F-4-8

Braddock Heights Historic District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 01-31-2013

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: Braddock Heights Survey District Inventory Number: F-4-8

Address: Historic district: X yes ___ no

City: Braddock Heights Zip Code: 21714 County: Frederick

USGS Quadrangle(s): Middletown

Property Owner: Tax Account ID Number:

Tax Map Parcel Number(s): Tax Map Number: 0066; 0076

Project: TEA-21 DOE Agency: Maryland Historical Trust

Agency Prepared By: Maryland Historical Trust

Preparer's Name: Nancy Kurtz Date Prepared: 4/13/2004

Documentation is presented in: MIHP form for the district (F-4-8) as well as individual MIHP forms for properties within the district (F-4-11 and F-4-13).

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

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

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: ___ yes Listed: ___ yes

Site visit by MHT Staff X yes ___ no Name: Peter Kurtze; Nancy Kurtz Date: 4/19/2004

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

Braddock Heights Survey District is significant as an early twentieth century summer mountain resort designed to promote a regional electric railway. It is eligible for listing in the National Register of Historic Places under Criterion A for its associations with transportation, recreation and community planning and development in Frederick County. It derives additional significance under Criterion C for its well-preserved collection of popular building styles from the early twentieth century.

The Braddock Heights Survey District encompasses about 85 acres on the ridge of Catoctin Mountain west of Frederick. The summer resort village was developed to promote the Frederick and Middletown Railway, a rural electric trolley line formed by a group of landowners in Frederick and Middletown in 1893. Adjacent to the district is the site of Braddock Heights Park, the amusement park and focus of the community created as a destination by the railway and which originally included an observatory, dance pavilion, theater, carousel, slide and casino. The district consists of large frame summer houses, boarding houses and inns built from 1901 through the early 1940s, in the Shingle, Colonial Revival, and Queen Anne styles and of the bungalow type, with irregular plans, picturesque rooflines, verandas and large lots. After the line was extended through Myersville into Hagerstown, it became the Hagerstown and Frederick Railway. By the 1920s the company had shifted its emphasis to the production of electric power, acquiring several local power companies to eventually become the Potomac Edison Company, the principal utility company

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

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

MHT Comments:

Nancy Kurtz Wednesday, April 14, 2004

Reviewer, Office of Preservation Services **Date**

Peter Kurtze

Reviewer, National Register Program **Date**

of west central Maryland and parts of Pennsylvania. The park passed to other owners, the automobile became the more popular mode of transportation, and the trolley line was closed by 1954. Braddock Heights is still a residential community and has maintained its integrity of location, design, setting, materials, workmanship, feeling, and association.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ____

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

MHT Comments:

Nancy Kurtz	Wednesday, April 14, 2004
Reviewer, Office of Preservation Services	**Date**
Peter Kurtze	
Reviewer, National Register Program	**Date**

Contributing & Noncontributing Resources

District Name: **Braddock Heights** Inventory Number: **F-4-008**

Address	Contributing Resource?	Map	Parcel	Block	Lot	*Inventory No.*
		0066	0006			
lot						
		0066	0008			
lot						
	Contributing	0066	0009			
		0066	0010			
lot						
		0066	0063			
lot						
	Contributing	0066	0176			
		0066	0215			
lot						
		0066	0233			
lot						
	Contributing	0066	0428			
		0066	0432			
lot						
		0066	0433			
lot						
	Contributing	0066	0436			
	Noncontributing	0066	0437			
	Noncontributing	0066	0439			
	Contributing	0066	0451			
	Contributing	0066	0463			
	Noncontributing	0066	0468			
		0066	0473		16	
lot						
		0066	0473		18	
lot						
	Noncontributing	0066	0478		38	
	Contributing	0066	0481			
	Contributing	0066	0494			
	Contributing	0066	0887			
		0076	0002			
lot						
		0076	0006			
lot						
		0076	0007			
lot						

Contributing & Noncontributing Resources

District Name: **Braddock Heights** Inventory Number: **F-4-008**

Address	Contributing Resource?	Map	Parcel	Block	Lot	*Inventory No.*
		0076	0009			
lot						
	Noncontributing	0076	0049			
		0076	0051			
lot						
		0076	0224			
lot						
		0076	0226			
lot						
4639 DEER SPRING ROAD	Noncontributing	0066	0007			
6410 JEFFERSON BLVD	Contributing	0076	0012			
6411 JEFFERSON BLVD	Contributing	0076	0227			
6412 JEFFERSON BLVD	Contributing	0076	0011			
6416 JEFFERSON BLVD	Contributing	0076	0010			
6418 JEFFERSON BLVD	Noncontributing	0076	0232			
6419 JEFFERSON BLVD	Contributing	0076	0221			
6503 JEFFERSON BLVD	Noncontributing	0076	0225			
6504 JEFFERSON BLVD	Contributing	0076	0008			
6506 JEFFERSON BLVD	Noncontributing	0076	0008		99ABC	
6508 JEFFERSON BLVD	Contributing	0076	0007			
6511 JEFFERSON BLVD	Noncontributing	0076	0265			
6515 JEFFERSON BLVD	Noncontributing	0076	0157		27	
6516 JEFFERSON BLVD	Contributing	0076	0237			
6520 JEFFERSON BLVD	Noncontributing	0076	0005			
6601 JEFFERSON BLVD	Contributing	0076	0223		25	
6606 JEFFERSON BLVD	Noncontributing	0076	0004			
6607 JEFFERSON BLVD	Noncontributing	0076	0158			
6608 JEFFERSON BLVD	Noncontributing	0076	0052			
6609 JEFFERSON BLVD	Contributing	0076	0057			
6612 JEFFERSON BLVD	Contributing	0076	0003			
6613 JEFFERSON BLVD	Noncontributing	0076	0055			
6615 JEFFERSON BLVD	Contributing	0076	0050			
6616 JEFFERSON BLVD	Contributing	0076	0002		87	
6617 JEFFERSON BLVD	Contributing	0076	0056		19	

Contributing & Noncontributing Resources

District Name: **Braddock Heights** Inventory Number: **F-4-008**

Address	Contributing Resource?	Map	Parcel	Block	Lot	*Inventory No.*
6620 JEFFERSON BLVD	Noncontributing	0076	0001			
6621 JEFFERSON BLVD	Noncontributing	0066	0572		18	
6623 JEFFERSON BLVD	Contributing	0066	0129			
6625 JEFFERSON BLVD	Noncontributing	0066	0129		16	
6631 JEFFERSON BLVD	Contributing	0066	0128		15	
6633 JEFFERSON BLVD	Noncontributing	0066	0884		14	
6637 JEFFERSON BLVD	Contributing	0066	0587		13	
6639 JEFFERSON BLVD	Noncontributing	0066	0886			
6641 JEFFERSON BLVD	Noncontributing	0066	0585			
6642 JEFFERSON BLVD	Contributing	0066	0874			
6643 JEFFERSON BLVD	Contributing	0066	0106			
6645 JEFFERSON BLVD	Contributing	0066	0013			
6648 JEFFERSON BLVD	Contributing	0066	0014			
6649 JEFFERSON BLVD	Contributing	0066	0423			
6652 JEFFERSON BLVD	Contributing	0066	0012		12	
6653 JEFFERSON BLVD	Noncontributing	0066	0421			
6654 JEFFERSON BLVD	Contributing	0066	0122			
6701 JEFFERSON BLVD	Noncontributing	0066	0116			
6702 JEFFERSON BLVD	Contributing	0066	0011A			
6703 JEFFERSON BLVD	Contributing	0066	0422			
6704 JEFFERSON BLVD	Noncontributing	0066	0011			
6705 JEFFERSON BLVD	Noncontributing	0066	0124			
6706 JEFFERSON BLVD	Contributing	0066	0010			
6707 JEFFERSON BLVD	Noncontributing	0066	0464		1	
6714 JEFFERSON BLVD	Contributing	0066	0008			
6715 JEFFERSON BLVD	Noncontributing	0066	0070			
6720 JEFFERSON BLVD	Contributing	0066	0354			
6724 JEFFERSON BLVD	Contributing	0066	0461			
6726 JEFFERSON BLVD	Contributing	0066	0462			
4605 JEFFERSON PIKE *lot*		0066	0493			
4705 MARYLAND AVE	Contributing	0066	0172			
6801 MARYLAND AVE	Contributing	0066	0458		15 16	

Contributing & Noncontributing Resources

District Name: **Braddock Heights** Inventory Number: **F-4-008**

Address	Contributing Resource?	Map	Parcel	Block	Lot	*Inventory No.*
6802 MARYLAND AVE	Contributing	0066	0160			
6805 MARYLAND AVE	Contributing	0066	0457			
6806 MARYLAND AVE	Contributing	0066	0159			
6807 MARYLAND AVE	Contributing	0066	0456			
6811 MARYLAND AVE	Contributing	0066	0455		11 12	
6812 MARYLAND AVE	Contributing	0066	0460			
6815 MARYLAND AVE	Contributing	0066	0454			
6816 MARYLAND AVE	Contributing	0066	0459			
6821 MARYLAND AVE	Contributing	0066	0174			
6823 MARYLAND AVE	Contributing	0066	0453			
6824 MARYLAND AVE	Contributing	0066	0173			
6824 MARYLAND AVE	Contributing	0066	0450			
6827 MARYLAND AVE	Contributing	0066	0452			
6904 MARYLAND AVE	Noncontributing	0066	0471			
6904 MARYLAND AVE	Contributing	0066	0476			
6909 MARYLAND AVE	Noncontributing	0066	0478		46	
6910 MARYLAND AVE	Noncontributing	0066	0469			
6915 MARYLAND AVE	Noncontributing	0066	0420			
6917 MARYLAND AVE	Contributing	0066	0445			
6919 MARYLAND AVE	Contributing	0066	0482			
6920 MARYLAND AVE	Contributing	0066	0158			
6921 MARYLAND AVE	Contributing	0066	0448			
6922 MARYLAND AVE	Contributing	0066	0466			
6923 MARYLAND AVE	Contributing	0066	0447			
6925 MARYLAND AVE	Contributing	0066	0446			
6926 MARYLAND AVE	Contributing	0066	0171			
4605 OLD SWIMMING POOL ROAD	Noncontributing	0066	0495			
4607 OLD SWIMMING POOL ROAD	Contributing	0066	0733			
4743 POTOMAC AVE	Contributing	0066	0235			
6808 POTOMAC AVE	Contributing	0066	0548			
6812 POTOMAC AVE	Contributing	0066	0771		1	

Contributing & Noncontributing Resources

District Name: **Braddock Heights** Inventory Number: **F-4-008**

Address	Contributing Resource?	Map	Parcel	Block	Lot	*Inventory No.*
6813 POTOMAC AVE	Contributing	0066	0177			
6819 POTOMAC AVE	Contributing	0066	0175			
6820 POTOMAC AVE	Contributing	0066	0473		17	
6822 POTOMAC AVE	Contributing	0066	0474			
6826 POTOMAC AVE	Noncontributing	0066	0475			
6906 POTOMAC AVE	Noncontributing	0066	0477			
6912 POTOMAC AVE	Noncontributing	0066	0438			
6916 POTOMAC AVE	Noncontributing	0066	0233			
6917 POTOMAC AVE	Noncontributing	0066	0467			
6918 POTOMAC AVE	Noncontributing	0066	0234			
6922 POTOMAC AVE	Noncontributing	0066	0276			
6933 POTOMAC AVE	Contributing	0066	0257		14	
4707 SCHLEY AVE	Contributing	0066	0553		1	
4714 SCHLEY AVE	Contributing	0066	0429			
4718 SCHLEY AVE	Contributing	0066	0430			
4722 SCHLEY AVE	Contributing	0066	0431			
4724 SCHLEY AVE	Contributing	0066	0432			
4728 SCHLEY AVE	Contributing	0066	0433			
4830 SCHLEY AVE	Contributing	0066	0440			
6907 URNER AVE	Contributing	0066	0478		47 48	
6909 URNER AVE	Contributing	0066	0479			
6913 URNER AVE	Contributing	0066	0480			
6915 URNER AVE	Contributing	0066	0138			
6919 URNER AVE	Contributing	0066	0364			
6921 URNER AVE	Contributing	0066	0887			

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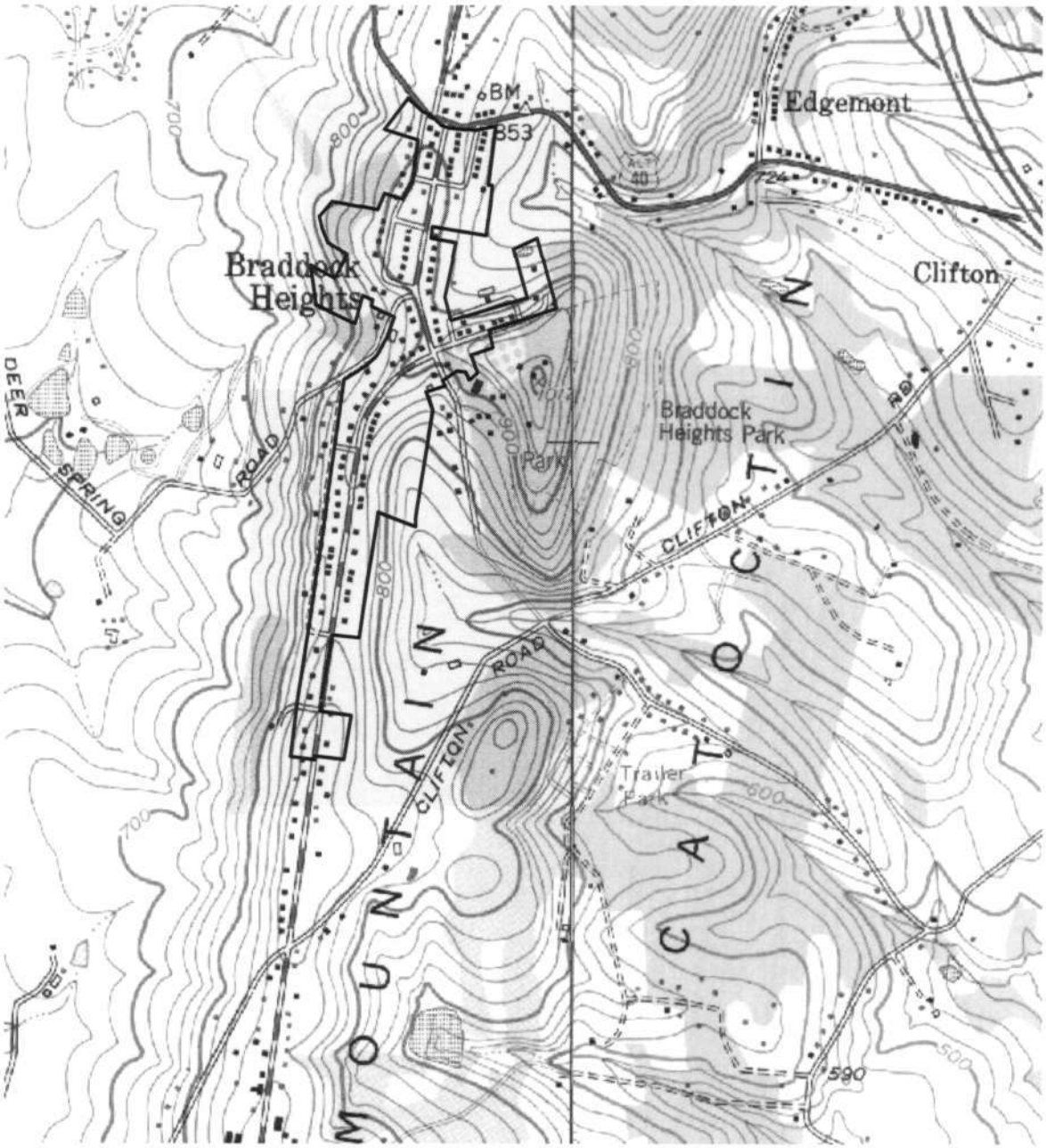
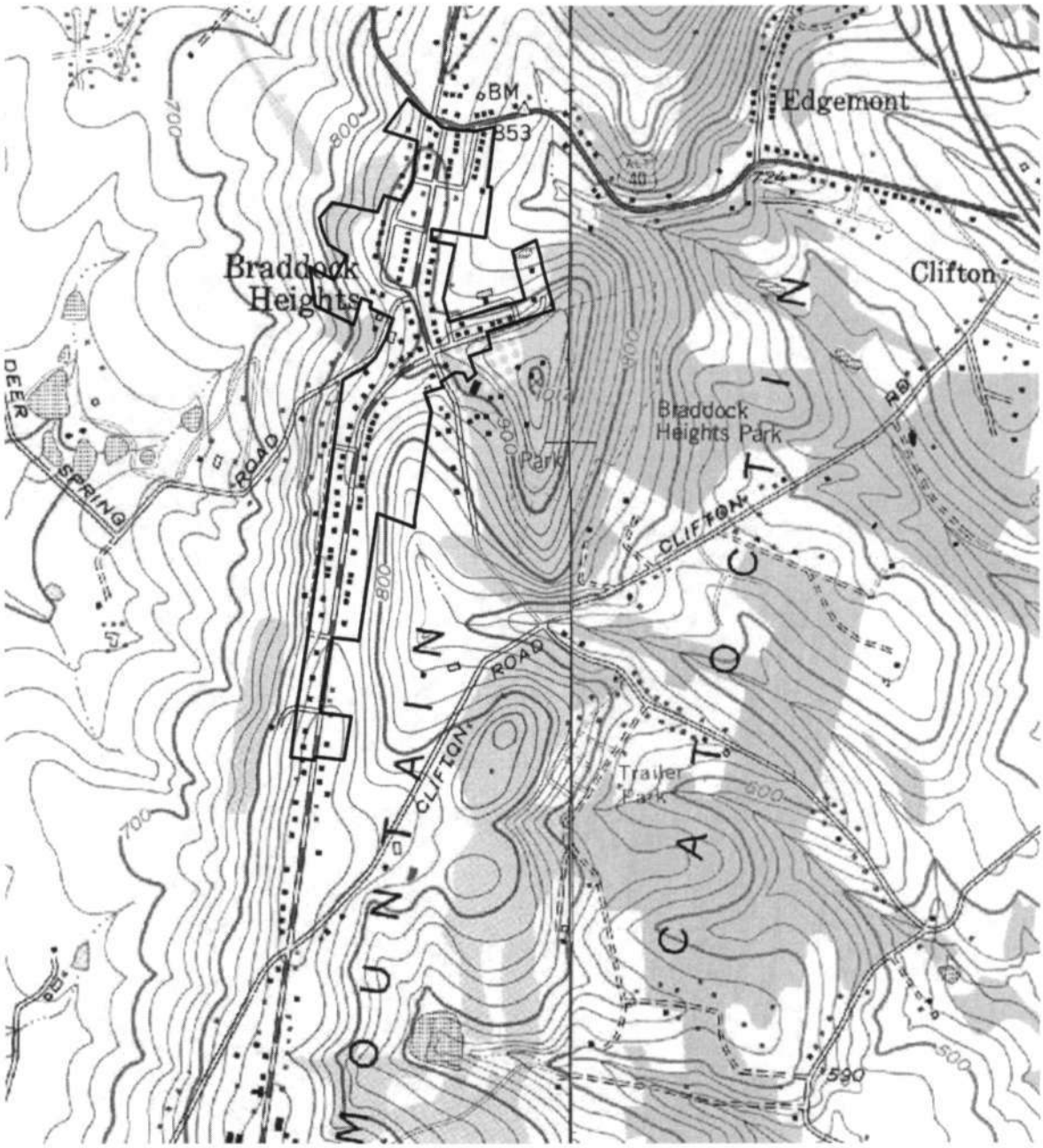
F-4-008
Braddock Heights Historic District
Frederick County
Middletown USGS Quadrangle



F-4-008
Braddock Heights Historic District
Frederick County
Middletown USGS Quadrangle



F-4-8
Braddock Heights Survey District Ca. 1894-1941
Braddock Heights
Private

Braddock Heights is an excellent representative of an early 20th century summer resort developed by the Frederick and Middletown Railway, a rural trolley line which eventually became the Hagerstown and Frederick Railway. Encompassing about 85 acres on the ridge of Catoctin Mountain with views to the east and west, the district consists of large, frame houses built from about 1901 to the early 1940's along Maryland, Schley, Potomac, and Urner Avenues and Jefferson Boulevard. Architecturally, the district has representatives of the Shingle, Colonial Revival, Queen Anne, and bungalow types, mostly in frame and stone with irregular plans, picturesque rooflines, wide verandas, and large lots. The district also contains the site of Braddock Heights Park, also developed by the railway as a tourist attraction to stimulate patronage of the rail line. Once containing an observatory, a dance pavilion, a theatre, a carousel, a slide, and other facilities, the only remaining recreational building is the 1909 Casino, which still contains an active roller skating rink.

F-4-8
Braddock Heights Survey District
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, A.D. 1870-1930
Modern Period, A.D. 1930-Present

Prehistoric/Historic Period Themes:
Economic (Commercial)
Social/Education/Cultural
Transportation

Resource Types:

Category: District

Historic Environment: Village

Historic Function and Use:
Domestic/single dwelling/residence
Domestic/hotel/inn
Commerce/Trade/department store/general store
Recreation and Culture/sports facility
Transportation/rail-related/streetcar line

Know Design Source: None

M66

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Survey No. F-4-8

Magi No.

DOE __yes X no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Braddock Heights Survey District

and/or common

2. Location

street & number 6800-6806 Maryland Ave., 6407-6728 Jefferson Blvd. 4710-4728 Schley Ave. ___ not for publication

city, town Braddock Heights ___ vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	___ unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	X private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	X religious
___ object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	X not applicable	___ no	___ military	___ other:

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

name Multiple property 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

depository for survey records

city, town state

7. Description

Survey No. F-4-8

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

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

CONTRIBUTING RESOURCE COUNT: 93

The Braddock Heights Survey District is centered on the early 20th century resort village located on the ridge of Catoctin Mountain at the point where the Old National Pike (U. S. 40 Alt.) crosses the summit, about two miles west of Frederick city in Frederick County, Maryland. The survey district contains four main streets, Maryland Avenue, Jefferson Boulevard, Schley Avenue, and Potomac Avenue, which follow the mountain ridge and are lined with large, eclectic single houses in the Queen Anne, Shingle, Colonial Revival, and bungalow styles which were built principally in the period 1901 - 1941 as hotels, inns, boarding houses, and private summer residences for tourists brought to the mountain by the Frederick and Middletown Railway trolley line. The district also includes the remains of Braddock Heights Park, built by the Frederick and Middletown Railway, which are now mostly the foundations of several mountaintop recreational structures, a 1909 casino containing an active skating rink, and a 1913 trolley station and store building. The district has approximately 130 principal structures, of which 93 (72%) contribute to the significance of the village as an early 20th century streetcar resort. The non-contributing buildings are primarily residences built after 1941, a fire station and its predecessor building now occupied by a private school, and a modern shopping center.

The resort village is laid out in a generally north-south orientation following the line of the mountain ridge. The elevation is about 900 feet and the development was sited to take advantage of the scenic views toward the east over Frederick city and the Monocacy Valley and to the west across the Middletown Valley. Four separate plats make up the village, the first in 1901 containing lots extending southward from Old National Pike to the present Hays Street, one of two short cross streets between Maryland and Potomac Avenues. The second plat is also dated 1901 and includes the area on the west side of Maryland Avenue between the present Deer Spring Road and Jefferson Boulevard, "White's Terrace". The third plat is dated 1904, showing the east side of Maryland Avenue between the trolley line from Frederick and Schley Avenue. The fourth plat is dated 1906 and shows the present Jefferson Boulevard from Maryland Avenue to the present Clifton Road. Each plat contains mostly standard size lots in single rows on each side of the streets. The trolley line from Frederick extended down the east side of Maryland Avenue and, from 1906, on the east side of Jefferson Boulevard.

At the entrance to Braddock Heights at the Old National Pike and Maryland Avenue are two stone and brick piers with identifying panels and a cast iron and stone fountain on the west side. On the west side of Maryland Avenue about halfway between the intersection of Maryland Avenue and the Pike and the Park was located the Hotel Braddock, the largest hotel in the resort, which burned in 1929. This site was not rebuilt until after 1950 and contains two non-contributing residences. The two cross streets, Hays Street and an extension of Urner Avenue, bound the hotel site. A 1941 fire also destroyed two other early buildings immediately north of the hotel site, which were also later replaced with modern residences. The rest of the

(Continued on separate sheet)

8. Significance

Survey No. F-4-8

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

Specific dates 1895-1940 **Builder/Architect**

check: Applicable Criteria: X A ___ B X C ___ D
and/or
Applicable Exception: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Level of Significance: ___ national ___ state X local

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

The Braddock Heights Survey District is an excellent example, unique in Frederick County, of an early 20th century summer resort village associated with the Frederick and Middletown Railway, later known as the Hagerstown and Frederick Railway, the parent company of the Potomac Edison Company. The resort contained a popular amusement park, traces of which still exist in the district. The remaining private homes, most of which were built as hotels, inns, and boarding houses, provide a variety of picturesque renditions of the popular architectural styles in the period ca. 1895 - 1940, such as the Shingle Style, Colonial Revival, Queen Anne, and the bungalow. The district exemplifies the types and importance of recreation and leisure in the early 20th century in rural Maryland immediately prior to the automobile age, which began about the same time as the resort was begun and which caused its ultimate decline.

Early 20th century summer mountain resorts were located in southern Pennsylvania at Blue Ridge Summit and Pen Mar which were served by the Western Maryland Railroad through the northern part of Frederick County. Braddock Heights is unique because of its connection with a rural electric trolley line. Since Frederick did not have a railroad link to the Middletown Valley, a group of landowners in Frederick and Middletown formed the trolley company in the 1890's and immediately planned the resort as well as the link to Middletown. The line was eventually extended through Myersville and on to Hagerstown, which led to the final name of Hagerstown and Frederick Railway. Eventually, the production of electric power surpassed the trolley line in importance. The trolley line was significant in the transportation theme in virtually every community through which it operated, including in the Middletown Region the towns of Braddock Heights, Middletown, and Myersville, as well as the rural districts it crossed. The village of Braddock Heights was unique in Frederick County, being the only community wholly developed as a result of the trolley.

The founders of the Frederick and Middletown Railway were George William Smith, a wealthy farmer with landholdings west of Frederick, and a group of Middletown and Frederick area farmers and businessmen who incorporated as the Frederick & Middletown Valley Passenger Railroad in April 1893. Among the most prominent of the group was Oscar C. Coblentz, whose family owned considerable land between Catoctin Mountain and Middletown. Construction began on the line from Frederick to Braddock

(continued on separate sheet)

9. Major Bibliographical References

Survey No. F-4-8

Beautiful Braddock (Sketch of Braddock Heights). Compiled and arranged by Alban M. Wood. Frederick, Md.: Press of Baughman Bros., 1907.

"Braddock Heights: The Golden Years", Frederick Magazine, July 1991.

(Continued on separate sheet)

10. Geographical Data

Acreage of nominated property 85 acres

Quadrangle name Middletown, Md. **Quadrangle scale** 1:24000

UTM **References** do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

Boundary as shown on attached quad. map section, including most of 4 plats in original village and principal section of Braddock Heights Park.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyor

organization Frederick County Planning & Zoning Dept. **date** February 1992

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

city or town Frederick **state** Maryland 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

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
-514-7600

7.1 Description Continued

streetscape is made up of large, irregularly planned residences in the eclectic Queen Anne and Shingle styles, characterized by extensive verandas, numerous gables and dormers, corner towers, varied surface finishes, and picturesque rooflines. Artificial siding of various types is now commonplace on most houses, although original german siding and patterned shingles in gables and slate roofs are also frequently seen. The lots were designed to be ample to offer scenic view opportunities from every house. In most cases, the lots have remained intact with some off-street parking areas at the edge of the street, primarily on the east side where the former streetcar roadbed provided more space.

Paralleling Maryland Avenue on the west is Potomac Avenue, a through street to the Pike which originally was laid out in two sections separated by the grounds of the Hotel Braddock. The southern section contains the most continuous grouping of contributing residences, with the center section occupied by modern non-contributing houses built after 1950. Urner Avenue, extending east and northeast from Maryland Avenue behind the houses on the east side, was part of the original plat and has five large residences dating from the period 1903-1910 on its east side. At the corner of Urner and the Pike is a 1939 auto repair garage which is one of the few commercial buildings dating from the district's period of significance. The east side of Maryland Avenue opposite the Braddock Hotel site remains mostly undeveloped except for the only religious building in the district, the 1964 Episcopal Church of the Transfiguration. This area was the route of the trolley line which made a wide southern arc from the mountain's lower slope up to the station near the church site which served the hotel. Vestiges of the rail line can be seen in depressions along the tree line bordering the east edge of the open area.

The southern section of Maryland Avenue between Hays Street and the main intersection of Maryland and Jefferson Boulevard near the former park entrance contains the most continuous grouping of contributing structures, with 19 large residences on both sides of the street. Included in this section are the Catalpan at 6819 Potomac Avenue (main elevation on Maryland Avenue) and the Bon Air at 6813 Maryland Avenue, the two oldest extant resort residences, built in 1901, the Haller Residence, built about 1905 for Thomas H. Haller, the treasurer of the Frederick and Middletown Railway, Washington Cottage (ca. 1904), Bon Air (ca. 1902), Stonehurst Cottage, Adelphia, and the Ramsburgh House, which contained one of the early stores in the resort in the period ca. 1935 - 1949.

The intersection of Maryland Avenue, Jefferson Boulevard, Schley Avenue, and Old Swimming Pool Road was the center of the resort and is still the crossroads of the village. The 1913 trolley depot containing the convenience store and the non-contributing modern shopping center are located on the southeast corner. Southeast of the trolley depot is the site of the Braddock Heights Park. The area is now open and lightly forested land extending up to just below the summit on which stood many of the principal park structures. The only remaining recreational building, the Casino, still operates as a skating rink in a two-story frame building. Just beyond the Casino is a traditional vernacular frame house in which the park manager lived.

7.2 Description Continued

Along Schley Avenue are several inns and boarding houses dating from the first decade of the 1900's. Principal among these are the Seachrist Mountain House, a three-story inn with a mansard roof built about 1903, and the Schley Inn, built about 1903. The Schley Inn still contains a bar and restaurant. Although Jefferson Boulevard was platted in 1906 southward to the intersection of Clifton Road, the survey district boundary on this street is just south of 6410 Jefferson Boulevard because of increasing clusters of post-1941 dwellings. Individual inventory-level properties continue outside the district boundary on Jefferson to and beyond Clifton Avenue, usually separated by modern houses. Jefferson Boulevard contains a wider variety of styles because of its later period of development. The houses closer to the main village crossroads tend to be similar to the original sections, in the Queen Anne and Shingle styles. Farther south on Jefferson Boulevard, where later development occurred, bungalows, 1920's and 1930's Colonial Revival houses, and pattern-book or mail-order houses are more common.

Following are brief descriptions of selected properties in the district:

Trolley Depot and Store (Beachley's Variety Store): A 1913 two-story frame building with a cross-gable slate roof and a wide overhanging canopy on the first level. The building has a free-standing cast iron column at the northeast corner and a modern glass-walled store enclosure. A recent brick extension to the store is located on the northwest corner. The building contained the original Frederick and Middletown Railway (later Potomac Edison Company) power station, the post office, and a general store.

Casino (Braddock Heights Skating Rink): A frame, rectangular, gable-roofed building erected in 1909, the Casino has two levels, with the skating rink on the upper level and a bowling alley on the lower level. Originally an exterior two-story porch extended around most of the building, on which doors from the rink opened. Double doors which led to the porch are still in place on the east and west sides and the 2/2 windows in a continuous row around the building light the open interior. Many of the lower level windows are boarded. The present main entrance is through a frame entry porch with a canopy on the north gable end. The exterior is the original german siding and the roof is composition.

Seachrist Mountain House, 4710 Schley Avenue: One of the earliest and most prominently placed boarding houses, the Mountain House was built about 1903 directly across from the Park entrance. It has a five-bay south elevation, three stories and a mansard roof with dormers. A one-story veranda extends around three sides of the building. The first story has german siding and the second story is aluminum sided. The third story in the mansard roof is covered with composition material.

Schley Inn, 1903 Schley Avenue: Built in 1903, the 2-1/2 story frame building has a gable roof with dormers and an exposed basement level on the west and north which has been altered with the addition of a partially enclosed porch and a concrete block motel addition on the north. The entrance is in the south gable end which has three bays with a simple doorway between paired 1/1

7.3 Description Continued

windows. The upper stories have mostly 2/2 sash. The siding is german and the roof is composition. Built as a private club, it was originally called Camp Schley Inn.

White's Horse Barn, 4907 Old Swimming Pool Road: A three-story frame barn with an exposed stone first story, the barn has been considerably altered for use as a residence with relocated and replaced windows. The original openings have simple pointed arches formed by flat boards. An extension of the gable roof on the west was the hoist for the hay loft. Double sliding doors on the north elevation are no longer in use and a modern doorway has been cut into the stone foundation on the west. A painted sundial is located on the south elevation. Although the date 1887 is painted on the vertical board siding on the east gable end, the barn was more likely built in the late 1890's as part of David G. White's horse farm which operated from about 1896 to about the 1960's. A second barn connected to this structure by a paddock burned prior to the 1970's. The barn is the only originally agricultural structure in the survey district.

6811 Maryland Avenue: This is a two-story frame Shingle Style house built about 1904 located on the east side of the Avenue with a gambrel-roofed gable facade and a one-story porch extending on two sides of the building. A cross gable with an exterior brick chimney projects on the south elevation. A center entrance on the west elevation is flanked by large 8/8 windows and paired 1/1 windows are in the two bays on the second story. The gable is faced with fish scale and diamond cut shingles currently painted in three colors. The house is a good representative of the Shingle style houses in the earliest section of the district.

Thomas Haller House, 4705 Hays Street: Built about 1905 for Haller, the treasurer of the Frederick and Middletown Railroad, the house is set back about 40 feet from the west side of Maryland Avenue. It has 2-1/2 stories with a cross gable plan and a one-story porch on three elevations. The east elevation has a three-bay first story and four on the second story. A center entrance is flanked by large 1/1 windows with shutters. The second story also has 1/1 windows. In the shingled gable is a three-part window based on the Palladian window, with an arched center unit with 2/2 sash flanked by 1/1 rectangular windows. Two chimneys rise from the center of the hipped composition roof.

Roberts House (Comfort Cottage), Potomac Avenue: Built about 1903, this is a 1-1/2 story frame house with an exposed basement on the west elevation where the site slopes down toward the Middletown Valley. The house has a three-part first story, with a central entrance flanked by two large windows and polygonal end pavilions. The cross gable plan features a central gable which was originally shingled, but is now covered with aluminum siding, as is the rest of the house. A pair of windows is centered in the gable. An exterior brick chimney is located on the north gable end and a second chimney is centrally located. The shingle roof has been replaced with composition. Built for Mrs. Annie Roberts of the Woman's College in Baltimore, the predecessor of Goucher College.

7.4 Description Continued

6624 Jefferson Boulevard: This is a 2-1/2 story frame Colonial Revival house built about 1910. It has a three-bay east elevation with a one-story porch. The center entrance is in a projecting foyer flanked by paired 6/1 windows. On the second story are three-part windows flanking a pair of lancet windows in the center bay. The cross-gable roof has a shingled gable facing the street with a pair of windows in the center. The exterior siding is clapboard and there are large scroll brackets at the cornice line. At the rear of the house is a large screened porch. This house is a good example of the type of house built in the 1906 section of the district.

6508 Jefferson Boulevard: A Shingle style house built about 1912, this is a 2-1/2 story frame building with a hipped roof and shed dormers. It has a three-bay east elevation in the shingled exterior with an entry porch under an ogee-curved roof. Large plate glass windows in the projecting side bays have two small upper sections and the second story has paired 1/1 sash. In the center bay on the second story are a pair of small square windows. Each dormer has three windows with three vertical lights. A screened sun porch is located on the south elevation. This house is also a good example of the later architectural development of the district.

6505 Jefferson Boulevard: This is a 1-1/2 story rusticated concrete block bungalow built about 1915. Set back from the street and with a wide veranda on all elevations, the house has a three-bay east elevation with a center entrance and paired 1/1 windows. The pyramidal roof is covered with composition and has dormers in the east, south, and west elevations. An exterior rusticated concrete block chimney rises on the north elevation. The corners of the house have lighter colored quoins. The bungalow form is fairly common in the district, but the use of the concrete block makes this house unique.

8.1 Significance Continued

Heights in 1896, with the first passenger run in August 1896. The company recognized the potential of the mountain summit as an incentive to the success of the line and constructed a wood observatory tower in 1894 to encourage people to visit and visualize the planned resort in the spectacular setting of the mountaintop. The first plat was laid out in 1900 and 1901 for the section on Maryland Avenue from Old National Pike south to the approximate location of Hays Street. A small plat of 8 lots near the intersection of Maryland and Schley Avenues was surveyed in the same year for D. G. White, the owner of a horse farm in that vicinity. The third plat was filed in 1904, but was probably laid out in 1901, and showed the south end of Maryland Avenue and Schley Avenue. The company founders incorporated the Braddock Heights Improvement Company to sell the lots. In 1906, the success of the sales was evident in the formation of a second development company, the Braddock Building & Development Company, which platted 127 lots on both sides of the present Jefferson Boulevard, then shown as an extension of Maryland Avenue.

Construction on the summer residences began in 1901. The first houses appeared scattered along both sides of Maryland Avenue and the Hotel Braddock, the Improvement Company's centerpiece of the resort, was completed in 1903. A large rectangular frame building of three stories with deep verandas on all sides, the hotel was sited and the lots laid out around it to give it the widest possible views on both sides of the mountain. A trolley stop was located directly in front of the hotel and the main terminus was at the entrance to Braddock Heights Park. Little more than an open-sided shed, this was replaced in 1913 by the present depot building which combined a store, power house, and depot. The earliest extant house in the survey district is believed by most residents to be the Catalpan, 6819 Maryland Avenue, built in 1901. Typical of the expansive early period of the resort, it has a large lot and multiple gables, a wide porch, and the irregular plan of houses being erected in resorts throughout the country in the early years of the 20th century.

Prominent Frederick, Baltimore, and Washington residents bought lots in Braddock Heights for summer houses, including Judge Hammond Urner, whose 1903 stone house was one of the first houses on Urner Avenue, Thomas Haller, the treasurer of the Frederick & Middletown Railway, whose house is at 4705 Hays Street with the facade toward Maryland Avenue, and Mrs. Annie Roberts, associated with the Woman's College of Baltimore, the predecessor of Goucher College. Many of the boarding houses and inns had names, some of which survive in the signs over the doorways. Some of these are Adelphia, Stonehurst Cottage, Washington Cottage, and Edgewood. Edgewood, at 4728 Schley Avenue, was built as a club for bachelors, in which they lived in the summer and commuted to jobs in Frederick on the trolley. Later, it became a boarding house. The Camp Schley Inn of about 1903 was also built for a men's group which had camped in tents originally, but needed more substantial shelter as the park began to develop and attract more tourists. Later known as the Schley Inn, a later owner tried to develop a ski run on the slopes below the building, but this was abandoned after a few seasons.

8.2 Significance Continued

The Braddock Heights Park began with the 1894 observatory, replaced in 1931 by a second tower which demolished in the 1970's. Soon after 1900, a dance pavilion was built which proved to be extremely popular. Refreshment stands were added, as well as an auditorium south of the tower on the summit. Religious services and Chautauqua lectures were given here and in 1939, the auditorium was converted to a summer theatre, which operated with varying periods of success until the late 1950's. The theatre has also been demolished. The Casino was built in 1909 for skating and bowling. It is the only recreational structure of the Park still standing. Other attractions in the Park over the years of its operation were a carousel, a slide, and picnic grounds. In 1921, a grove of 93 maple trees were planted near the entrance as a memorial to Frederick County casualties of World War I. All the park structures and the trees have been razed except the Casino, which still operates as a roller skating rink. Foundations of the buildings and debris indicate the general locations of the structures. A traditional frame house east of the Casino which was the park manager's residence still stands.

The 1906 extension of Braddock Heights was keyed to the trolley company's plan to build a branch line to Jefferson with the eventual intention of linking with the B&O Metropolitan Branch to attract more passengers from Washington. The line was only completed to Jefferson, but the plat of 127 additional lots on the ridge south of the original section of Braddock Heights appeared to be a success. Large boarding houses and rooming houses similar to those on Maryland Avenue were built and post card views of the northern end of Jefferson Boulevard, as it was soon named, show a similar resort atmosphere with sidewalks, dance pavilions at some of the houses, and small stores near the central intersection. A general store was located next to 6800 Maryland Avenue and was later moved into the house itself. The store in the 1913 depot building opened in 1915 as McCardell's. The post office was located in the store in the early days and later shared quarters in the same building. A swimming pool and bath house were built on Schley Avenue in 1939 and are still maintained by the Braddock Heights Community Association.

The peak period of Braddock Heights popularity as a resort was about 1904 - 1950. The trolley line itself was constructed concurrently with the rising importance of the automobile and reached only a moderate level of success during the period 1896-1941. The transportation of freight and mail from Middletown and passengers from Myersville, Middletown, and Braddock Heights to Frederick kept the trolley going when by all other indicators the automobile was the preferred mode of travel. The park was increasingly patronized by local tourists from Frederick as residents from more distant regions began to drive themselves to other amusement centers. The railway company had been renamed Hagerstown and Frederick Railway to reflect its linking of the two cities. By the 1920's, however, the production of electric power became a much more lucrative venture under the leadership of Emory L. Coblentz, who became the company president in 1908. Acquiring several local power companies over the years, the company eventually became the Potomac Edison Company, based in Hagerstown. It is the principal electric power utility company of west central Maryland and parts of Pennsylvania. The Park passed to other owners, the Hotel Braddock burned in 1929 and was not rebuilt, an indicator of the decline in

8.3 Significance Continued

demand for a large hotel in the resort. World War II gave the trolley line a reprieve, but the last passenger trip to Braddock Heights took place in 1947. By 1954, the trolley line had closed down completely. The Park continued on until the early 1970's, but deterioration of the structures and competition from other parks caused its closure, except for the skating rink in the Casino. Braddock Heights is still a sought-after location for homes and the original lots continue to be developed, especially on Jefferson Boulevard. The picturesque appearance of the original sections is well-maintained and the general integrity of the survey district is excellent.

9.1 Bibliography Continued

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Land Records of Frederick County

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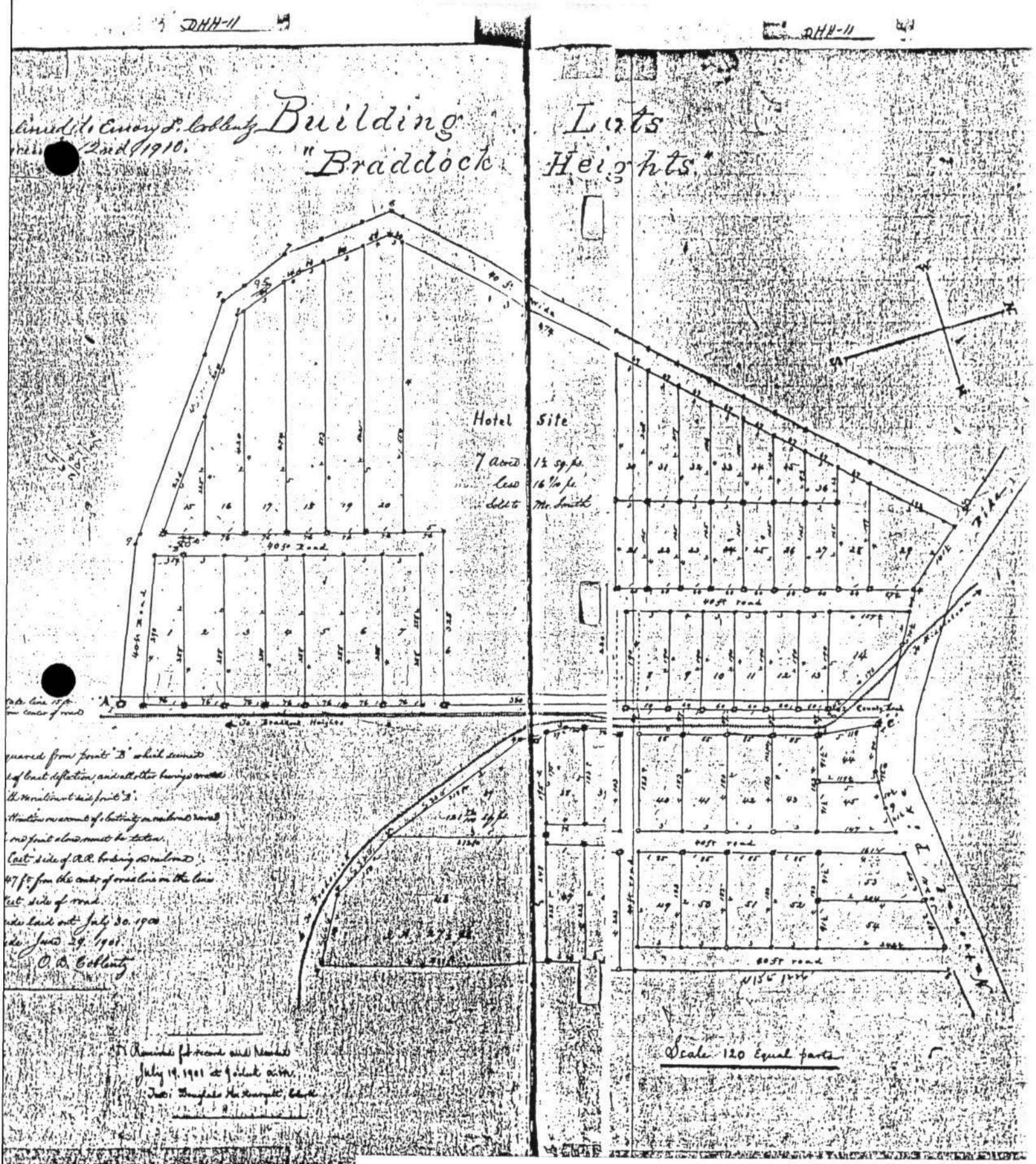
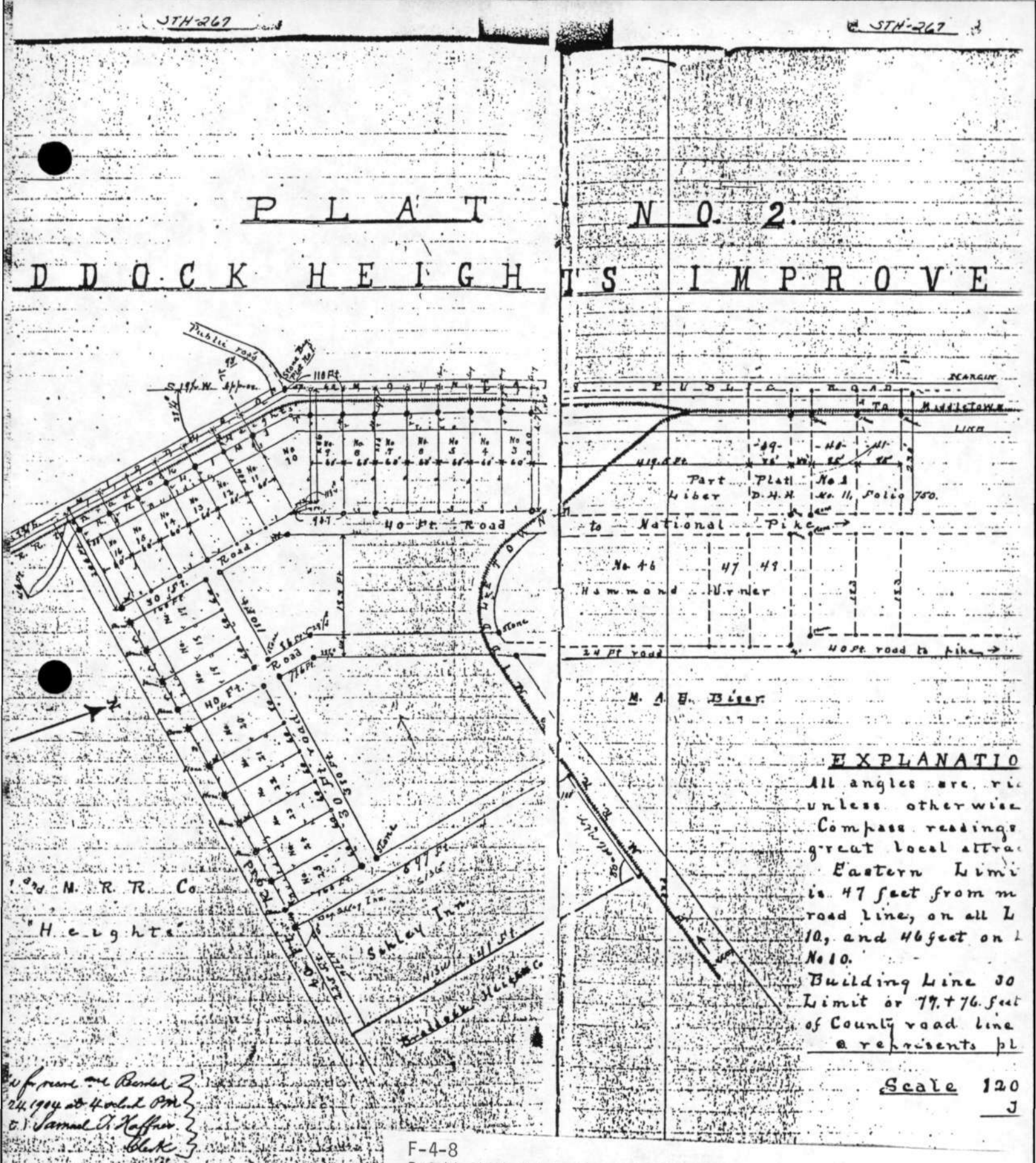


F-4-8
Braddock Heights Survey District
Frederick County
Plat of original section, 1900-1901
from Frederick County Land Records DHH11/750-751



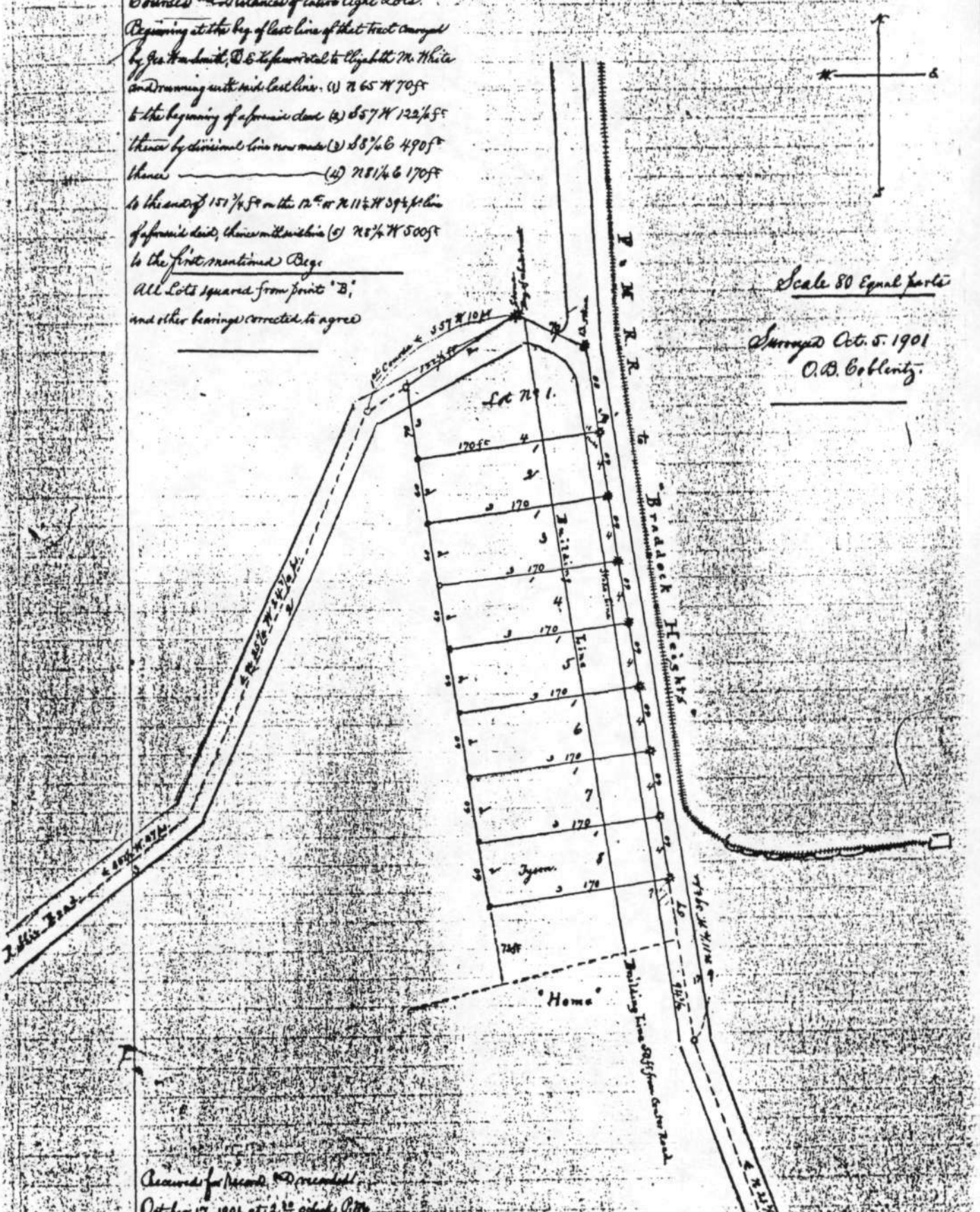
F-4-8
Braddock Heights Survey District
Frederick County
Plat No. 2, 1904
from Frederick County
Land Records STH 267/138-139

Plat.

Courses and Distances of Entire Eight Lots.

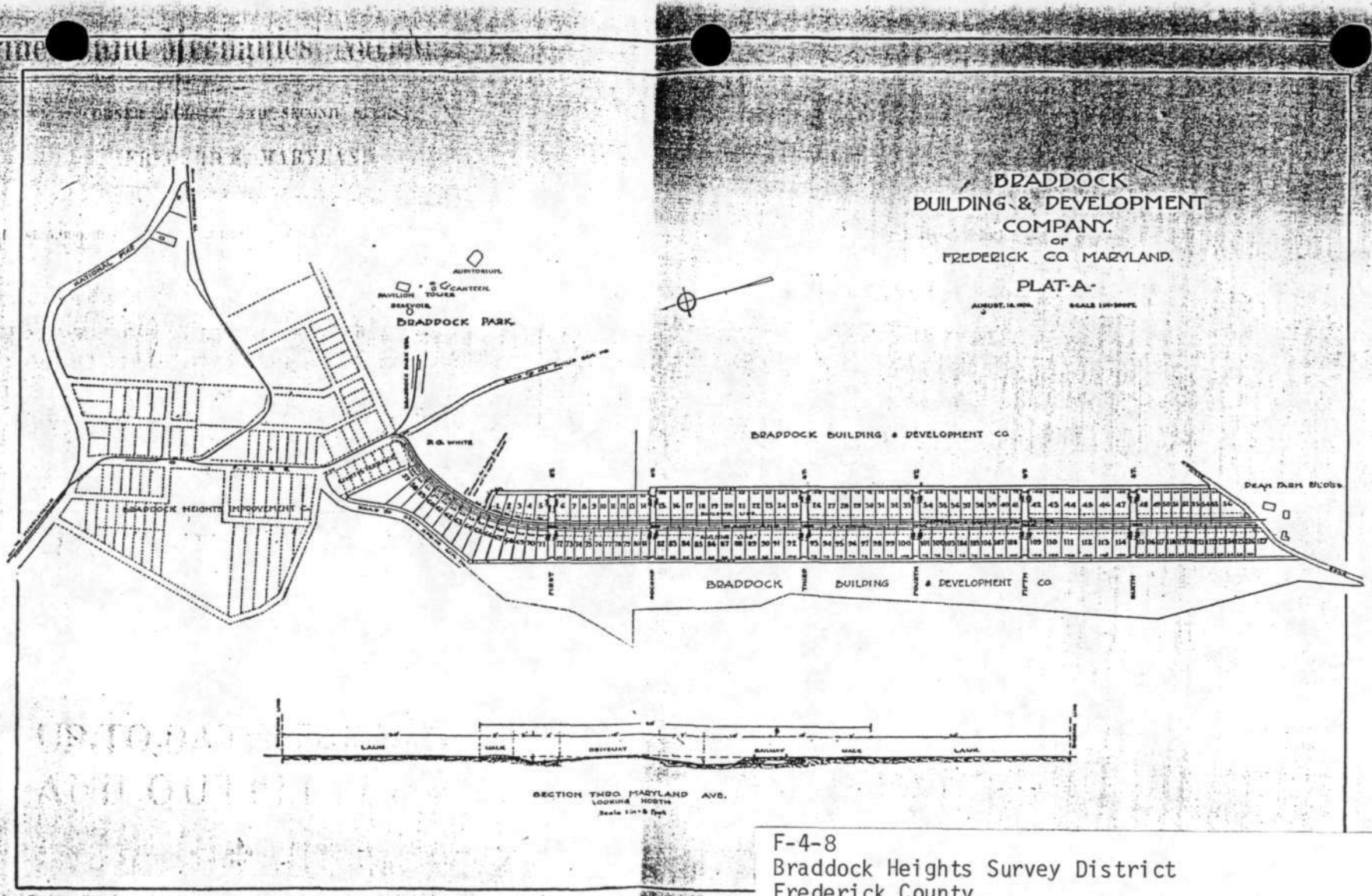
Beginning at the beg. of last line of that tract conveyed by Geo. H. Smith, D.G. White & others to Elizabeth M. White and running with said last line (1) N 65 W 70 ft to the beginning of a former deed (2) S 57 W 122½ ft thence by divisional line now made (3) S 8½ E 490 ft thence ——— (4) N 81½ E 170 ft to the end of 151½ ft on the 12th or N 11½ W 394 ft line of a former deed, thence with said line (5) N 8½ W 500 ft to the first mentioned Beg.

All Lots squared from point "B", and other bearings corrected to agree

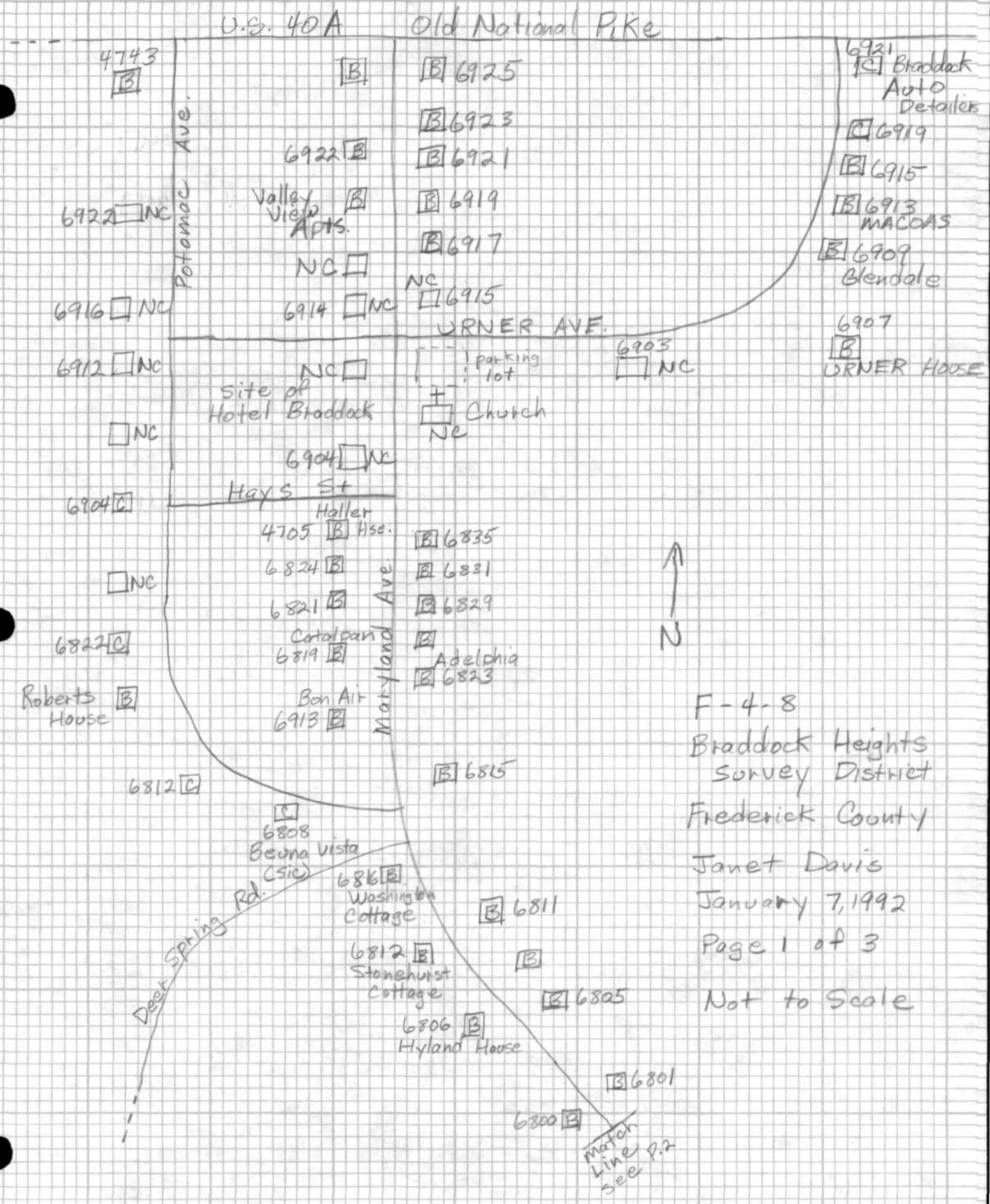


Received for Record & recorded
October 17. 1901 at 2 o'clock P.M.
Test: Douglas H. [illegible]

F-4-8
Braddock Heights Survey District
Frederick County
D.G. White's Lots, 1901 from Frederick County
Land Records, DHH 11/739



F-4-8
Braddock Heights Survey District
Frederick County
Plat A, Jefferson Boulevard area, 1906.
from Beautiful Braddock



F-4-8

Braddock Heights Survey District

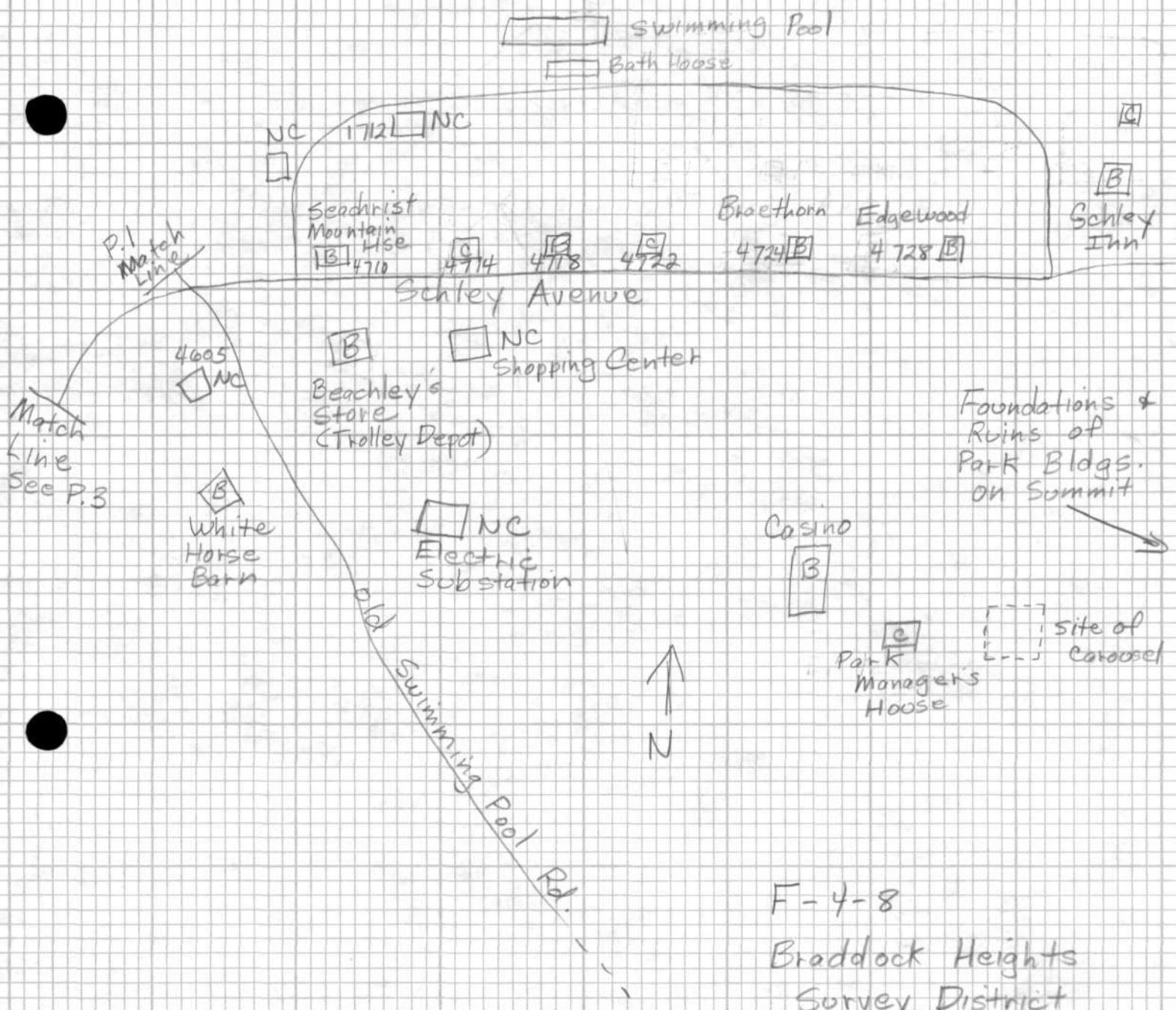
Frederick County

Janet Davis

January 7, 1992

Page 1 of 3

Not to Scale



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Braddock Heights Survey District

Frederick County

Janet Davis

January 7, 1992

Page 2 of 3

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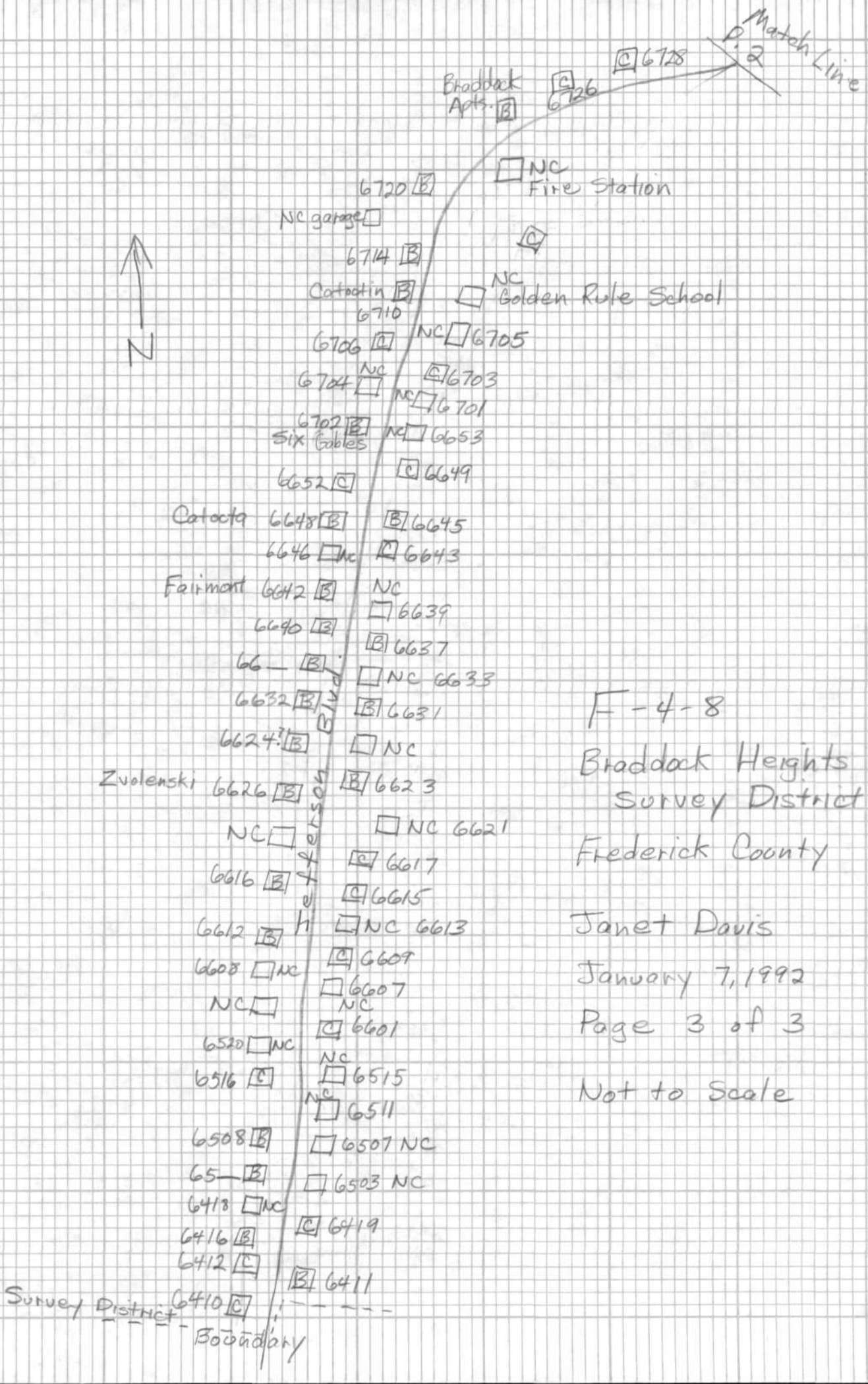

F-4-8

Braddock Heights Survey District

Frederick County

Janet Davis

January 7, 1992

Page 3 of 3

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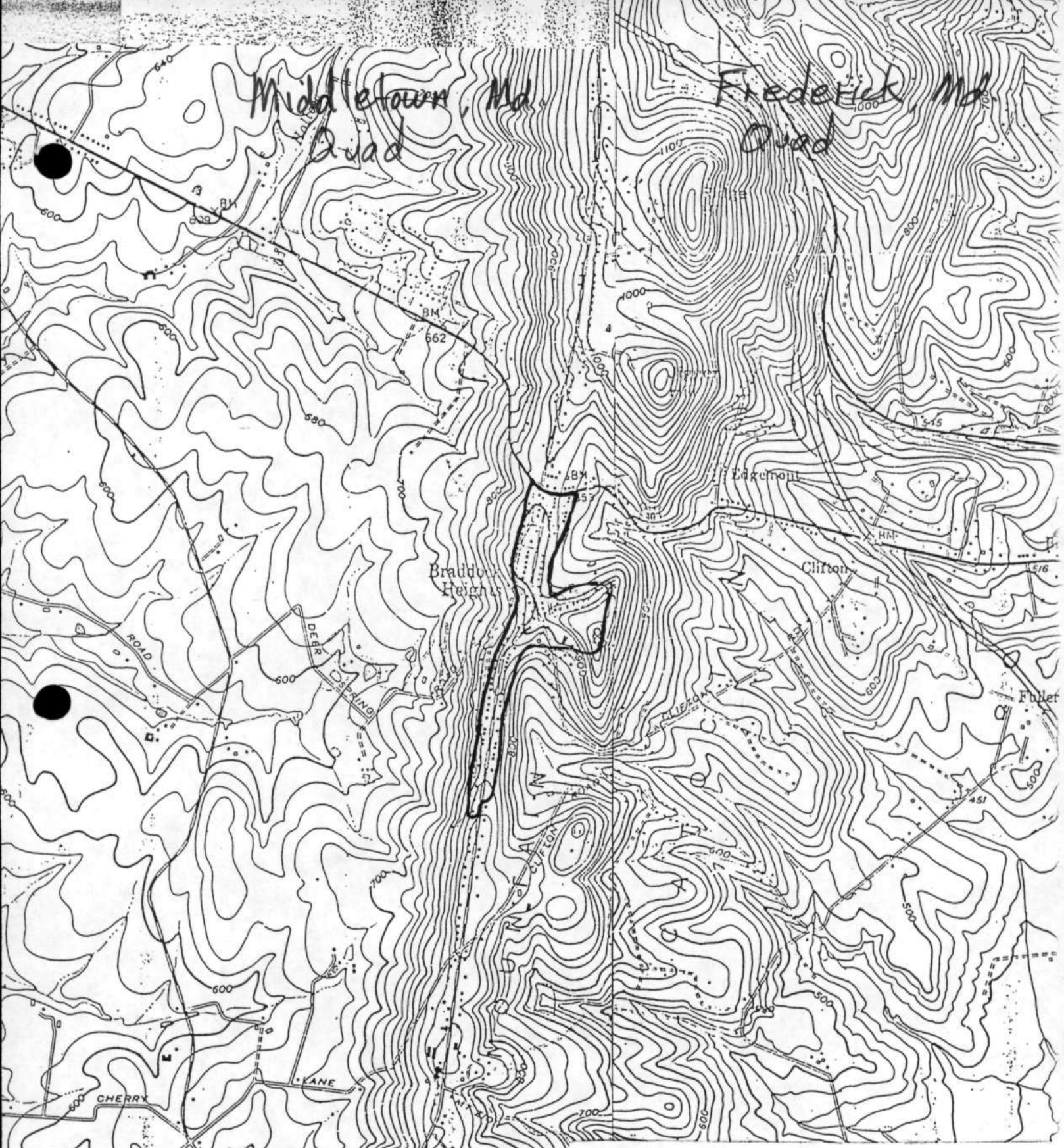
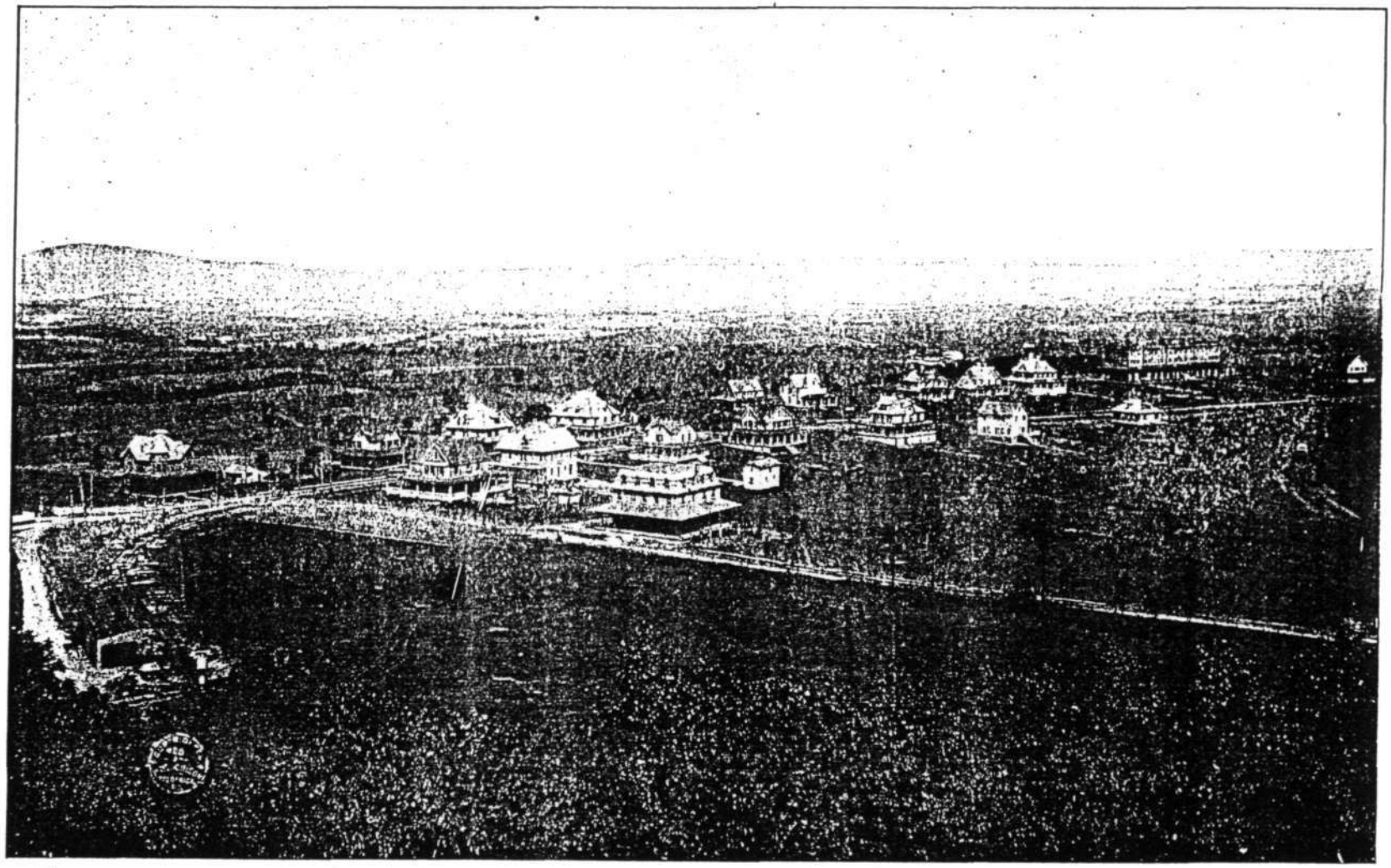
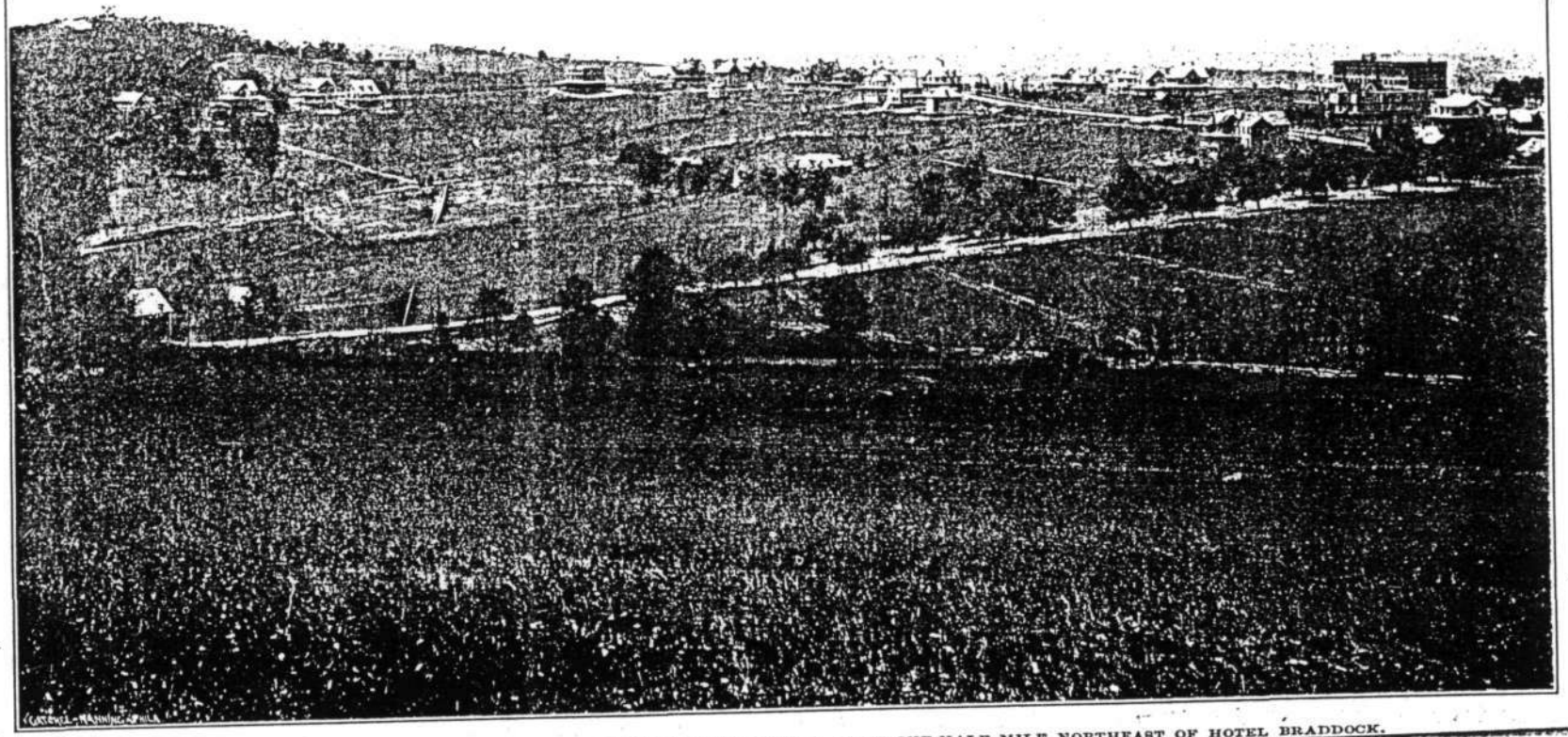


F-4-8
Braddock Heights Survey District
Frederick County
USGS Middletown, Md.
1:24000



A VIEW LOOKING NORTHWEST FROM THE OBSERVATORY, SHOWING PART OF BEAUTIFUL BRADDOCK, ALSO PART OF THE HISTORIC MIDDLETOWN VALLEY.

F-4-8
Braddock Heights Survey District
Frederick County
General view, 1907 from Beautiful Braddock



A VIEW OF A PART OF THE BRADDOCK COLONY AS SEEN FROM A POINT ONE-HALF MILE NORTHEAST OF HOTEL BRADDOCK.

F-4-8
Braddock Heights Survey District
Frederick County
General view, 1907 from Beautiful Braddock

Beachley's
VARIETY STORE

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md
Trolley depot and store, north elevation
1/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md
Cosino, northwest corner view
2/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Seachrist Mountain House, 4710 Schley Ave.,
South elevation
3/15

SCHLEY INN

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Camp Schley Inn, south elevation
4/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
White's Horse Barn, south elevation
5/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md
6811 Maryland Avenue, west elevation
6/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Haller House, 4705 Hays St., east elevation
7/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Roberts Cottage, east elevation
8/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md-SHPO, Crownsville, Md.
6624 Jefferson Blvd. east elevation
9/15

6508

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md
6508 Jefferson Blvd., east elevation
10/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Bungalow on Jefferson Blvd., east elevation
11/15

F-4-8
Broddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
Episcopal Church, non-contributing structure
Maryland Avenue
12/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
View north on Maryland Ave. at Jefferson Blvd. intersection
13/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
View south on Maryland Ave. at Old National Pike intersection
14/15

F-4-8
Braddock Heights Survey District
Frederick County
Photo: Janet Davis
January 1992
Neg. loc.: Md. SHPO, Crownsville, Md.
View southwest on Jefferson Blvd. from
Maryland Ave. intersection
15/15