POTOMAC YARD
INVENTORY OF CULTURAL RESOURCES

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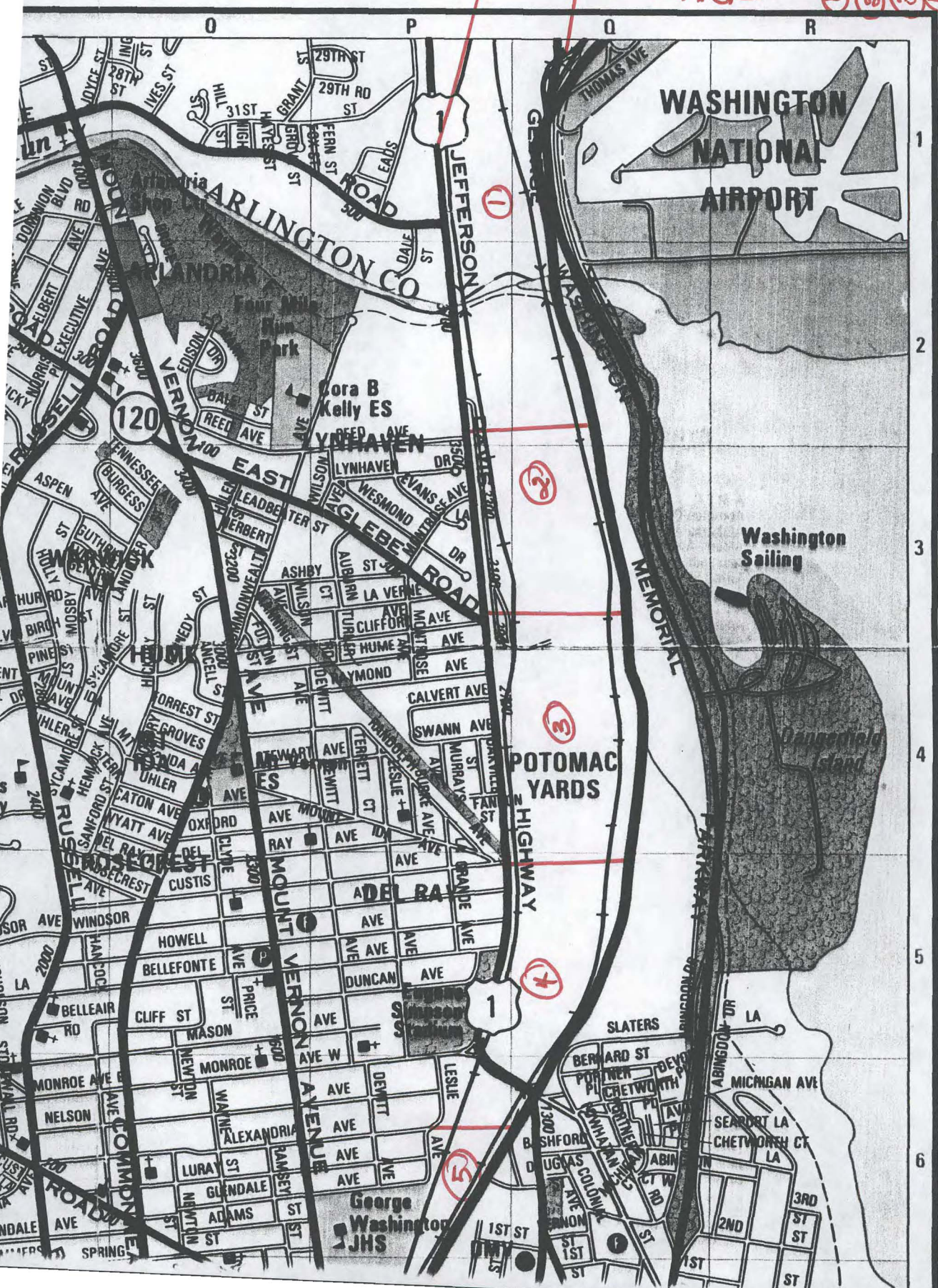
NEIGHBORHOODS IN POTOMAC YARD INVENTORY OF CULTURAL RESOURCES by Engineering Science 1989

1. FOUR MILE RUN
2. POTOMAC WATERFRONT
3. POTOMAC CENTRAL
4. SLATERS LANE
5. BRADDOCK



Engineering Science Report Neighborhoods
1 Four Mile Run
2 Potomac Waterfront
3 Potomac Central
4 Slaters Lane
5 Braddock

ABSTRACT

Potomac Yard possesses architectural, historical, and archaeological significance. It was settled by Europeans in the early eighteenth century, if not before, and there is potential for recovering evidence relating to prehistoric occupation of the area. This area also possesses significance for the role it has played in the history of transportation. The Alexandria Canal, which served to link Old Town, Alexandria to the Chesapeake and Ohio Canal, ran through the area of the Yard from Alexandria to Four Mile Run. The Potomac Yard itself is historically significant for its role in the history of rail transportation in the United States.

The purpose of this study was to inventory the cultural resources present, or potentially present, within the area of the Yard and to identify those resources that possess historical or archaeological significance. Where necessary, recommendations are made for further study and evaluation.

TABLE OF CONTENTS

	Page
Abstract	i
Table of Contents	ii
List of Illustrations	iii
Potomac Yard Background	2
Compendium of Significant Resources	8
Four Mile Run Neighborhood	14
Potomac Waterfront Neighborhood	24
Potomac Central Neighborhood	32
Slaters Lane Neighborhood	40
Braddock Neighborhood	46
Bibliography	51
Appendices	
A. Historical Sources Referred to in the Text	54
B. Resources Less than 50 Years Old	69
C. Historic Themes for Preservation Planning, City of Alexandria	97
D. List of Personnel	98

LIST OF ILLUSTRATIONS

LIST OF TABLES Page

Significant Resources 10

LIST OF FIGURES

Project Area 1

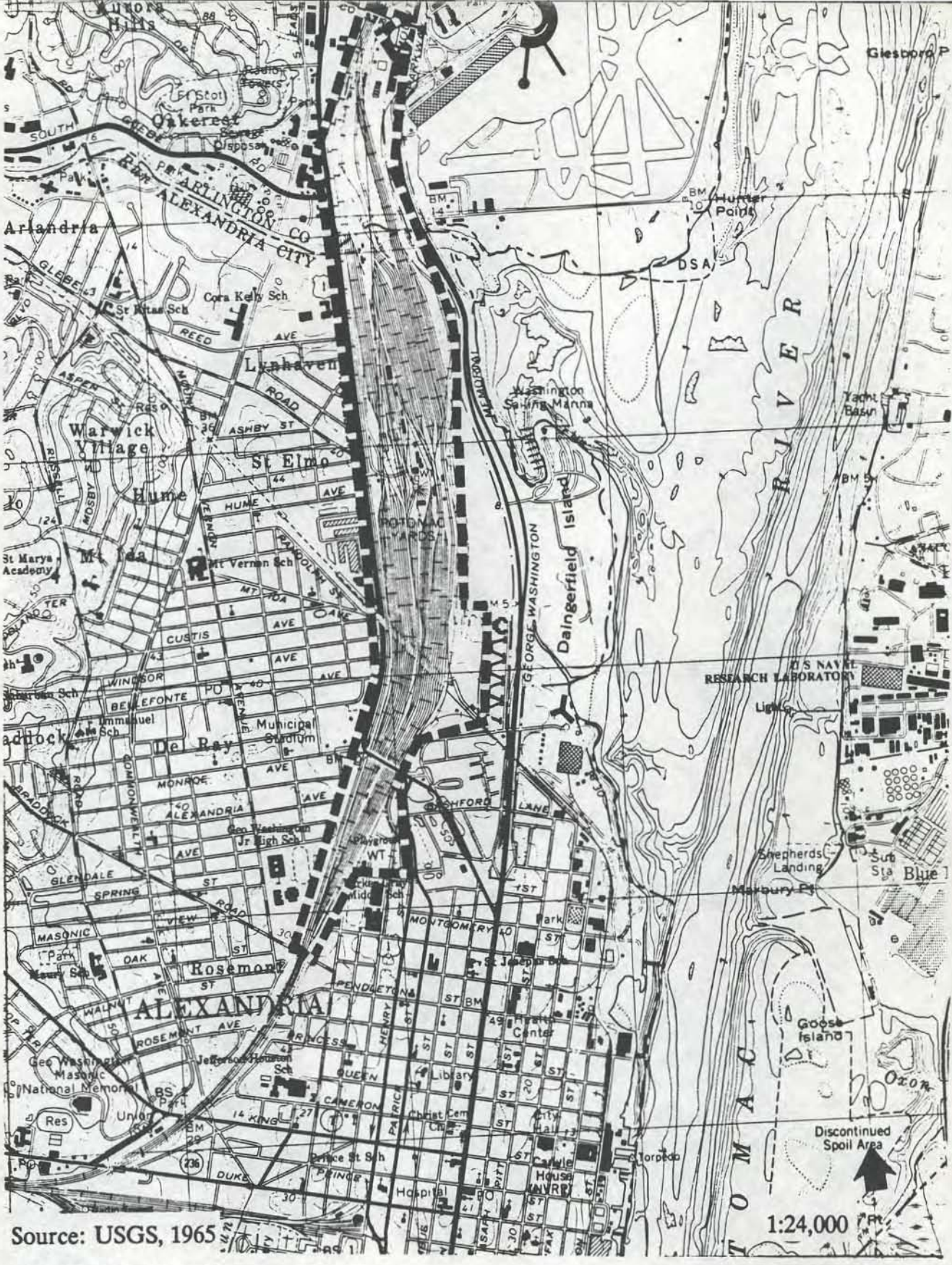
Four Mile Run Neighborhood 14

Potomac Waterfront Neighborhood 24

Potomac Central Neighborhood 32

Slaters Lane Neighborhood 40

Braddock Neighborhood 46



Source: USGS, 1965

POTOMAC YARD

Project Area

POTOMAC YARD BACKGROUND

PREHISTORY

The shores of the Potomac River have long been known as a source of prehistoric artifactual material, and Smithsonian Institution collections from the nineteenth century reveal heavy and extended prehistoric habitation and use of much of this area. Potomac Yard is situated in the Middle Atlantic region of the eastern United States. On the basis of changes in technology and subsistence, the prehistory of this region is traditionally divided into three major periods: the Paleo-Indian (*ca.* 10,000 B.C. - 7000 B.C.), the Archaic (*ca.* 7000 B.C. - 1000 B.C.), and the Woodland (*ca.* 1000 B.C. - A.D. 1600).

Paleo-Indian Period

During the Paleo-Indian period, this region may have been characterized by extensive open grasslands interspersed with various forested zones. These habitats would have been suitable for a high density of grazing and browsing fauna, including, now extinct large Pleistocene herd animals. Through analogy with Paleo-Indian sites in the west, it is assumed that herds of animals would have served as a subsistence base for the Paleo-Indian hunters in the east. Smaller game and a variety of plants were also exploited in this period.

The characteristic artifact of this period is the fluted stone point, often made of high quality lithic material such as chert or jasper (Gardner 1974, 1979). These points, used as spear tips, are relatively rare throughout the Mid-Atlantic. A few such early fluted point types have been found scattered throughout Fairfax County (Johnson 1986), and a some diagnostic artifacts dating to the Paleo-Indian period can be found in the local collections at the Smithsonian Institution's National Museum of Natural History. The known Paleo-Indian sites in this vicinity of Potomac Yard are characterized as isolated point finds, perhaps representing hunting sites or ephemeral occupations. Given the nature of these finds, it is probable that occupation in the vicinity of Potomac Yard area was sparse and sporadic during the Paleo-Indian period.

Archaic Period

The subsequent Archaic Period lasted from about 7000 B.C. to 1000 B.C. This period is traditionally further sub-divided into early, middle, and late periods. The Archaic period is characterized by a change to foraging based subsistence with numerous local adaptations, and accompanied by an increasing population. This was probably due to

changing environmental conditions as the open grassland areas of Late Glacial times disappeared as oak-hickory forests closed in upon them, and the large Pleistocene herd animals became extinct (Carbone 1976). In the later Archaic Period there was a trend towards increasing sedentism.

Woodland Period

Around 1000 B.C. pottery was introduced. This artifactual innovation defines the beginning of the Woodland Period which, like the Archaic, is traditionally divided into early, middle and late sub-periods. In general, this period is characterized by increasing sedentism as the inhabitants of the area became more efficient in exploiting the available resources. By the Late Woodland Period (A.D. 900 - A.D. 1600), the development of horticulture began to achieve a significant role in the total subsistence system. Maize, squash and beans were probably the focus of initial agricultural efforts.

Contact Period

During the period of initial European contact, the District of Columbia and Arlington County were inhabited by the Conoy, a tribal confederation of Algonquin-speaking people of the north. Captain John Smith, in his 1608 voyage up the Potomac River, noted the presence of the village of Nameranghquend near the area which is currently occupied by National Airport (*Appendix A, Map 1*). By the end of the seventeenth century, most of the Conoy had been driven from the area due to the depredations of settlers and disease. The tribe was eventually incorporated into the Iroquois League. (Humphrey and Chambers 1977).

HISTORY

Seventeenth Century

Potomac Yard is within what was the Great Northern Neck Proprietary, a vast tract of land granted by the exiled King Charles II to seven of his loyal followers. When he was restored to the English throne in 1660, the grants were renewed as six 21 year leases. Over the next decade, Thomas, Lord Culpeper, the son of one of the original grantees, acquired four of the six leases. In 1688, he obtained a grant to the Northern Neck in perpetuity. Thomas, fifth Lord Fairfax, acquired the grant through marriage to Lord Culpeper's daughter, Catherine, in 1690.

Within the Proprietary, Potomac Yard is situated within the Howson (or Howsing) Patent, a 6000 acre tract granted to Robert Howson in 1669 by William Beverly, Governor of Virginia. At 50 acres per head, this was Howson's payment for

transporting 120 settlers to Virginia. Not a settler, Howson sold the land to John Alexander for 6000 lbs of tobacco. John Alexander died in 1677 and his son Robert inherited all but 500 acres of the tract.

Eighteenth Century

Robert died in 1704, leaving the land to his sons Robert and Charles. Charles died intestate, leaving Robert the sole owner. After Robert's death in 1735, the tract was divided between his sons, John and Gerrard, at Four Mile Run, John inheriting the land south of the Run (*Appendix A, Map 2*).

Until John and Gerrard moved into the area, only tenants of the Alexanders had lived on this part of the Howson Patent, probably engaged in growing tobacco and maybe corn. Tenants may have lived in this area since before 1719, but definitely by 1731. John Alexander died in 1764. Whether it was he or his son Charles who built Preston, an Alexander family plantation house believed to be within the project area, is uncertain.

Another farm was located in the southern part of the project area. Philip Fendall, the first president of the Bank of Alexandria, bought a farm there in 1786, half an acre of which he set aside as a family cemetery.

The City of Alexandria was incorporated in 1749. Prior to this, a tobacco inspection warehouse had been built in 1732 at the foot of what is now Oronoco Street. With the establishment of Georgetown in 1752 and Washington in 1790, the project area came to be a significant transportation corridor. A road between Alexandria and Georgetown is depicted on the 1794 Ellicott map of the *Territory of Columbia* (*Appendix A, Map 4*). It is probably the same road that is noted as the "Chemin a Georgetown" on the 1782 map of French army encampments drawn by the Comte de Rochambeau (*Appendix A, Map 3*).

Nineteenth Century

After the founding of Washington, the Potomac Yard project area played an important role in the, ultimately unsuccessful, struggle of Alexandria to compete economically. It was part of a transportation corridor enabling Alexandria merchants to tap in to the flow of goods into Washington, which was establishing itself as the primary transportation center for the region. In 1808, the Washington and Alexandria Turnpike Company was organized, providing a turnpike

between the two cities, with a bridge and a tollgate, across Four Mile Run.

In 1843, the Alexandria Canal was completed, linking Alexandria to the Chesapeake and Ohio Canal and giving Alexandria access to the Maryland coalfields. Although initially successful, the Canal was a financial failure in the long run. Unable to compete with the railroads, it ceased operations in the 1880s.

The first rail line in the area of the present Potomac Yard was the Alexandria & Washington Railroad, which ran from Old Town, Alexandria to the Virginia side of Long (now the 14th St.) Bridge. This line was completed in 1857. A year later the Alexandria, Loudoun & Hampshire Railroad began operation, running between Alexandria and Leesburg.

By the end of the century, the area from Old Town to Four Mile Run was divided into estates owned by the Swann, Chapman, Barbour, and Daingerfield families, and a small suburban neighborhood had grown up in the vicinity of St. Asaphs Junction.

Twentieth Century

Although Alexandria had, by the turn of the century, lost its primary economic role, the project area retained its importance as a transportation corridor, becoming the site of what was probably the largest railway classification yard at the time in the United States.

Potomac Yard, opened in 1906, was built for the purpose of interchanging and classifying freight for five, later six, different railroads, the first such yard in the United States. In 1901 the Pennsylvania Railroad, Atlantic Coast Line Railroad, Southern Railway, Chesapeake and Ohio Railway, Seaboard Air Line Railway and Baltimore and Ohio Railroad signed an agreement forming the "Richmond-Washington Company" to handle all traffic between those two cities. The agreement, which assured each of the parties equal treatment, was intended to end the fierce competition in which the participating railroads and their subsidiaries had been engaged throughout the latter part of the nineteenth century.

The Richmond-Washington Company took over control of the rights of way of the Richmond, Fredericksburg and Potomac Railroad (RF&P) and the Washington Southern Railway (itself taken

over by the RF&P in 1920). Under the terms of the 1901 agreement, work began on relocating and double-tracking the entire route from Richmond to Washington, on building a new Union passenger station just west of Alexandria, and on creating a large freight yard between Alexandria and the Long Bridge to provide rail access to Washington.

When the new yard opened for business August 1, 1906, it was reportedly the largest classification yard in the United States. The original installation included about 450 acres, with 52 miles of track and capacity for over 3,000 cars. The main yard was divided into northbound and southbound receiving, classifying and dispatching yards, but also included facilities for coaling, for the inspection and repair of engines and freight cars, for transfer of small freight shipments (less-than-car-load) for local delivery, and for icing and storage of perishable commodities. The main classification areas were centered around two large artificial mounds, or "humps," which used gravity to reassign cars from incoming trains to outgoing trains intended for different destinations.

Potomac Yard expanded greatly during the first half of the twentieth century. During its enlargement in the 1930s, it absorbed the track and perhaps some of the facilities of the Washington and Old Dominion electric railway. In the early years of the second World War 11-1/2 miles of track were added, bringing total trackage in the Yard to 95 miles. Peak years of operation were during World War II, with a high in 1943, when the RF&P handled an average of 103 trains daily. The Yard continued to grow into the 1950s, however, expanding into the area north of Four Mile Run, which had been largely filled in during the construction of National Airport in the 1930s (*Appendix A, Map 14*). In 1984, it covered 526 acres of land, with 136 miles of track (Griffin 1984).

The Yard evolved organically, with new structures being built and obsolete ones being demolished as part of an almost continuous process. Most of the Yard's original facilities, such as those for coaling steam engines and cooling perishable commodities with ice, were demolished as technological changes made them obsolete. Others, such as the less-than-car-load freight sheds, were removed as economic and social changes replaced rail with truck transport, although new piggyback facilities were added in response to these same changes. Older buildings were replaced with new ones. While use

of the Yard has declined, the basic functional areas of 1906, the humps and the receiving and classification yards, are still in place.

COMPENDIUM OF SIGNIFICANT RESOURCES

INTRODUCTION

The significant resources in Potomac Yard are discussed by the planned neighborhood in which they occur. Those resources, such as the Alexandria Canal, that appear in more than one neighborhood are described in the neighborhood in which they first occur. Within each neighborhood, the resources are divided into *Architectural* and *Archaeological* resources. The Archaeological resources include those features, such as the Alexandria & Washington Railroad, that probably no longer exist in any form.

While the archaeological resources are individually significant, the extant structures described all have significance that relates to the functioning of the Yard as a whole, and are therefore significant within the historical theme of Transportation. Where they are individually significant is noted in the descriptions.

Potomac Yard Structures (Statement of Significance)

The surviving buildings in Potomac Yard reflect changing railroad technology from the time of the Yard's opening in 1906 up to the present. A few seem to have survived from the period of initial construction, specifically the Bunkhouse (No. 17) and a portion of the original Enginehouse (No. 21). The Bunkhouse is no longer being used for its original purpose, while the Enginehouse has been greatly altered in the process of being incorporated into the new Enginehouse. Other, newer buildings continue the primary functions once provided by earlier structures, such as the Yardmaster's Office, the towers controlling the classification process, the Spot Car Repair Shop, the Enginehouse and Turntable, and the Office Building. Most of the smaller buildings represent ancillary storage or maintenance needs for the Yard's current operations, although one or two may also date back to the early twentieth century. There are also a number of buildings on the project site which are not now related to Potomac Yard's railroad functions.

Many railroad-related structures, such as the humps and various yards, are not buildings but are nevertheless of great importance within the context of Potomac Yard. Their presence made the Yard's historic functions possible and they are also necessary to its modern operations. The general location of these features is indicated on the neighborhood maps.

One commonly accepted criterion for assessing the significance of buildings and structures is potential eligibility for nomination to the National Register of Historic Places. Because buildings less than fifty years old are not normally eligible for nomination, the structures of Potomac Yard have been divided into two main categories: those pre-dating 1939 and those constructed within the past fifty years. The structures within the latter group are discussed in an appendix. Those buildings which cannot be assigned to either of the other two groups with certainty, but which were probably built during the 1930s or 1940s are included with the significant buildings, but the uncertainty in their dating is noted in the descriptions. Because fire insurance maps, the usual source used for dating such structures, are not available in this case, primary reliance in assigning building dates had to be placed on visual survey by an architectural historian. All of the category assignments must, therefore, be regarded as tentative. Additional research will be necessary to identify construction dates with greater precision and to determine eligibility for listing in the National Register of Historic Places. Further research would also add information on the uses of the buildings; the building names used in the following descriptions are taken from recent maps, but may not reflect current uses.

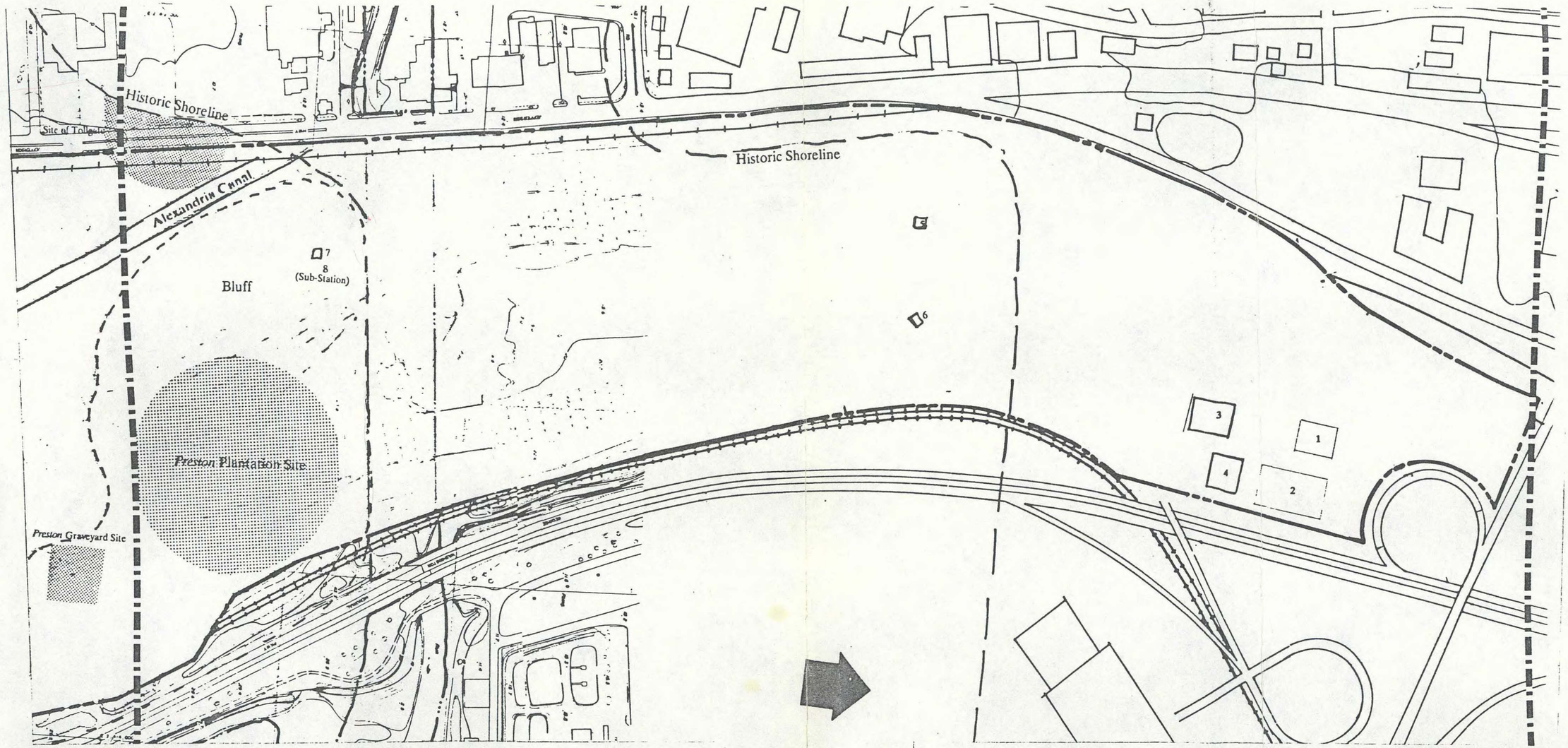
TABLE OF SIGNIFICANT RESOURCES IN POTOMAC YARD.

Resource	Period	Themes	Planned Neighborhood	Historical Map
Archaeological Resources				
The Bluffs	Prehistoric	Prehistoric Life	Four Mile Run, Potomac Waterfront	5, 6
Preston Plantation Site	*ca.* 18th - 19th c.	First Settlement, Rural Life	Four Mile Run, Potomac Waterfront	2, 5, 6, 7, 9, 10
Preston Graveyard Site	*ca.* 18th - 20th c.	Mortuary Practice, Physical Anthropology, First Settlement	Potomac Waterfront	12, 13
Alexandria Canal	19th c.	Trade, Transportation	Four Mile Run, Potomac Waterfront, Potomac Central, Slaters Lane	5, 6, 7, 8, 9, 10
Alexandria & Washington Railroad	1854 - 1906	Transportation	Four Mile Run, Potomac Waterfront, Potomac Central, Slaters Lane	7, 8, 9, 10, 11, 12, 13
Washington & Ohio Junction Station	*ca.* 1877 - 1950	Transportation	Potomac Waterfront	11, 12, 13
Coal Tipple	1932 - 1956	Transportation	Potomac Central	-

Resource	Period	Themes	Planned Neighborhood	Historical Map
Less-Than-Carload Freight Shed	*ca.* 1906 - 1934	Transportation	Potomac Central	-
Washington and Alexandria Turnpike	19th - 20th c.	Transportation	Slaters Lane	3 - 13
Daingerfield Estate Site	19th c.	Rural Life	Slaters Lane	6, 7, 8, 9, 10, 11
St. Asaphs Junction Neighborhood	19th c.	Suburban Life, Suburban Development	Slaters Lane	11, 12
St. Asaphs Junction Station	*ca.* 1890 - *ca.* 1957	Transportation	Slaters Lane	12, 13
Alexandria, Loudoun & Hampshire Railroad	1858 - 1968	Transportation	Slaters Lane	7-13
Mutual Ice Company and Icing Platforms	*ca.* 1906 - 1967	Transportation	Braddock Road	-
Fendall Farm and Cemetery	*ca.* 18th - 19th c.	Mortuary Practice, Physical Anthropology (?)	Braddock Road	-
Architectural Resources				
No. 2 (Park Service Compound)	20th c.	--	Four Mile Run	-

Resource	Period	Themes	Planned Neighborhood	Historical Map
No. 3 (Park Service Compound)	20th c.	--	Four Mile Run	-
No. 8 (Substation)	20th c.	Transportation, Architecture and Building Practices	Four Mile Run	-
No. 11 (Wheel Plants)	20th c.	Transportation	Potomac Waterfront	-
No. 12 (Oil Storage Building)	20th c.	Transportation	Potomac Waterfront	-
No. 13 (Administration Building)	20th c.	Transportation	Potomac Waterfront	-
No. 14 (Blacksmith Shop/ Storehouse/Air Room)	20th c.	Transportation	Potomac Waterfront	-
No. 15 (Yardmaster's Office)	20th c.	Transportation	Potomac Waterfront	-
No. 17 (Bunk House)	20th c.	Transportation	Potomac Waterfront	-
No. 21 (Fragment of Original Enginehouse)	20th c.	Transportation	Potomac Central	-
No. 23 (Oil Storage Building)	20th c.	Transportation	Potomac Central	-

Resource	Period	Themes	Planned Neighborhood	Historical Map
No. 27 (Turntable)	20th c.	Transportation	Potomac Central	-
No. 32 (Substation)	20th c.	Transportation	Potomac Central	-
No. 40 (Frame Warehouse)	20th c.	Transportation	Braddock Neighborhood	-



Four Mile Run Neighborhood

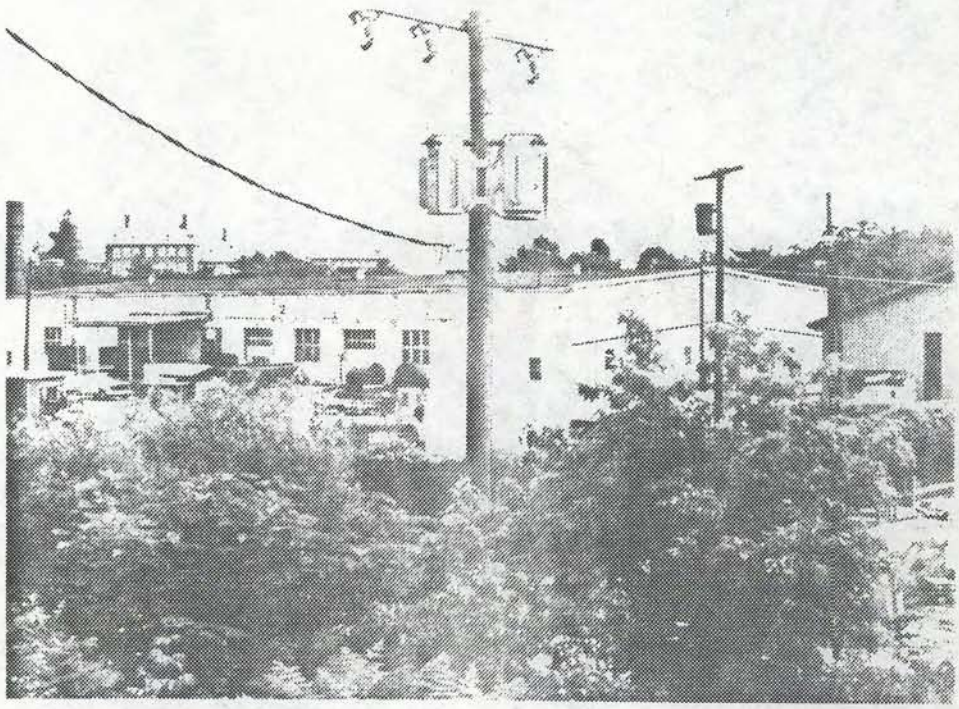
FOUR MILE RUN NEIGHBORHOOD

Architectural Resources

Number 2 (in the Park Service Compound)

This concrete block building currently has two stories, but the second level may be an addition. The axis of its gable roof runs north/south. There are a number of large multi-pane double hung windows.

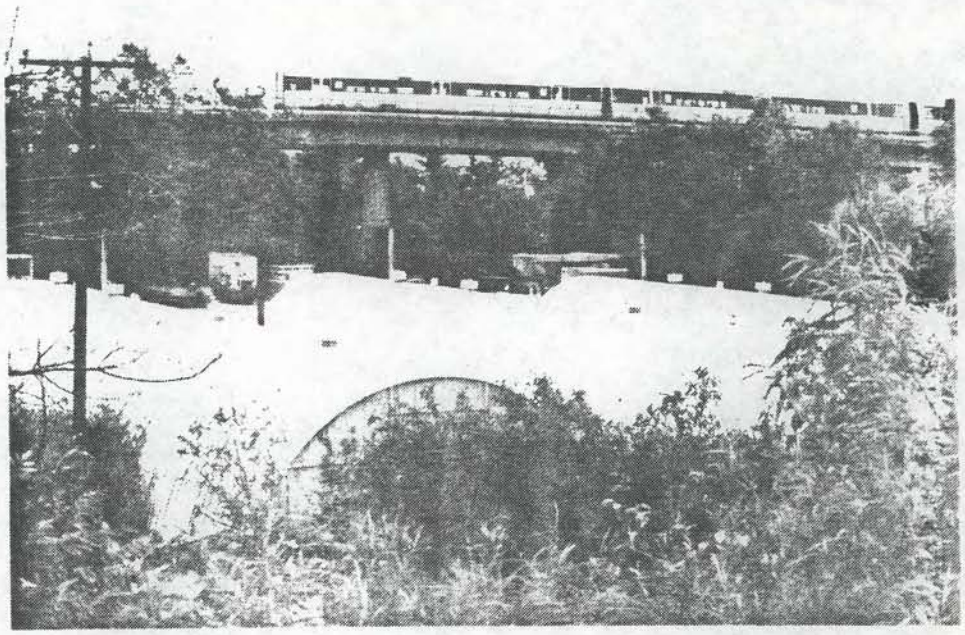
This structure may be less than 50 years old.



Number 3 (in the Park Service Compound)

The axes of these three adjoining large corrugated metal, arched, unfenestrated Quonset huts run east/west.

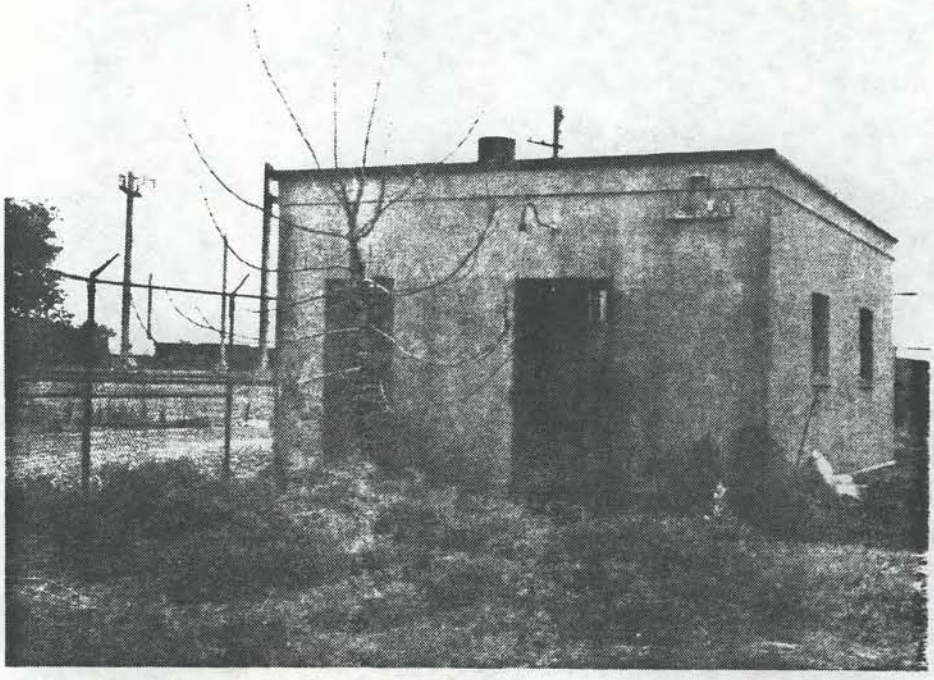
This structure may be less than 50 years old.



Number 8 (Substation)

This early aggregate concrete building, measuring roughly 30 feet by 20 feet, was probably cast in place. Above the slightly projecting aggregate concrete plinth, the wall is finished with a stucco-like concrete facing. The flat roof, supported by I-beams, projects slightly above the flat concrete cornice. There are two metal doors with four fixed lights located on the north elevation. An identical door on the south has a short length of gutter above it. There are no openings on the east elevation, two six light wooden sash pivot windows on the west and one on the north. Low drains are cut through the foundation at ground level on all elevations The building is in good condition.

In addition to its general significance as contributing to the functioning of the Yard, this structure is significant within the theme of Architecture and Building Practices as it represents an early use of cast-in-place concrete aggregate, perhaps using the pioneering techniques of John Early, whose plant may have been located in the area.



Archaeological Resources

The Bluffs

Early maps (*Appendix A, Maps 5* and *6*) show this area at a higher elevation than the surrounding terrain, about 20 to 40 feet above sea level. The elevation of this area combined with its proximity to different ecological zones would have made it attractive for prehistoric settlement. The Potomac River and Four Mile Run would have yielded a large variety of fresh-water fish; the tidal fresh-water marshes along Daingerfield Island would have been an important source of tubers, and would have attracted waterfowl as well as a variety of mammals such as muskrats, beavers, and otters; and the nearby oak-hickory forest would have numerous other resources. The floodplain alluvial deposits may have been well suited to prehistoric agricultural techniques.

This area of Potomac Yard would have been ideal for a fishing camp in the Late Archaic, Early Woodland and later time periods. It would also have been suitable for horticulture in the Late Woodland Period. There is also the possibility of resources such as fishing weirs in the former low-lying areas near the bluffs.

This area possesses potential for prehistoric archaeological resources. Further information should be gathered on Yard activities in the area, such as grading and filling. Once the degree of disturbance is known, the presence or absence of resources relating to prehistoric occupation of this area can only be established through a program archaeological testing. If a site is located, further archaeological investigations should be undertaken to define the nature of the occupation. If archaeological resources are present, they could contribute to the historic theme of Prehistoric Life.

The Preston Plantation Site

Prior to the construction of Preston, this area was farmed by tenants of the Alexander family. The 1746 Jennings survey of the Howson Patent (*Appendix A, Map 2*) shows the location of "Mr. Jn^{O}. Alexander's Quarters". The Alexander tenants south of Four Mile Run were listed by Benjamin Sebastian, an overseer and rent collector, in 1731: Judith Ballenger, James Going, Sarah Amos, and Sarah Young. A 1767 court case refers to James Going, and his brother Tom, trying to sell Alexander land in 1724. One of the witnesses in the case was one Frances Ballenger, who was born on Alexander land in 1719 (Rose 1958).

The first Alexander to reside in this area was John, the son of Robert Alexander. His brother Gerrard inherited the land north of Four Mile Run, while John got the land south. John occupied the land from *ca.* 1736 until his death in 1764. It is uncertain whether it was he or his son Charles that built the plantation house, Preston. Preston was described as a "spacious dwelling built on a bluff and commanding a fine view of Washington" (Kaye 1987).

Union soldiers occupied Preston during the Civil War. In 1862 it was destroyed by fire. Relics were moved to a nearby cottage, which is also gone. The cottage is noted as being "on the road going north to the airport, on the last curve to the right before Four Mile Run" (Kaye 1987).

The earliest located map showing structures on this site is the Jennings map (*Appendix A, Map 2*), although whether "quarters" can be taken to mean occupation by John Alexander himself is open to question. This map also apparently indicates an main house with two outbuildings, although this does appear to be a standard symbol for "quarters". The Jennings map is of little use in trying to locate Preston as it was a property boundary survey, and natural and other features were of interest to the surveyor only in so far as they could define boundaries.

The maps used to locate Preston were the Frump and Whiting map, the AARC map, and the 1865 Barnard map (*Appendix A, Maps 6, 7,* and *10*). On each map, the plantation house was plotted by its angle and distance from the intersection of Poorhouse Lane (now Monroe Avenue) and the Alexandria and Washington Turnpike (now Route 1). In each case, Preston fell within the shaded circle indicated on the neighborhood map.

This site has high archaeological potential, and would contribute to the historic themes of First Settlement and Rural Life. It is also possible that information may be recovered that would increase our knowledge of early architecture and building practices and the Civil War military life. Archaeological testing should be carried out in order to ascertain the existence and extent of resources relating to the eighteenth and nineteenth century occupation of the area.

Associated with Preston is the site of the Alexander and Chapman family graveyard, which was located in the Potomac Waterfront planned neighborhood.

Because of the importance of the Alexander family in the history of the area, the site of Preston is significant for historical reasons. But it is also important for the information that could be recovered from it archaeologically -- information on the lives of early eighteenth century tenant farmers as well as on the lives of the plantation elite.

The Alexandria Canal

The Alexandria Canal was in operation from 1843 to 1887 (Williams 1971). It ran 7 1/4 miles from the Chesapeake and Ohio Canal in Georgetown to a basin at the corner of Washington and Pitt Streets in Alexandria. After the basin was a series of four lift locks which lowered the canal boats 38 feet to the Potomac River, where they discharged their cargo and picked up new freight for their return journey (Hahn 1982b).

In the course of its 7 1/4 mile route from Georgetown, the Alexandria Canal crossed the Potomac in an aqueduct (replaced by Francis Scott Key Bridge in 1923) (Williams 1971), and proceeded from Rosslyn to Four Mile Run, where it crossed the Run in another aqueduct. It then continued to the basin in Alexandria. The entire stretch from Rosslyn to Alexandria was completely level as the canal was planned so as to follow the contours of the land and maintain a consistent elevation (of about 30 feet above sea level), thus eliminating the need for any locks before the final descent to the Potomac. The canal was six feet in depth and had a "prism" shaped cross-section. From Rosslyn to Four Mile Run, the surface of the canal was 50 feet in width, and from the Run to Alexandria it was 60 feet wide. The base of the canal would have been about 28 feet wide, with sloping side walls of stone mortared with hydraulic cement. A 10 foot towpath ran the full length of the canal. Culverts were placed where small streams were encountered (Hahn 1982a), although it does not appear, from historical maps, that the Canal crossed any streams within the project area.

The Alexandria Canal ceased to operate when the American Civil War broke out in 1861. The Federal army closed off the water supply in order to use the Potomac aqueduct as a bridge. When the war concluded, the canal was leased to the Alexandria Railroad and Bridge Company in 1866 as the Alexandria Canal Company was in financial difficulties. The shipments down the canal consisted almost entirely of coal. Shipments going the other way consisted were ice, marine products, groceries and manufactured items such as millwork and plaster (Hahn 1982a). The coal trade began to decline after 1875. There is no evidence that a canal boat ever crossed the Potomac Aqueduct after a serious break occurred in it in 1886. By that time it was possible for tugboats to tow the canal boats on the Potomac directly from Georgetown to Alexandria, bypassing the Alexandria Canal altogether (Hahn 1982a).

The only visible evidence of the canal remaining is the last lock at Transpotomac Plaza, which was excavated by the Alexandria Archaeological Research Center in 1982, and the southernmost pier of the aqueduct that carried the canal across the Potomac.

There is a high probability that much of the canal survives within the area of Potomac Yard. Archaeological testing could be carried out in selected areas to confirm its survival and location. A representative section could be excavated for interpretive purposes. The Canal is significant in Alexandria within the historic themes of Economy, Production and Trade, and Transportation.

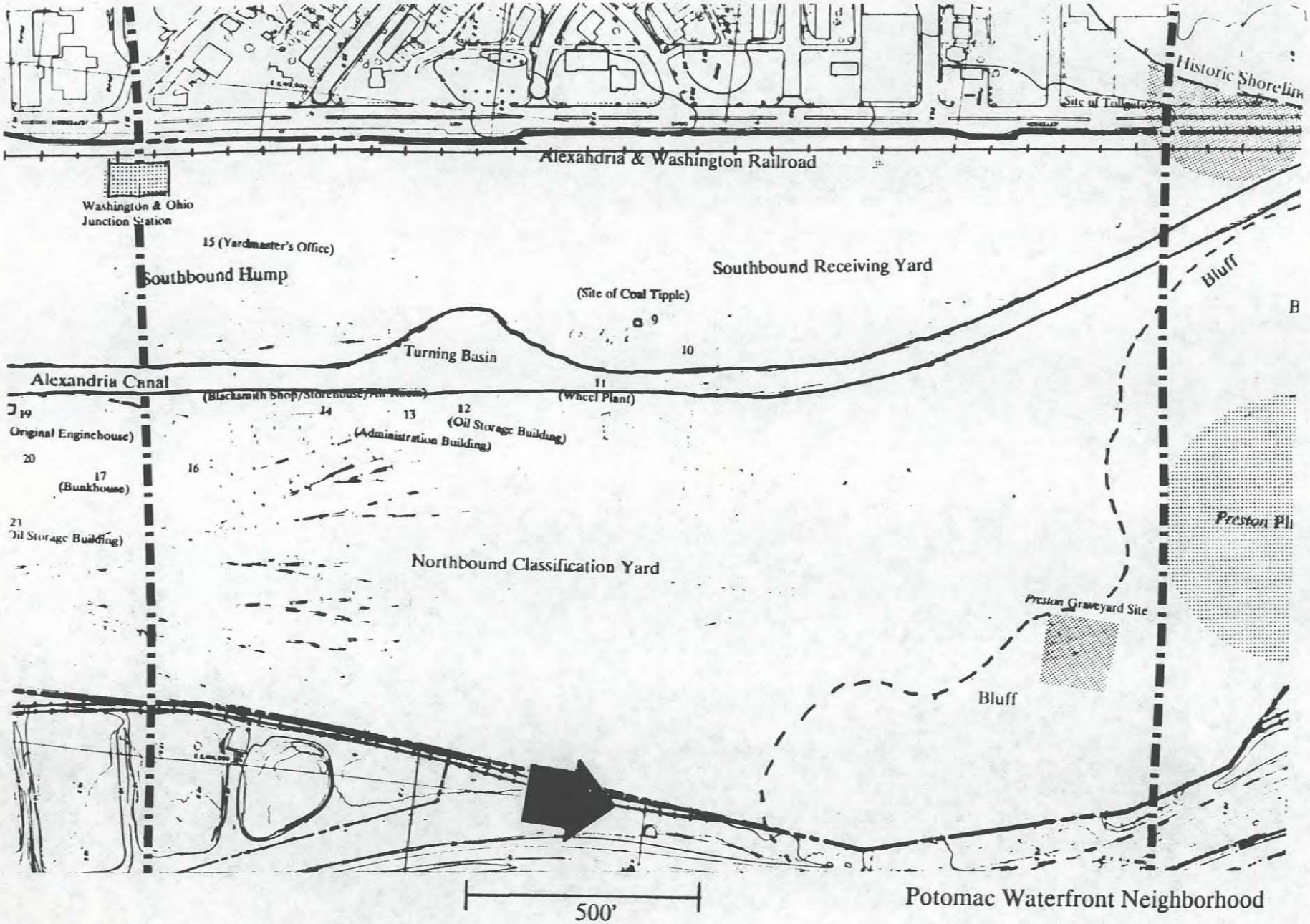
The Canal was plotted using lengths and angles for each segment obtained from the 1841 Kearney map (*Appendix A, Map 5*), starting at the intersection of Washington and what is now Powhatan Street. The turning basins were not recorded on the Kearney map, but occurred on a number of others. It is possible that they were added later. The turning basins were plotted using the 1879 Hopkins map (*Appendix A, Map 11*). It should be borne in mind that the Canal location as plotted is approximate. The fact that cartographic techniques were not as precise as they are now introduces one source of error, and transferring from small scale maps to a scale of 1" = 200' introduces another. It is recommended that, prior to archaeological testing, further research take place to pinpoint the Canal more precisely.

The Alexandria & Washington Railroad

The Alexandria & Washington Railroad Company was incorporated in 1854 and the line itself was completed in 1857. It ran from a turntable and carbarn near the southeast corner of St. Asaph and Princess Streets to the Virginia side of Long Bridge (now 14th St. Bridge). It ran along the eastern edge of the Alexandria and Washington Turnpike (now Route 1), and essentially formed the western boundary of the Yard for most of the distance between Old Town and Four Mile Run. The passengers completed their journey into Washington by carriage (Williams 1977).

During the Civil War, like all the other rail lines in Alexandria, the Alexandria & Washington was incorporated in to U.S. Military Railroads and interconnected with the other, previously separate lines in Alexandria. In 1890, the A & W was incorporated into Washington Southern, a subsidiary of Pennsylvania Railroads. In 1901, as part of the agreement between the railroad companies that led to the formation of Potomac Yard, the A & W became part of the "Richmond-Washington Line". Potomac Yard became operational in 1906.

No archaeological testing is necessary as there would be no surviving features identifiable as belonging to this particular railroad. This was, however, the earliest rail line within the project area. The site of the line may be significant within the historic theme of Transportation.


Historic Shoreline
Site of Tollgate
Alexandria & Washington Railroad
Washington & Ohio
Junction Station
15 (Yardmaster's Office)
Southbound Hump
Southbound Receiving Yard
(Site of Coal Tipple)
Bluff
9
10
Turning Basin
Alexandria Canal
11
(Wheel Plant)
(Blacksmith Shop/Storehouse/Air Room)
14
13
12
(Oil Storage Building)
(Administration Building)
19
Original Enginehouse)
20
17
(Bunkhouse)
16
23
Oil Storage Building)
Northbound Classification Yard
Preston Graveyard Site
Bluff
500'
Potomac Waterfront Neighborhood

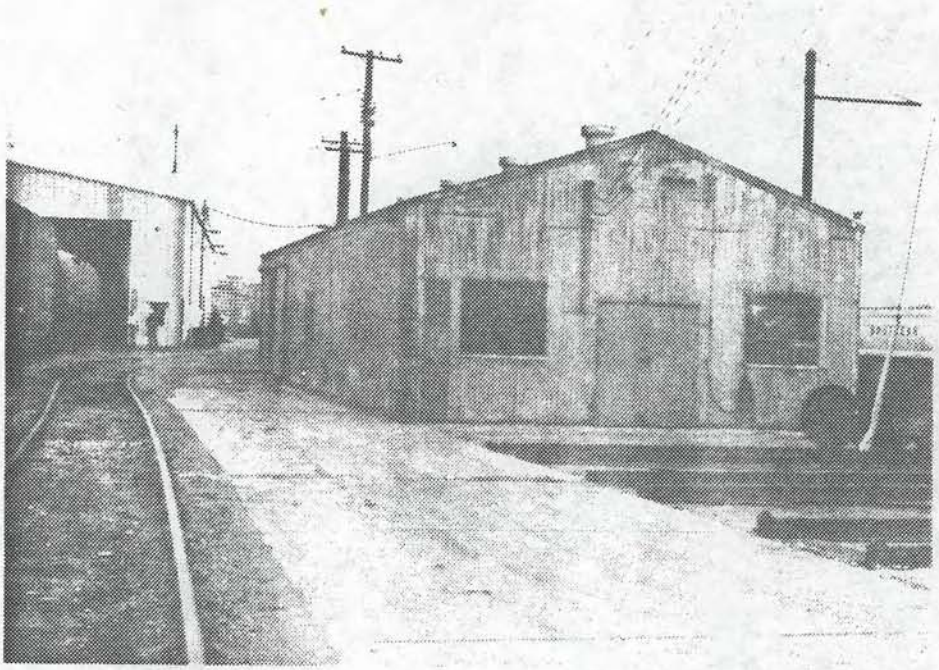
POTOMAC WATERFRONT NEIGHBORHOOD

Architectural Resources

Number 11 (Wheel Plant)

The one story, corrugated metal Wheel Plant measures about 75 feet by 30 feet. Its gable roof, oriented on a north/south axis, is supported by a steel I-beam frame and girder system, and there is a partial wood floor on the concrete base. Full height sliding doors, with rail access on the east, and single nine light windows with awning steel sash are located on the east and west elevations. A double pedestrian door is also located on the east and double metal doors flanked with windows on the north and south elevations.

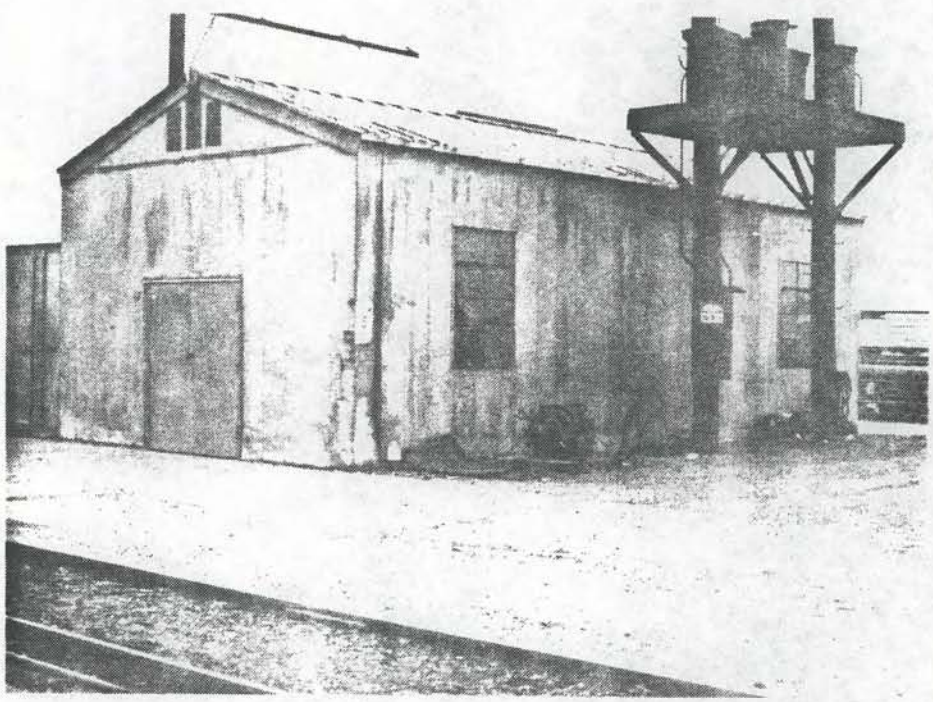
This structure may be less than 50 years old.



Number 12 (Oil Storage Building)

This 40 foot by 20 foot steel frame building, sheathed in metal panels, rests on a concrete slab and has an east-west metal panel gable roof. There are double solid metal freight doors on the east and west elevations and two 8-light steel sash shed windows on the south. A container trailer resting on a low foundation adjacent to the north wall provides additional space.

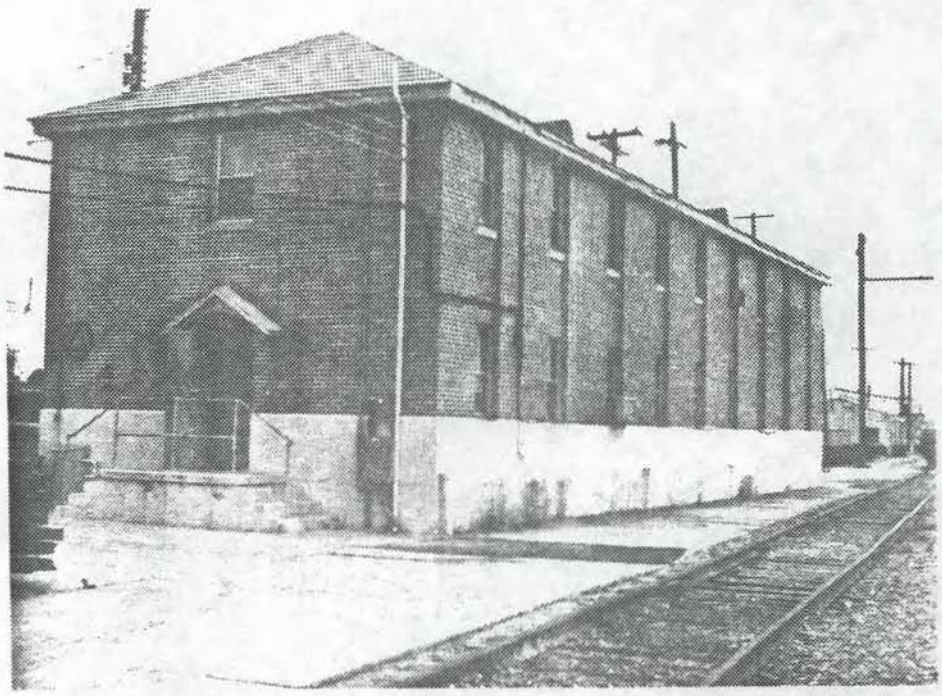
This structure may be less than 50 years old.



Number 13 (Administration Building)

Built during the 1940s as a car inspectors' building and remodelled in the 1950s for administrative use, this two-story brick structure on a raised concrete platform measures roughly 120 feet by 20 feet. The concrete foundation rises as a plinth to the sill of the first floor windows. There are two semicircular ventilation dormers on the east and west faces of the shallow hipped roof. The east and west elevations are divided into nine bays. On the east, each bay contains a single 6/6 double hung window, with a recessed panel between the first and second floor windows. The center three bays on the west elevation are filled with three doors with single light transoms. The west doors are approached by a concrete platform with four steps at its north and south ends. Solid metal doors with similar shorter platforms are located on the north and south elevations. There is a small pedimented wooden hood above the south door.

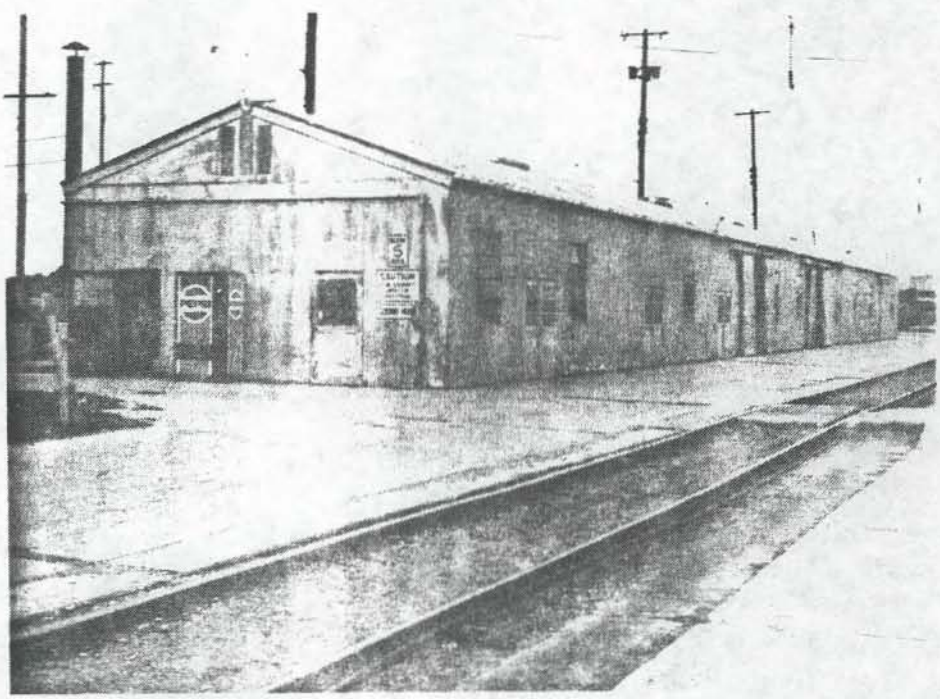
This structure may be less than 50 years old.



Number 14
(Blacksmith Shop/Storehouse/
Air Room)

This one story, steel panel, building, resting on a concrete slab, measures about 225 feet by 20 feet, and is divided into an air compressor room, a storage area, and a blacksmith shop, from north to south. The slightly gabled metal panel roof has many projecting ventilators. The large awning windows are of steel sash with eight lights and the metal doors also have three lights. There are sliding freight doors on the east and west. There are also three ventilators in the north and south gables.

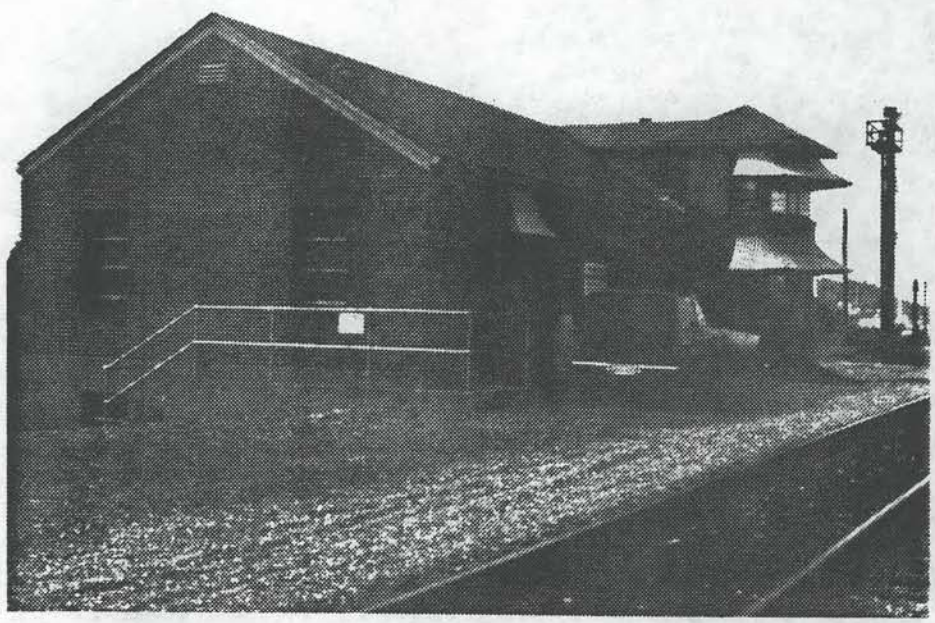
This structure may be less than 50 years old.



Number 15 (Yardmaster's Office)

Because this 60 foot by 25-foot brick building with slate roof is located on the edge of the northbound hump, its east elevation is one story, while those on the north, west, and south are two. The exposed first floor level is concrete. Fenestration consists of six light and nine light metal frame awning windows. Doors are solid metal. A two story tower, square in plan with a pyramidal roof, projects from the northeast corner. While the tower is also constructed of brick, the color of the brickwork seems to differ from that of the main block of the building. On the first floor of the tower fixed glass and 1/1 light double hung observation windows are located on the north, east and south sides. The second floor observation windows are 6/6 double hung sash and fixed glass. There is one paneled exterior door in the south elevation of the tower, with a boarded window above it. The windows in the tower and two of the three doors on the east elevation have flared metal louvred awnings.

This structure may be less than 50 years old.



Archaeological Resources

Washington and Ohio Junction Station

This station was built *ca.* 1877 for the junction of the Washington & Ohio (formerly the Alexandria, Loudoun & Hampshire Railroad) and the Alexandria & Washington line (*Appendix A, Map 11*). It was probably demolished along with St. Asaphs Junction Station in the 1950s modernization of Potomac Yard.

It is possible that foundations may still survive from this station that could be recovered through archaeological excavation. These remains may be significant within the theme of Transportation.

The Preston Graveyard Site

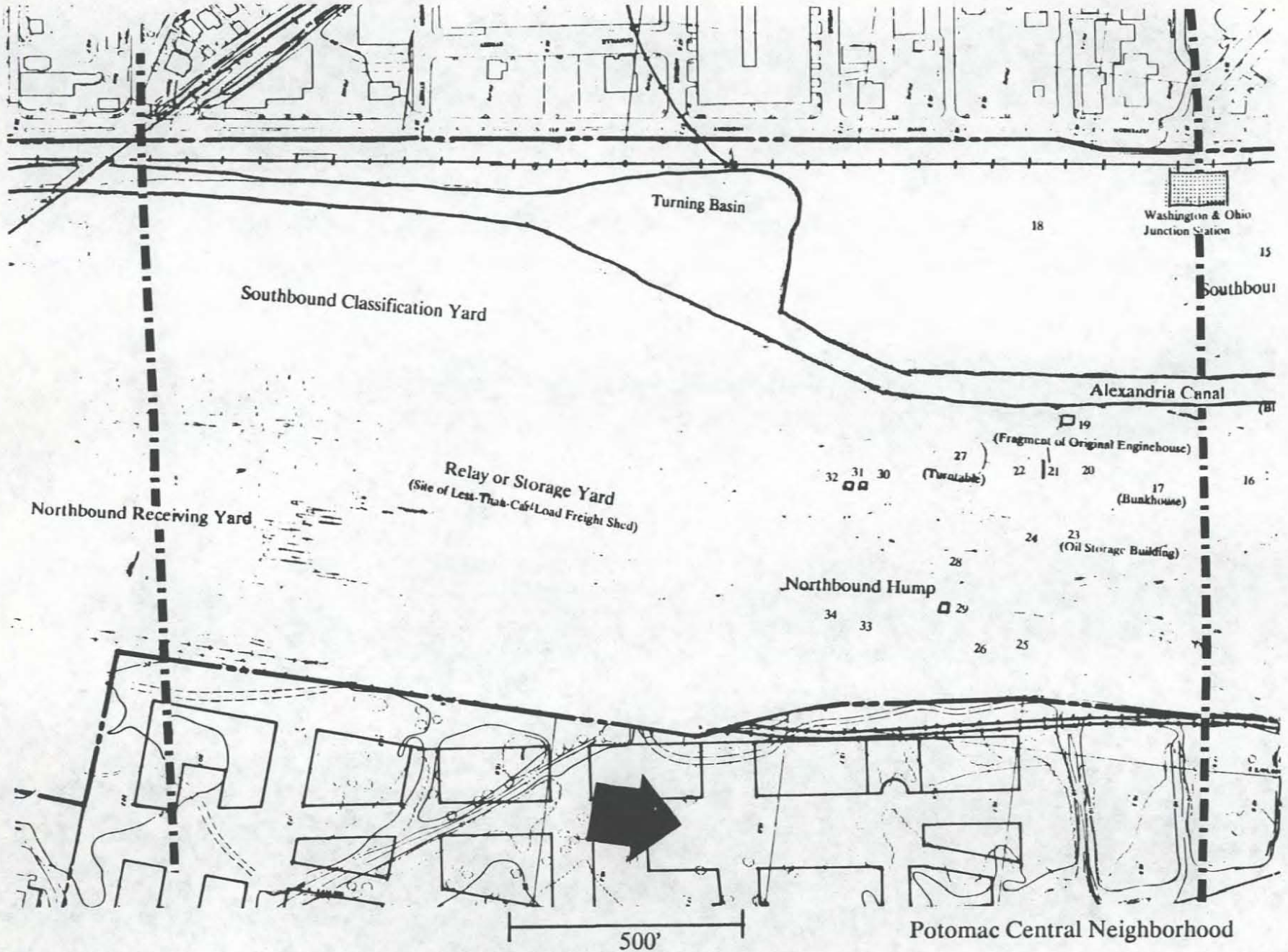
This graveyard was associated with Preston, being the burial place of the Alexanders and their descendants. When the railyard bought the property, the graveyard was moved to Pohick church in 1922 under the supervision of Helen Calvert. Archaeological testing should be carried out in order to determine the existence and significance of resources in this site. The burials that were removed in 1922 were, according to Helen Calvert's description, in a remarkable state of preservation.

CHARLES ALEXANDER, born July 20, 1737, and died 1806. He was the son of John Alexander. His grave was twelve feet under ground, and a very long one, indicating him to be a very tall man with iron grey hair, a narrow scull (sic.), *and a long space from nose to chin, his hands must have been well shaped and expressive. He must have been at least six feet tall; but I am inclined to think him a few inches over that height. He was buried in an elaborate suit of black satin breeches, knee buckles, and a coat of velvet, most likely black. Lace at the throat and hands, indicating more of a colonial dress than any other type. The casket was of mahogany. Some of the lid remained. There was no glass, and his head must have rested on an unusually large pillow. He was bare-handed and had no jewellery.*

(Chapman 1946)

The graveyard appears on two maps; the 1894 Hopkins map (*Appendix A, Map 12*), and the 1900 Howell and Taylor map (*Appendix A, Map 13*), where it appears in the property of "S.P.A. Swann". This is identifiable as the Preston graveyard on the basis of Helen Calvert's description; "located on a knoll known as Susan's Hill, in the midst of the part inherited by Susan Pearson Alexander Swann" (Chapman 1946).

If undisturbed burials do survive, this site could contribute to our knowledge within the historic themes of Physical Anthropology, First Settlement, and Mortuary Practices.


Turning Basin
Washington & Ohio
Junction Station
Southbound Classification Yard
Alexandria Canal
(Fragment of Original Enginehouse)
Relay or Storage Yard
(Site of Less-Than-Carload Freight Shed)
Northbound Receiving Yard
(Turntable)
(Bunkhouse)
(Oil Storage Building)
Northbound Hump
500'
Potomac Central Neighborhood

POTOMAC CENTRAL NEIGHBORHOOD

Architectural Resources

Number 17 (Bunkhouse)

North Section
built 1927 – date
stone is in N. wall

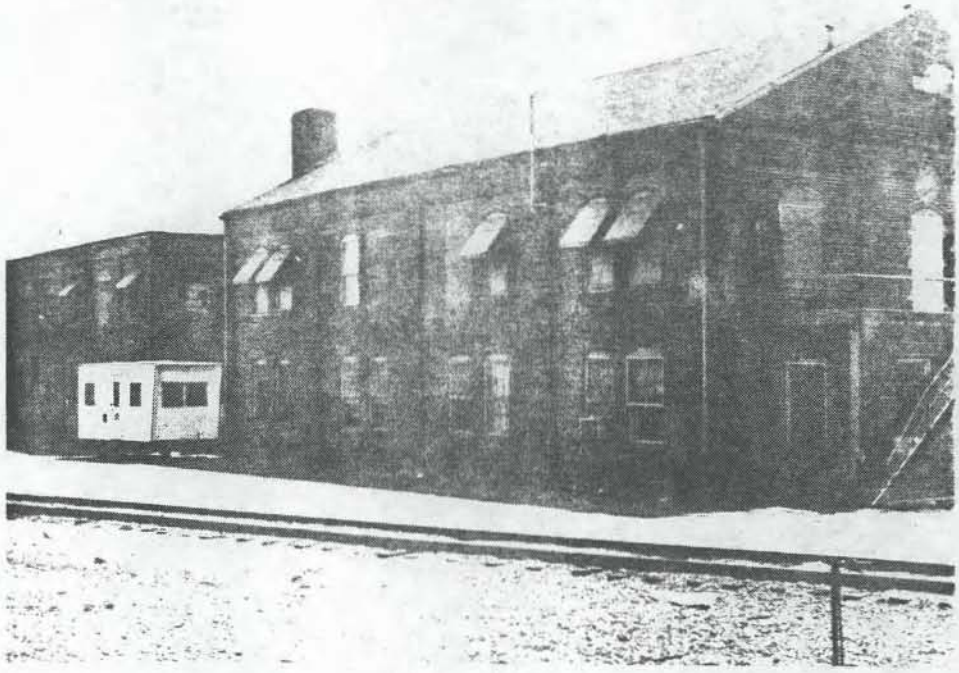
South Section
built 1906 – date
stone is in S. wall

SJS
3/19/93

This structure is apparently a single unit made up of two rectangular two story brick buildings attached by a two story brick hyphen. The north unit and the hyphen have gable roofs, running north south, covered with composition shingles. The south unit has a hipped slate roof. The walls of both units, laid in American bond, with five rows of stretchers to each row of headers, are articulated into two-story slightly recessed panels, with a single row of corbeling at the top. In the north unit, each of the four panels on the east and west elevations contains paired windows on each floor. In the south unit there are six panels on both the east and west facades, and each panel contains a single window on each level. No panels frame the three windows on each floor of the hyphen. All windows have segmental arched brick lintels. Many have been infilled with brick; others contain metal 6/6 double hung replacement sash in the north unit and metal casement windows in the south unit. Some of the windows have retained their metal awnings with scalloped edges. A single door on the south elevation of the north unit opens next to the hyphen, and two metal doors with fixed lights face the adjacent Consolidated Office Building to the south. Metal fire escapes have been installed on the east and west sides of the second floor level of the south unit.

A one story addition, built of concrete piers with brick infill, has been added to the north. Metal frame double hung windows with 6/6 lights flank a fixed light, metal door on the north elevation of the addition, and there are two more such windows facing east and west. A door at the center of the second floor on the north side of the original building provides access to the flat roof of the addition, which is also surrounded by a metal railing.

The bunkhouse is significant as being one of two structures that may date back to the original formation of Potomac Yard. The other is a surviving part of the original engine house (Number 21).



Number 21 (fragment of original Enginehouse)

This small rectangular brick building abuts the north wall of the new Enginehouse. Of brick construction on a concrete slab, the structure has a replacement shed roof sloping towards the east. The west elevation is divided into three bays. The central bay contains the entrance, which is a replacement metal door with a small fixed light. The flanking bays originally contained two tall windows, but have been partially infilled with brick and concrete block. The lower part of each window contains one six light metal framed awning window. The lintels of the door and the original windows are segmental arches of three rows of headers, the sills are probably cement. The west wall rises above the roof as a three-stepped parapet, with a single row of projecting bricks forming a rudimentary cornice. The north wall also rises above the roof to form a flat parapet, and extends about five feet forward from the front of the building toward the west (it was probably originally the end wall of the former machine shop). The four tall windows originally located on this wall, also with segmental arched lintels and cement sills, have been bricked in. Two original sections of the original Enginehouse form the south wall of this portion of the building. Each section is articulated into panels. The top of each panel is decorated with the single row of brick corbelling which seems to have characterized all of the more important Yard buildings dating from the first years of the twentieth century. The south side of the north wall, the surviving machine shop wall, is also so ornamented. A small one story concrete block addition has been added on the east with two, 4 light, metal framed awning windows. A large concrete block chimney is located in the addition against the north wall of the new Enginehouse.

The fragment of the original enginehouse is significant as being one of two structures that may date back to the original foundation of the Yard. The other structure is the bunkhouse.

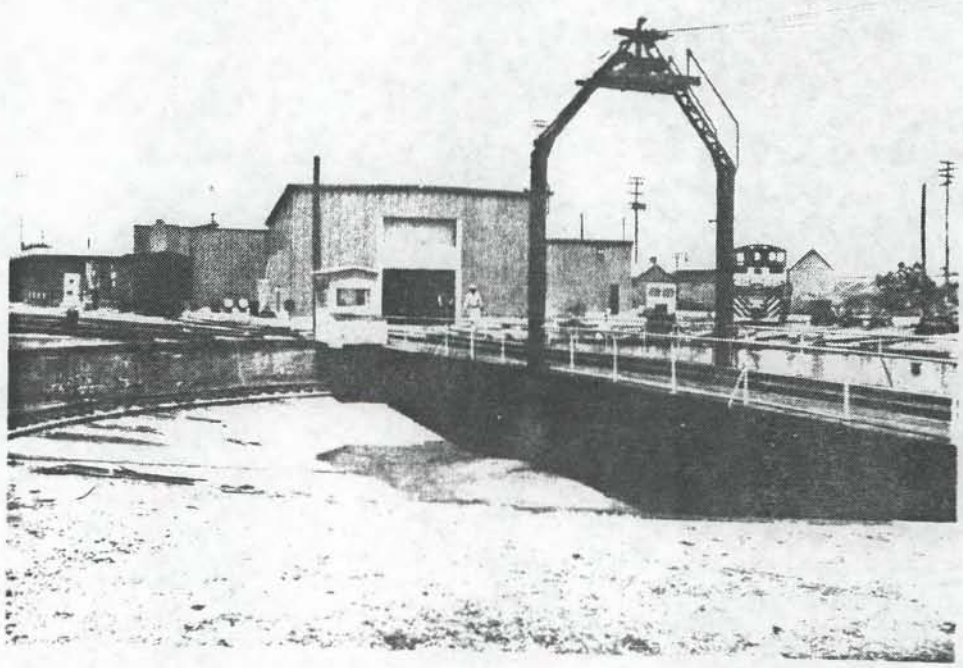
RF&P

Number 23 (Oil Storage Building)

This one story brick building is set on a concrete slab and measures about 20 feet by 15 feet. A small brick chimney is centered on the south end of the gable roof. Small six light windows fill in larger openings on east and west and there is a large solid wood door on the south, but the north elevation is unfenestrated.

Number 27 (Turntable)

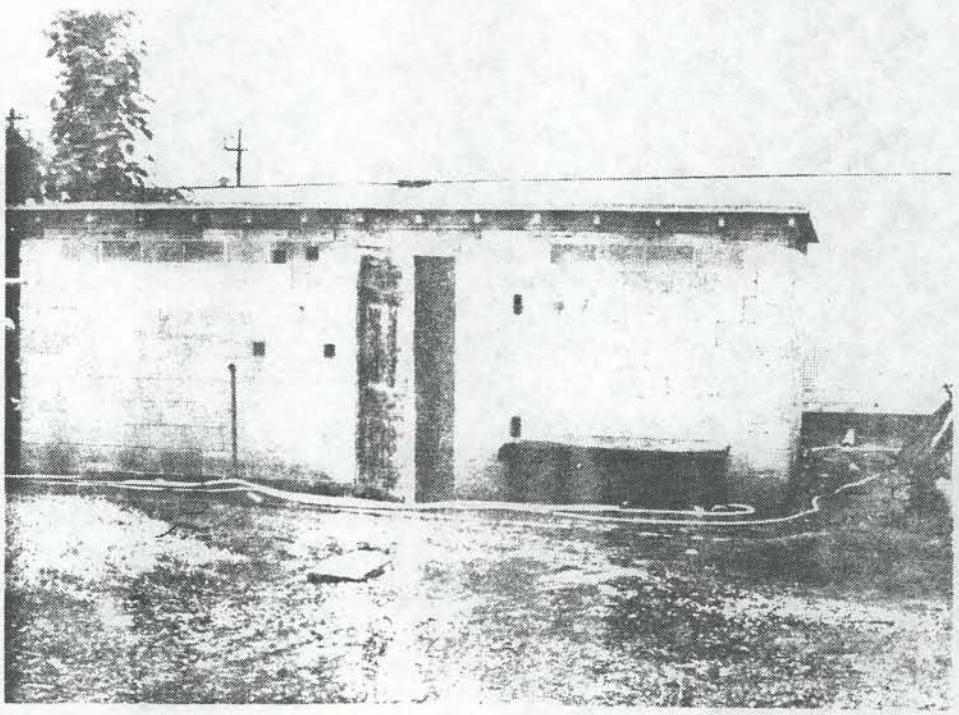
The 105 foot diameter engine Turntable was installed in 1923, replacing an 80 foot turntable dating from the original construction of Potomac Yard. It is mounted in a circular pit with concrete walls and floor sunk 6-8 feet below the level of the ground. The top of the side wall is rimmed with wooden ties. Six steps are cut into the wall to provide pedestrian access for inspectors and repairmen. The floor slopes slightly toward the center pivot (not visible). The turning track rests on a roughly 2-foot steel box beam and its edges are protected with a metal railing. The moving ends of the track run on what appear to be railroad car wheels riding on a single circular rail resting on short ties. A small plywood sheathed cab, with windows on three sides and a door providing access from the rim, rides with the track. A metal framework of I-beams over the pivot supports an electrical wire.



Number 32 (Substation)

This concrete block building has a wood framed shed roof sloping slightly to the north. A wood paneled door is located on the south elevation.

This structure may be less than 50 years old.



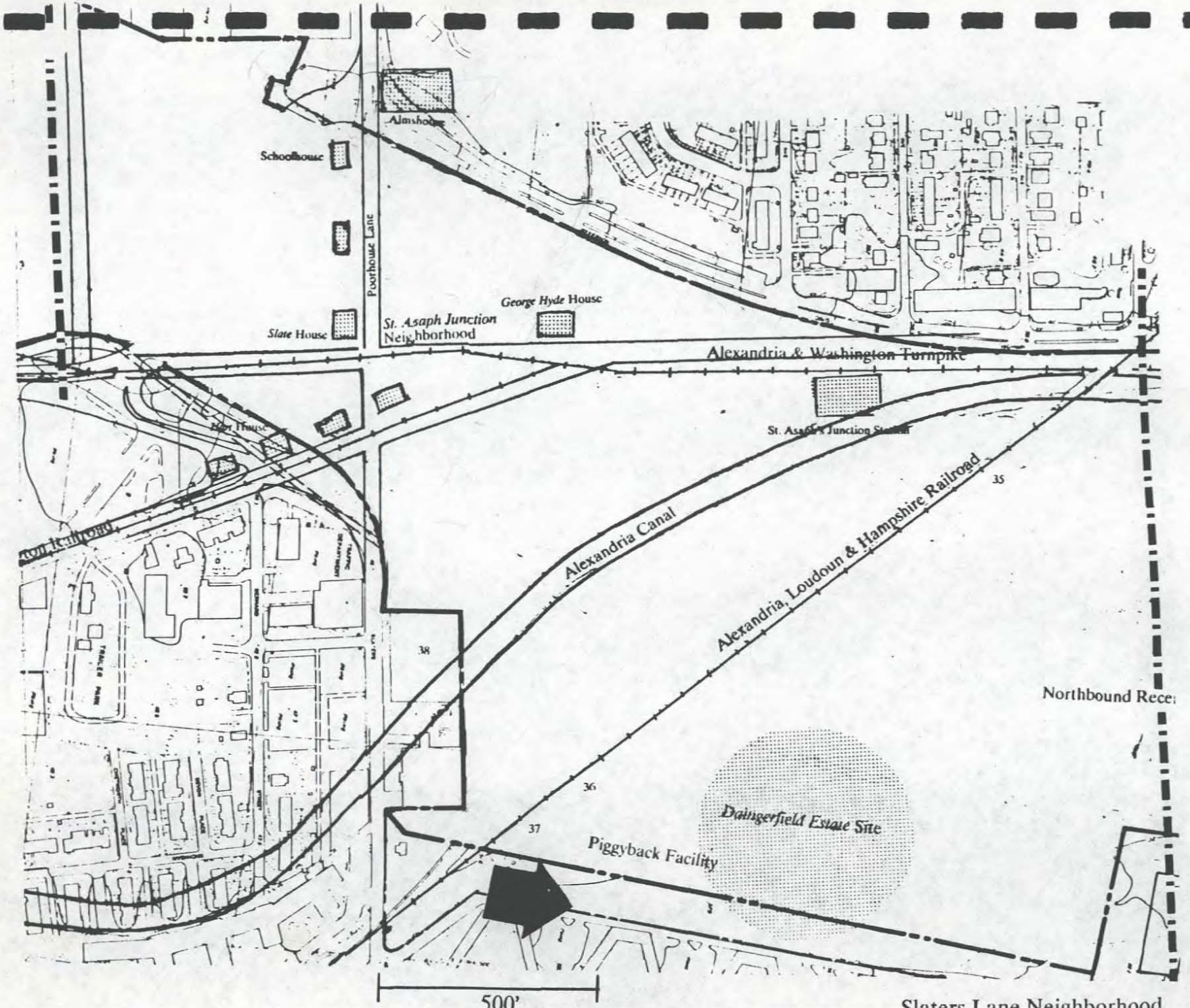
Archaeological Resources

Site of Coal Tipple

Located in the area of the present turntable, the coal tipple was built in 1932 and demolished in 1956. It measured 35 feet by 60 feet, and was 123 feet high, with a capacity of 1000 tons (Griffin 1984).

Site of Less-than-Carload Freight Shed

This was an 800 foot shed for the transfer of less-than-carload freight from rail cars to local delivery vehicles. It was located in the area of the current relay yard. These facilities were abandoned in 1934 (Griffin 1984).


Schoolhouse
Poorhouse Lane
George Hyde House
St. Asaph Junction
Neighborhood
Slate House
Alexandria & Washington Turnpike
Alexandria Canal
Alexandria, Loudoun & Hampshire Railroad
Northbound Rece
Daingerfield Estate Site
Piggyback Facility
500'
Slaters Lane Neighborhood

SLATERS LANE NEIGHBORHOOD

Archaeological Resources

The Washington and Alexandria Turnpike

The Washington and Alexandria Turnpike Company was incorporated in 1808. The Turnpike ran from Long Bridge to Alexandria, with a bridge across Four Mile Run at which tolls were collected. The tollhouse was south of Four Mile Run and probably on the western side of what is now Rte. 1 (*Appendix A, Maps 5, 7,* and *8*). It is possible that the tollhouse may have been east of the pike and therefore within the project area, in the Four Mile Run projected neighborhood. The general area where it was located is indicated on the Four Mile Run Neighborhood Map. For most of the stretch between Alexandria and Four Mile Run, the Turnpike followed an older road to Georgetown (*Appendix A, Maps 3* and *4*). The earlier road turned east at the Run and crossed at a ford further upstream. It is shown on the 1794 Ellicott map, *The Territory of Columbia* (*Appendix A, Map 4*).

This resource is significant within the theme of Transportation.

The Daingerfield Estate Site

The owner of this property was most probably John B. Daingerfield of Alexandria (Michael Miller 1989: pers. comm.). The son of Bathurst Daingerfield, who moved to Alexandria in 1800, John was a successful importing and shipping merchant, dealing mainly in tobacco and cotton. He died in 1886 at the age of 71 (Miller 1986a).

This area was the site of a farm that first appears on the 1842 Frump and Whiting map (*Appendix A, Map 6*). The relationship of this farm to the Daingerfields is uncertain. Their ownership of the property is first indicated on the 1879 Hopkins *Atlas...* (*Appendix A, Map 11*) as being within "The Daingerfield Estate". Whether the farm was occupied by tenants or the Daingerfields themselves is not possible to say.

This area has archaeological potential. Archaeological testing should be conducted in order to determine the existence and end extent of archaeological resources in this area.

The Frump and Whiting map indicates three structures with three associated fields along what is now Slaters Lane. By this time, the old tobacco monocrop economy had all but disappeared and new agricultural techniques were beginning to make diversified agriculture and husbandry profitable. This site is of archaeological and historical interest as an example of a small farm operating during this transitional period. This resource could contribute to our knowledge within the theme of Rural Life.

St. Asaphs Junction Neighborhood

This neighborhood ran along the Alexandria and Washington Turnpike and Poorhouse Lane, which was named for the Almshouse, the site of which is just outside the Yard. The Almshouse itself was probably constructed in 1806, and can still be seen in the 1924 photograph of the Yard (*Plate 1*). The other structures, within the Yard, constitute a later nineteenth century suburban neighborhood. The George Hyde house, the schoolhouse, the Slate house and the structure between the latter two first show up on the 1879 Hopkins *Atlas...* (*Appendix A, Map 11*). The residences along the Turnpike were constructed in the late nineteenth century (*Appendix A, Map 12*).

It appears from photos that this area may have been graded, although further research will be necessary to confirm this. These late nineteenth century structures are not uncommon resources, and rank behind Preston, the Bluffs, and the Daingerfield site in significance. If archaeological resources remain, they could contribute to the historic themes of Suburban Life and Suburban Development.

St Asaphs Junction Station

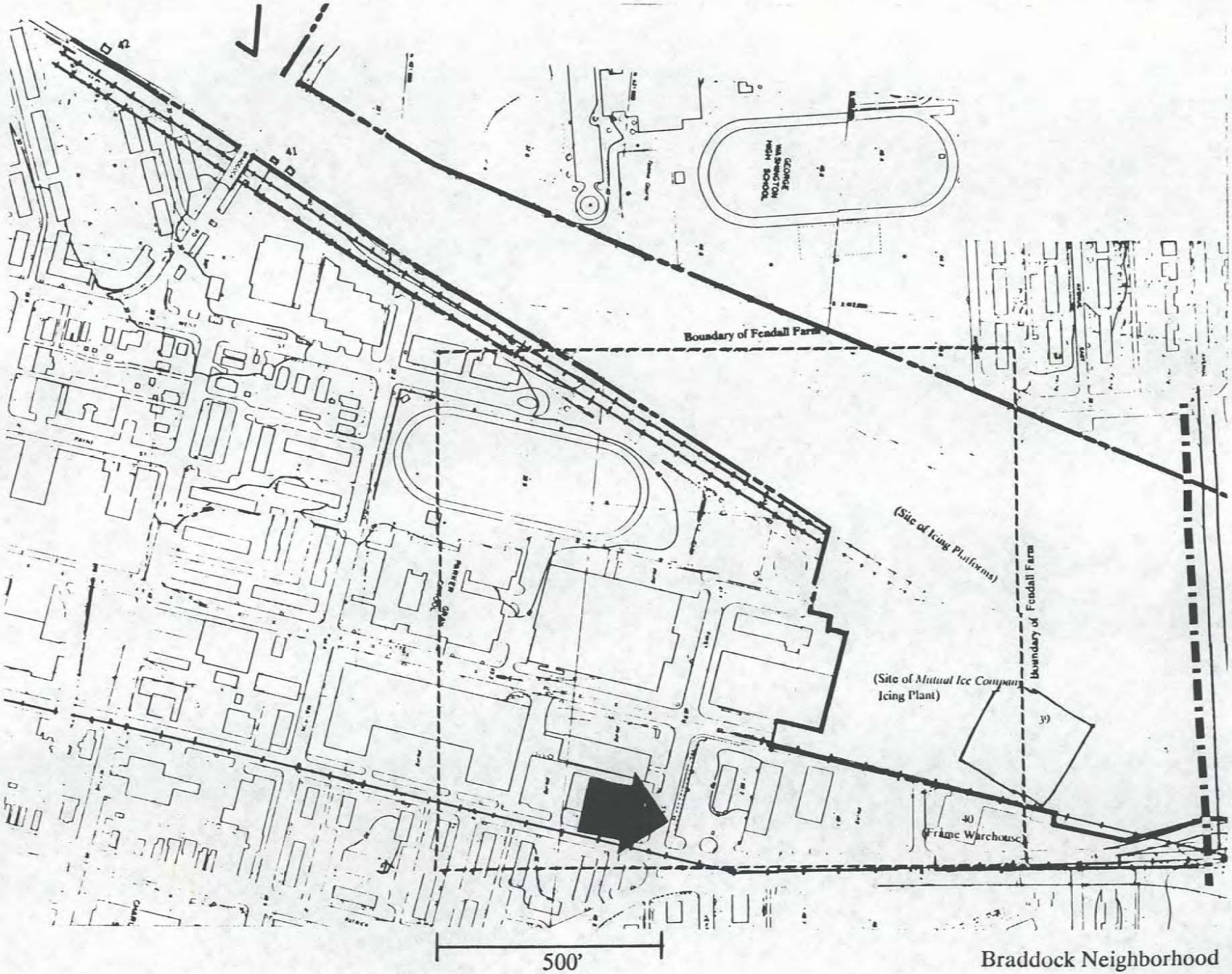
This station was built *ca.* 1890 north of the junction of the Washington Southern and the Richmond, Fredericksburg & Potomac Railroads (*Appendix A, Map 12*). The Washington Southern Line continued into Alexandria along Henry Street, while RF&P did so along Fayette Street. St. Asaphs Junction Station closed in 1906 when Potomac Yard became operational, although the station was still standing in 1957 (*Alexandria Gazette* 1957). It was probably demolished shortly thereafter during a large scale modernization of the Yard. The station can be seen on a 1924 photograph of the Yard (*Appendix A, Plate 1*).

The potential for surviving foundations is low. The area in which the station stood appears to have been graded. If remains do survive, they could contribute to the theme of Transportation.

Alexandria, Loudoun & Hampshire Railroad

This rail line between Alexandria and Leesburg began operation in 1858, running from the terminal at Princess and Fairfax Streets, crossing the Alexandria Canal and Alexandria and Washington Turnpike, and also connecting to the Alexandria & Washington Railroad. In 1870, it was renamed the Washington & Ohio Railroad. Becoming bankrupt in 1878, it was sold to the Washington, Ohio & Western company in 1882 (Williams 1964). When Potomac Yard started operation in 1906, the WO&W crossed the Yard with a 1500 foot steel trestle, the piers of which are still visible along Route 1. The trestle is visible in photographs taken of the Yard in 1911 and 1924 (*Plate 1,*). This line was incorporated into the Washington & Old Dominion line, an electric railroad, in 1911. The line was finally abandoned in 1968.

Other than the piers, no resources associated with this line are extant within the Yard. In spite of their lack of integrity, the piers may be significant if they are the only extant remnants of the WO&W Railroad. Further research is recommended.



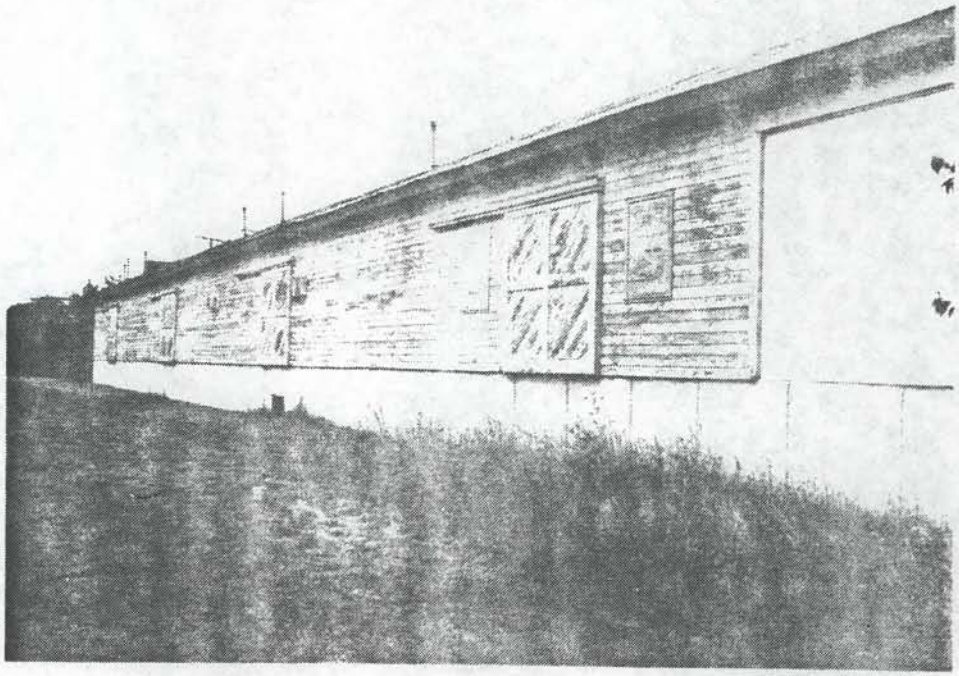
Braddock Neighborhood

BRADDOCK NEIGHBORHOOD

Architectural Resources

Number 40 (frame warehouse)

The original building is L-shaped. The north part of the north leg probably preserves the original appearance of the whole structure, with its wood siding above a four-foot foundation (now sheathed in sheet metal). The south part of the north leg is also currently covered in sheet metal, but with some wood framing (probably original) exposed at top. The slightly sloping gable roof is covered with sheet tar paper, patched in many places. The west elevation of the north leg has four large sliding wood freight doors (probably original), each with four panels of tongue-and-groove boarding laid diagonally. The south door is flanked by two small windows (boarded), one of which is covered when the door is open. The east elevation of the north wing has been modified by the addition of new pedestrian and freight doors, as has the north elevation of the east leg of the L. The south elevation of the building is now obscured by a recent flat roofed cinder block addition.



Archaeological Resources

Sites of the Mutual Ice Company and Icing Platforms

These were the locations of the icing platforms for perishable northbound freight, and the adjacent privately owned Mutual Ice Company facilities (located of the tracks south of the Route 1 highway bridge). The Mutual Ice Company provided the ice used in the re-icing of perishable freight. With the disappearance of ice bunker type refrigerator cars, regular re-icing ceased at the Yard in 1967, and the facilities were demolished (Griffin 1984). The icehouse can be seen in a 1924 photograph of the Yard (*Plate 2*).

It is possible that foundations may still remain of the Ice Company and the platforms that could be recovered archaeologically.

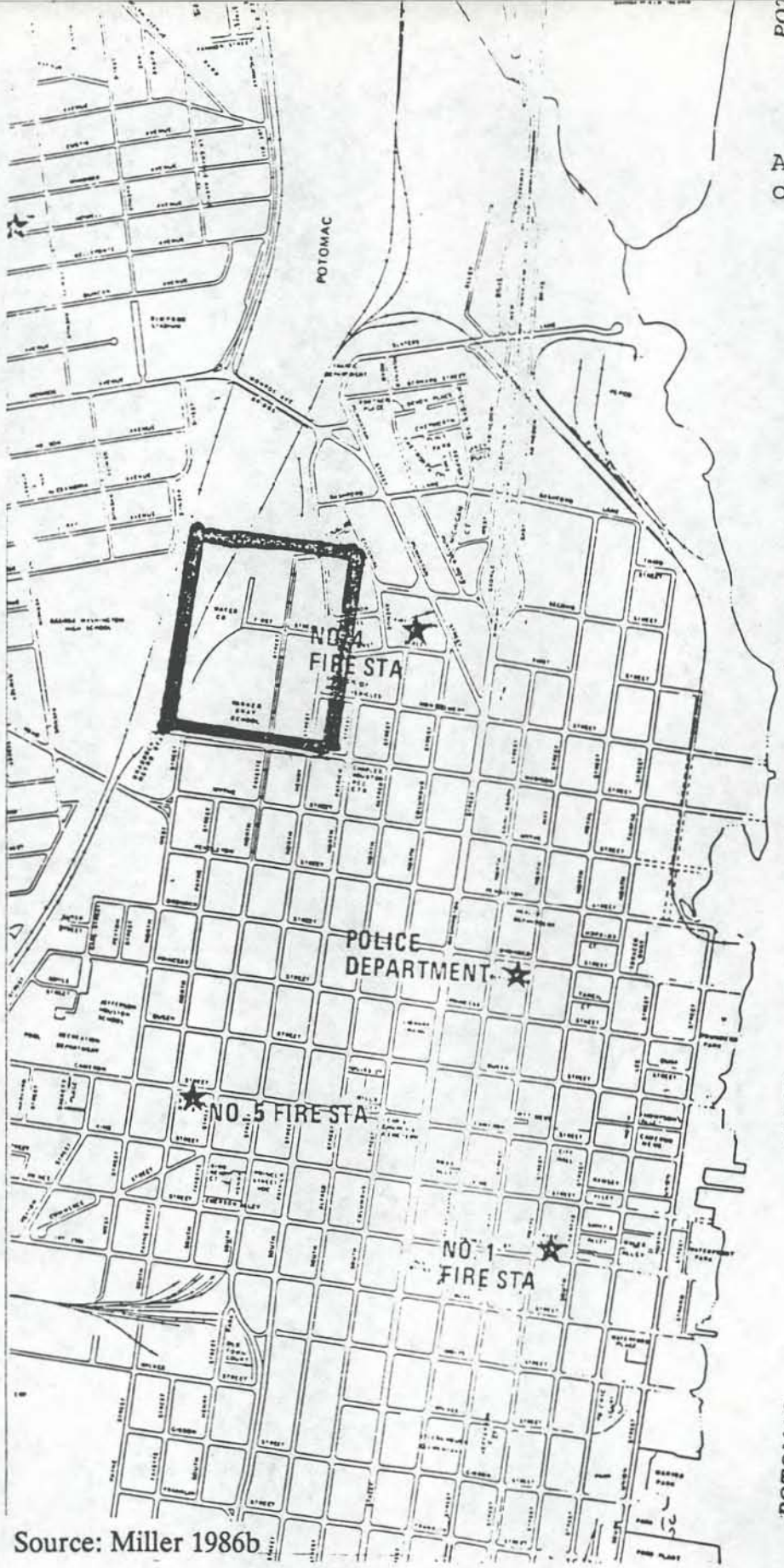
Fendall Farm and Cemetery

This is the approximate location of the Fendall Farm. Within this area, which extends outside the Yard, is the site of the Fendall Cemetery. The farm was bought by Philip R. Fendall in 1786, and, except for a 1/2 acre set aside as a family cemetery, was used to supply foodstuffs for his household (Miller 1986b). After Philip Fendall's death in 1805, the farm was leased to John Gadsby, although the Fendall family continued to use the cemetery.

The fate of the cemetery, and its exact location, are, as yet, unknown. It may have been destroyed as early as the Civil War, or it may have been removed during the construction of the Yard in 1903 (Miller 1986b). It is also possible that it still exists within the area of the old farm.

The cemetery is significant for its association with Philip R. Fendall, the builder of the Lee-Fendall House in Alexandria. The first president of the Bank of Alexandria and a trustee of the Potomac Canal Company, he had a "profound influence on the socio-economic and political life of Alexandria, Virginia, society" (Miller 1986b).

As the location of the cemtery within the Fendall Farm, and its ultimate fate, are unknown, it is recommended that, prior to archaeological testing, further historical research be carried out in order to try and answer these questions. Depending on the results of the historical research, archaeological work may be necessary. If it survives, the results of studying and testing the cemetery would contribute to the themes of Mortuary Practices and Physical Anthropology - Human Remains.



Approximate location of the FENDALL FARM and Cemetery

Source: Miller 1986b

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APPENDIX A

Historical Sources Referred to in the Text

MAPS

1. John Smith's 1608 Map of Virginia
2. Daniel Jenning's 1746 Survey of the Howson Patent
3. The Comte de Rochambeau's 1782 Map of Alexandria
4. Andrew Ellicott's 1794 Map of the Territory of Columbia
5. Kearney, Turnbull, Fairfax, and Ewing's 1841 Map of the Alexandria Canal
6. Frump and Whiting's 1842 Map of the Potomac River
7. Unidentified Civil War Era Map
8. H.L. Whiting's 1861 Map of the Defences of Washington
9. 1862 McDowell Map of the Defences of Washington
10. 1865 Barnard Map of the Defences of Washington
11. G.M. Hopkins' 1879 Atlas of Washington
12. G.M. Hopkins' 1894 Map of the Vicinity of Washington
13 Howell and Taylor's 1900 Map of Alexandria County
14. 1933 US Army Map Showing Planned Filling of Potomac River for National Airport

PLATES

1. 1924 Photograph of the Southern End of Potomac Yard

VIRGINIA

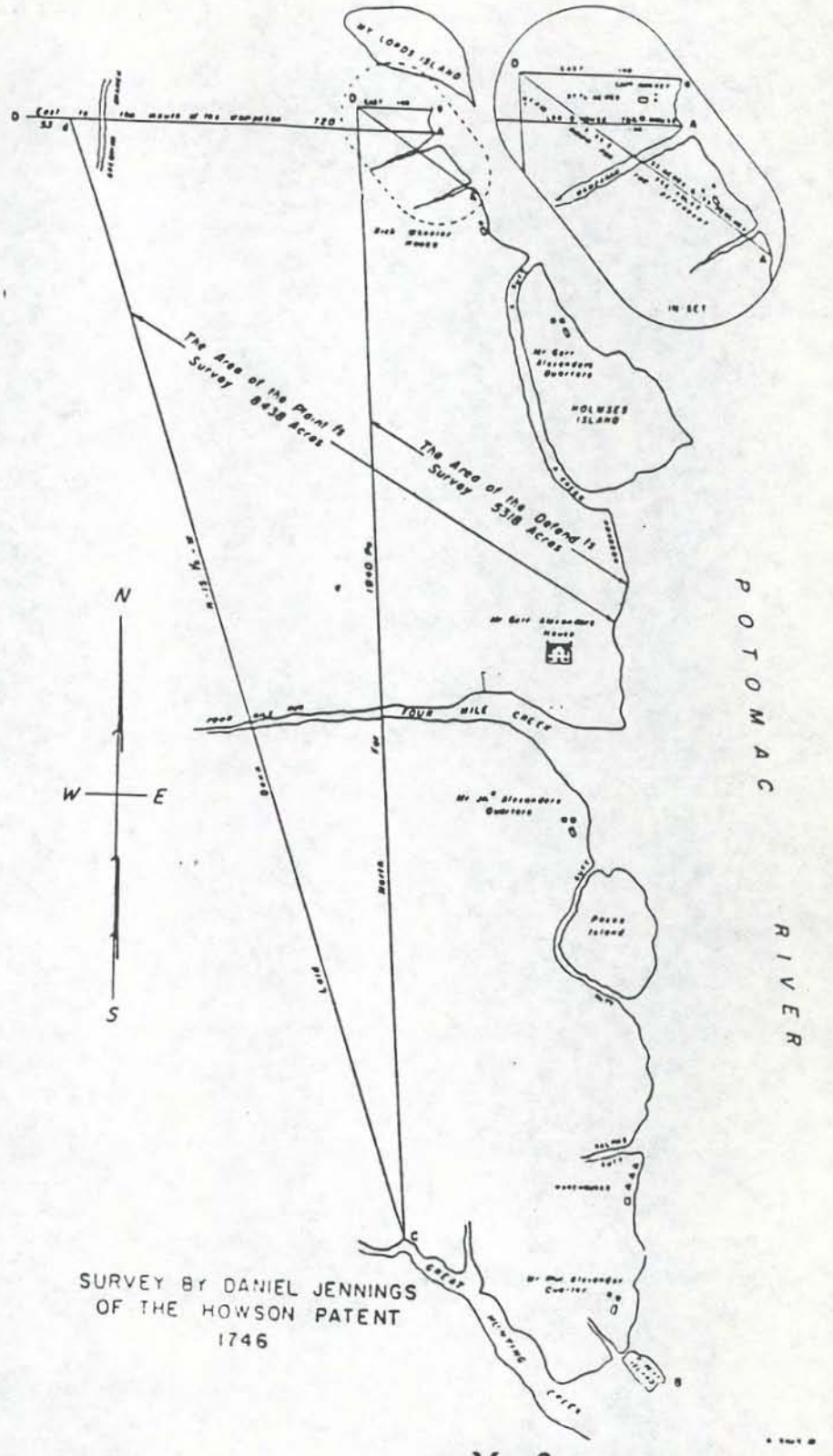
POWHATAN
Held this state & fashion when Capt. Smith was deliuered to him prisoner 1607

Source: Library of Congress

POTOMAC YARD

Map 1
John Smith's 1608
Map of Virginia

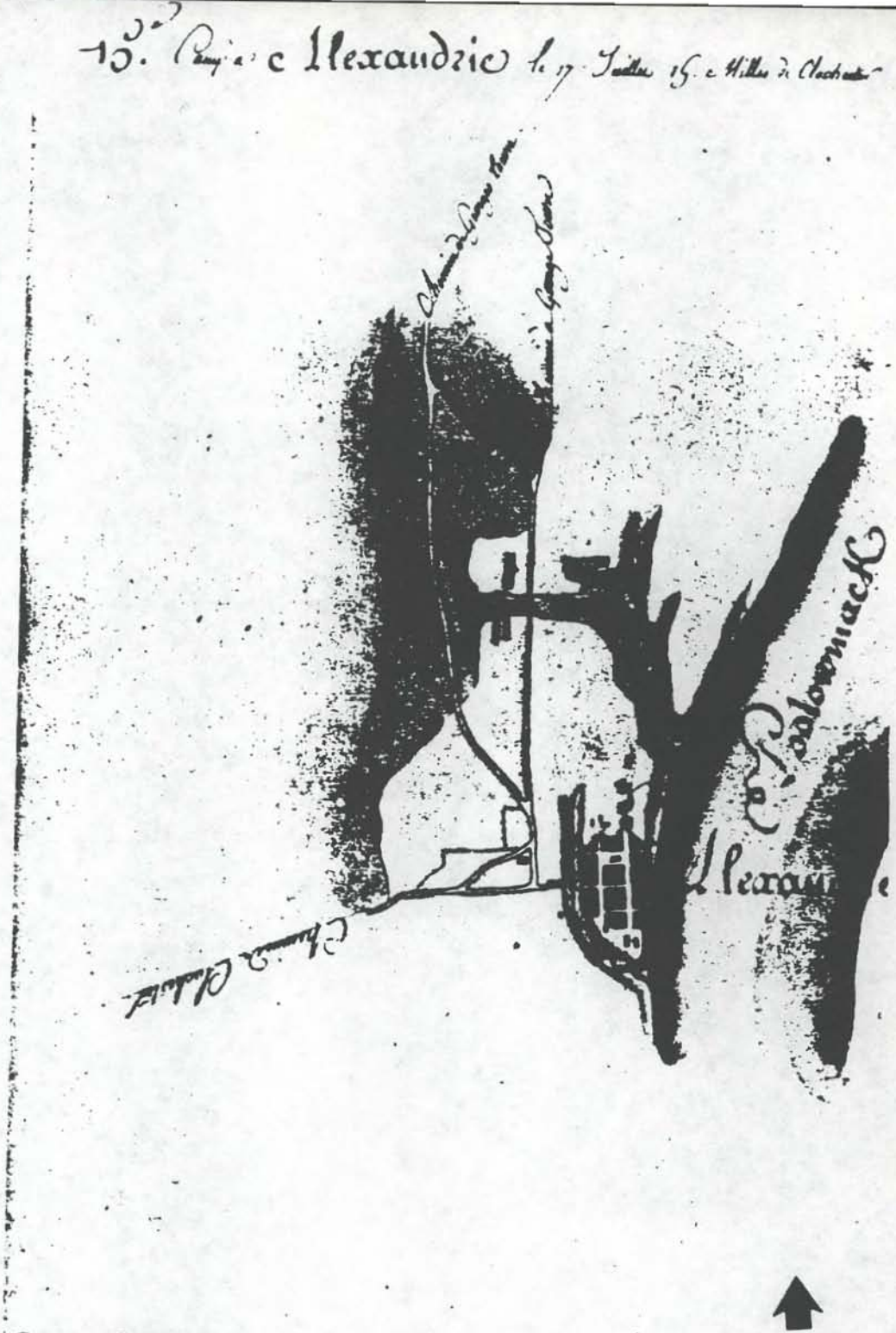
As reproduced in Fairfax County First Book of Surveys 1742-1757 and History of Arlington, Va. by C.B. Rose, 1976, Arl. Co. Society



Source: Lloyd House, Alexandria

POTOMAC YARD

Map 2
Daniel Jenning's 1746
Survey of the Howson Patent



Source: Stephenson 1981

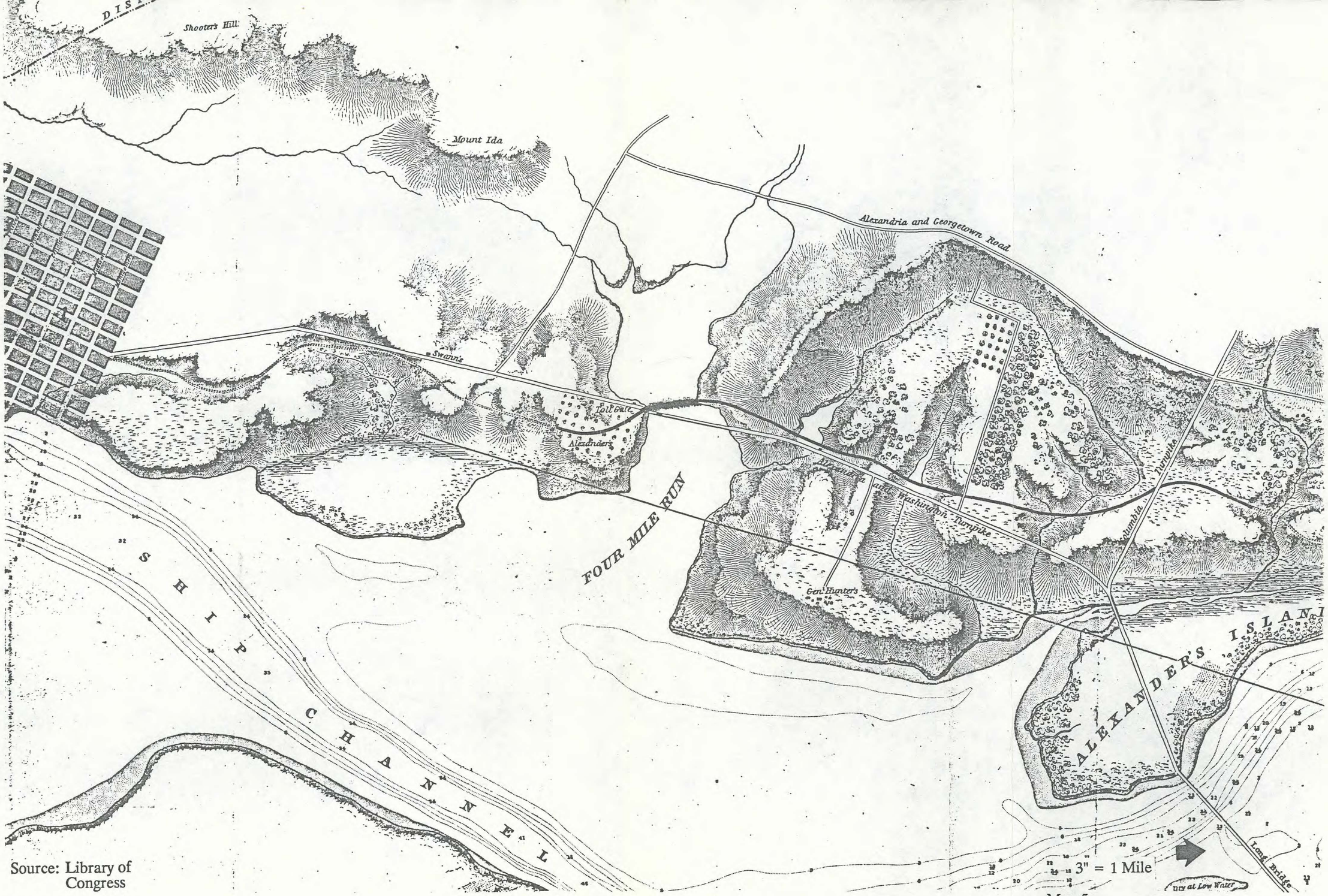
POTOMAC YARD

Map 3
Comte de Rochambeau's 1782
Map of Alexandria

Source: Stephenson 1981

POTOMAC YARD

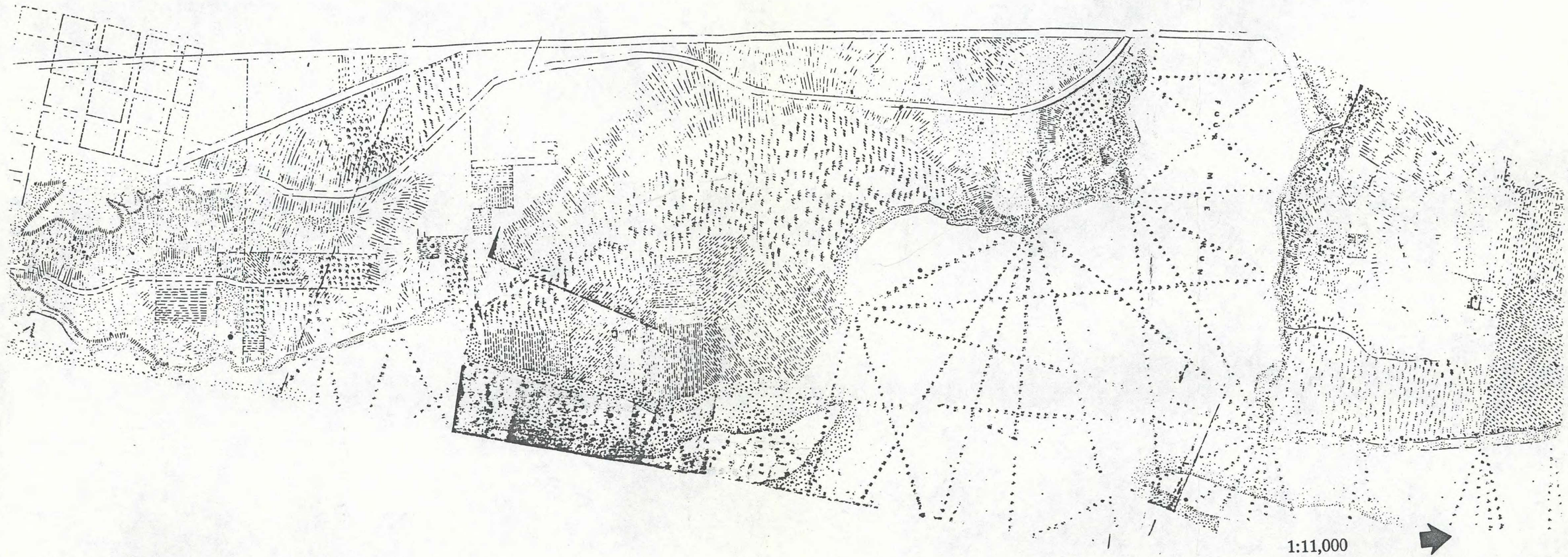
Map 4
Andrew Ellicott's 1794 Map
of the Territory of Columbia



Source: Library of Congress

POTOMAC YARD

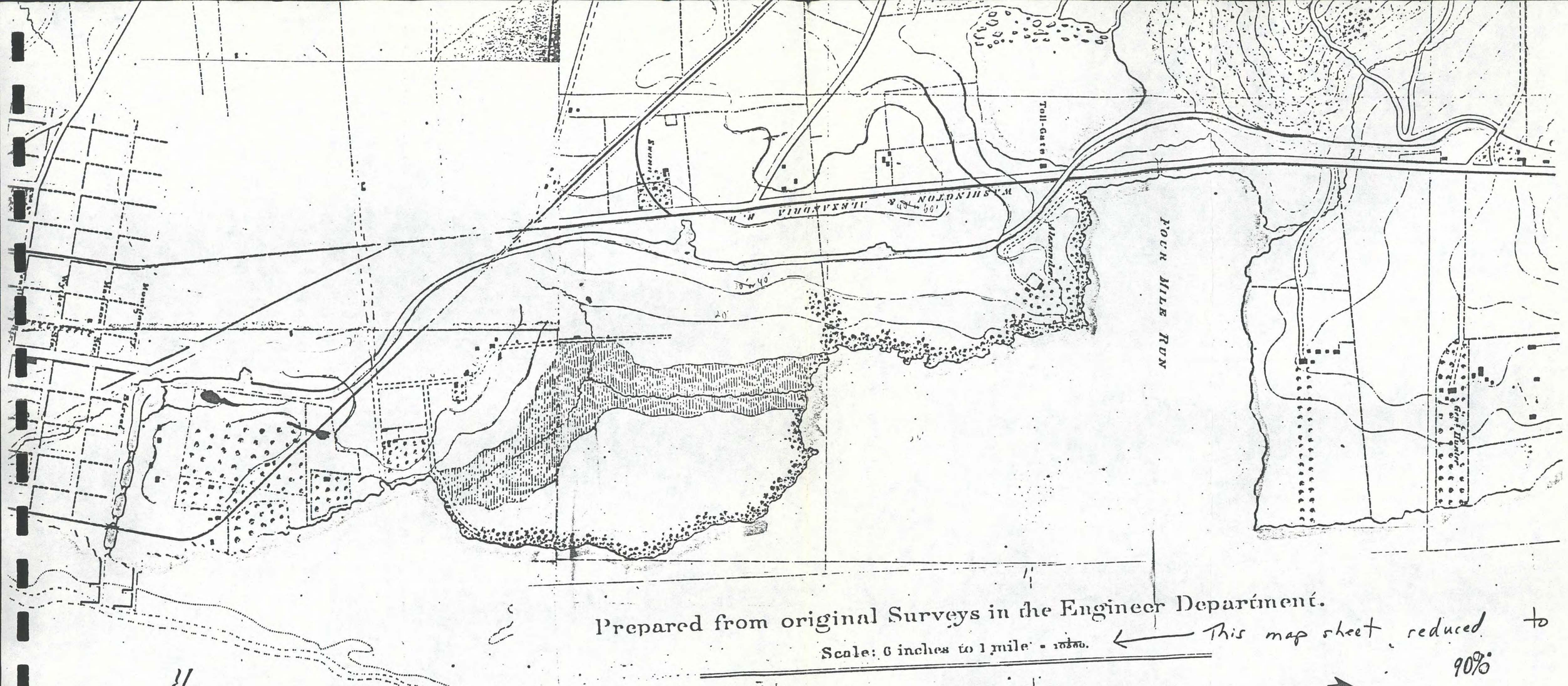
Map 5
Kearney, Turnbull, Fairfax, and Ewing's 1841 Map of the Alexandria Canal



Source: Library of Congress

POTOMAC YARD

Map 6
Frump and Whiting's 1842 Map of the Potomac River



Source: Alexandria Archaeological Research Commission

POTOMAC YARD

Map 7
Unidentified Civil War Era Map

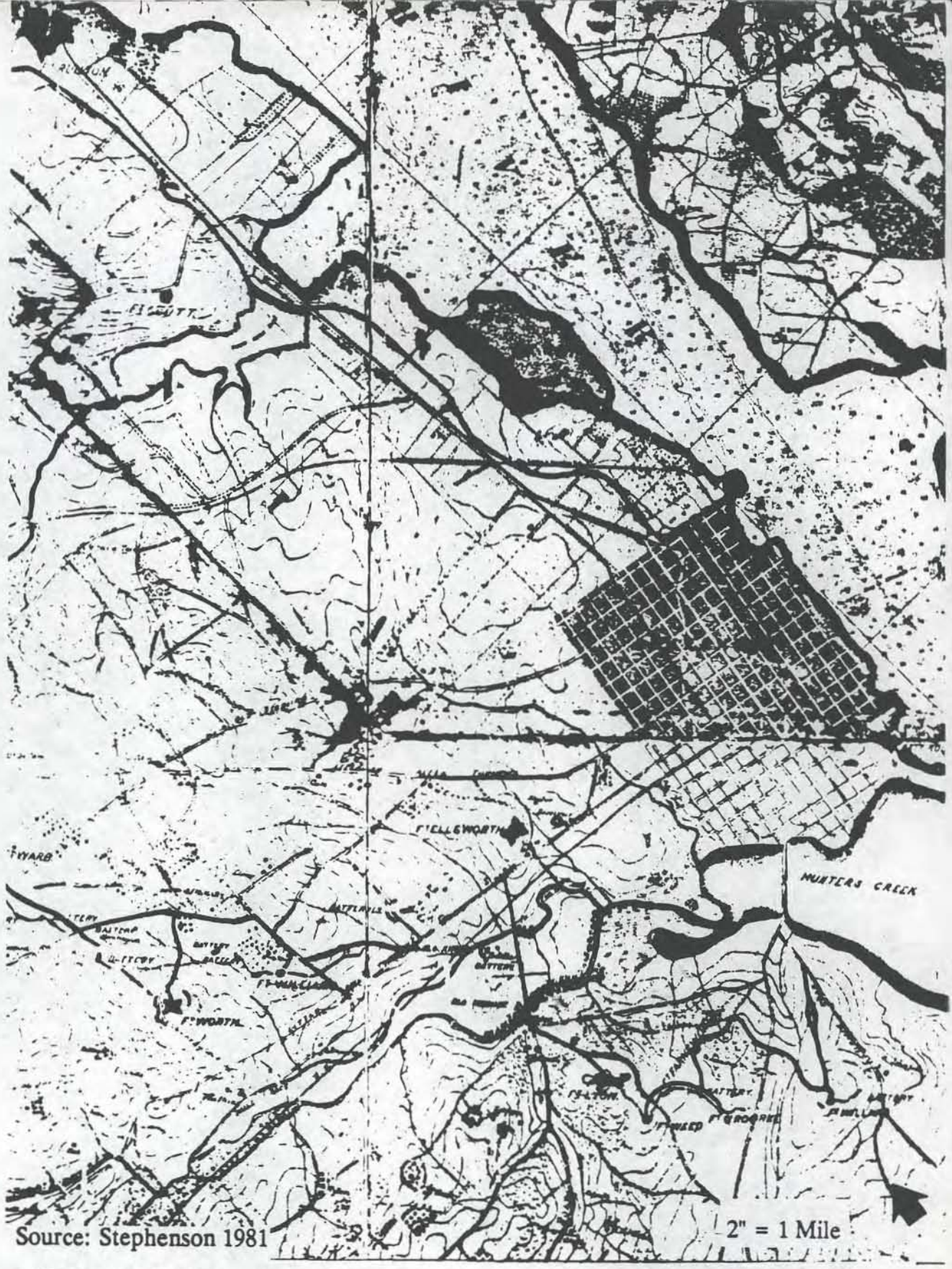
Source: Library of Congress

POTOMAC YARD

Map 8
H.L. Whiting's 1861 Map of the Defences of Washington

Source: Library of Congress

Map 9
1862 McDowell Map of the Defences of Washington



Source: Stephenson 1981

POTOMAC YARD

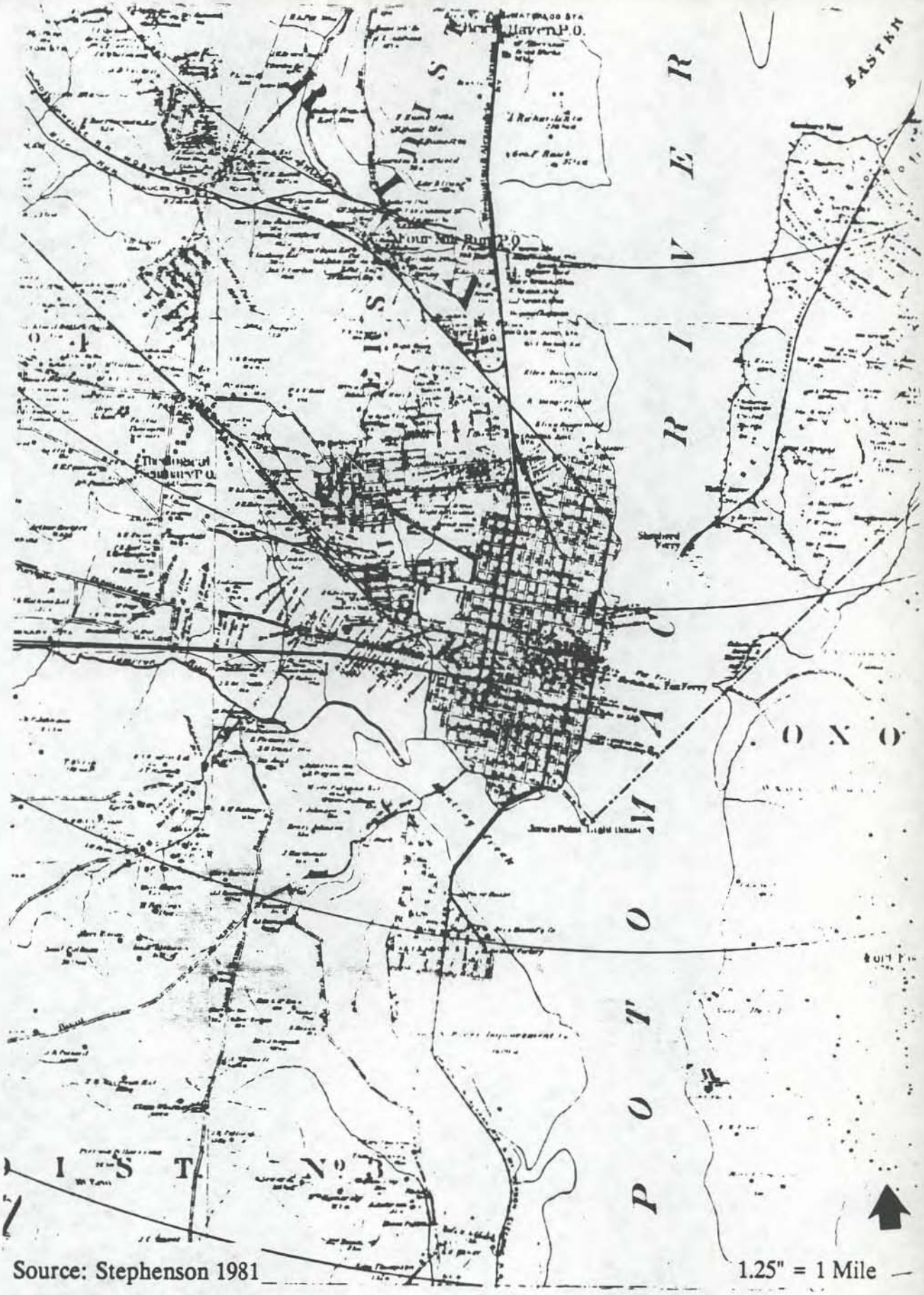
Map 10
1865 Barnard Map of the Defences of Washington

Source: Library of Congress

2" = 1 Mile

POTOMAC YARD

Map 11
G.M. Hopkins' 1879 Atlas of Washington

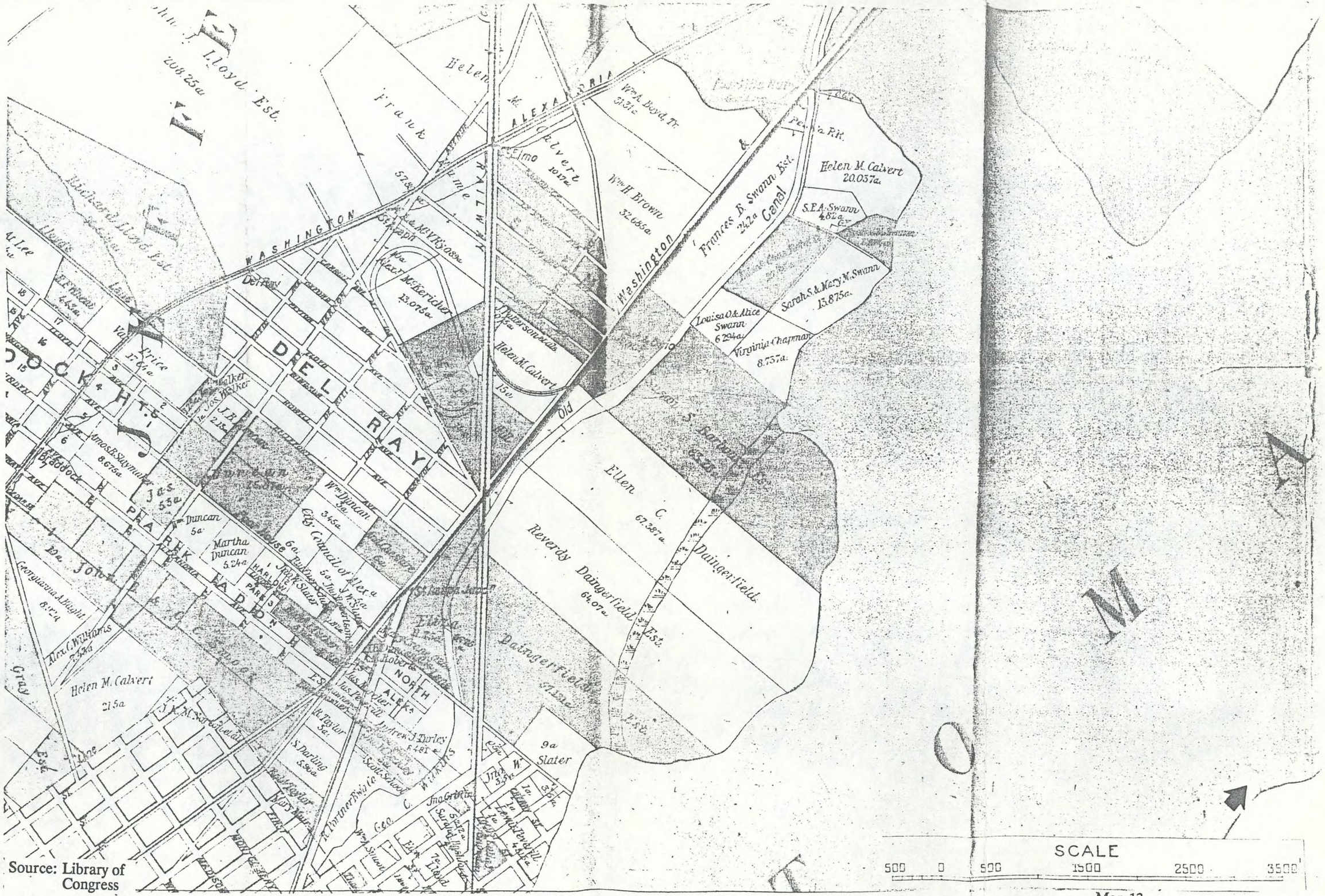


Source: Stephenson 1981

1.25" = 1 Mile

POTOMAC YARD

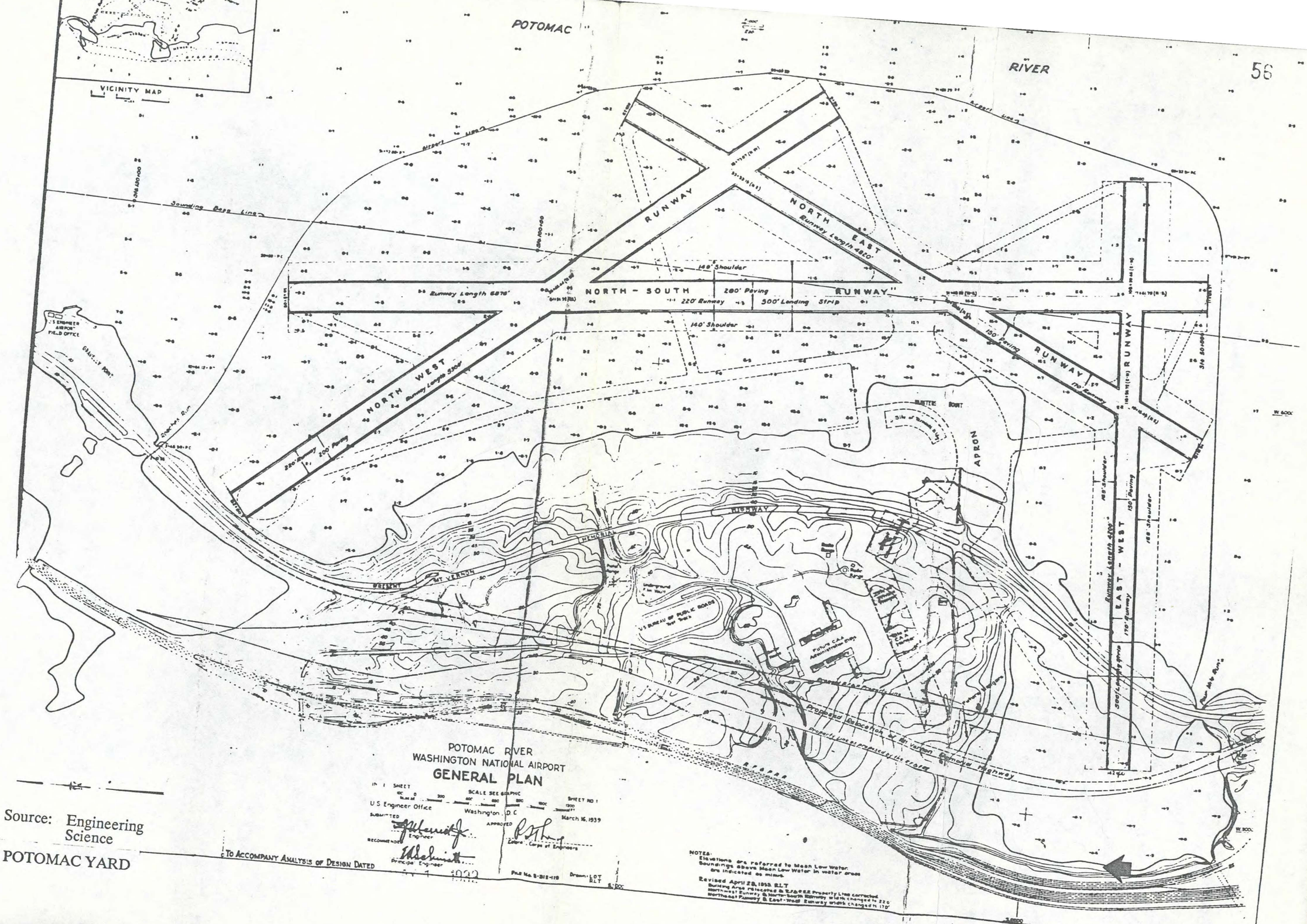
Map 12
G.M. Hopkins' 1894 Map of the Vicinity of Washington



Source: Library of Congress

POTOMAC YARD

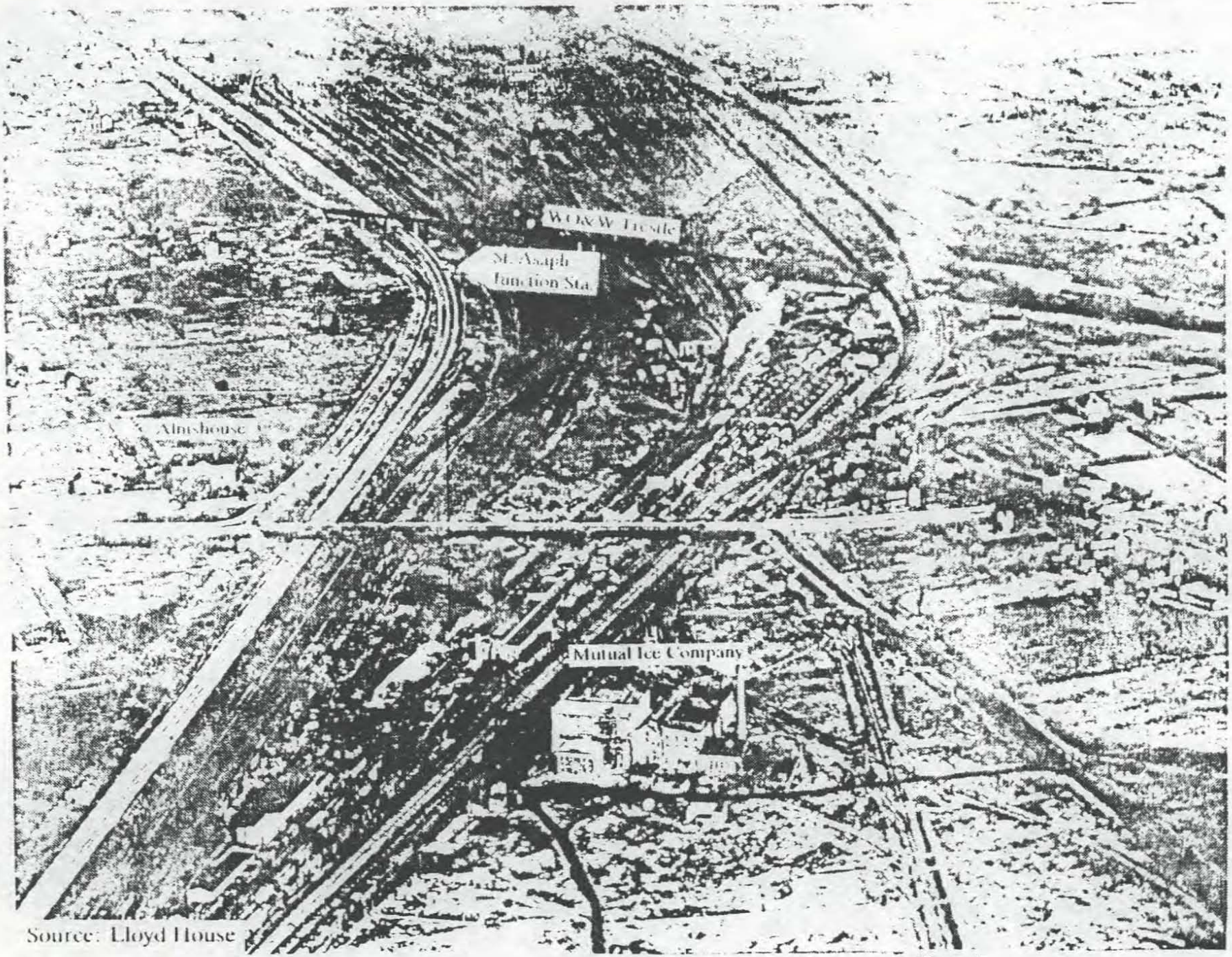
Map 13
Howell and Taylor's 1900
Map of Alexandria County



Source: Engineering Science

POTOMAC YARD

Map 14
1933 U.S. Army Map showing Planned Filling of Po[illegible]



Source: Lloyd House

POTOMAC YARD

Plate 1
1924 Photograph of the
Southern End of Potomac Yard

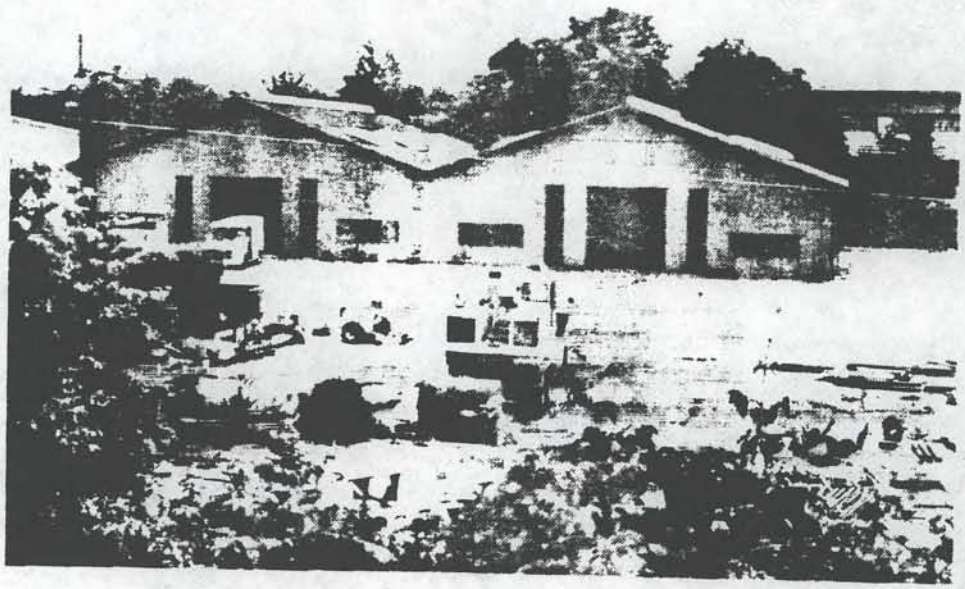
APPENDIX B

Resources Less Than 50 Years Old

Number 1 (in the Park Service Compound)	Of metal panel construction, this building a gable roof, with its ridge running in a north/south direction. There are large metal sliding doors on the south elevation.

Number 4 (in the Park Service Compound)

This new building is sheathed in interlocking pre-fabricated metal siding, manufactured by the Butler Company.

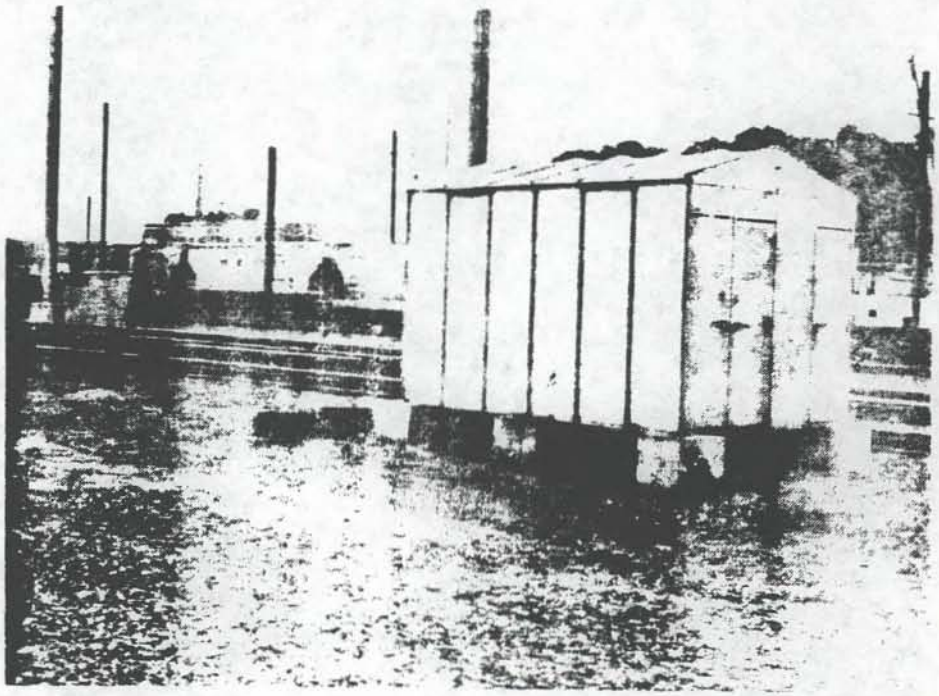


Number 5

This steel-paneled, one story, building, with a shed roof, is built on a concrete slab. There are metal paneled doors on the east and west elevations but no fenestration.

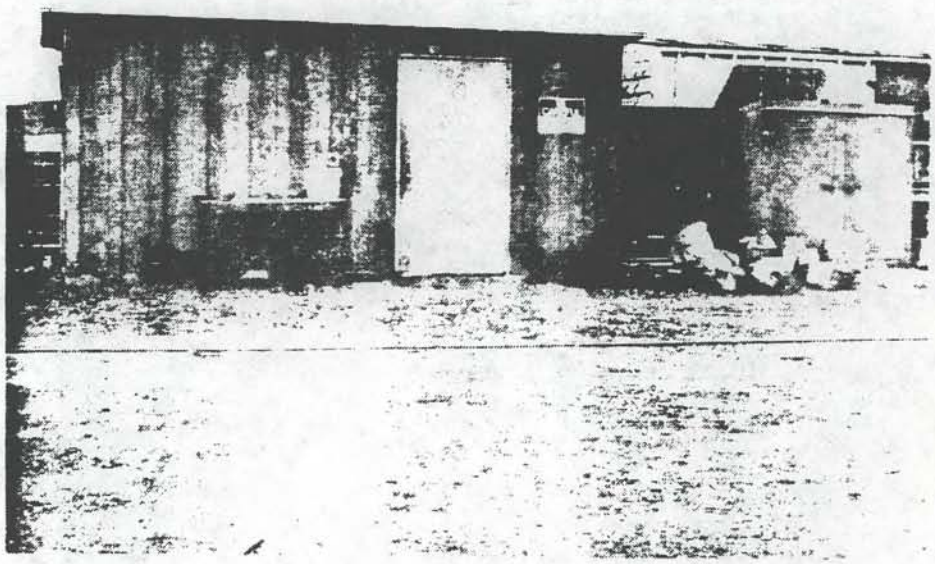
Number 6

A one story, gable roofed, steel paneled building, this signal shed is set on six concrete blocks. There are no windows, but prefabricated metal locker doors are located on the north and south elevations.



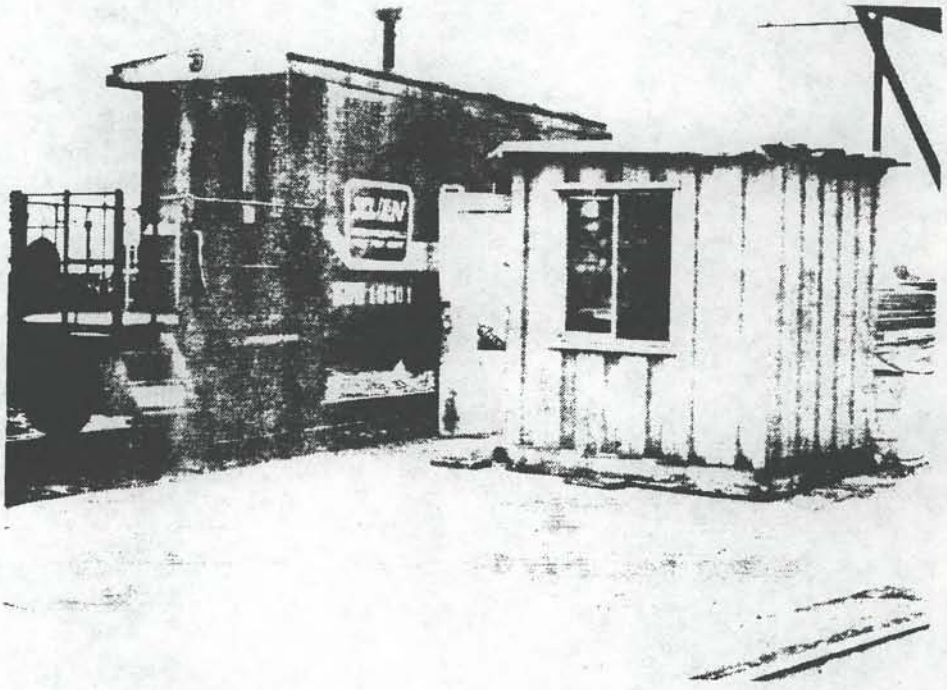
Number 7

This one story rectangular building of Butler metal siding measures roughly 10 feet by 20 feet. It is built on a concrete slab and its shed roof slopes slightly east to west. There is a metal door on the east elevation and a small window on the south.



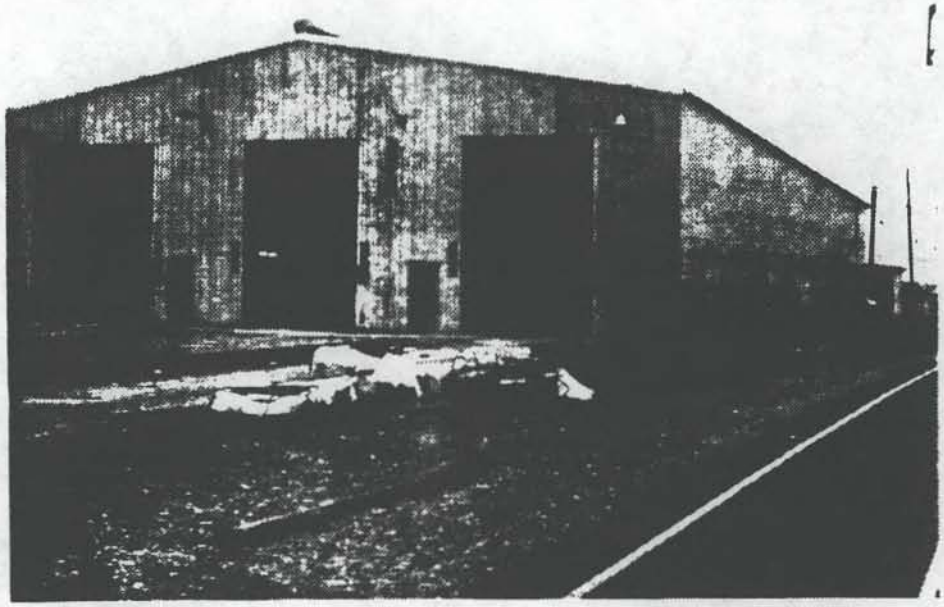
Number 9

This 6 foot by 6 foot one story storage shed, sheathed with Butler metal siding, rests on a raised concrete block. The flat roof is steel paneled There are small fixed light sliding metal framed windows on the north elevation and a fixed light metal door on the east.



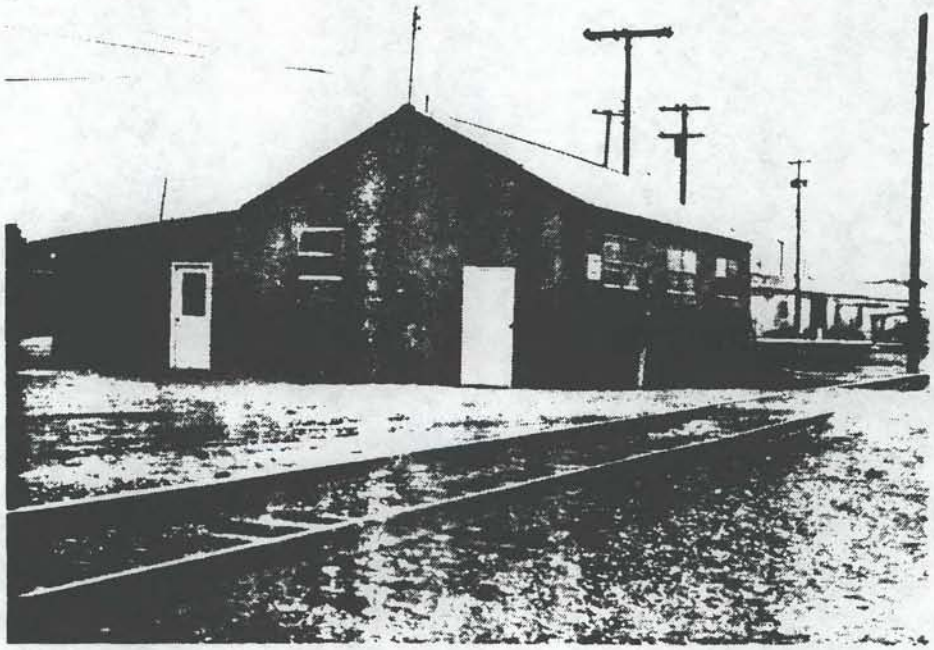
Number 10 (Spot Car Repair Shop)

This 185 foot by 84 foot building has a steel I-beam frame sheathed in Butler metal siding on a concrete slab. It was completed in 1967, replacing two earlier shops serving the east and west sides of the Yard. The building is approximately 20 feet high, with a fiberglass paneled roof, partially translucent, . Six powered metal roll-up doors on the north and south elevations provide access to three through tracks set in the concrete slab floor. There are four metal pedestrian doors with 2 fixed lights flanking the roll-up doors on the north and south and a shorter roll-up door on the east. A single pedestrian door is located on the west elevation, opposite the roll-up door. A small one story Butler shed has been added on the west.



Number 16 (Record Building)

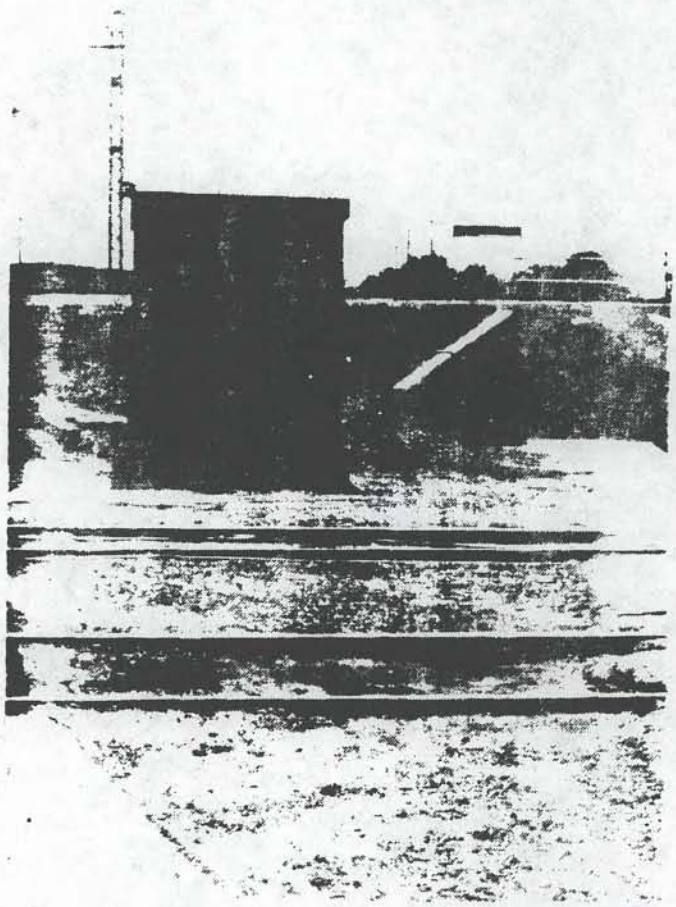
This blue concrete block building consists of two parts. The eastern section, with a gable roof oriented north/south, was probably built first, and the western section, with its corrugated metal shed roof, added at a later date. There are three 1/1 fixed light windows on the east elevation of the eastern part, a solid metal pedestrian door and boarded window on the south, and a roll-up freight door and pedestrian door on the north. The addition has three small louvred windows on the west, a fixed light metal door on the south and a solid door and louvred window on the north.



Number 18 (Northbound Control Tower) This four story cast stone and brick structure, completed in 1959, measures approximately 25 feet square. The first three floors form a base for the observation level, with large plate glass windows, on the third floor, and glass block windows set in cast stone frames. Large vertical cast stone panels define the northwest and southwest corners and a single horizontal panel is located at the ground level on the east. The fourth floor consists of an observation room surrounded with angled plate glass windows on all sides. The flat roof projects to shield an open platform surrounded by a metal railing.

Number 19

This 6 foot by 6 foot concrete block storage shed has a flat roof and rests on a concrete slab. There are no windows, and only a door on the east.

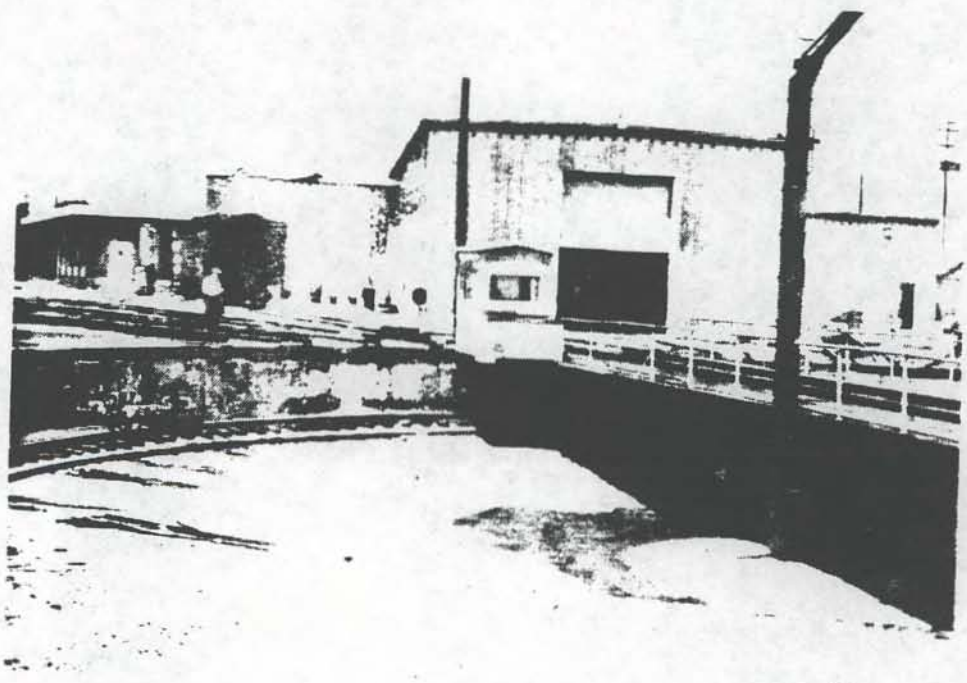


Number 20 (Consolidated Office Building)

This one story, 11,000 square foot building, was constructed in 1962, reportedly using bricks salvaged from the large machine shop which once stood on this site. Built on a concrete slab, the office building has a flat roof, with generously overhanging eaves on all sides. Large, 1/1 light windows, with fixed sash above and small awning sash at the bottom, are grouped in pairs to form nine bays on the east and west and seven bays on the north and south elevations. On the north and west, the windows are set in flat blue and white metal panels, but on the east and south, the panels are omitted and the windows set directly into the brick walls. The center bay on the west contains the main entrance. A small concrete block addition with two small unglazed windows and a metal fixed light door protects the east door on the north elevation facing the adjacent bunkhouse. Except for the double glass entrance doors, all exterior doors are metal with small fixed lights.

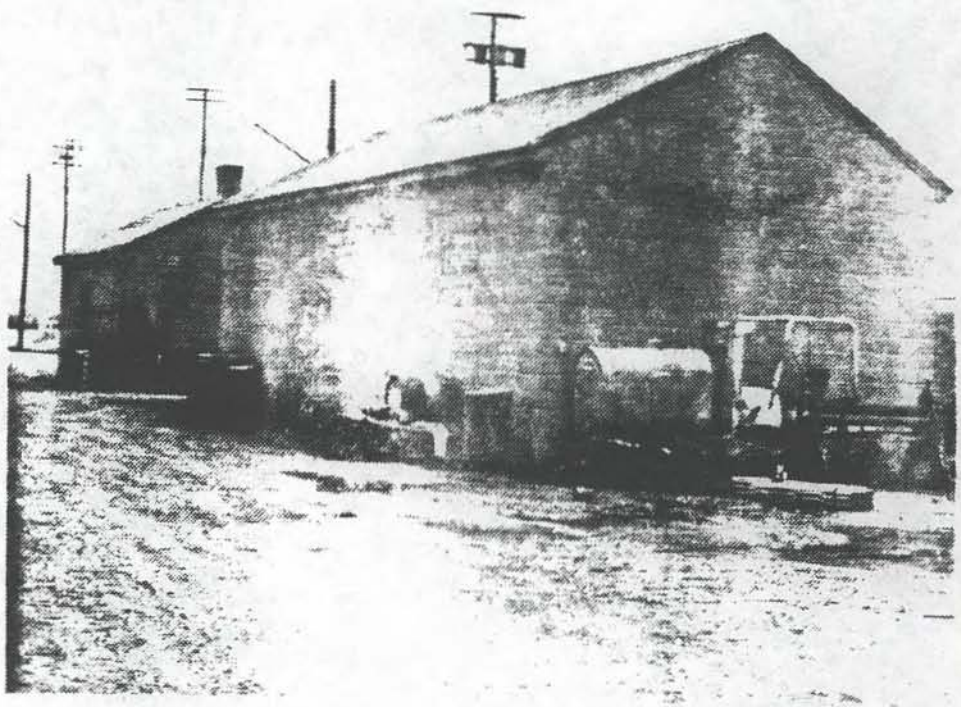
Number 22 (New Enginehouse)

The irregular plan of the main part of this building forms two segments or sections of a many-sided hollow circle with an approximately 75 foot radius; a narrow extension continues the line of the main building towards the east. Two surviving sections of the brick wall of the original Enginehouse serve as the north wall of the 20-25 foot high main building. A brick infilled engine door and pedestrian door, both with segmental-arched lintels are visible on the old walls. The remainder of the building is of Butler metal siding construction. There is a very low pitched gable roof on the main section; that on the extension is flat. Roll-up doors on the south of the main building provide access for engines from the adjacent turntable. Metal roll-up and pedestrian doors are located in the extension.



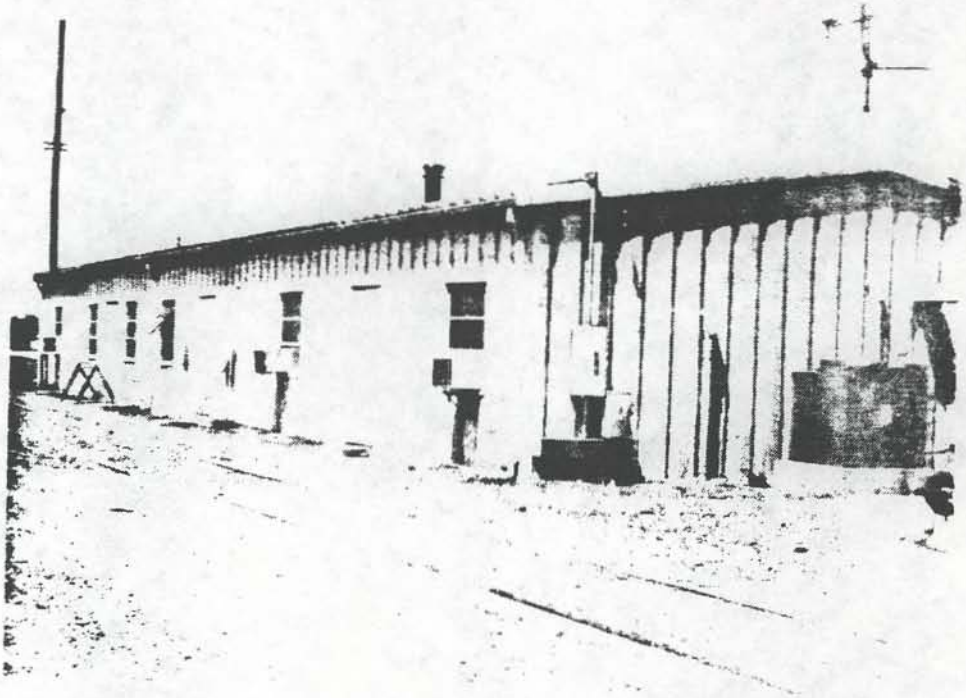
Number 24 (Mechanical Department Storehouse)

This 40 foot by 20 foot concrete block building has a gable roof running north to south. There is a roll-up metal door on the north. On the west elevation, the three original large openings contain glass block windows in their upper thirds, but the remaining area is infilled with brick and concrete block. There are no openings on the south.



Number 25 (Signals and Communication Building)

This large one story building measures roughly 100 feet by 30 feet. Of Butler metal siding construction, the building is set on a concrete slab, with its low pitched gable roof running on a north/south axis. The west elevation has three solid metal doors and six, two light, metal framed, awning windows. The east elevation also has six windows but only two doors. There is one three light awning window, a metal roll-up door and a solid metal pedestrian door on north.

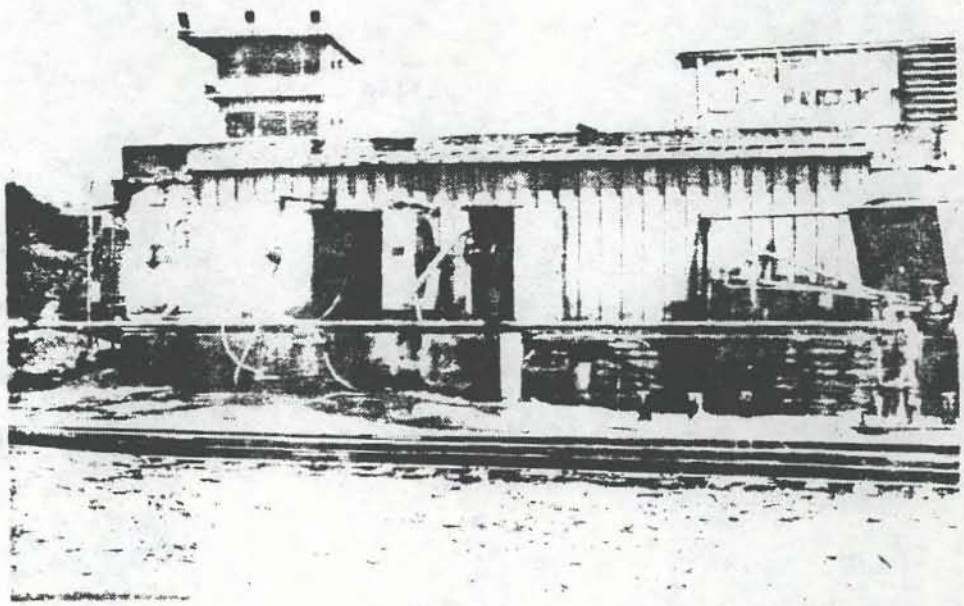


Number 26 (Switch Control Tower)

This approximately forty foot high, Butler metal siding building (measuring about 25 feet by 15 feet) has a concrete slab foundation and a flat shed roof sloping slightly toward the east, with an approximate six feet overhang on the west. The ground level has a single fixed pane window facing west and a metal pedestrian door with single fixed light on the north elevation. The top floor has a single window facing south and two banks of large windows facing west and north. A narrow metal balcony runs just below these windows on the west and north with access provided by a single pedestrian door to the west of the north-facing bank of windows. The floor below has a large fixed light window on the south elevation and banks of four fixed light windows, similar to, but smaller than, those on the floor above, facing west and north. There are no openings on the east elevation. A 20-30 foot communications antenna rises from the east side of the roof.

Number 28

This 30 foot by 15 foot building on a raised concrete platform is sheathed with Butler metal siding and has a low-pitched metal paneled roof with its gable running north/south. There are double metal freight doors on the north and south elevations (the doors themselves are missing on the north) and solid metal doors on the west.

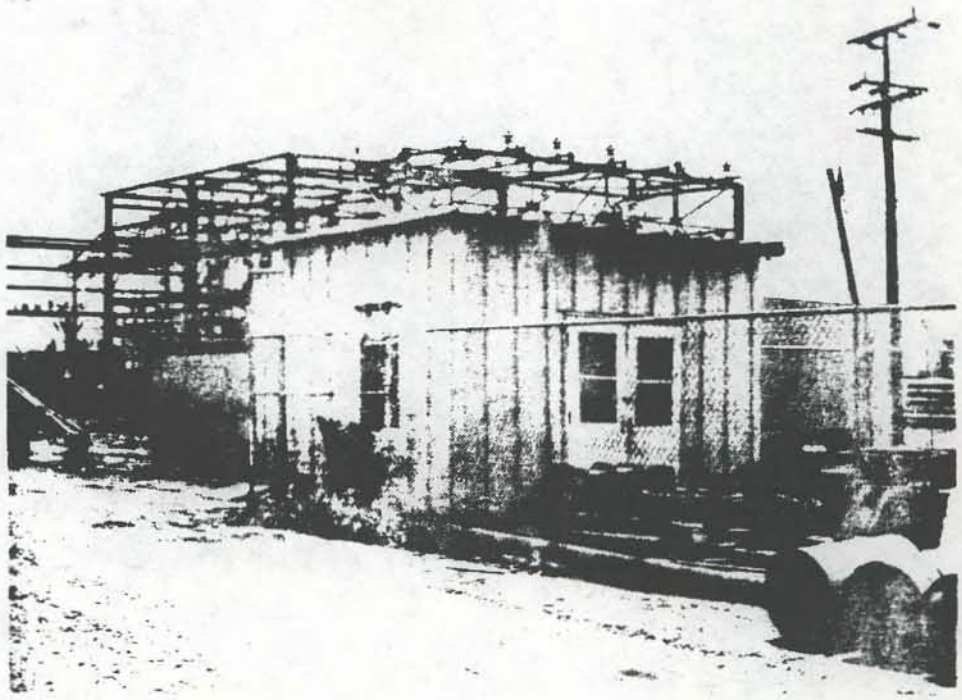


Number 29

This one story storage shed, approximately 8 feet square, is on a cement base which itself rests on reused railroad ties. The walls are sheathed in Butler siding and the roof is metal paneled. A boarded window is located on the south elevation and a fixed light metal door on the east. There is no fenestration on the west or north.

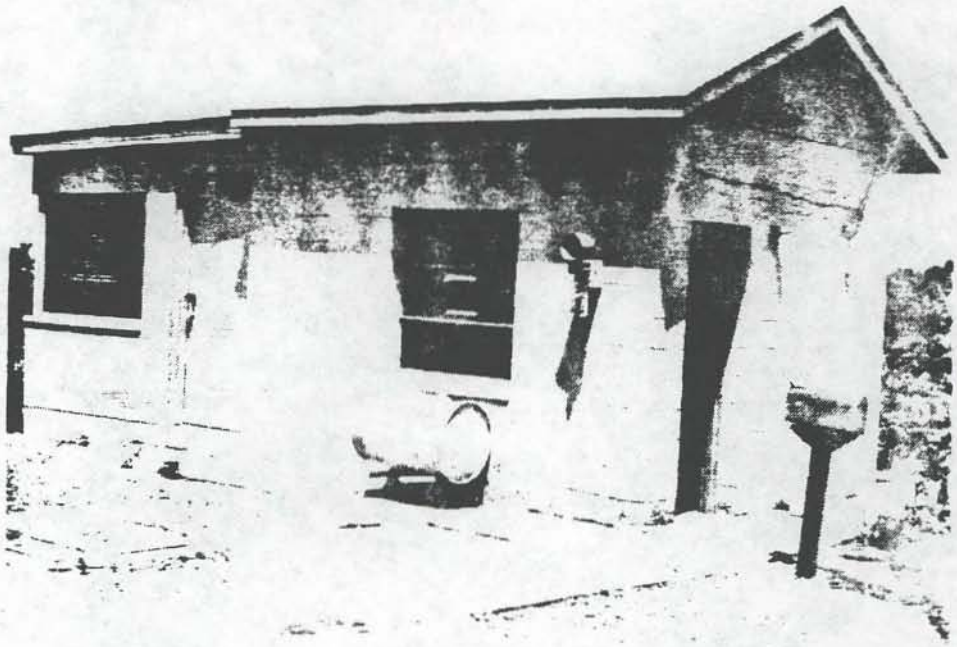
Number 31 (Storage Area)

The main building, of Butler metal siding construction, has a flat roof and is on a concrete slab foundation. There are double pedestrian doors with two fixed lights on the north, a single window (glazing removed) on the east and a three light window on south. A container trailer to the south is used for additional storage.



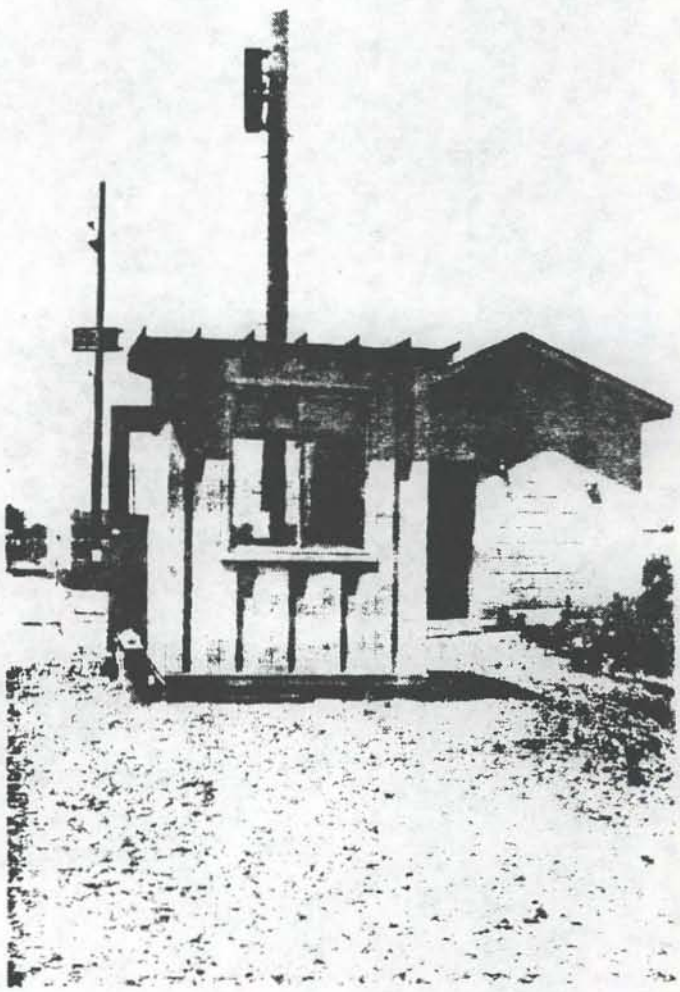
Number 33

The south part of this 10 foot by 13 foot, two part, concrete block building has a shallow pitched gable roof; the roof of the north part is flat. There are solid metal pedestrian doors on the north, west and south elevations of the south part of the building and three light metal framed windows on the west elevation. In the north part, plate glass observation windows are located on the west and north elevations. The east elevation is unfenestrated.



Number 34

This 6 foot square, flat roofed shed, of Butler metal panel construction, rests on a raised concrete platform and has a metal panel shed roof. There are two light sliding metal sash windows on the south and a metal door with fixed light on the north.



Number 35

This small metal paneled storage shed has no windows and only a single door on the east.

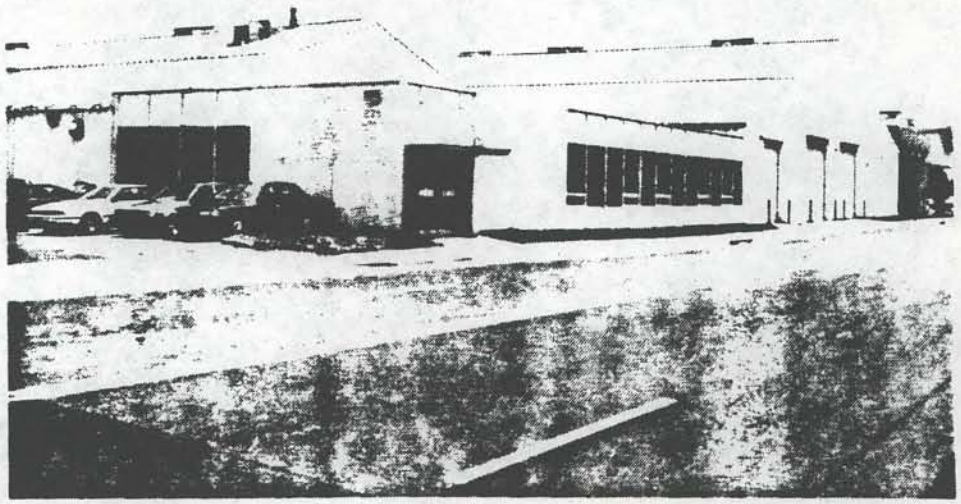
Number 36 (Piggyback Tower)

This 20 foot by 10 foot tower, sheathed in conventional and Butler metal panels, is raised on an I-beam steel base. There are large fixed and sliding glass windows on the upper level. Steps provide access on the east side.

Number 37

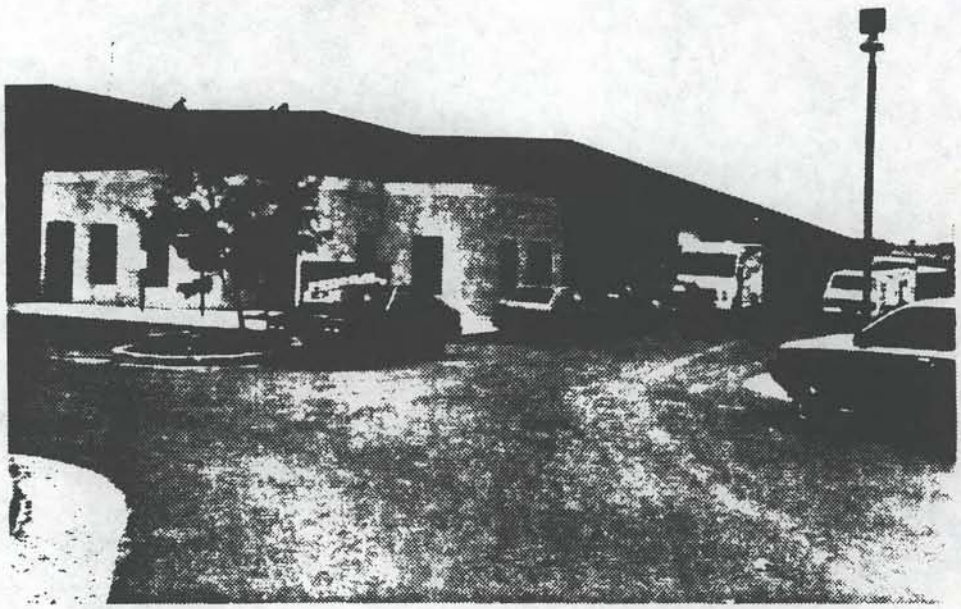
This corrugated metal building, 20 feet by 100 feet, on a concrete slab, was probably part of the Yard's operations when it was built. Its metal gable roof runs on a roughly east-west axis. Rail car access is provided through doors on the east and west ends of the building. Twenty light awning windows are located in the front half of the building, with two tiers of smaller windows in the rear.

Number 38 (Parr Industrial Corporation) These two very large adjoining gable roofed warehouses sheathed in Butler metal siding form a single roughly L-shaped structure measuring about 250 feet by 175 feet. A brick and metal panel office addition is located at the junction of the two sections. There are a number of roll-up metal doors on the west and north elevations.



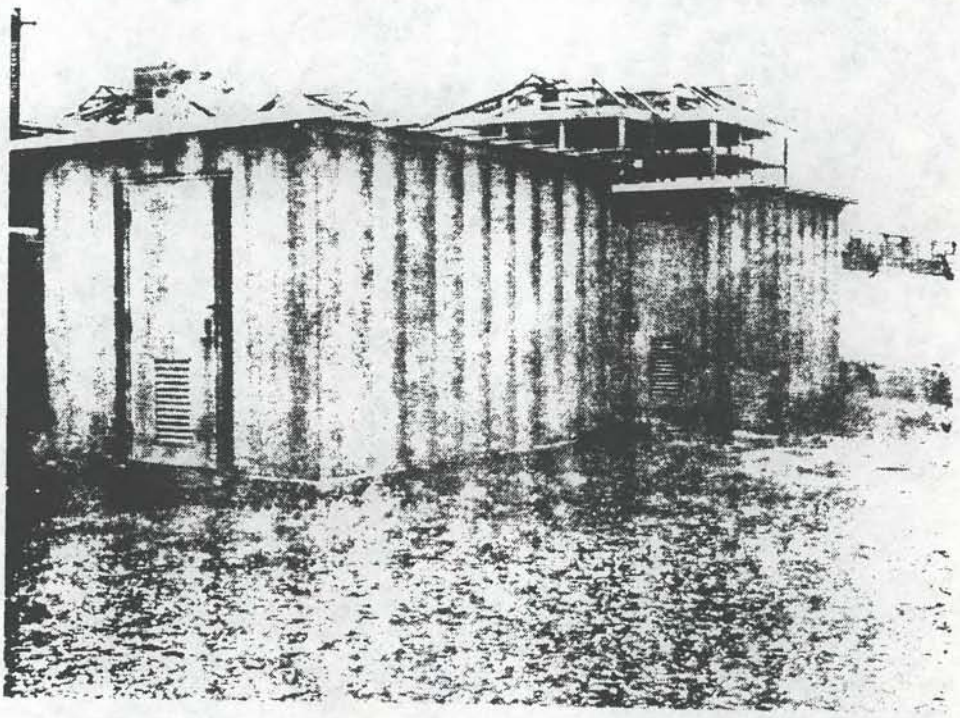
Number 39 (Federal Express Building)

This very large brick and metal panel warehouse probably measures about 250 feet on a side. Generally square in plan, the building has an irregular cutout in the southwest corner for a one story stucco-finished concrete office addition (also irregular in plan). The roofs of both parts are flat. Glass doors and large single light fixed pane windows face south in the office addition. There are numerous truck bays on the west and south elevations.



Number 41

One of these 6 foot by 8 foot sheds, of Butler metal siding with concrete slab foundations and flat roofs, apparently serves as a signal shed, the other as a frame case.



Number 42

This small building, identical to the two structures listed under number 41, also serves as a signal shed.

APPENDIX C

Historic Themes for Preservation Planning
City of Alexandria

Prehistoric Life

Geography and Natural Environment

Demography

First Settlement

Early Town

Urban Lifeways

Social History and Neighborhood Life/Ethnic Diversity

Economy, Production, and Trade

Government and Public Works

Warfare and Military Occupation

Culture and Society
Arts/Education/Recreation/Voluntary Associations

Religion and Mortuary Practices

Transportation

Maritime Activities

Rural Life -- Country Estates and Farmsteads

Suburban Life

Urban, Industrial and Suburban Development

Urban-Rural Relationships

Health and Urban Amenities

Environmental Epochs -- Fire, Flood

Architecture and Building Practices

Physical Anthropology -- Human Remains

APPENDIX D

List of Personnel

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Project Manager	Mark Walker
Architectural Historian	Marilyn Harper
Historians	Madeleine Pappas Beth Mitchell
Photographer	Patrice Gilbert