

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #71A-6 Building Date: 1908

Building Name: Concrete Railroad Bridge

Location: Washington, Baltimore and Annapolis Railway, Bowie, Maryland

Private/None/Unoccupied/Good/Accessible

Description

The Concrete Railway Bridge is a large concrete bridge which spans the Horsepen Branch of the Patuxent River as it flows through the Bowie area. The bridge consists of a poured concrete span which rests on heavy concrete abutments. This railroad has been abandoned for more than forty years; the tracks have been dismantled and the bridge itself is partially hidden by foliage and underbrush.

Significance

The Concrete Railroad Bridge is one of few surviving vestiges of the Washington, Baltimore and Annapolis Electric Railway. This interurban electric railway was begun in 1908, and ran from the eastern corner of the District of Columbia in a diagonal (northeasterly) line through northern Prince George's County; it crossed the Patuxent River into Anne Arundel County, where it split into two branches which ran north to Baltimore and south to Annapolis. The "W, B and A" as it was locally known, carried commuters on business, education and recreational trips for approximately 30 years. Several new, predominantly black communities, such as Highland Park, Glenarden, and Lincoln, grew up along its line. The "W.B. and A." was closed shortly before the Second World War. Its abandoned right-of-way now carries the George Palmer Highway (Md. Route 704) out of the the District of Columbia to its terminus at Annapolis Road (Md. Route 450). Power lines have been erected along the course of the old right-of-way as it continues northeast from this point. The Concrete Bridge was constructed to carry the "W.B. and A." line over the Horsepen Branch of the Patuxent. It was located south of the town of Huntington (Bowie), a short distance northeast of the old High Bridge stop. It is the most substantial bridge constructed for carrying the "W.B. and A." in the Prince George's section of the line.

Acreage: 17.68 acres

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: WBA Concrete Railroad Bridge Survey Number: PG 71A-6

Project: ISTEA Agency: SHA/M-NCPPC

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

The WB&A Railroad Bridge is a remnant of the WB&A Electric Railroad, an early 20th century trolley line which ran between Washington, D.C., Baltimore and Annapolis, Maryland. The bridge is actually a poured-in-place concrete structure with wingwalls on either bank, and a high parapet with a squared-off coping, which spans Horsepen Branch in Prince George's County, MD. The bridge carried the trolley line across the creek.

Based on the information provided, the bridge is eligible for the National Register under Criterion C as an example of the use of concrete for railroad bridges in rural areas. Although, small enough to be considered a culvert, utilitarian in form, its simplicity and abstraction lend a certain element of grace to its functional character. The bridge does not appear to have any characteristics which would make it eligible for consideration under Criteria A or B or D and therefore, these were not considered.

Documentation on the property/district is presented in: Project Review and Compliance and Survey Notebooks.

Prepared by: Anne Bruder

Anne Bruder November 24, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
John M. Karty 11/25/97
Reviewer, NR program Date

John

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

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:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- 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 Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

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: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Railroad bridge

Known Design Source: _____

Magi No.

DOE yes no

Maryland Historical Trust

State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Concrete Railroad Bridge

and/or common

2. Location

street & number Old Washington, Baltimore, and Annapolis Electric Railway
Right-of-Way (on Normal School Road) not for publication

city, town Bowie vicinity of congressional district 5

state Maryland county Prince George's

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other: none

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

name National Railroad Passenger Corporation, c/o Robert Leland

street & number 400 N. Capitol Street, N.W. telephone no.:

city, town Washington, D. C. state and zip code 20001

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 5258

street & number Main Street folio 62

city, town Upper Marlboro, state MD.

6. Representation in Existing Historical Surveys

title Prince George's County Inventory of Historic Sites

date 1974 federal state county local

depository for survey records History Division, M-NCPPC

city, town Riverdale, state MD. 20737

7. Description

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

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

The Concrete Railway Bridge is a large concrete bridge which spans the Horsepen Branch of the Patuxent River as it flows through the Bowie area. The bridge consists of a poured concrete span which rests on heavy concrete abutments. This railroad has been abandoned for more than forty years; the tracks have been dismantled and the bridge itself is partially hidden by foliage and underbrush.

8. Significance

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

Specific dates ca. 1908 **Builder/Architect**

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

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

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Notes

The Neighborhoods of Prince George's County, Community Renewal Project, 1974, pages 167-8, 1982.

9. Major Bibliographical References

See Notes, Item #8
Interviews with long-time residents of area.

10. Geographical Data

Acreeage of nominated property 17.68 acres Tax Map 29, parcel 14
Quadrangle name Laurel, Section I Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	D	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	F	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification

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 Susan G. Pearl, Research Historian

organization Historic Preservation Commission date September 1985

street & number c/o County Planning Division
M-NCPPC, 14741 Gov. Oden Bowie Dr., telephone 952-3521

city or town Upper Marlboro, state MD. 20772

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

1701215617

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Concrete RR Bridge

2 LOCATION

STREET & NUMBER

Rte. 197 & Horsepen Branch

CITY, TOWN

Bowie

___ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Prince George's

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES RESTRICTED
- YES UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER

4 OWNER OF PROPERTY

(abandoned)

NAME

W.B. & A. right-of-way

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC

Prince George's County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Upper Marlboro

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

E

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is an abandoned, trackless, rail road right-of-way that extends into Washington, D.C. via George Palmer Highway. The small bridge here was built to cross Horsepen Branch. It is a narrow, poured-concrete span that rests on large concrete abutments.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Interesting to note because of its former use as a transportation system. Possible future use as a hiker-biker type of trail. One of many now-abandoned railway lines that once traversed Prince George's Co.

MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

FORM PREPARED BY

NAME / TITLE	
Michael F. Dwyer, Senior Park Historian	
ORGANIZATION	DATE
M-NCPPC	9/27/74
STREET & NUMBER	TELEPHONE
8787 Georgia Ave.	589-1480
CITY OR TOWN	STATE
Silver Spring	Maryland

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P.G.#71A-6

Concrete Railroad Bridge
Prince George's County, MD
Susan G. Pearl
April 1985
Northwest view
Neg: Md. Hist. Trust, Annapolis, MD



71A-6

August 1995

Don K. Crawling

Northwest road

Fly - NWCAK



NAME OLD R R BRIDGE FOR POPES CREEK
LOCATION Rt 197 + HORSEPEN BRANCH LINE
FACADE W BOWNE, Md
PHOTO TAKEN 9/27/74 MOWYER

P6:71A-6