

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Pennsylvania RR Pores Creek Branch Inventory Number: PG 71A-41

Address: Bowie, MD

Owner: Conrail

Tax Parcel Number: N/A Tax Map Number: N/A

Project MD 450, Whitfield Chapel Rd. to MD 3 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: Jill Dowling Date: 11/8/99

Eligibility recommended Eligibility **not** recommended

Criteria A B C D Considerations: A B C D E F G None

Is property located within a historic district? no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Identification of Historic Properties, MD 450, Whitfield Chapel Rd. to MD 3, June 2000

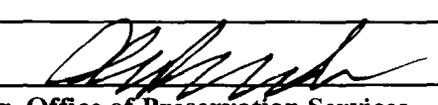
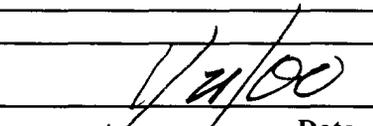
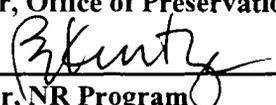
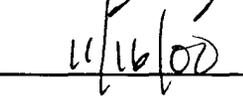
Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

At the point where the proposed new alignment of MD 450 will be located, the Pores Creek Branch consists of two tracks laid on a berm of crushed stone approximately 1 meter high and 5 meters wide. No additional structures associated with the railroad are visible from this location. The Collington Bridge, constructed to carry present-day MD 450 over the railroad, is visible at some distance when facing south at this location.

The Pores Creek Branch, as it was called, opened in 1873. Unlike the Washington line of the Pennsylvania Railroad, the Pores Creek Branch did not initiate or encourage the development of towns, although some commercial interests did locate near stations (Pearl 1991: 43). One such station was Collington, located at the junction of the rail line and MD 450/Defense Highway. No resources indicating this nineteenth century history are present in this location today.

The property is associated with the transportation developments of the nineteenth century in Prince George's County. However, the location surveyed does not retain sufficient integrity of materials and workmanship to convey its age or

Prepared by: Katry Harris, Architectural Historian, Michael Baker Jr., Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> None
 _____ Reviewer, Office of Preservation Services	 _____ Date
 _____ Reviewer, NR Program	 _____ Date

its significance. Other locations of the rail line, e.g. around the Bowie Station, might better reflect the significance of the resources than this location (Criterion A).

The resource is not known to be associated with the lives of persons significant in the local, state, or national past (Criterion B). The resource does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values (Criterion C). Finally, the property is not likely to yield information important in local, state, or national prehistory or history.

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930- Present
- Unknown Prehistoric
- Unknown Historic

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social Educational/Cultural
- Transportation

V. Resource Type:

Category: District (linear)

Historic environment: Rural

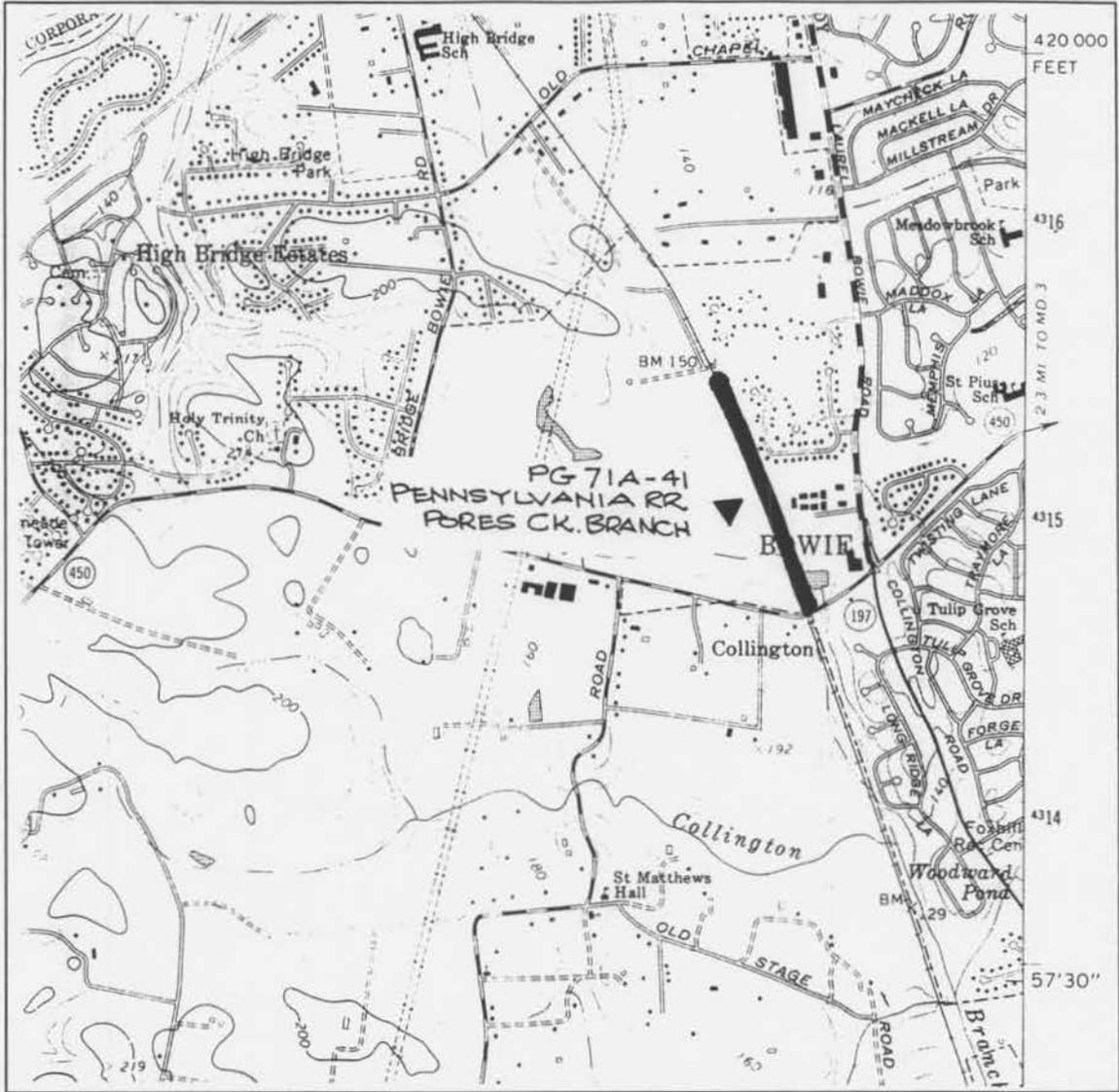
Historic Function(s) and Use(s): Transportation; Railroad

Known Design Source: Pennsylvania RR

Survey No. PG 71A-41

Location Map

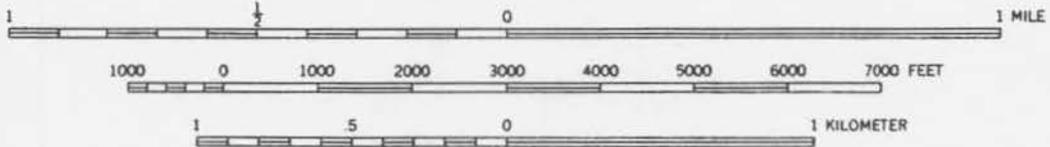
Resource Name PENN RR, PORES CREEK BRANCH



LANHAM, MD.
38076-H7-TF-024

1965
REVISED 1993
DMA 5661 IV NE-SERIES V833

SCALE 1:24000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



PG 71A: 11

PERMITS, etc. for Road, under Highway

By. of Sevier Co. MS

C. OWENS

11/8/2019

Michael Baker Co., Inc.

Facing Northward, View of "..."

1 of 2



P3-11A-41

Pennsylvania RR. Pennsylvania

RR Co. Building

3. 0. 0. 0.

1/2 1/2 1/2

Michael Baker Jr. Inc.

Facing Southwest, over 2 Tracks with

Burlington Bridge in distance

1/2 1/2 1/2