



APPLICATION FOR HISTORIC AREA WORK PERMIT
HISTORIC PRESERVATION COMMISSION
301.563.3400

FOR STAFF ONLY:
HAWP#
DATE ASSIGNED

APPLICANT:

Name:
Address:
Daytime Phone:
E-mail:
City:
Zip:
Tax Account No.:

AGENT/CONTACT (if applicable):

Name:
Address:
Daytime Phone:
E-mail:
City:
Zip:
Contractor Registration No.:

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property

Is the Property Located within an Historic District? Yes/District Name
No/Individual Site Name

Is there an Historic Preservation/Land Trust/Environmental Easement on the Property? If YES, include a map of the easement, and documentation from the Easement Holder supporting this application.

Are other Planning and/or Hearing Examiner Approvals /Reviews Required as part of this Application? (Conditional Use, Variance, Record Plat, etc.?) If YES, include information on these reviews as supplemental information.

Building Number: Street:

Town/City: Nearest Cross Street:

Lot: Block: Subdivision: Parcel:

TYPE OF WORK PROPOSED: See the checklist on Page 4 to verify that all supporting items for proposed work are submitted with this application. Incomplete Applications will not be accepted for review. Check all that apply:

- Checklist of work types: New Construction, Addition, Demolition, Grading/Excavation, Deck/Porch, Fence, Hardscape/Landscape, Roof, Shed/Garage/Accessory Structure, Solar, Tree removal/planting, Window/Door, Other.

I hereby certify that I have the authority to make the foregoing application, that the application is correct and accurate and that the construction will comply with plans reviewed and approved by all necessary agencies and hereby acknowledge and accept this to be a condition for the issuance of this permit.

Signature of owner or authorized agent
Date

**HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING**  
[Owner, Owner's Agent, Adjacent and Confronting Property Owners]

<b>Owner's mailing address</b>	<b>Owner's Agent's mailing address</b>
<b>Adjacent and confronting Property Owners mailing addresses</b>	

**Description of Property:** Please describe the building and surrounding environment. Include information on significant structures, landscape features, or other significant features of the property:

**Description of Work Proposed:** Please give an overview of the work to be undertaken:

Work Item 1: _____	
Description of Current Condition:	Proposed Work:

Work Item 2: _____	
Description of Current Condition:	Proposed Work:

Work Item 3: _____	
Description of Current Condition:	Proposed Work:

**HISTORIC AREA WORK PERMIT  
CHECKLIST OF  
APPLICATION REQUIREMENTS**

	Required Attachments						
Proposed Work	I. Written Description	2. Site Plan	3. Plans/Elevations	4. Material Specifications	5. Photographs	6. Tree Survey	7. Property Owner Addresses
New Construction	*	*	*	*	*	*	*
Additions/Alterations	*	*	*	*	*	*	*
Demolition	*	*	*		*		*
Deck/Porch	*	*	*	*	*	*	*
Fence/Wall	*	*	*	*	*	*	*
Driveway/Parking Area	*	*		*	*	*	*
Grading/Excavation/Landscaping	*	*		*	*	*	*
Tree Removal	*	*		*	*	*	*
Siding/ Roof Changes	*	*	*	*	*		*
Window/Door Changes	*	*	*	*	*		*
Masonry Repair/Repoint	*	*	*	*	*		*
Signs	*	*	*	*	*		*

# Howard Ave. Outfall Stabilization



Photograph 1: Beach Dr roadway embankment, slope, and existing culvert. facing the B&O Viaduct



Photograph 2: Existing culvert under Beach Dr. and drainage way facing the B&O Viaduct



Photograph 3 (Google Maps): Drainage way facing towards Howard Ave. The B&O Viaduct is located left of the photo area.

FINAL SCANNED:

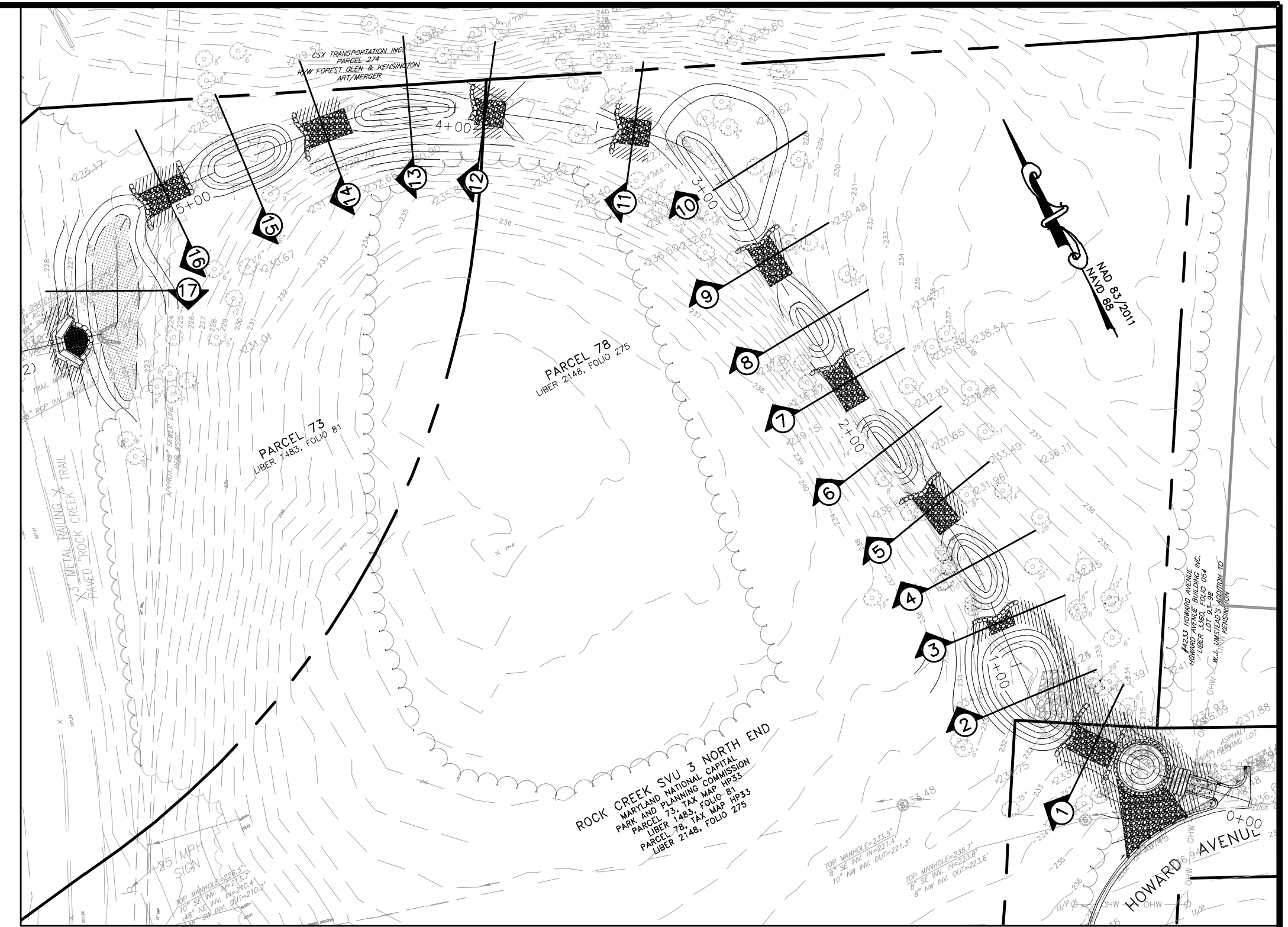
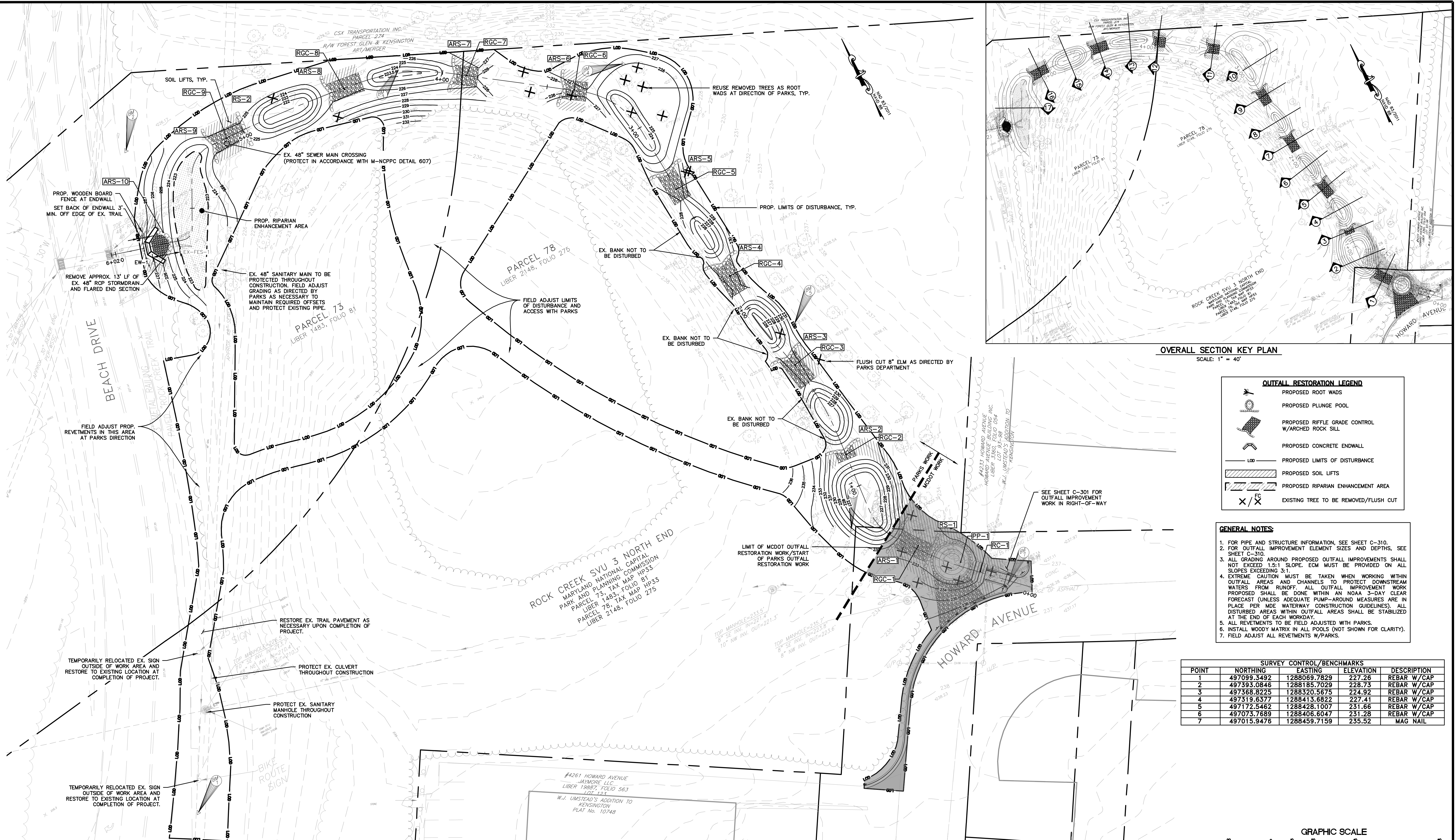
PLAN SCANNED:

PARK CODE: P47

Plotted By: Matt Edelman, 6/9/2023 1:01 PM, \_MCS-ful.ctb

OUTFALL RESTORATION PLAN.dwg C-300

Howard Avenue\CAD\DWG\C-300



**OVERALL SECTION KEY PLAN**  
SCALE: 1" = 40'

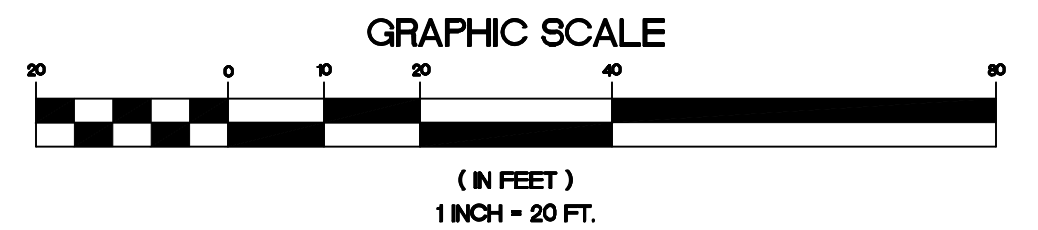
**OUTFALL RESTORATION LEGEND**

- PROPOSED ROOT WADS
- PROPOSED PLUNGE POOL
- PROPOSED RIFFLE GRADE CONTROL W/ARCHED ROCK SILL
- PROPOSED CONCRETE ENDWALL
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED SOIL LIFTS
- PROPOSED RIPARIAN ENHANCEMENT AREA
- EXISTING TREE TO BE REMOVED/FLUSH CUT

- GENERAL NOTES:**
- FOR PIPE AND STRUCTURE INFORMATION, SEE SHEET C-310.
  - FOR OUTFALL IMPROVEMENT ELEMENT SIZES AND DEPTHS, SEE SHEET C-310.
  - ALL GRADING AROUND PROPOSED OUTFALL IMPROVEMENTS SHALL NOT EXCEED 1.5:1 SLOPE. ECM MUST BE PROVIDED ON ALL SLOPES EXCEEDING 3:1.
  - EXTREME CAUTION MUST BE TAKEN WHEN WORKING WITHIN OUTFALL AREAS AND CHANNELS TO PROTECT DOWNSTREAM WATERS FROM RUNOFF. ALL OUTFALL IMPROVEMENT WORK PROPOSED SHALL BE DONE WITHIN AN NOAA 3-DAY CLEAR FORECAST (UNLESS ADEQUATE PUMP-AROUND MEASURES ARE IN PLACE PER MDE WATERWAY CONSTRUCTION GUIDELINES). ALL DISTURBED AREAS WITHIN OUTFALL AREAS SHALL BE STABILIZED AT THE END OF EACH WORKDAY.
  - ALL REVETMENTS TO BE FIELD ADJUSTED WITH PARKS.
  - INSTALL WOODY MATRIX IN ALL POOLS (NOT SHOWN FOR CLARITY).
  - FIELD ADJUST ALL REVETMENTS W/PARKS.

**SURVEY CONTROL/BENCHMARKS**

POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	497099.3492	1288069.7829	227.26	REBAR W/CAP
2	497393.0846	1288185.7029	228.73	REBAR W/CAP
3	497368.8225	1288320.5675	224.92	REBAR W/CAP
4	497319.6377	1288413.6822	227.41	REBAR W/CAP
5	497172.5462	1288428.1007	231.66	REBAR W/CAP
6	497073.7689	1288406.6047	231.28	REBAR W/CAP
7	497015.9476	1288459.7159	235.52	MAG NAIL



**OUTFALL RESTORATION PLAN**  
SCALE: 1" = 20'

CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDER GROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

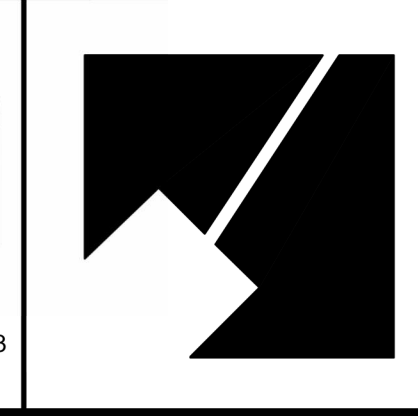
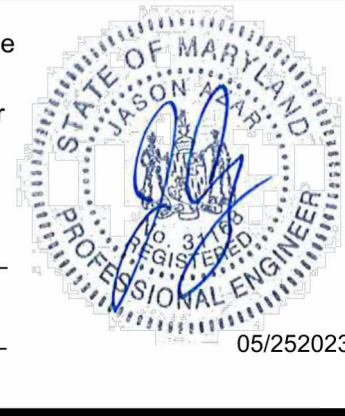
**CLARK | AZAR & ASSOCIATES**  
20440 Century Blvd, Suite 220  
Germantown, MD, 20874  
(301) 528-2010  
www.clarkazar.com  
A Woman Owned Small Business

**DESIGN**

Landscape Architect	Date	Checked By:
JASON AZAR, P.E.	05/25/2023	DANA CLARK
MATT EDELMAN, E.I.T.	05/25/2023	JASON AZAR

**Professional Certification.** I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

License No. 31168  
Expiration Date 01/12/2025



**The Maryland-National Capital Park and Planning Commission**  
Montgomery County Department of Parks  
2425 Reddie Drive, 11th Floor  
Wheaton, Maryland 20902  
(301) 495-2595

**REVIEW AND APPROVAL**

Project Manager	Date
Construction Manager	Date
Park Manager	Date

**ISSUED FOR PROCUREMENT ON**

REVISIONS		
Rev. No.	Date	Description

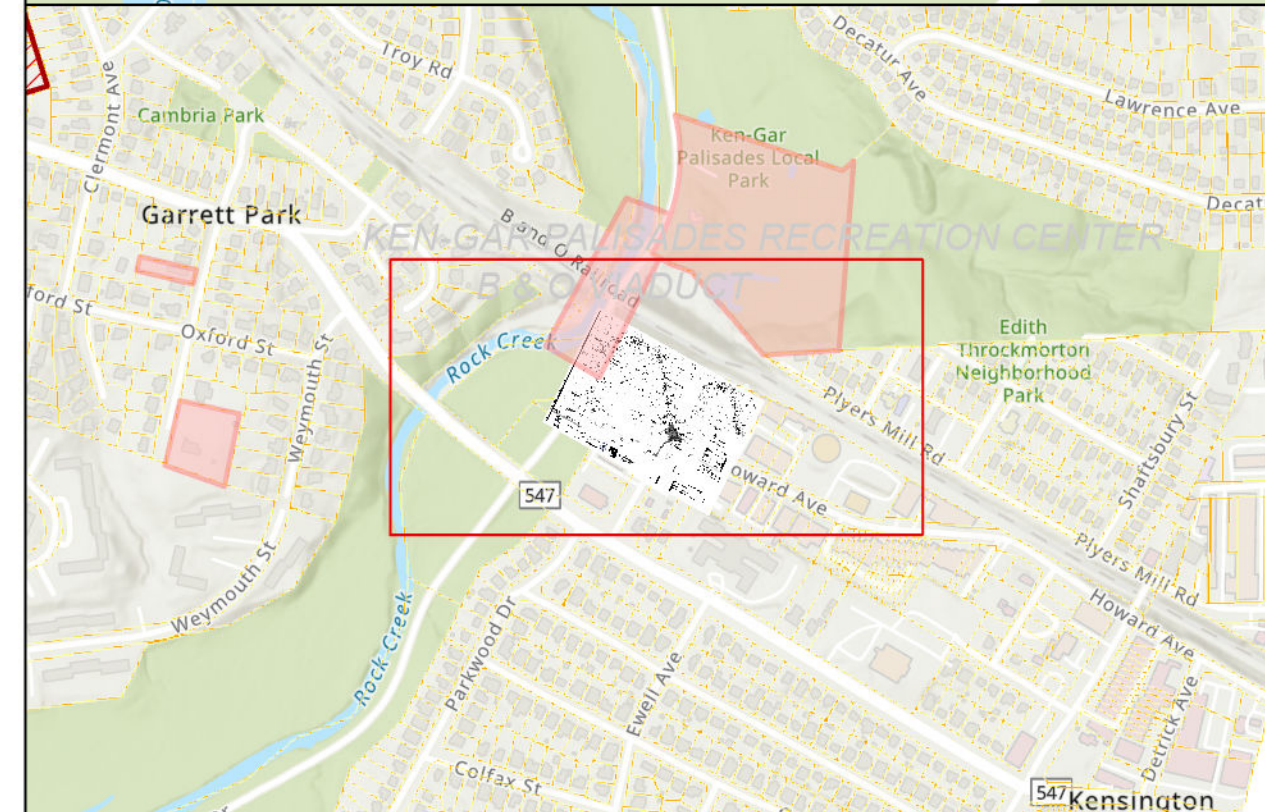
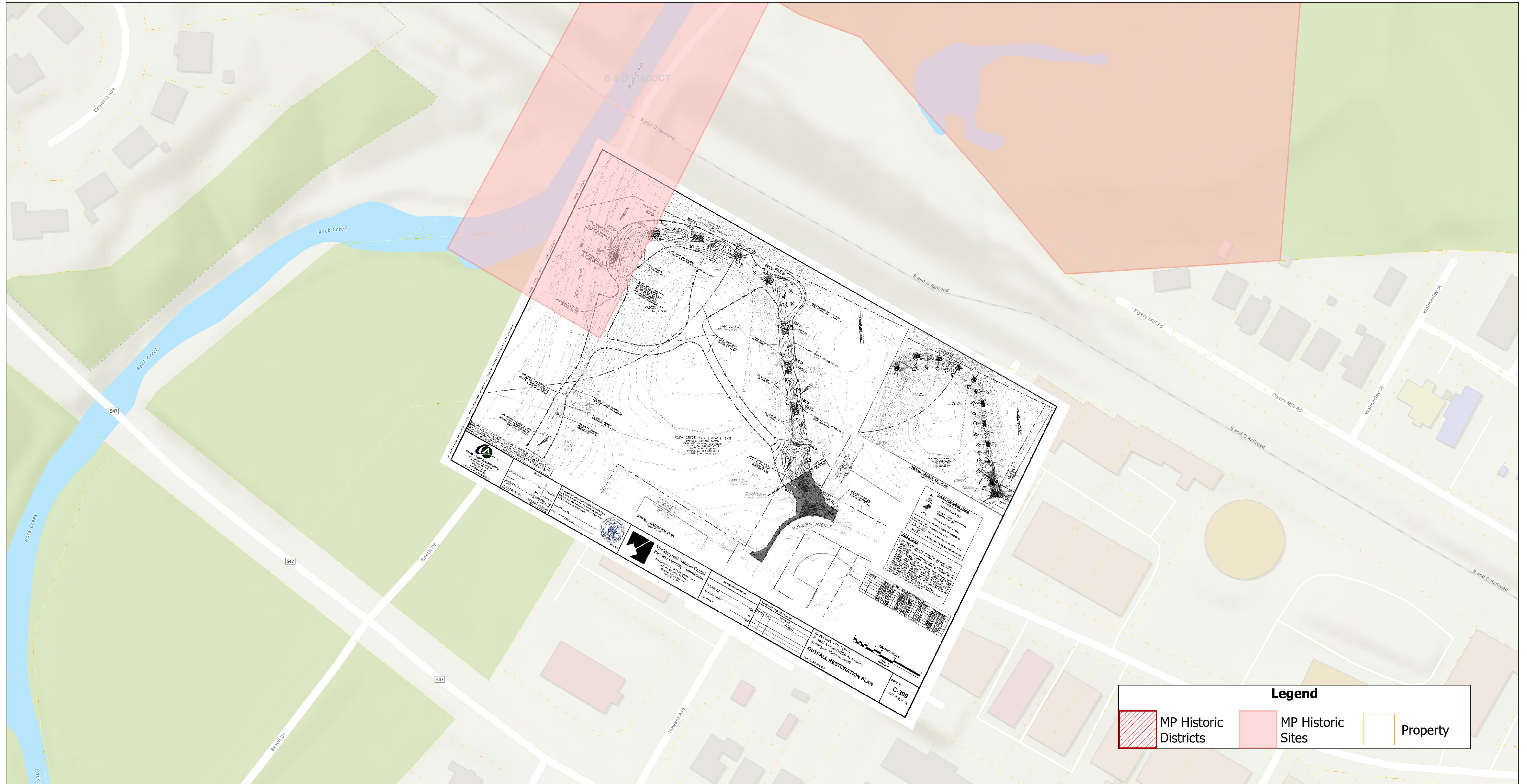
Rock Creek SVU 3 (P47)  
Howard Avenue Outfall Restoration  
Kensington, Maryland 20895

**OUTFALL RESTORATION PLAN**

SCALE: AS SHOWN

**DWG. #**  
**C-300**  
**SHT. # 2 of 14**





# Rock Creek Howard Ave.

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# 2025

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900 Feet



1 inch equals 60 feet

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes    
no

Property Name: B&O Stone Arch Viaduct over Rock Creek Inventory Number: M: 31-5  
 Address: Beach Drive North of Knowles Avenue Historic district:  yes  no  
 City: Kensington Zip Code: 20895 County: Montgomery  
 USGS Quadrangle(s): Kensington  
 Property Owner: CSX Transportation, Inc. Tax Account ID Number: 13-00952561  
 Tax Map Parcel Number(s): N274 Tax Map Number: HP62  
 Project: Purple Line Agency: Maryland Transit Administration  
 Agency Prepared By: Dovetail Cultural Resource Group  
 Preparer's Name: M. Chris Manning Date Prepared: 9/18/2015

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended

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

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

Name of the District/Property: Metropolitan Branch of the B&O Railroad

Inventory Number: M: 37-16 Eligible:  yes Listed:  yes

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

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

**Summary**

The Baltimore & Ohio (B&O) Stone Arch Viaduct over Rock Creek (M: 31-5) is a single-span, stone-arch viaduct constructed in 1893 to carry the newly double-tracked Metropolitan Branch of the B&O Railroad over Rock Creek. The viaduct is located between the towns of Kensington and Garrett Park in southern Montgomery County, Maryland and is a contributing resource to the Metropolitan Branch of the B&O Railroad (M: 37-16). Today the structure carries the CSX Metropolitan Subdivision, the Brunswick Line of the Maryland Area Regional Commuter (MARC) rail line, and Amtrak's Capitol Limited over Beach Drive and the Rock Creek Hiker-Biker Trail.

**Location/Setting**

The B&O Stone Arch Viaduct over Rock Creek is located in Montgomery County, Maryland, between the towns of Garrett Park and Kensington. The viaduct, which occupies approximately 0.63 acres, is situated in a lightly wooded suburban setting adjacent to Ken-Gar -- Palisades Local Park, part of the Maryland-National Capitol Park and Planning Commission (M-NCPPC) park system.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <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
MHT Comments:	
<u><i>Jim Jarbo</i></u> Reviewer, Office of Preservation Services	<u>3/14/16</u> Date
<u><i>P. Knutze</i></u> Reviewer, National Register Program	<u>3/16/16</u> Date

As originally constructed, the viaduct carried the double tracks of the Metropolitan Branch of the B&O Railroad over Rock Creek. In the 1960s, Rock Creek was channeled into an underground culvert so that it no longer passes through the arch of the viaduct (Nationwide Environmental Title Research [NETR] 1964, 1970; United States Geological Survey [USGS] 1971). Today Beach Drive, a two-lane road also constructed through the area in the 1960s, and the Rock Creek Hiker-Biker Trail pass under the arch on a raised surface that accommodates the subterranean channel of Rock Creek.

Architectural Description

The B&O Stone Arch Viaduct over Rock Creek is a single-span, stone-arched railroad viaduct standing approximately 50 feet tall (The Daily News [DN] 1893a). It is constructed of semi-coursed, rough-faced, ashlar sandstone with an arch of sandstone voussoirs on each spandrel wall and stepped, splayed wing walls, also of sandstone. The underside of the arch is reinforced with a thin lining of concrete and the top of the arch is covered with earthen fill to make a level rail bed approximately 12 feet above the top of the arch. Raised earthen embankments flank either side of the stone arch to help span the wide valley. Rock Creek has been channeled underground at this location, and the viaduct now serves as a drive-thru tunnel for Beach Drive and the Rock Creek Hiker-Biker Trail.

Historic Context

The B&O Railroad was chartered in 1827 to connect Baltimore, Maryland to the Ohio River (Stover 1995:15-18). In 1833, an additional charter was obtained to construct a spur from Baltimore to Washington, D.C., known as the Washington Branch, which officially opened two years later (Stover 1995:40-41). Through this line, all B&O rail traffic headed west from Washington had to first pass through Baltimore. It soon became evident that a more direct route was needed.

The Metropolitan Branch of the B&O, connecting Washington, D.C. to the main line at Point of Rocks, Maryland, was intended to shorten the route between Washington and the West. Plans for the Metropolitan began in 1865, when a charter was acquired, with some construction occurring as early as 1866; however, the line was not completed until the spring of 1873 (Boyd 1879:81; Stover 1995:114, 142-143). The new line was 43 miles long and ran diagonally through Montgomery County on a single track (Stover 1995:143). Where the line passed over Rock Creek, a large metal-truss bridge was constructed. According to a historical marker erected nearby by the M-NCPPC, this first bridge, built between 1866 and 1873, consisted of a four-span, Bollman iron truss 450 feet long and 70 feet high, supported by abutments constructed of Seneca sandstone (Kelly 2011:301; M-NCPPC n.d.).

The B&O Metropolitan Branch drastically impacted the development of Montgomery County. In addition to providing farmers with ready access to markets for their crops and commodities, it also spurred the creation and growth of new and existing suburban communities along the line, including both Garrett Park and Kensington, from which residents could easily commute into Washington (Tamburrino 2000). As the line grew in importance, it became clear that a single track was not adequate to handle the heavier loads and increased traffic (Kelly 2011:301). Double tracking of the Metropolitan Branch from Washington, D.C. to Gaithersburg, Maryland was accomplished in phases. The first stretch, completed in 1887, extended from Washington to Silver Spring; construction on the segment between Rockville and Gaithersburg began the following year (DN 1893a). The section from Silver Spring to Kensington was double tracked in 1891, and from Garrett Park to Rockville in 1892-1893 (DN 1892, 1893a). The last section to be converted to a double track lay between Kensington and Garrett Park, made more expensive and substantially more challenging by the difficulties in spanning Rock Creek Valley (DN 1893a, 1893b). A decision was made to replace the existing Bollman truss iron bridge with a stone- and earthen-fill viaduct that could carry a double track.

There are conflicting reports on the date of the construction of the B&O Stone Arch Viaduct over Rock Creek. The historical marker in Ken Gar-Palisades Park claims that the Bollman truss bridge was in use until around 1900 (M-NCPPC n.d.). A Maryland

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria:    ___ A    ___ B    ___ C    ___ D	Considerations:    ___ A    ___ B    ___ C    ___ D    ___ E    ___ F    ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

Historical Trust Inventory Form completed in the 1970s estimates that the viaduct was constructed around 1906, while the Montgomery County Inventory of Historic Sites and Districts gives a date of 1896 (Dwyer 1975; Kelly 2011:301). Historic newspapers and first-person accounts, however, tell a different story (Defandorf 1973:13). By February 1893, work had begun on the construction of the stone arch, with workers housed in "shanties" on site (Washington Evening Star [WES] 1893a, 1894). Plans for the new span included the realignment of Rock Creek to provide a straighter channel over which the new bridge would cross, the realignment of a county road that formerly passed under the Bollman truss, and the securing of the necessary right of ways (Montgomery County Deed Books [MCDB] EBP 31:451-457). Work was completed on the viaduct by the summer of 1893 and opened for traffic by early fall (DN 1893a; WES 1893a, 1893b).

The B&O Stone Arch Viaduct over Rock Creek was most likely designed by or under the direction of John Edwin Greiner, a prominent civil engineer with the B&O Railroad. After working as a draftsman for the Edge Moor Bridge Works in Wilmington, Delaware from 1880 to 1883, Greiner accepted the position of assistant engineer with the Keystone Bridge Works, where he worked under Gustav Lindenthal and supervised the erection of the Seventh Street Bridge over the Allegheny River in Pittsburgh (German Marylanders 2015; Hall 1912; The Railroad Gazette [RG] 1908; The Railway and Engineering Review [RER] 1908). In 1885, Greiner began employment with the B&O as a draftsman, quickly advancing within the company to fill the positions of inspector of bridges, chief draftsman (1889), assistant bridge engineer (1891), and engineer of bridges (1894) before taking on the role of Chief Engineer of Bridges and Buildings in 1899, and finally, Assistant Chief Engineer in 1905 (Hnedak 1980:8-9; RG 1908; RER 1908). Upon his resignation from the B&O in 1908, Greiner was described by one contemporary as "probably one of the best known bridge engineers in the country," adding that he "has personally designed or had charge of the designing and erection of every bridge constructed on the Baltimore & Ohio since 1885" (RER 1908:327). Greiner is credited with the design of several prominent bridges and viaducts constructed by the B&O during this period, including the Arthur Kill swing-span bridge to Staten Island, completed in 1889, the B&O Bridge over the Potomac River at Harpers Ferry (1894), the Little Seneca Creek Viaduct (M: 18-44) in Boyds, Maryland, constructed in 1896, and the Little Monocacy Viaduct (M: 12-19), constructed in 1906 (Avery and Warfield 1979; Hnedak 1980:8-9; Hutchinson and Avery 1979:A-1; Kelly 2007).

Determination of Eligibility

The B&O Stone Arch Viaduct over Rock Creek is in overall good condition. Original materials are largely intact and high-quality, late-nineteenth-century workmanship is apparent. Alterations are minimal and include the reinforcement of the underside of the arch with a thin layer of concrete and the raising of the ground surface under the arch to accommodate the underground channel of Rock Creek. The spandrels and wing-walls are intact and show little sign of alteration, although there is some deterioration of the mortar, particularly in the upper course of the wing-walls. The viaduct retains its location and overall setting, due largely to the preservation of the adjacent landscape through the efforts of the M-NCPPC, with the exception of the channeling of Rock Creek underground through the viaduct and the construction of Beach Drive over top, which mimics the meandering path of the creek. The structure maintains the feeling of a late-nineteenth-century masonry viaduct and its association with an important nineteenth-century railroad.

Based on a survey conducted in 1979, in 2000 the Metropolitan Branch of the B&O Railroad (M: 37-16) was determined eligible for the National Register of Historic Places (NRHP) under Criterion A for its association with the transportation industry and the agricultural and residential development of Montgomery County (Hutchinson and Avery 1979; Tamburrino 2000). Neither the 2000 or 1979 evaluations specifically addressed the eligibility of the B&O Stone Arch Viaduct over Rock Creek as a contributing resource, although the 1979 survey did briefly discuss the Bollman truss bridge that originally stood in that location. Because the B&O Stone Arch Viaduct over Rock Creek retains substantial integrity of location, design, setting, materials, workmanship, feeling, and association, as well as adding to the historical associations for which the Metropolitan Branch of the B&O is significant, it is a contributing resource to the district.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u>  </u> A	<u>  </u> B	<u>  </u> C	<u>  </u> D	Considerations:	<u>  </u> A	<u>  </u> B	<u>  </u> C	<u>  </u> D	<u>  </u> E	<u>  </u> F	<u>  </u> G	
MHT Comments:													
_____ Reviewer, Office of Preservation Services							_____ Date						
_____ Reviewer, National Register Program							_____ Date						

Furthermore, the B&O Stone Arch Viaduct over Rock Creek is individually eligible for listing in the NRHP under Criterion A for its impact on the transportation industry and the agricultural and residential development of Montgomery County, Maryland in the late-nineteenth and early-twentieth centuries. More specifically, the viaduct is representative of a period of growth marked by the transition from a single track to a double-tracked line and the erection of more substantial bridges, viaducts, and other structures to accommodate increased rail traffic and heavier loads.

The B&O Stone Arch Viaduct over Rock Creek is not individually eligible for NRHP listing under Criterion B because it is not associated with a person of importance at the local, state, or national level.

However, the B&O Stone Arch Viaduct over Rock Creek is individually eligible under Criterion C as representative of the work of a master for its association with John Edwin Greiner, a prominent civil engineer of national importance employed by the B&O from 1885 to 1908. Greiner is credited with the design of several significant engineering works during his tenure with the B&O, including the Arthur Kill Bridge, the NRHP-listed B&O Bridge over the Potomac River at Harpers Ferry, and the Little Seneca Creek Viaduct (M: 18-44) (Avery and Warfield 1979; Hnedak 1980:8-9; Kelly 2007). After leaving the B&O in 1908, Greiner went on to establish his own highly successful private practice as a consulting engineer, which he continued to his death in 1942. The J.E. Greiner Company, later renamed Greiner Engineering and acquired by the URS Corporation in 1996, was responsible for many significant bridge and engineering projects throughout the country, including the Hanover Street Bridge over the Patapsco River in Baltimore (1916), the CSX James River Concrete Arch Bridge at Richmond (1919), the Severn River Bridge at Annapolis (1924) (AA-764), the South Street Bridge in Wilkes-Barre, Pennsylvania (1925), the NRHP-eligible Yellow Mill Bridge/Stratford Avenue Bridge at Bridgeport, Connecticut (1929), the Soldiers' and Sailors' Memorial Bridge in Harrisburg, Pennsylvania (1930), and the Thomas J. Hatem Memorial Bridge over the Susquehanna River at Havre de Grace (1940) (Avery and Warfield 1979; German Marylanders 2015; Hall 1912; Historic American Engineering Record [HAER] 1986; Hnedak 1980; P.A.C. Spero & Company and Louis Berger & Associates 1995:B-4; Weingardt 2005:42-44).

Additionally, the B&O Stone Arch Viaduct over Rock Creek is individually eligible under Criterion C as an excellent example of a late-nineteenth-century, single-arch, stone railroad viaduct. It is one of only four surviving viaducts associated with the B&O Metropolitan Branch in Montgomery County, only three of which are comprised of stone arches (Kelly 2007:4). They include the Little Seneca Viaduct (M: 18-44), a metal-truss viaduct with stone abutments and piers constructed in 1896, the Waring Viaduct (M: 19-10), a three-arch stone viaduct constructed in 1906, and the Little Monocacy Viaduct (M: 12-19), a larger three-arch stone structure also constructed in 1906 (Dwyer 1974; Kelly 2007:4). The B&O Stone Arch Viaduct over Rock Creek, having been constructed in 1893, represents the earliest extant stone-arch viaduct on the B&O Metropolitan Branch in Montgomery County and the only surviving example of a single-arch stone viaduct (Kelly 2007:4).

In conclusion, the B&O Stone Arch Viaduct over Rock Creek is individually eligible for the NRHP under Criteria A and C. Furthermore, it is also eligible as a contributing resource to the Metropolitan Branch of the B&O Railroad (M: 37-16). Investigations were not conducted to determine whether the property has the potential to yield information important in history or prehistory, therefore, NRHP Criterion D was not assessed.

Bibliography:

Avery, Carlos, and Richard Warfield  
1979 Little Seneca Viaduct, B&O Metropolitan Branch, Boyds, Md. (M: 18-44). Maryland Historical Trust Inventory Form for State Historic Sites Survey. Electronic document, [http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017000/017020/pdf/msa\\_se5\\_17020.pdf](http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017000/017020/pdf/msa_se5_17020.pdf), accessed January 2015.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	<u>  </u> A	<u>  </u> B	<u>  </u> C	<u>  </u> D	Considerations:	<u>  </u> A	<u>  </u> B	<u>  </u> C	<u>  </u> D	<u>  </u> E	<u>  </u> F	<u>  </u> G	<u>  </u>
MHT Comments:													
_____ Reviewer, Office of Preservation Services							_____ Date						
_____ Reviewer, National Register Program							_____ Date						

Boyd, Thomas H. S.  
1879 Montgomery County, Maryland, From Its Earliest Settlement in 1650 to 1879. W. K. Boyle & Son, Baltimore, Maryland.

The Daily News (DN) [Frederick, Maryland]  
1892 Nearing Completion. 8 September:3. Frederick, Maryland  
1893a Double Tracking the B. & O. 7 August:3. Frederick, Maryland.  
1893b In Montgomery County. 8 April:8. Frederick, Maryland.

Defandorf, Harriet  
1973 Memories of Garrett Park. The Montgomery County Story 16(3):1-13. Montgomery County Historical Society, Rockville, Maryland.

Dwyer, Michael F.  
1974 Waring Viaduct (M: 19-10). Maryland Historical Trust Inventory Form for State Historic Sites Survey. Electronic document, [http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017000/017034/pdf/msa\\_se5\\_17034.pdf](http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017000/017034/pdf/msa_se5_17034.pdf), accessed January 2015.

1975 B&O Viaduct & Newport Mill Site (M: 31-5). Maryland Historical Trust Inventory Form for State Historic Sites Survey. Electronic document, [http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017900/017912/pdf/msa\\_se5\\_17912.pdf](http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/017000/017900/017912/pdf/msa_se5_17912.pdf), accessed July 2014.

Esri  
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Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

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Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



B&O Stone Arch Viaduct over Rock Creek (M: 31-5)  
Kensington, Montgomery County, Maryland



USGS Kensington, Maryland Quad (USGS 2001).

**B&O Stone Arch Viaduct over Rock Creek (M: 31-5)**  
Kensington, Montgomery County, Maryland



Montgomery County, Aerial Imagery (Esri 2014).

B&O Stone Arch Viaduct over Rock Creek (M: 31-5)  
Kensington, Montgomery County, Maryland



Montgomery County Tax Map (SDAT 2014).

**B&O Stone Arch Viaduct over Rock Creek (M: 31-5)**  
 Kensington, Montgomery County, Maryland

<b>TIFF Image File Name</b>	<b>Description</b>	<b>Date Taken</b>	<b>Ink</b>	<b>Paper</b>	<b>Brand, Make &amp; Dye Type of CD</b>
M; 31-5_2014-07-23_01.tif	B&O Stone Arch Viaduct over Rock Creek (M: 31-5), Northeast Elevation, Looking Southwest	7/23/2014	Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 31-5_2014-07-23_02.tif	B&O Stone Arch Viaduct over Rock Creek (M: 31-5), Southwest Elevation, Looking Northeast	7/23/2014	Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 31-5_2014-07-23_03.tif	B&O Stone Arch Viaduct over Rock Creek (M: 31-5), Wing Wall on Northeast Elevation, Looking South	7/23/2014	Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR
M; 31-5_2014-07-23_04.tif	B&O Stone Arch Viaduct over Rock Creek (M: 31-5), Underside of Arch, Looking South	7/23/2014	Exposure	Fujicolor Crystal Archive Paper, Lustre	Memorex 80 min./700MB 52x Pro Gold Archival CDR



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DSC00553.jpg

M<sup>#</sup> 31-5, B+O Stone Arch Viaduct over Rock Creek  
Beach Drive, Kensington  
Metropolitan Branch of the B&O Railroad (M: 37-16)  
Montgomery County, Maryland  
Mi. Chris Manning  
July 2014  
Dovetail Cultural Resource Group  
Northeast elevation, looking Southwest  
1 of 4



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D9C00573-JPS

M: 31-5, B+O stone Arch Viaduct over Rock Creek  
Beach Drive, Kensington  
Metropolitan Branch of the B+O Railroad (M: 37-16)  
Montgomery County, Maryland  
M. Chris Manning  
July 2014  
Dovetail Cultural Resource Group  
Southwest Elevation, looking Northeast  
2 of 4





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DSC00557.jpg

M: 31-5, B+O Stone Arch Viaduct over Rock Creek  
Beach Drive, Kensington  
Metropolitan Branch of the B+O Railroad (M: 37-16)  
Montgomery County, Maryland  
M. Chris Manning  
July 2014  
Doretail Cultural Resource Group  
Wing wall on Northeast Elevation, Looking South  
3 of 4



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DSC00560.jpg

M: 31-5. B+D Stone Arch Viaduct over Rock Creek  
Beach Drive, Kensington  
Metropolitan Branch of the B+O Railroad (M:37-16)  
Montgomery County, Maryland  
M. Chris Manning  
July 2014  
Dovetail Cultural Resource Group  
underside of Arch, Looking South  
4 of 4

MARYLAND HISTORICAL TRUST

M#31-5  
1608164214

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

B & O Viaduct & Newport Mill Site

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

Beach Drive & Knowles Ave. in Rock Creek Park

CITY, TOWN

Kensington

CONGRESSIONAL DISTRICT

— VICINITY OF

STATE

Maryland

COUNTY

Montgomery

**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
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

**4 OWNER OF PROPERTY**

NAME

B & O RR & M-NCPPC

Telephone #: 589-1480

STREET & NUMBER

(M-NCPPC) 8787 Georgia Ave.

CITY, TOWN

Silver Spring

— VICINITY OF

STATE, zip code

Maryland

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

M:31-5

**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**

The viaduct consists of a one-arch, ashlar span (keystoned) originally built to carry trains over Rock Creek. The course of the creek has been changed, at least once, and the viaduct now forms a drive-thru tunnel over Beach Drive. The exact site of the 18th Century Newport Mill has not yet been determined, but it was quite near this spot, according to old maps. The stone "Duvall" House, associated with the mill, was still standing here as a ruins in 1917. (See photos.) A recreation center now occupies this site, on a knoll on the north side of the RR. Disturbed ground and an old road-bed can be seen at the base of the Viaduct here. Nearby, is a rocky cliff that was apparently used as a quarry years ago. (Note: the Mill was built of stone, about 1774.)

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:31-5

# 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 checked="" 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 type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Viaduct, like those at Seneca Creek and the L. Monocacy, was probably built about 1906 to replace an older, wooden trestle. The Newport Mill was established here, ca. 1774, by several figures prominent in the cause for independence of our country. The mill was a three-story, stone merchant mill, that ground grain for the troops during the Revolution. Sometime after this, Josiah Henson (the Negro slave whose exploits gave rise to Harriet Beecher Stowe's UNCLE TOM'S CABIN) was baptized at a prayer meeting held here. The mill was owned by the Duvall family during the 19th Century, and apparently ceased operation with the coming of the railroad (1870's.)

M:31-5

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

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  - 2) Farquhar, R.B. OLD HOMES & HISTORY OF MONT. CO., MD. (1962) article on "Rock Creek Mills".
  - 3) "The Rambler", articles in WASHINGTON STAR, (ca. 1910-1920.)
  - 4) Maps of 1865, 1878, etc. & B & O acquisition plats, etc.
- CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

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

STATE	COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

8/21/75

STREET & NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

STATE

Maryland

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  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



M. 31-5

his hand and affix his Seal this day and year above written

Signed Sealed and delivered in the presence of  
Joseph Wilton Richard Thompson

Elias Lovelace 

On the back of which Deed were the following endowments (to wit)

Ninth day of August 1780 then received of Edward Garratt one Hoghead of Tobacco of this State it being the consideration for the within land and premises. Witness my Hand  
Witnesses Joseph Wilton Richard Thompson Elias Lovelace

August 9<sup>th</sup> 1780 then came the within mentioned Elias Lovelace before us the Subscribers of the Justices of Montgomery County and acknowledged the within mentioned Land and Premises to be the right and estate of the within mentioned Edward Garratt his heirs and assigns for ever according to the true intent and meaning of the said Indument of writing Acknowledged before us.  
Joseph Wilton Richard Thompson

Exam  
Lulu  
The John

Newport Mills

Mont Co Md Land Records Liber A / Folio 574 - 1780

At the request of Thomas Johns the following was recorded November the 2<sup>d</sup> 1780 (to wit)  
**Memorandum** on Wednesday the first day of Aug<sup>r</sup> 1774 the following stone boundaries were placed in presence of Mess<sup>rs</sup> Daniel Carroll Thomas Johns Thomas Richardson Aquilla Johns Thomas Clagett Jesse Wilcoxson Maroon Dwall Thomas Miles William Nicholls Joshua Gregg John Johnson and Andrew Bleugh - viz<sup>t</sup> at the place where formerly stood a red oak tree the beginning tree of a Tract of Land called Josephs Park a stone marked thus J. PARK being on the East side of Rock Creek branch At the beginning of a Tract or parcel of land called Newport Mill boat a stone marked thus N. P. M. S. being on the West side of Rock Creek branch At the beginning and at the root of a bounded wild cherry tree being the beginning trees

M:31-5

(570)  
of a Tract of Land called Barshoba a stone marked B.B. being on the west side of Rock Creek branch and at the root of a white Oak tree being the bounded and beginning tree of a Tract of Land called Matopony a stone marked B.M. being also on the west side of Rock Creek branch near the bank of said branch as are all the above mentioned boundaries In Witness whereof we who are present at the making of this Memorandum have hereunto set our names in our own handwriting to the same day Month and Year first above written  
Daniel Carroll Thomas Johns  
Tho Richard son Aquila Johns Tho Clagett Joses Mileporv Marcen Dwall Joshua Gregg  
Andrew Steugh

At the request of James Perry the following Bond was recorded November the 2: 1700. (wit)  
Maryland sp. Know all men by these presents that we Basil West and Elisha Green are here and firmly bound unto James Perry in the just and full sum of or quantity of twenty five thousand pounds of merchantable inspected crisp Tobacco clear of Cask at George Town Warehouse to be paid unto the said James Perry his heirs Executors Administrators or Assigns to the which payment well and truly to be made and done we bind our selves and each of us our and every of our heirs Executors and Administrators jointly and severally firmly by these presents sealed with our seals and dated this thaventh day of July Anno Domini 1700 Whereas the above bound Basil West and Elisha Green hath bargained and sold unto James Perry a Negro Man the property Joseph West named Bash for and in consideration that the said James Perry do pay and satisfy unto them the said Basil West and Elisha Green the sum of Eighty five pounds Currency in Gold or Silver on or before the last day of August next and if not paid by that time then the sum of ninety two pounds ten shillings like Currency Now the condition of the above obligation is such that if the aforesaid James Perry do satisfy and pay in the above bound Basil West and Elisha Green consideration of the aforesaid Negro Man