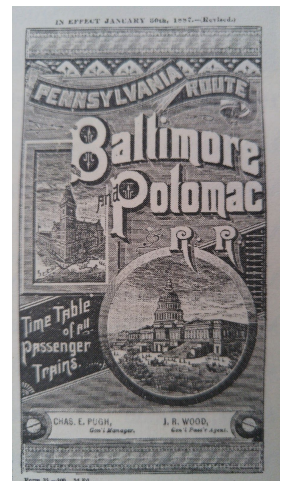


Patuxent Train Station, c. 1920

Woodwardville's development is directly related to the construction of the Baltimore & Potomac Railroad, initiated in 1867 and completed in 1872. The railroad was a major economic driver for the community. It provided easy and efficient transportation for getting the area's crops to market. In addition, it provided jobs for many local residents and brought in others who boarded in Woodwardville family homes, supplementing household incomes with rent payments. The Patuxent Station was closed in 1927, which was an economic blow to the community. The rail lines continued to be used and are still in use today, with the line becoming part of the Pennsylvania Railroad system and now operated by Amtrak.

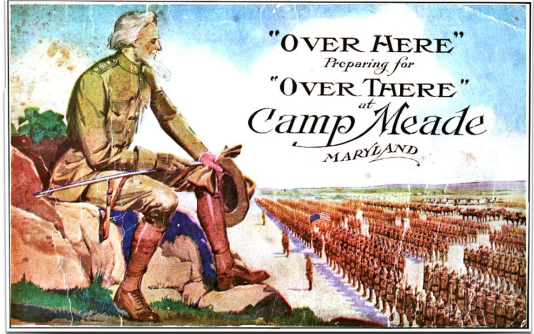


Train going past Woodwardville. Baltimore & Potomac Railroad Passenger Train Time Table, 1887.

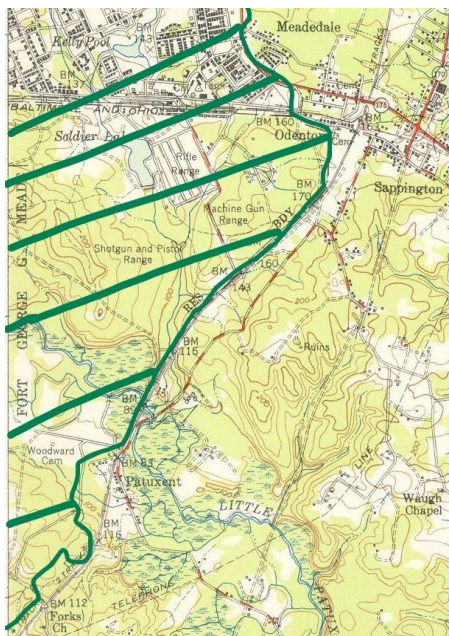


Fort Meade's Effect Upon Woodwardville

The development in 1917 during World War I of what would become Fort George G. Meade had a profound long term effect on the town. To establish Camp Meade, the federal government acquired 19,000 acres of land to the northwest and west of Woodwardville through eminent domain, including entire farms of Woodwardville families, such as the Woodwards, Andersons, and Mullikins. Camp Meade was a training facility for troops drafted for the war in Europe.



Postcard, 1917-1918, Digital Restoration by Dr. Erik Villard, Fort Meade Museum. Images of Camp Meade 1917-1918, US Army Center of Military History, National Archives & Library of Congress.

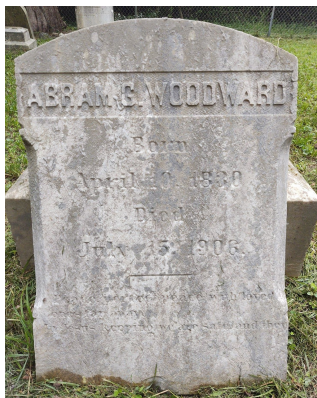


Map by Army Map Service, Published for civil use by the Geological Survey, 1947.

Family homes and cemeteries were claimed by the federal government and fences erected along the boundary. Family farms once used to grow tobacco, wheat, and peaches were now the site of a machine gun range, rifle range, and shotgun and pistol range.

The boundary line carved out and preserved Woodwardville. However, the location of Fort Meade abruptly closed off the area between Woodwardville and Laurel, which destroyed the east/west routes causing the businesses along 5th Avenue to shutter and prompting the Pennsylvania Railroad to close Patuxent Station.

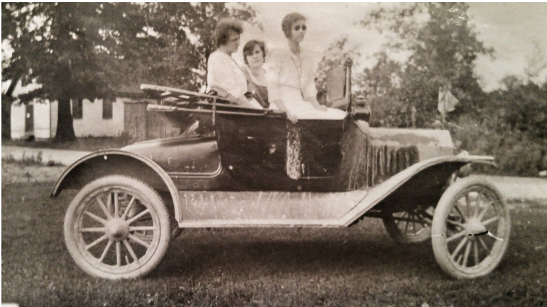
In 1988, the original Camp Meade territory was ceded to the U.S. Fish and Wildlife Services creating today's Patuxent Environmental Science Center and Wildlife Refuge. Woodward Cemetery, as well as others, still exist on the Patuxent Environmental Science Center and Wildlife Refuge property. Evidence of the larger Woodwardville community that once existed there.



Woodward Family Cemetery, 2020. Abram G. Woodward Gravestone, 2020.

Quiet Descends Upon Woodwardville

After the development of Fort Meade and the complete closure of the area to the west of Woodwardville, the closure of the Patuxent rail station, and the 1927 closing of the Woodwardville Post Office, Woodwardville continued as a quiet residential enclave. As the 20th century progressed, the town was eclipsed by the growth of Odenton and bypassed by Route 301/ Crain Hwy to the east. The quiet that descended upon Woodwardville and the lack of development enabled the town to retain its look and feel of a by-gone era and today it is an example of the crossroads communities once found throughout Anne Arundel County.



Clockwise: Unidentified girl on horse with unidentified boy holding horse, c.1920. "A Pleasant Afternoon" with Pearl, Ida, Adam D. Riden, and two men on front porch, c. 1925. Donald Riden on tricycle with Pearl Riden, schoolhouse behind them, c.1940. Pearl Riden and friends in a car, c.1925.



Clockwise: Ben Parker at A.D. Riden & Company Lumber Company, c. 1940. Franklin and Hilda Crawford in car, c. 1925. Holland S. Grafflin at Rollins General Store, c. 1940. Rollins General Store.



Preservation of Woodwardville

During the 1980s, as interest developed about this preserved community and at the behest of local residents, the place name of Woodwardville was revived for the town. The town's plan and the homes representing several architectural styles and forms, all in good original condition, enabled Woodwardville to be listed in the National Register of Historic Places in 2003.



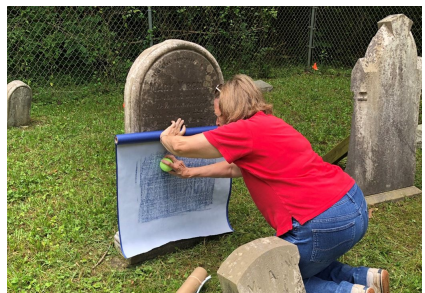
Building upon the legacy of local community historian Cora Woodward Anderson DuLaney, and her love of Woodwardville and its history, in 2016 Lisa Cornwell and others in the community worked together to form the non-profit Woodwardville Preservation Society. The goal of the



preservation society is to preserve & protect the historic homes of Woodwardville and the scenic & historic Patuxent Road. In addition, the society researches, preserves, and interprets the history of the Woodwardville community and the people who have lived

here past and present, so all may learn, enjoy, and be a part of this special community.

Top to bottom: Cora Woodward Anderson DuLaney, wrote the book "Andersons of the Great Fork of the Patuxent" and other articles about Woodwardville families and history. Lisa Cornwell photographing Abram G. Woodward's gravestone, 2020. Tina Simmons taking a rubbing of Mary Virginia Woodward's gravestone, Woodward Cemetery, 2020



Preserving the Past for the Future

For more information about Woodwardville and to share information, stories, or photographs:
www.woodwardvillepreservation.org

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Woodwardville Preservation Society, Inc.





Ladies Walking Patuxent Road, c. 1915

Research for Woodwardville was conducted for the United States Department of the Interior National Register of Historic Places application, Woodwardville Historic District, AA-890. This booklet incorporates much of that work and makes it available to the public. Thank you to the team who submitted the 2003 National Register of Historic Places application.



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