

F-8-96

Ca. 1874 - 1941

New Midway Survey District

New Midway

Private

New Midway is a good example of a late 19th century small railroad town, containing primarily residences, a former schoolhouse, and several commercial buildings. Most are still dwellings and the architectural character of the town is well-preserved in spite of artificial siding and other modern alterations.

F-8-96  
New Midway Survey District  
New Midway, Maryland  
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 Period:  
Industrial/Urban Dominance 1870-1930 A.D.

Prehistoric/Historic Period Themes:  
Architecture, Landscape Architecture and Community Planning  
Economic (Commercial)  
Transportation

Resource Type:  
Category: District

Historic Environment: Village

Historic Function and Use:  
Domestic/single dwelling/residence  
Commerce/Trade/warehouse  
Transportation/rail-related/railroad

Known Design Source: None

**Maryland Historical Trust  
State Historic Sites Inventory Form**

**1. Name** (indicate preferred name)

historic

and/or common New Midway Survey District

**2. Location**

street & number 12048-12142 Woodsboro Pike (Md. Route 194)  not for publication

city, town New Midway  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	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input 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 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. 21701

**6. Representation in Existing** Historical Surveys

title

date  federal  state  county  local

pository for survey records

city, town state

# 7. Description

Survey No. F-8-96

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

Contributing Resource Count: 23

(Typed on separate sheet)

# 8. Significance

Survey No. F-8-96

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 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 checked="" 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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input 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		

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<b>Specific dates</b>	1874 - 1941	<b>Builder/Architect</b>	
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check: Applicable Criteria:  A  B  C  D  
and/or  
Applicable Exception:  A  B  C  D  E  F  G  
Level of Significance:  national  state  local

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

(Typed on separate sheet)

## 9. Major Bibliographical References

Survey No. F-8-96

Titus, C.O., Atlas of Frederick County, Maryland, 1873.

Williams, T.J.C., and Folger McKinsey, History of Frederick County (1910) reprinted by Regional Publishing Co., Baltimore, 1979, Vol. II, p. 402, 749-750.

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name Woodsboro, Md. quad.

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A 

Zone	Easting			Northing					

B 

Zone	Easting			Northing					

C 

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D 

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E 

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F 

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G 

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H 

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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
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state	code	county	code
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## 11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyor

organization Frederick County Planning &amp; Zoning Dept. date June, 1991

street &amp; 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

The New Midway Survey District is a small town laid out along Woodsboro Pike (Maryland Route 194) from the Maryland Midland Railroad tracks to the intersection of Legore Road in the northeast section of Frederick County, Maryland. The town dates from the last quarter of the 19th century and has a linear plan along Woodsboro Pike northerly from the railroad crossing which stimulated the development of the town. The 23 major buildings in the district are primarily residential, with two wholly commercial buildings, and a post office in a combined residential-commercial building. A former schoolhouse is also included, although not currently in use. The buildings are mostly frame with vinyl or aluminum or other artificial siding over german siding. Some small outbuildings associated with the major structures may contain log structures under siding.

The plan of the town is irregular with houses spaced at some distance from each other, increasing in width toward the north from the railroad crossing. The largest commercial buildings are clustered just north of the railroad crossing. These include a square plan, hipped roof frame building with a cupola on the northwest side of the main road and a two-story rectangular store building on the southeast side paralleling the railroad line. The post office is located in the square plan building. The square plan post office building and its cupola dominate the streetscape of New Midway, with the majority of buildings distinguished by their vernacular forms and relation to the main road and railroad.

On the northwest side of the road two buildings north of the post office is an auto repair shop, an early 20th century one story frame and concrete block building. On the southeast side of the district along the railroad tracks are several frame one-story barns, sheds, and other buildings which appear to have had a commercial or industrial connection with the railroad, but which are now used for storage or other domestic uses. One building, with a two-story frame center section and flanking one-story wings, may have been a depot. It is now a goat shed.

Architectural styles in New Midway are vernacular, mostly following the functional plans and forms of rural dwellings and commercial buildings in the last quarter of the 19th century. Most are two story frame buildings with standing seam tin gable roofs, interior end chimneys, and 2 to 3 bays on the facades. Decoration is limited to doorways and porches where paneling, scroll-sawn brackets, and turned columns are common.

Following are brief descriptions of the principal buildings:

Post Office/Residence Building: 12048 A-C Woodsboro Pike. A square plan, 2-story frame building with brick veneer on the first story and vinyl siding on the second. A one-story porch extends across the facade. A standing seam tin hipped roof is topped by a vinyl-sided cupola with a bellcast roof and sound-arched windows. Commercial space on the first story southern end is adjoined by multiple residential units on the north end and second story. The building appears to date from about 1875.

## 7.2 Description

Auto Repair Shop: 12048D Woodsboro Pike. A separate structure joined by a covered breezeway to the post office building, the shop occupies a two-story frame building with a shed porch on the first story and twin projecting bay windows on the second. A composition gable roof and rusticated concrete block suggest an early 20th century construction date.

Milton O. Renner House: 12057 Woodsboro Pike. The two-story frame house with rusticated wood siding has a cross gable with an arched window. The one-story porch has fine scroll-sawn Gothic Revival details. A two-story bay window projects from the south elevation. Built about 1870.

Warehouse (Kramer Piano Shop): 12049 Woodsboro Pike. A two story rectangular frame building with vinyl siding and a composition gable roof. The gable end faces the road and has a one-story porch, display windows and a Gothic arched window in the gable. Additions in concrete block have been made to the east elevation. Built about 1890.

Warehouse: Located on west side of railroad tracks north of Renner road. This frame two story building is flanked by two one story shed roofed wings. It has clapboard siding and a standing seam tin roof. Now used as a goat shed, it may date from the last quarter of the 19th century.

Schoolhouse: Located north of 12109 Woodsboro Pike. The one story frame former school has a gable facade on the west with a center entry flanked by two 6/6 windows. It has clapboard siding and a standing seam tin roof with the base of a cupola or belfry near the west end. A concrete block shed addition is attached to the north elevation, placed in the 1930's when the school use ceased and an Allis-Chalmers farm equipment dealer took over the building. Original school built possibly in the late 1870's or early 1880's.

## 8.1 Significance

The New Midway Survey District is a well-preserved illustration of a late 19th century small town which developed as a result of the Frederick and Pennsylvania Railroad line construction in 1872. The line crossed the Woodsboro Turnpike, an early 19th century road which shaped the development of the town, concentrating buildings along its route. The combination of the two transportation routes gave rise to commercial buildings erected by the brothers George I. Renner and Milton O. Renner in the 1870's and 1880's. The resulting prosperity of the town is reflected in the fine architectural detail of M.O. Renner's house and the Post Office Building. The erection of a school in New Midway prior to 1900 further exemplifies the importance of the town as a new population center in the last quarter of the 19th century. The railroad is not as important today to the town, but it retains the appearance of a railroad depot town, with modern additions and siding visible but not obscuring its integrity.

New Midway's character and history are similar to the survey districts of Loys (F-6-69) and Lantz (F-6-51) in the Thurmont region. Loys and Lantz developed on the Western Maryland line in the 1870's and contain primarily residences, a railroad depot, and, in Loys, a former school. New Midway's principal rail depot is not yet identified; however, any one of several frame buildings along the tracks on the east side of the district may have served the purpose. New Midway's architectural character is enhanced by the visual variety of the Post Office Building and the Renner House, echoed in Loys. All three of the survey districts are good examples of railroad related districts.

New Midway was established principally by the Renner family, owners in the mid 19th century of the early 18th century stone house, Cookerley's Tavern (F-8-8) just south of the railroad tracks. Milton O. Renner built the house at 12057 Woodsboro Pike about 1870 and a warehouse on the site of the present Kramer Piano Shop (12049 Woodsboro Pike) was in place by 1873, according to the Titus map of that year. Milton's brother George I. Renner built a warehouse in New Midway in 1884 that burned in the 1890's. George Renner is said in Williams and McKinsey's History of Frederick County to be the first businessman in New Midway. After the decline of railroad service and the rise of automobile traffic in the early 20th century, New Midway changed little in appearance and its railroad origins are clearly well-preserved.

# WOODSBOROUGH

## DIST No. 11

Scale 1/4 inches to the mile



F-8-96  
 New Midway Survey District  
 Frederick County  
 C.O. Titus, Atlas of Frederick County,  
 Md., 1873



F-8-96  
 New Midway Survey  
 District  
 Frederick County  
 Janet Davis  
 June 5, 1991  
 Not to Scale



F-8-96  
New Midway Survey District  
Frederick County  
USGS Woodsboro, Md.  
1:24000



F-8-96

New Midway Survey District

Frederick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

View north on Woodsboro Pike from railroad  
crossing

1/6



F-8-96

New Midway Survey District

Frederick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

View north on Woodsboro Pike from 12114  
Woodsboro Pike

2/6



F-8-96

New Midway Survey District

Frederick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

Post Office Building, southeast elevation

3/6



F-8-96

New Midway Survey District  
Frederick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

Warehouse, north elevation

4/6



F-8-96

New Midway Survey District

Frederick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

M.O. Renner House, 12057 Woodboro Pike  
Northwest elevation

5/6



F-8-96

New Midway Survey District

Fred erick County

Photo: Janet Davis

April 1991

Neg. loc.: Maryland Historical Trust  
Crownsville, MD

Former schoolhouse, northwest elevation  
6/6