NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Airview Historic District

other names F-4-38

2. Location

street & number 701-720 East Main Street extended ☐ not for publication

city or town Middletown ☐ vicinity

state Maryland code MD county Frederick code 021 zip code 21769

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date 11-12-04

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby, certify that this property is:
- ☐ entered in the National Register.
  - ☐ See continuation sheet.
- ☐ *determined eligible for the National* Register.
  - ☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
23	5	buildings
		sites
		structures
		objects
23	5	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC: Single Dwelling
DOMESTIC: Domestic Outbuilding
DOMESTIC: Hotel

Current Functions
(Enter categories from instructions)

DOMESTIC: Single Dwelling
DOMESTIC: Domestic Outbuilding

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Queen Anne
LATE 19TH & EARLY 20TH C. REVIVALS/
Colonial Revival
EARLY 20TH C. AMERICAN MOVEMENTS/
Bungalow

Materials
(Enter categories from instructions)

foundation STONE; CONCRETE
walls BRICK; WOOD; CONCRETE;
SYNTHETIC/Vinyl
roof STONE/Slate; ASPHALT
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

Description Summary:

The Airview Historic District is a turn-of-the-20th-century residential subdivision comprising twelve single-family houses built between 1896 and 1930 lining both sides of East Main Street (formerly a section of the old National Pike) near the eastern corporate boundary of Middletown in Frederick County, Maryland. The houses, built between 1896 and 1930, draw from the Late Victorian, Colonial Revival, and Bungalow styles, and are built of frame, brick, or rusticated concrete block. Complementing the houses are 11 contributing outbuildings, including several frame barns, three c.1930 garages, and several miscellaneous sheds. Two houses and three garages constructed after the period of significance (1896-1947) are considered non-contributing. All of the buildings are located on lots with 90' to 103' setbacks, as stipulated in original deeds. The lots on the north side of East Main Street have the deeper setback, reflecting the right-of-way of the former Frederick and Middletown Electric Railway. The large lots are generally grassy and landscaped with flower gardens, ornamental trees, and common deciduous trees. The Airview subdivision dates from the same period as the houses along East Main Street a short distance to the west, on the eastern edge of the National Register-listed Middletown Historic District; while related temporally, stylistically, and by association with the electric railway, the two districts are physically separated by post-1950 infill development.

The following is an inventory of properties within the Airview Historic District:

East Main Street, north side

701 East Main St. (George W. Gaver House). This is a fine example of the Queen Anne style, built about 1899. The house was constructed from Design No. 20 of George F. Barber & Co.'s Modern Dwellings (1899) design book. It has 2-1/2 stories and is constructed of brick with an irregular floor plan and exterior arrangement, which is a typical feature of the style. A one-story porch with brackets and spindles extends across the south and west elevations, including a circular corner gazebo with a conical roof and cast iron finial. The hipped roof is slate with decorative scallops and pedimented gables of varying sizes and dormers project from all elevations. The gable's closed pediments have a variety of paired and tripled arched and Palladian styled windows and decorative scroll-cut bargeboards. Windows overall are one-over-one sash with shallow brick arches above. The projecting front gable has a recessed one-bay balcony and small polygonal bay. Also on the lot is a frame barn with vertical siding, one of the contributing outbuildings in the district. George W. Gaver was a retired farmer at the time of the house's construction and in 1908 was one of the organizers and the first president of the Middletown Savings Bank.

2 contributing buildings

703 East Main St. (Charles C. Biser House). The house is a good example of the early 20th century Colonial Revival style, built about 1911. This 2-1/2 story frame house has German siding and symmetrical projecting front gables with arched windows in the gable peaks. Pedimented dormers are located on all elevations of the slate hipped roof. The three bays on the south (front) elevation include a central three-part entrance and a central window on the second story with a decorative architrave. Many windows have multiple-pane upper sashes. A one-story porch with tapered fluted piers extends around the south and east elevations. Both the porch and the main cornice feature console brackets and dentil molding. In the rear (north end) of the lot is a frame shed and near the northeast corner of the house are a cast concrete block garage with hipped roof and a glazed orange brick workshop with brick chimney. All three outbuildings are considered contributing. Charles C. Biser was also a retired farmer, and like his neighbor, was a director of the Valley Savings Bank of Middletown and of the People's Fire Insurance Company of Frederick County.

4 contributing buildings

705 East Main St. (Oliver C. Sigler House). Built about 1920, this bungalow has 1-1/2-stories with a brick exterior and a hipped composition roof with dormers with paired windows in each elevation. An integral porch extends around the west, south, and east elevations. The design is similar to that of "Noah's Ark" (720 East Main St.). The property also includes a contributing brick, one-bay garage that is contemporary with the house, and a non-contributing frame garage. Oliver C. Sigler was a farmer and like many other residents of Middletown, likely built the house as his retirement home.

2 contributing buildings
1 non-contributing building

707 East Main St. (George C. Remsburg House). This Colonial Revival two-story house was built about 1920. The gable end construction is brick and the south (front) elevation has three bays with large, eight-over-one sash windows and a 4-light transom over the door. The east gable end has a three-part entrance. Each wood shingled gable peak has a pent roof. The composition roof has a dormer on the south elevation. A one-story porch extends from the south to the east elevation and is supported with square columns. Windows on the upper stories are smaller with multi-pane-over-one sash construction. All openings have painted lintels that appear to be cast concrete. The frame garage appears to date outside of the period of significance and is therefore considered non-contributing

contributing building
1 non-contributing building

709 East Main St. ("Gray Haven"). This 2-1/2-story cast concrete block house was built in 1906 by Lewis F. Kefauver, the owner of the land on the north side of Main Street and the planner of the Airview development in its original form. It is the first documented concrete block house in Frederick County. Its walls are rusticated heavy aggregate blocks with quoins and belt courses of running floral design at the lintel and sill levels of the windows and doors. The style is generally Colonial Revival, with a hipped slate roof topped with a widow's walk, numerous projecting dormers and gables and both front and side elevation porches. The interior retains three original mantelpieces with glazed tile surrounds and embossed copper screens. Beveled glass panel doors are located on the first story. The property also includes a cast concrete block carriage house, now used as a garden shed with attached greenhouse, and a two-story frame bank barn with tongue-and-groove siding, the largest outbuilding in the district. Kefauver was one of the early supporters of the Frederick and Middletown Electric Railway and probably built the house as a combination residence and boarding house to capitalize on the ready access by trolley.

3 contributing buildings

711 East Main St. (Leslie N. Coblentz House). This Colonial Revival brick house was built about 1921. It has two stories, a pedimented entry porch with arched ceiling over the fanlighted doorway, and a composition gambrel roof with a three bay shed dormer. The 6-over-1 sash windows are flanked by solid wood shutters with evergreen tree cut-outs. The east elevation has a one-story sun porch addition with multiple pane casement windows. A stuccoed garage with board and batten hinged doors, located just northwest of the house, appears to date from the same period and is considered a contributing building.

2 contributing buildings

East Main Street, south side

720 East Main St. ("Noah's Ark"). This 1-1/2-story frame bungalow was built about 1912 by Noah E. Kefauver, son of Richard C. Kefauver. It has a rusticated, cast concrete block foundation and a screened porch on three sides, part of which is enclosed with multi-paned windows. The hipped slate roof has dormers in all four elevations, the north dormer opening onto a small balustraded balcony. The design of this house is similar that that of 705 East Main St. This house appears on Lot #6 of the plat by Richard C. Kefauver in Frederick Co. Plat Book STH 1, page 47, dated 13 May 1912.

1 contributing building

718 East Main St. This two-story brick, gable end house is typical of a simplified Colonial Revival style, probably built c.1930. The 2 bays of the north (front) elevation include an entrance door and a three-part window. Windows overall are 3-over-1 sash. There is a one-story section on the west elevation. The wraparound porch is supported with squared columns. A central chimney projects from the asphalt shingled roof. The building is located on the west half of Lot #5 and east half of Lot #4 of the Richard Kefauver plat.

1 contributing building

716 East Main St. This 1-1/2-story brick house sits on the west half of Lot #4 and east half of Lot #3 of the Richard Kefauver plat. It was constructed c. 1960 and is considered non-contributing to the Airview Historic District.

1 non-contributing building

714 East Main St. (Daniel C. Kefauver House). The two-story frame house was built about 1910 by Daniel C. Kefauver, a son of Richard C. Kefauver. It has twin projecting gables, one over a polygonal one-story bay which divides the north elevation. The roof is composition and the windows are paired in the decorative shingled gables. On either side of the projecting bay there is a one-story recessed porch supported with smooth Done columns on the east side and replacement vinyl columns on the west side. The siding within the recessed porch across the front of the east half of the house is beaded clapboard. Vinyl siding covers the rest of the house. The property also includes a small frame barn with vertical siding, one of the contributing outbuildings in the district. The house appears on Lot #2 of the 1912 Richard Kefauver plat, however the property appears to also include the southern (back) half of Lots #3 and 4.

2 contributing buildings

712 East Main St. (Richard C. Kefauver House). This 2-1//2-story frame house was built about 1903 by Richard C. Kefauver, brother of Lewis F. Kefauver, and the owner of the land on the south side of Old National Pike (later East Main Street), which became known as part of the Airview development. It sits on Lot #1 of the 1912 Kefauver plat. The transitional Late Victorian Queen Anne/Colonial Revival style house shows elements of both styles. It has an irregular floor plan and an exterior featuring symmetrical projecting polygonal bays on each corner with closed pedimented gable peaks. The hipped roof has a central cross gable on at least three elevations. All gable peaks have decorative scroll-cut bargeboards. The north elevation has a one-story porch between the corner bays with decorative turned trim and a pedimented central peak. The siding is now asbestos shingles. The hipped roof has a squared-off peak with four brick chimneys projecting from the four corners. The roof is slate shingles. A frame gambrel roof barn/garage stands just south of the house. Now covered with aluminum siding, it has a wood board and batten loft door in the west elevation. The barn/garage is considered a contributing building.

2 contributing buildings

710 East Main St. (John F. Shafer House). The 2-1/2-story frame house was built about 1898 by John F. Shafer and is one of the two oldest houses in the district, the other being the Gaver House at 701 East Main . The Shafer House is a transitional Late Victorian/Colonial Revival styled house with a projecting front cross gable with a three-part window with multiple panes in the upper sash. The one-bay, partially recessed entrance porch in the northwest corner has decorative spindle trim and a central pediment. The hipped roof is covered with asphalt shingles and has a cross gable on the west elevation. Windows throughout are one-over-one sash except for a small Palladian-style window set in the west elevation, probably located on an interior stair landing. The house exterior is covered with vinyl siding. The frame garage, southwest of the house, appears to be constructed in the 1920s; it has vertical board siding and a hipped roof with exposed rafter tails.

contributing buildings

708 East Main St. This is a c.1900 brick over frame, one-story house with a hipped roof. It is considered non-contributing to the district.

1 non-contributing building

706 East Main St. The two-story frame house was built between 1911 and 1913, possibly by George Ifert. It is a traditional vernacular type with three bays and a central cross gable. The central entrance includes sidelights and transom. Windows are one-over-one sash overall and there is a small arched window in the front gable peak. The exterior is covered in vinyl siding and the roof is slate; the foundation is concrete block, possibly over an original stone foundation. A one-story porch extends across the north elevation. The two-bay concrete block garage near the southwest corner of the house is considered non-contributing.

1 contributing building
1 non-contributing building

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ A Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ B Property associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

Area of Significance
(Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

Period of Significance

1896-1947

Significant Dates

1896 platting of subdivision
1847 interurban electric railway ceased operation

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Barber, George F. & Co., architect, 701 E. Main St.
Multiple unknown

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Statement of Significance:

The Airview Historic District is significant under National Register Criterion A for its association with the development of mass transportation in rural central Maryland, and the effect of that phenomenon upon community development in the region in the early 20th century. The subdivision called Airview represents a rural adaptation of the suburbanization that characterized urban fringes during this period, known as "streetcar suburbs." With the construction of the National Road and pike system, Middletown grew in importance as a center of merchandising and entertainment for the region throughout the 19th century. Middletown's predominant position within the fertile agricultural valley was reinforced at the turn of the 20th century with the establishment of an interurban electric railway line between Frederick and Middletown, which eventually continued to Hagerstown further west. The Frederick and Middletown Electric Railway ran along the Old National Pike (East Main Street), and spurred significant residential development along the line on the eastern edge of Middletown. The Airview development, subdivided from the Kefauver family farm east of town, adjoined the railway line and included a stop in front of the 1906 house/hotel of initial Airview developer, Lewis Kefauver. Sited on the crest of a hill, the wide views and fresh air made Airview a popular option for the area's wealthy retiring farmers. Middletown retained its important position as a transportation hub into the mid-20th century but began to decline with the 1936 construction of the new Route 40 between Frederick and Hagerstown, which bypassed the town. In 1947, the closing of the electric railway line further marginalized Middletown, and significant development ceased. The Airview Historic District derives additional significance under National Register Criterion C for its outstanding collection of Late Victorian period, Colonial Revival, and bungalow style houses, many of which reflect the eclecticism typical of the c.1900 period. Although a relatively small subdivision, Airview includes a wide variety of stylistic interpretations. Among its contributing properties are one house whose design can be traced to an 1899 pattern book, and the first house in Frederick County to utilize the popular early 20th century construction material, cast concrete block (1906).

The period of significance, 1896-1947, spans the period from the initial platting of the subdivision to the date the Frederick and Middletown Electric Railway ceased operation.

Historic Context

The legendary fertility of the soil in the Middletown Valley of Frederick County, Maryland and the location of important westward routes through the valley led to significant development of both agriculture and transportation in the area. As settlement in the western region of Maryland progressed from the initial interests of fur trading and subsistence farming more substantial farms developed. Grain farming was prominent, and as a result many gristmills were established. The mills took advantage of the ample water power of the upper Potomac River watershed to convert grain into more easily transportable and marketable flour, or meal to be distilled into whiskey. These commodities were shipped to markets in Baltimore or Philadelphia.

Shipping from central and western Maryland and the grain growing regions of Pennsylvania and the Shenandoah Valley was a problem, and hindered the growth and prosperity associated with grain production. There was no inland water route to the farming areas, although navigation of the Potomac and Susquehanna Rivers was promoted or opposed by various factions. Rail service did not develop until the 1830s, so highway transportation had to serve the freight hauling needs of the region. Maryland, therefore promoted turnpike development, although most of these toll routes were privately funded. Many of these routes were simply improvements on historic paths and wagon roads that had already been in use for more than 100 years. But the agricultural production and growth in population in the western areas of Maryland encouraged construction and improvement of roads which were generally described as "miserable and worst in the union" in the late 18th century.[1] Baltimore officials in 1787 laid out 20-foot wide roads to Frederick, Reisterstown and York, Pennsylvania. However, it was private turnpike companies and in some cases mill owners who actually constructed the roads.[2]

In 1806 the Federal government began the construction of a highway that would lead to the newly acquired Louisiana Purchase lands comprising much of the central portion of the United States. The "National Road" began in Cumberland, Maryland following the old Braddock Road, a rough wagon track established by explorers and traders, and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road or "National Pike." The National Road became one of the most heavily traveled east-west routes in America with traffic at all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market along the road, as did individual traffic along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

Despite the advent of the C & 0 Canal and B & 0 Railroad in the 1830s, which served the region as alternate forms of transportation, the National Road continued to be the major thoroughfare between Frederick and Hagerstown—although neither town was directly served by either the canal or the railroad--as well as for the rural towns and villages along the route of the National Road.

The turn of the 20th century was punctuated in Frederick and Washington Counties with the development of the Frederick to Hagerstown interurban railway. The railway proved a boon not only to the farmers transporting produce to the Frederick and Hagerstown markets but also for passenger travel and summer resort businesses. The development of the interurban railway in the region was part of a national trend toward mechanized mass transportation, particularly in urban areas. These transportation innovations had a profound impact on residential development, not only around the cities, but also in rural areas.

The introduction of the first electric-powered streetcar system in Richmond, Virginia, in 1887 by Frank J. Sprague ushered in a new period of suburbanization. The electric streetcar, or trolley, allowed people to travel in 10 minutes as far as they could walk in 30 minutes. It was quickly adopted in cities from Boston to Los Angeles. By 1902, 22,000 miles of streetcar tracks served American cities; from 1890 to 1907, this distance increased from 5,783 to 34,404 miles.

By 1890, streetcar lines began to foster a tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly expanding the availability of land for residential development. Growth occurred first in outlying rural villages that were now interconnected by streetcar lines, and, second, along the new residential corridors created along the streetcar routes...

As streetcar systems evolved, cross-town lines made it possible to travel from one suburban center to another, and interurban lines connected outlying towns to the central city and to each other. Between the late 1880s and World War I, a number of industrial suburbs appeared outside major cities, including Gary, Indiana, outside Chicago, and Homestead and Vandergrift, both outside Pittsburgh.

Concentrated along radial streetcar lines, streetcar suburbs extended outward from the city, sometimes giving the growing metropolitan area a star shape. Unlike railroad suburbs which grew in nodes around rail stations, streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. Often the streets were extensions of the gridiron that characterized the plan of the older city.[3]

Rural regions like Frederick and Washington counties in Maryland found great advantage in the technology of the electric railway. The ability of the electric rail to overcome the relatively difficult mountain passages (difficult for steam rail technology) bisecting the counties encouraged a number of local entrepreneurs to initiate development of railways out of Frederick and Hagerstown. Cognizant of the lucrative real estate development potential, both individual developers, and local development companies modeled on those found in other regions, began to emerge as well.

Until the early twentieth century, most subdivisions were relatively small, and suburban neighborhoods tended to expand in increments as adjoining parcels of land were subdivided and the existing grid of streets extended outward. Subdivisions were generally planned and designed as a single development, requiring developers to file a plat, or general development plan, with the local governmental authority indicating their plans for improving the land with streets and utilities. Homes were often built by different builders and sometimes by the owners themselves...

Beginning in the nineteenth century, the earliest group of developers, called "subdividers," acquired and surveyed the land, developed a plan, laid out building lots and roads, and improved the overall site. The range of site improvements varied but usually included utilities, graded

roads, curbs and sidewalks, storm-water drains, tree planting, and graded common areas and house lots. Lots were then sold either to prospective homeowners who would contract with their own builder, to builders buying several parcels at once to construct homes for resale, or to speculators intending to resell the land when real estate values rose. Land improvement companies typically organized to oversee the subdivision of larger parcels, especially those forming new communities along railroad and streetcar lines. Most subdividers, however, operated on a small scale - laying out, improving, and selling lots on only a few subdivisions a year.[4]

In rural areas, these small developers, or "subdividers," were often farm families whose land adjoined both a town and the railway's route. In Frederick and Washington Counties such subdivisions can be found around Hagerstown, Boonsboro, Middletown, Braddock Heights, and Frederick. Most of these subdivisions are distinguished by their wide setbacks, partly for the railway's right-of-way, but also by their linear alignment and by their architectural reflection of the c. 1900 time period. The use of setbacks, in which the building line is "set back" a specific number of feet from the building lot's boundary, had originally grown out of the Progressive Movement of the late 19th century. Initially an attempt to bring light and fresh air into the urban environment, setbacks and other deed restrictions became a way for developers to control the appearance, and eventually the occupants, of their subdivisions.[5]

The design of American suburbs springs from advances made in England and the United States in the development of picturesque and Garden City models for suburban living. With the rise of suburbs, regional vernacular forms of housing gave way to a wide variety of house types and styles popularized by pattern books, periodicals, mail order catalogs, stock plan suppliers, and small house architects. Popular housing forms were often modest adaptations of high- style domestic architecture. Similarly, popular garden magazines and landscape guides exerted influence on the design of domestic yards and gardens. The romantic allusions to historic European prototypes that characterized mid-nineteenth century housing styles, promoted by landscape designer Andrew Jackson Downing and others, gave way to an eclecticism of style by the end of the century that derived from the mainstream architectural styles and achievements of the Nation's emerging architectural profession. Regionalism, native materials, and local building traditions persisted in homes of the Arts and Crafts movement before World War I; their widespread publication as modest bungalows by editors, such as Gustav Stickley and Henry Wilson, resulted in the diffusion of examples nationwide. Similarly, following World War I, great interest in America's rich and diverse cultural heritage resulted in the popularity of revival house styles and types, typically drawn from English, Dutch, Spanish, and other Colonial traditions and associated with a particular geographical region... The majority of residential neighborhoods of the period, however, were distinguished by a variety of styles drawn from many stylistic traditions, many of which had little association with the cultural identity or traditions of the region where they are located. Such nationalization of housing styles based on historical prototypes, such as the Cape Cod or Monterey

Revival, as small house architects, designers of stock plans, and manufacturers of pre-cut, mail order houses adapted colonial forms for modern living and marketed them to a national audience.[6]

The formerly "suburban" subdivisions associated with electric streetcar or interurban railway transportation remain today, often as elegant neighborhoods located within town or city boundaries. However, interurban electric railway systems and many streetcar lines struggled through the 1930s' Depression and, after a brief resurgence during WWII, most lines were discontinued.

The demise of the interurban railway followed the popularization of the automobile and road surface improvements in the 1920s. Faster speeds and increased traffic led to alternate highway construction beginning in the 1930s and culminated in the 1950s and 1960s with the Interstate Highway system. The new "super highways" generally by-passed the small towns that had grown along the historic transportation routes, slowing growth considerably, and leaving their historic neighborhoods intact.

Resource History

By the second half of the 19th century, Middletown, in Frederick County, Maryland, was 100 years old and a thriving rural market town. Located along one of the most significant transportation routes in the United States, the National Road, the town served as a gathering place for local farmers and a wayside for weary travelers. But the heyday of horse-and-wagon based transportation was fast becoming history in the era of the steam railroad. While Middletown and the National Road remained important in the region because of limited railroad access for rural areas, progressive minds were searching for more efficient forms of transport and travel for the valley's farmers, businesses, and visitors.

Growth around the turn of the 20th century was stimulated by an important transportation innovation that occurred throughout the United States, the electric railway. Farmers were anxious for faster and cheaper ways to transport their products, particularly the perishable dairy products, to the larger markets. Interurban railway enthusiast and historian Herbert H. Harwood, Jr. described the electric rail's development in the Middletown Valley:

> The man who moved first was George William Smith. Smith was a wealthy farmer with large landholdings west of Frederick. . . . In April 1893, Smith rounded up a group of Middletown and Frederick farmers and businessmen and incorporated the Frederick & Middletown Valley Passenger Railroad. Almost immediately the group had second thoughts about the ability of an all-passenger line to support itself in this sparse territory, as well as legal misgivings about its powers under a trolley charter. In 1894 the company was reincorporated with a far broader steam railroad charter which allowed it to haul freight and use any type of motive power. It emerged as simply the Frederick & Middletown Railway.[7]

Although incorporated under the steam power charter, the railway utilized electric power as originally intended.

By 1896, the tracks ran from Frederick, across Braddock Mountain (and the new resort development there), and into Middletown. Although the Frederick & Middletown Railway carried loads of passengers on weekend excursions to Frederick, Braddock Heights, and eventually Pen Mar, Hagerstown, and Jefferson, the system's ability to transport agricultural products encouraged the establishment of several new businesses in Middletown, including a dairy and canning factory.[8] In addition to the commercial boost the railway provided for Middletown, it also initiated a significant residential building boom on the east side of town

Among the early boosters and major stockholders of the proposed railway were a number of Middletown area residents, including Lewis F. and Richard C., Sons of Daniel Kefauver, Emory L., son of Lewis P. Coblentz, and Herman L. Routzahn, son-in-law of Daniel Kefauver, all of whom occupied land on the eastern edge of Middletown.[9] Some of the most prominent men in Middletown Valley, they were also involved in the establishment of several local banks and the Grangers Mutual Insurance Company of Middletown.

While clearly well connected financially, this progressive group of men was also well aware of the financial potential of their land along the proposed electric railway route. Each was instrumental in the subdivision and development of much of the eastern corridor of Middletown's Main Street, also known as the National Pike. East of the town center, the orchard property of Lewis P. Coblentz was subdivided and a series of large Late Victorian and early Colonial Revival dwellings was constructed between 1896 and 1910.[10] Perhaps the best-known buildings to travelers through Middletown is the row of Late Victorians along East Main Street beyond Prospect Street on the former Routzahn farm, all dating from this c.1900 period. All fronting along the electric railway route, a number of these houses operated also as seasonal boarding houses through the first decades of the century. Both the Coblentz and Routzahn subdivisions were typical of the linear developments of the time period, large single-family dwellings with deep setbacks and a mixture of Late Victorian and Colonial Revival architectural styles. Both developments also formed a continuous extension of the already established grid of the historic Middletown center.

It was also in 1896 that members of the Kefauver family began the subdivision of what would later be known as Airview out of two Kefauver family farms east of Middletown. Following the death of Daniel C. Kefauver, the large estate was divided among his children. Lewis F. Kefauver purchased his 200-acre farm on the north side of the National Pike, and Richard purchased his farm on the south side of the pike. Both purchases were made from the estate of their father, Daniel, in 1882.[11] Daniel's youngest daughter Martha, who married Herman L. Routzahn, received land adjoining Richard Kefauver on the west, and in 1896, sold a one-acre lot to Lucretia Shafer for $185.[12] Already in her seventies at the time of her purchase, the house (710 East Main St.) was apparently standing at the time of Mrs. Shafer's death in 1898, when executors of the estate sold

the property to oldest son, John F. Shafer, for $1,200.[13] Whether by design or current fashion, the Shafer house set the precedent for those that followed with its deep setback from the road.

In May of 1896, Lewis F. Kefauver, described in Williams' History of Frederick County as "one of the active promoters in the building of the Frederick and Middletown Electric Railroad," sold a thirty-foot strip of land along the south edge of his farm to the railway company, stipulating three grade crossings. Two were apparently for his current farm operations, but one located 275-feet from the "Public road leading to Freedom School," now called Coblentz Road, indicated his future plans for his own retirement house (built in 1906). In 1898, Kefauver sold the first 1-1/4 -acre lot to retired farmer George W. Gaver, on the corner of Coblentz Road and directly across the Pike from the Shafer house. Kefauver's deed to Gaver specified "that any building erected on the land hereby conveyed, shall be not less than Ninety feet from the first or front line," thereby establishing the building setback that would be included in other conveyances. On this lot Gaver constructed the latest design out of the George F. Barber Co. 1899 catalog, *Modern Dwellings*. Lewis Kefauver's plans for development of Airview were never officially platted, while his brother Richard's subdivision on the south side of the Pike were platted in 1912 after a number of houses were already in place.[14] However, it appears that the Kefauver's intention was to develop a linear subdivision along the electric railway line as a summer/retirement community. No stranger to real estate development, Lewis Kefauver was involved in the Braddock Heights Development and Improvement Company, a summer resort community established on top of Braddock Mountain along the Frederick & Middletown Electric Railway.[15] In 1906, Lewis Kefauver's house known as "Gray Haven" (709 East Main St.) was completed. The massive cast concrete block house was reportedly the first of its kind in Frederick County.[16] With a rail stop at the front and a total of eleven bedrooms, Gray Haven was additionally promoted as a seasonal boarding house, advertised in 1910 as "the place to spend your summer vacation in a mountainous altitude."[17] Richard Kefauver had begun his subdivision in 1903 with the construction of his own retirement house (714 East Main St.; Lot No. 1 on R.C. Kefauver plat) on a lot just east of the Shafer house.[18]

By the time of Richard Kefauver' s 1912 plat of six building lots, there were already three houses standing, including his own on Lot No. 1, that of his brother Daniel C. Kefauver on Lot No. 2, and son Dr. Noah Kefauver, a dentist in Frederick, who had constructed a summer cottage bungalow on Lot No. 6 known as "Noah's Ark." Not located within the Kefauver plat, but also located on the south side of the road by 1912, were the Shafer house (710 East Main St.) and a smaller house on an adjoining Herman L. Routzahn lot, built by George Ifert (706 East Main St.).[19] All of these houses followed the building line setback established by the Shafer house in 1896. On the Lewis Kefauver side of the Pike, the Gaver house (706 East Main St., 1899) and Gray Haven (709 East Main St., 1906) were followed by the Charles Biser house (703 East Main St., c.1911), the Oliver C. Sigler house (705 East Main St., c.1920), the George C. Remsburg house (707 East Main St., c.1920), and the Leslie M. Coblentz house (711 East Main St., c.1921). It was in the deed to Coblentz in 1921, the last of the building lots on the north side, that the name of "Airview" was first used.[20] Beginning with the Biser deed, the building line was restricted to 103 feet from the center of the National Pike, in line with both the

Gaver and Gray Haven setbacks. The Leslie Coblentz deed of 1921 was perhaps the most restrictive, requiring in addition to the setback, "no porch wider than ten feet in front," and "bay windows no wider than five feet."[21]

In 1926, the executors of Richard Kefauver's estate referred to the Kefauver subdivision east of Middletown as the "village known as Airview."[22] Although it was never more than a residential community, it remained separated from nearby Middletown by nearly a mile. Airview retained its suburban isolation until a renewed subdivision boom along the Pike began in the 1960s. Airview is now located within the corporate limits of Middletown.

Conclusion

Airview was a product of a trend toward town-edge development that began around the turn of the 20th century in Frederick and Washington Counties. These subdivisions were associated with the interurban railway running from Frederick to Hagerstown and the various branches to other rural towns. Most clearly similar to Airview in development and architectural style was the "Victorian" row of houses on the east edge of Middletown on the former Routzahn farm. Like Airview, these houses were part of a linear subdivision along the National Pike and electric railway line. All had a deep setback with building designs drawn from both the Late Victorian and Colonial Revival styles.[23] Similarly, the linear subdivision lots fronting on Rosemont Avenue on the west edge of Frederick were associated with the electric rail line that ran down the center of the street to Fort Detrick (then Detrick Air Field). Braddock Heights, on the crest of the mountain between Frederick and Middletown, was developed as an electric railway resort community. Following the established pattern of deep setbacks and Late Victorian/Colonial Revival stylistic influence, this development was closely associated with several of the families involved in the Airview subdivision. In Washington County, the branch electric railway from Hagerstown to Boonsboro, laid in 1902, resulted in a subdivision along the town's north end of Main Street, also part of the National Pike. The houses included a collection of Late Victorian/Colonial Revivals, American Four-Squares, and Bungalows, again with deep building line setbacks. These residential subdivisions in the rural town context are an important sub- theme within the context of Historic Residential Suburbs.

Endnotes

1 Robert J. Brugger, Maryland: a Middle Temperament, (Baltimore: Johns Hopkins, 1985), p. 153.

2 Ibid.

3 National Register Bulletin, "Historic Residential Suburbs," www.cr.nps.gov/nr/publications/bulletins/suburbs/textl.htm, pp. 23-24.

4 Ibid, p. 29.

5 Ibid, p. 35.

6 Ibid, p. 18.

7 Herbert H. Harwood, Jr., Blue Ridge Trolley, The Hagerstown & Frederick Railway, (San Marino, CA: Golden West Books, 1970), p.11.

8 "Middletown Historic District," National Register Documentation, 2003.

9 T.J.C. Williams, History of Frederick County, Maryland, (Baltimore, MD: Regional Publishing Co., reprint, 1979), pp. 1374-1375 and p. 1428. Emory L. Coblentz was related to the Kefauver family as well through his marriage to Mary V., daughter of Richard C. Kefauver.

10 George C. Rhoderick, Jr., The Early History of Middletown, Maryland, (Middletown, MD: Middletown Valley Historical Society, 1989), p. 300; P. 214; p. 51; p. 313; p. 244.

11 Frederick County Land Records, Liber AF 7, Folio 652 (Lewis), and Liber 269, Folio 227 (Richard).

12 Ibid, Liber JLJ 14, Folio 423.

13 Ibid, Liber DHH 3, Folio 621; 1870 and 1900 U.S. Population Census records, Middletown District.

14 Frederick County Plat Record, Liber STH 1, Folio 47.

15 Williams (1979 reprint), p. 1296.

16 Williams, History of Frederick County, Maryland, (L.R. Titworth publisher, 1910 original edition only), pp. 1296-1297.

17 As cited by previous owners, George and Donna Russell.

18 Williams (1979 reprint), p.1375.

19 Frederick County Land Records, Liber DHH 15, Folio 429 (1902) and Liber HWB 298, Folio 66 (1911).

20 Ibid, Liber 336, Folio 117.

21 Ibid.

22 Ibid, Liber 356, Folio 306.

23 "Middletown Historic District," National Register Documentation, 2003.

Major Bibliographical References:

Brugger, Robert J. Maryland: a Middle Temperament. Baltimore, MD: Johns Hopkins University Press, 1985.

Davis, Janet. "Airview Survey District." Maryland Inventory of Historic Properties documentation #F-4-38, 1992.

Frederick County Land Records, Frederick County Courthouse, Frederick, MD.

Harwood, Herbert H., Jr. Blue Ridge Trolley, The Hagerstown & Frederick Railway. San Marino, CA: Golden West Books, 1970.

National Register Bulletin, "Historic Residential Suburbs," www.cr.nps.gov/nr/publications/bulletins/suburbs/text I .htm.

Reed, Paula S., & Assoc. "Middletown Historic District," National Register Documentation, 2003.

Rhoderick, George C., Jr. The Early History of Middletown. Maryland. Middletown, MD: Middletown Valley Historical Society, 1989.

Williams, T.J.C. History of Frederick County, Maryland. Baltimore, MD: Regional Publishing Co., reprint 1979

10. Geographical Data

Acreage of Property Approximately 10 acres Middletown, MD quad

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	18	282310	4368505
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Edie Wallace, Historian; Paula S. Reed, PhD, Architectural Historian
Organization Paula S. Reed & Associates, Inc. date 25 November 2003
street & number 1 West Franklin St., Suite 300 telephone 301-739-2070
city or town Hagerstown state MD zip code 21740

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name
street & number telephone
city or town state zip code

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Verbal Boundary Description:

The Airview Historic District boundary begins on the northeast corner of the intersection of Coblentz Road and East Main Street (Rt. 40A, Old National Pike) at the southwest corner of Parcel 576 of Frederick Co. tax map 501 (701 East Main St., Middletown), then running northeast along the western boundary of Parcel 569 to the northwest corner of said parcel, then turning southeast along the northern boundary of Parcels 576, 575, 574, 573, 572, and 571 to the northeast corner of Parcel 571 (711 East Main St., Middletown), then turning southwest and following the eastern boundary of Parcel 571 to the southeast corner of said parcel, then crossing Rt. 40A (East Main St.) to the northeast corner of Parcel 577 (720 East Main St.) and following the eastern boundary of said parcel to the southeast corner, then turning northwest following the southern boundaries of Parcels 577, 582, 580 (following the full boundary outline of Parcel 580), 581, 584, 585, 586 to the southwest corner of Parcel 586 (706 East Main St.), and turning northeast and following the western boundary of Parcel 586 to the northwest corner of said parcel, then turning southeast and following the northern boundaries of Parcels 586, 585, and 584 along the south side of Rt. 40A (East Main St.) to the northeast corner of Parcel 581 (710 East Main St.), then turning northeast and crossing Rt. 40A to the place of beginning.

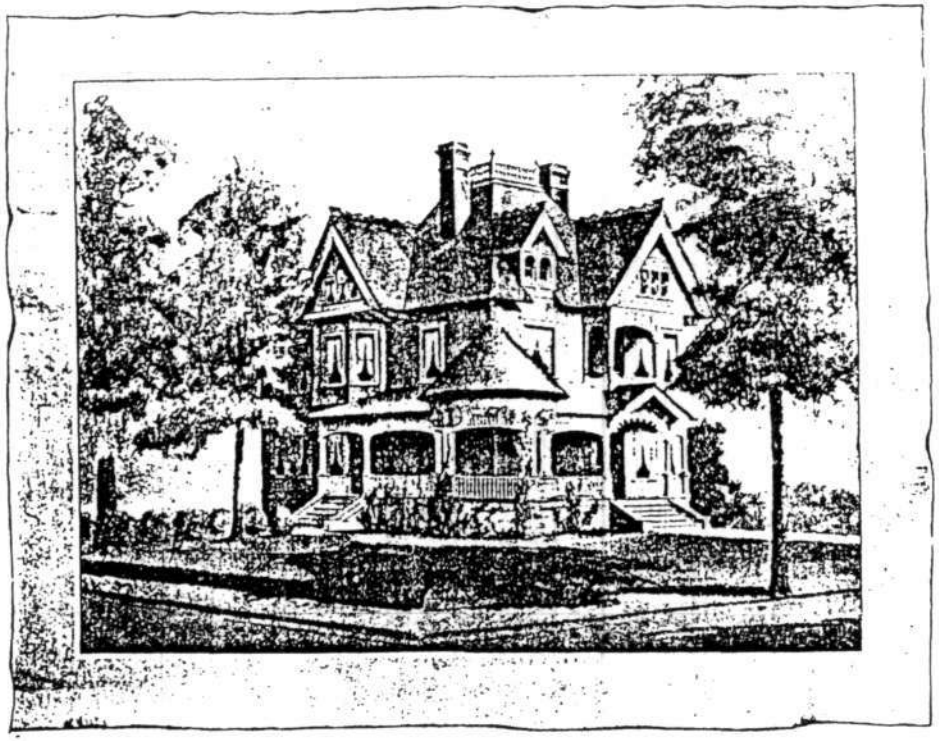
Boundary Justification:

The boundary includes the building lots subdivided from the Lewis Kefauver and Richard Kefauver farms and the Herman L. Routzahn farm, as developed during the period between 1896 and 1947 when the Frederick & Middletown Electric Railway was in operation.

F-4-38
AIRVIEW HISTORIC DISTRICT
FREDERICK CO., MD
FROM WILLIAMS, HISTORY OF FREDERICK CO.
1910, pp. 1296-1297.

GRAY HAVEN.

Residence of Lewis F. Kefauver, Middletown District. The First Concrete Block Residence Erected in Frederick County.

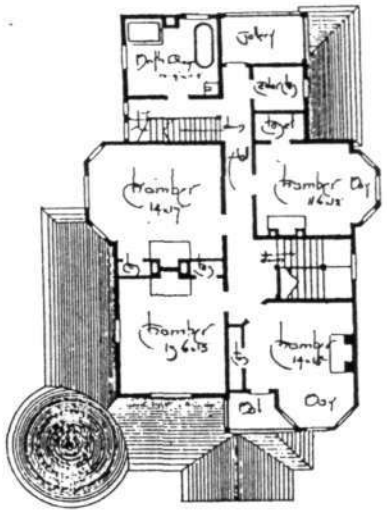


DESIGN No. 20. *Geo. F. Barber & Co., Arcts.*

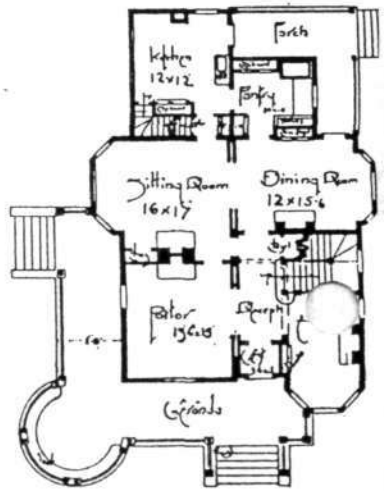
RESIDENCE OF D. Y. GREIB, MISSIONARY RIDGE, TENN.

COST, $3,800 TO $4,000.

THE PLAN and design were both prepared for a beautiful corner lot upon which the house was built. The hall is decorated with handsome grille work, a view of which is shown in the circle on page 1. The four principal apartments of the first floor are finished in hardwoods. The rest of house throughout is in the native, bright pine, of which there is nothing superior of an inexpensive nature. Everything in connection with this beautiful home is first-class. A nice cellar is provided under the main part of the house. The cost includes a slate roof, good glass and first-class plumbing. The size of house is 47 feet by 68 feet over the widest extensions of the porch. Stories are 10 feet 6 inches and 10 feet.

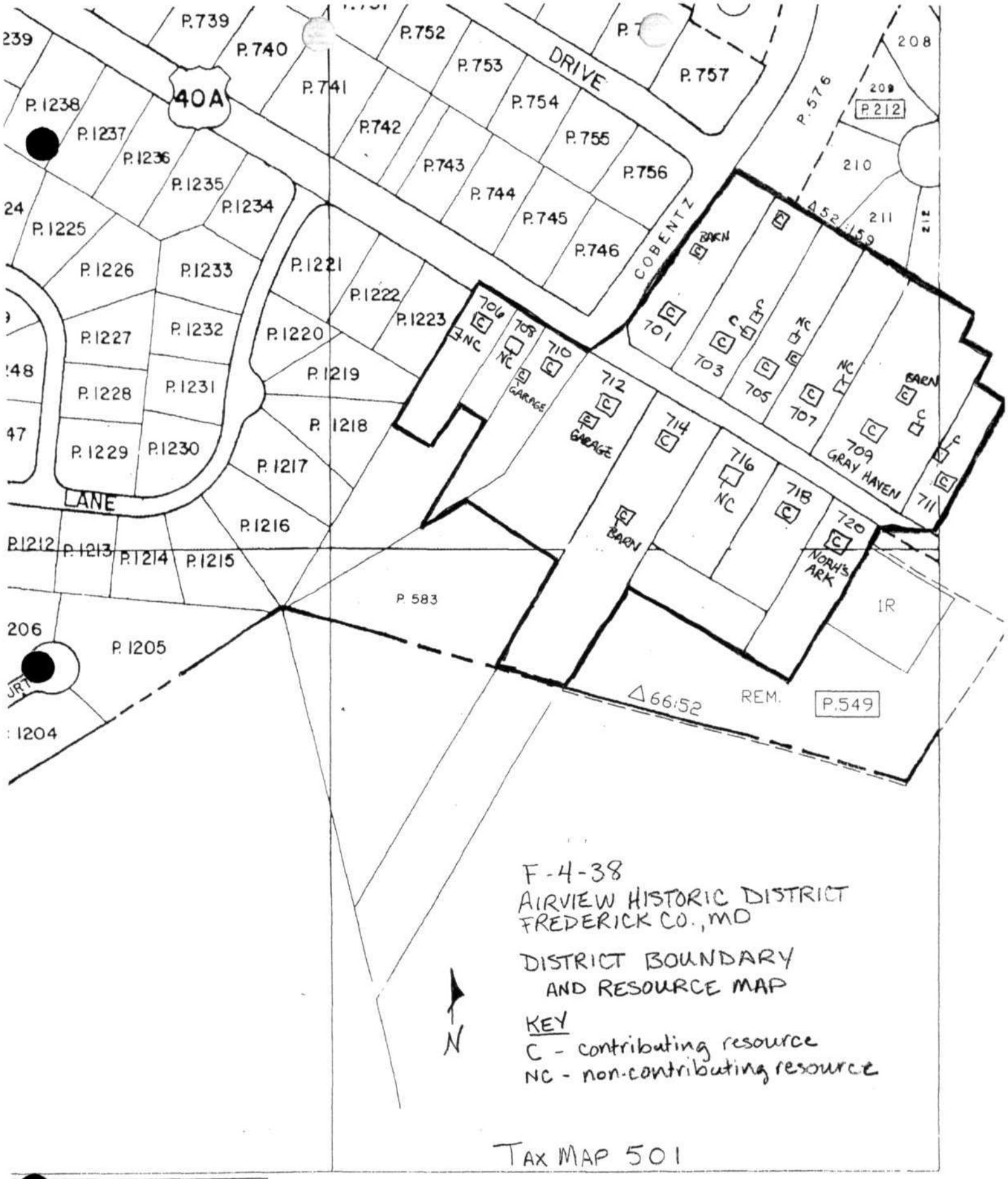


SECOND FLOOR PLAN.



FIRST FLOOR PLAN.

F-4-38
AIRVIEW HISTORIC DISTRICT
FREDERICK CO., MD
GEO. F. BARBER & CO., MODERN DWELLINGS
DESIGN NO. 20



F-4-38
AIRVIEW HISTORIC DISTRICT
FREDERICK CO., MD

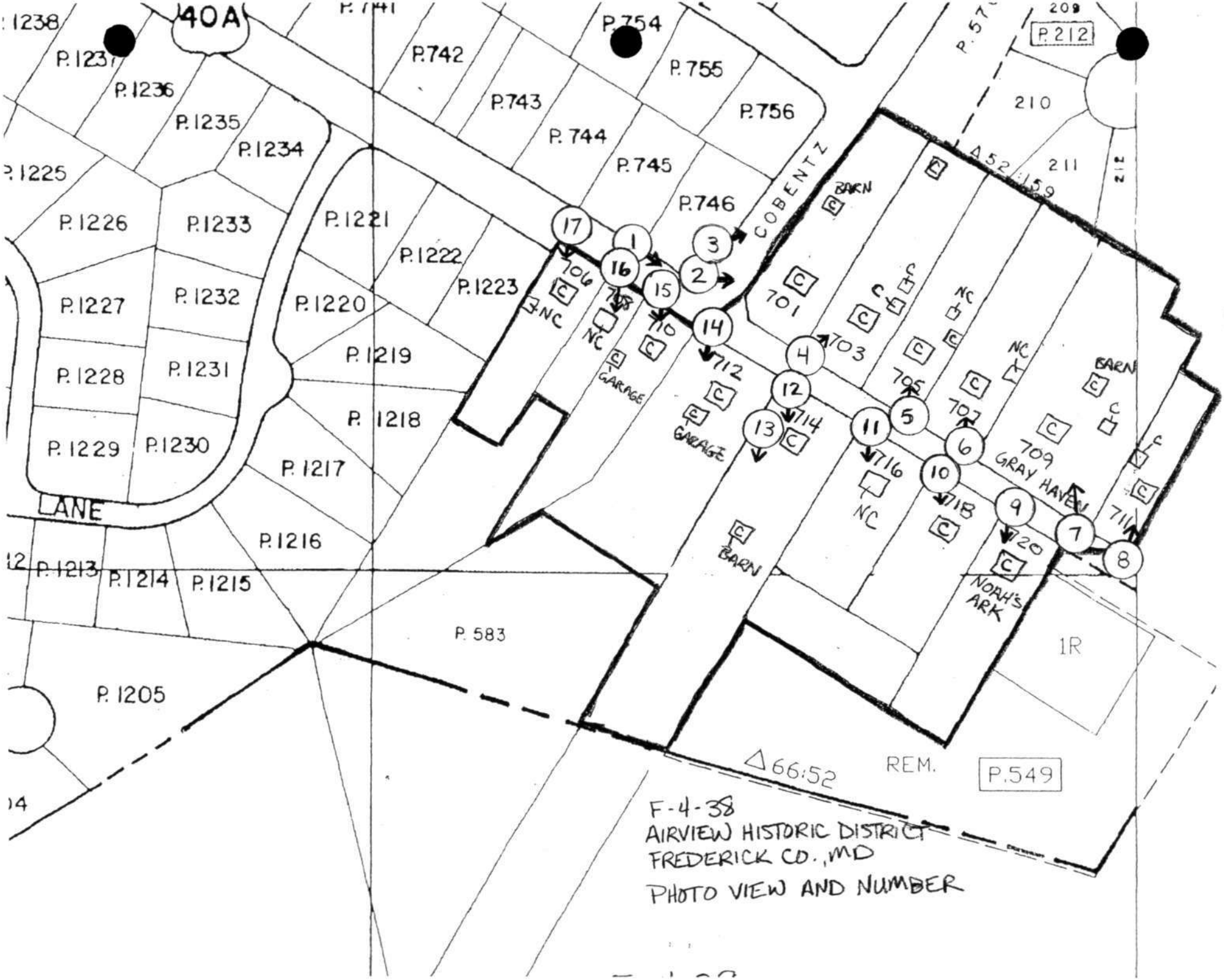
DISTRICT BOUNDARY
AND RESOURCE MAP

KEY
C - contributing resource
NC - non-contributing resource

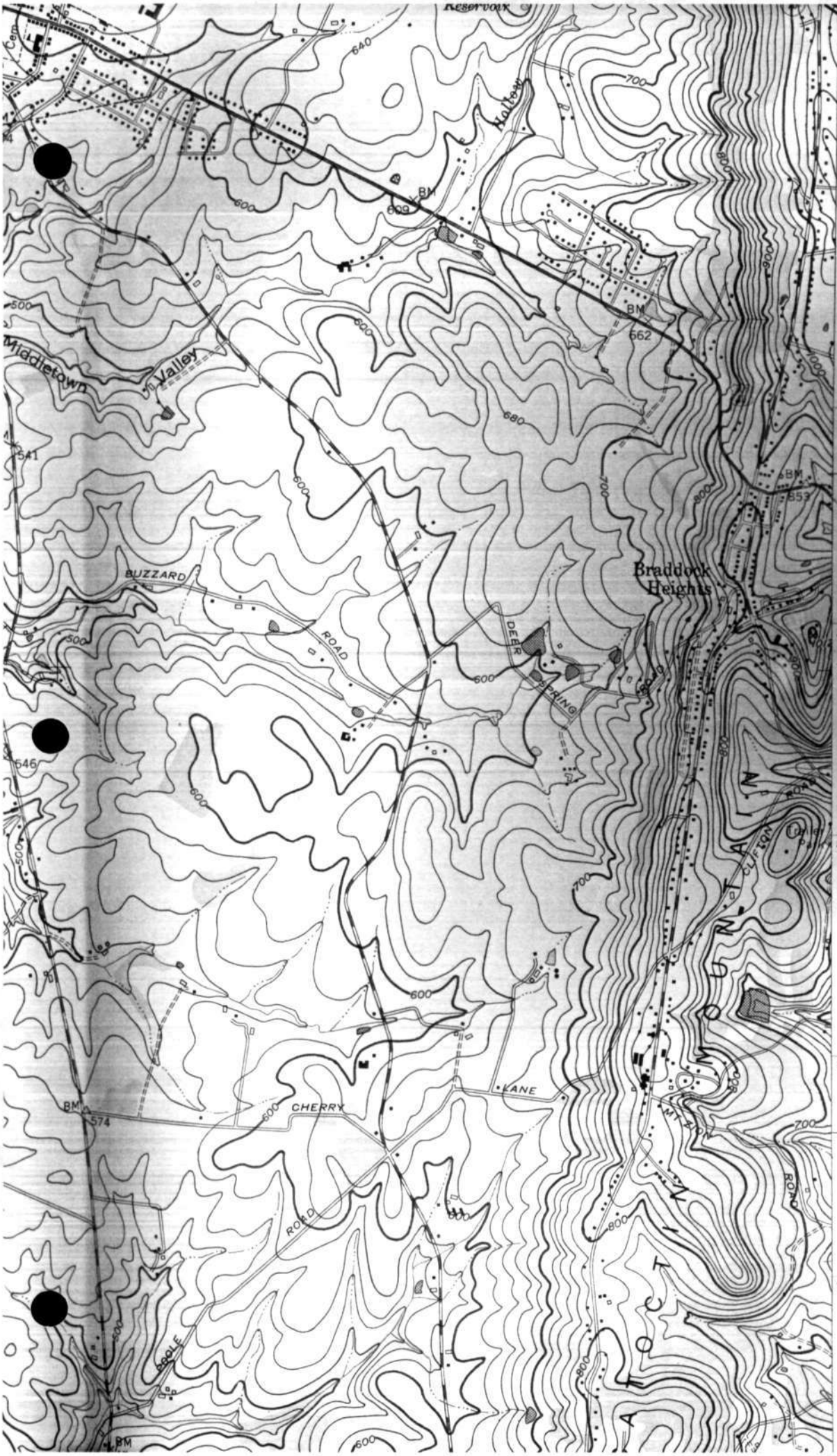
TAX MAP 501

MDP
Maryland
Department of Planning

MIDDLETOWN
FREDERICK COUNTY,
MARYLAND



F-4-38
AIRVIEW HISTORIC DISTRICT
FREDERICK CO., MD
PHOTO VIEW AND NUMBER



F-4-38
AIRVIEW
HISTORIC
DISTRICT
FREDERICK
COUNTY,
MARYLAND

18-282310-
4368505