

MARYLAND HISTORICAL TRUST NR-ELIGIBILITY REVIEW FORM

Property Name: Street Railway Service Property Inventory Number: P.G.: 72 -3

Address: 3730 Brightseat Road, Landover, Prince George's County, MD 20785

Owner: Golamreza Sheibaniagdam et al

Tax Parcel Number: Subdiv. 3271, Block 9, Lot 16 Tax Map Number: 52

I-495/I-95 Capital Beltway Corridor

Project: Transportation Study Agency: State Highway Administration

Site visit by: _____ Staff: No Yes Name: _____ Date: _____

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: I-495/I-95 Capital Beltway Corridor Transportation Study Historic Resources Survey and Documentation of Eligibility Report

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

The Street Railway Service Property was previously surveyed by Christopher Owens in 1974. The brick structure has been significantly altered since the previous survey. The large openings on three elevations that served as windows and doors have been filled in/covered with horizontal metal siding, leaving only a few lights exposed. On the southwest side elevation, one industrial window has been altered to serve as a vehicular access; it and the two adjacent accesses feature aluminum siding material and contemporary metal garage doors. The rear elevation features four vehicular bays, all of which have been altered to include garage doors and metal siding. The northeast elevation is three bays, all filled with material including wood, brick, and metal siding. The interior of the two-story portion of the structure features three steel I-beams supporting a slightly sloping roof, which is disguised by a parapet wall. The interior is otherwise devoid of any historic features.

This vernacular service structure, ca. 1900, is located along the former route of an early street car line that extended out from the city to Bowie, serving the local African-American community. In 1918, it was called the Baltimore & Annapolis Electric Railroad. According to a map from this date, there was a street-car power house and passenger station located on Ardwick-Ardmore Road near its intersection with Brightseat Road, which served the Ardmore community. After the street car service was discontinued, this route

Prepared by: Sara Amy Leach, KCI Technologies, Inc., January 2000

<u>MARYLAND HISTORICAL TRUST REVIEW</u>	
Eligibility recommended: <u>XX</u>	Eligibility not recommended:
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 <input type="checkbox"/> None
Comments: <u>ALTERATIONS. DO NOT CHANGE SIGNIFICANCE. ARE OF THE FEW REMAINING TRACES OF THE B&A</u>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>9/11/00</u> Date
<u>[Signature]</u> Reviewer, NR Programs	<u>10/12/00</u> Date <u>[Signature]</u>

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

became the George Palmer Highway, built 1950s-60s, and has since been renamed Martin Luther King Jr. Highway. It is possible, based on historical research, that this is an extant structure from the street-car system serving this area.

This vernacular service structure is eligible for the National Register of Historic Places. The structure's architectural integrity is poor due to alterations and the absence of interior features, however, research suggests it is eligible under Criterion A: for its association with the street-car line that served the African-American community in Prince George's County, and thereby contributed significantly to the transportation theme in local history. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore it does not meet Criterion B. It is not eligible under Criterion C, as its architectural integrity is poor due to the substantial modifications to it. Investigations have not been conducted to determine whether the property has the potential to yield information important in history or pre-history, therefore National Register Criterion D cannot be assessed at this time.

The National Register Boundary for the Street Railway Service Property consists of Subdivision 3271, Block 9, Lot 16 on Prince George's County Tax Map 52. The boundary includes 0.16 hectares (0.40 acres) with the Street Service Building.

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**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 Period (prehistoric historic)

III. Historic Period Themes:

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

IV. Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Industrial

Known Design Source: None

1701475511

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM for the NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

1. NAME COMMON: AND/OR HISTORIC: Street Railway Service Building

2. LOCATION STREET AND NUMBER: George Palmer Highway (inside Beltway) CITY OR TOWN: Lanham STATE: Maryland COUNTY: Prince George's

3. CLASSIFICATION CATEGORY (Check One): Building OWNERSHIP: Private STATUS: Occupied ACCESSIBLE TO THE PUBLIC: No PRESENT USE (Check One or More as Appropriate): Commercial

4. OWNER OF PROPERTY OWNER'S NAME: STREET AND NUMBER: CITY OR TOWN: STATE:

5. LOCATION OF LEGAL DESCRIPTION COURTHOUSE, REGISTRY OF DEEDS, ETC.: Prince George's County Courthouse STREET AND NUMBER: CITY OR TOWN: Upper Marlboro STATE: Maryland

6. REPRESENTATION IN EXISTING SURVEYS TITLE OF SURVEY: None DATE OF SURVEY: DEPOSITORY FOR SURVEY RECORDS: STREET AND NUMBER: CITY OR TOWN: STATE:

SEE INSTRUCTIONS

7. DESCRIPTION	
CONDITION	(Check One)
	<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	(Check One)
	<input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The building is a one story, brick structure, two bays by three bays with a one bay addition on the east side. Between piers dividing the bays, large double windows are set within recessed panels of brick. The doorways on the south facade have tall transom lights over double leaf doors. Two courses of brick define a frieze below the parapet. On the west facade arched openings in the parapet provide roof drainage.</p>	

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian
- 15th Century
- 16th Century
- 17th Century
- 18th Century
- 19th Century
- 20th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|--------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | lasophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

George Palmer highway follows the route of an early street railway line that extended out to Bowie. This is one of the surviving service buildings along the line. It may have been a power station or maintenance facility.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Blank area for Major Bibliographical References.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

Blank area for Acreage Justification.

11. FORM PREPARED BY

NAME AND TITLE:
Christopher Owens, Park Historian

ORGANIZATION: MNCPPC

DATE: 25 Oct 74

STREET AND NUMBER:
8787 Georgia Avenue

CITY OR TOWN: Silver Spring

STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:
 National State Local

Signature _____

SEE INSTRUCTIONS

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National Register Boundary Map:
Prince George's County Tax Map 52, Subdivision 3271, Block 9, Lot 16

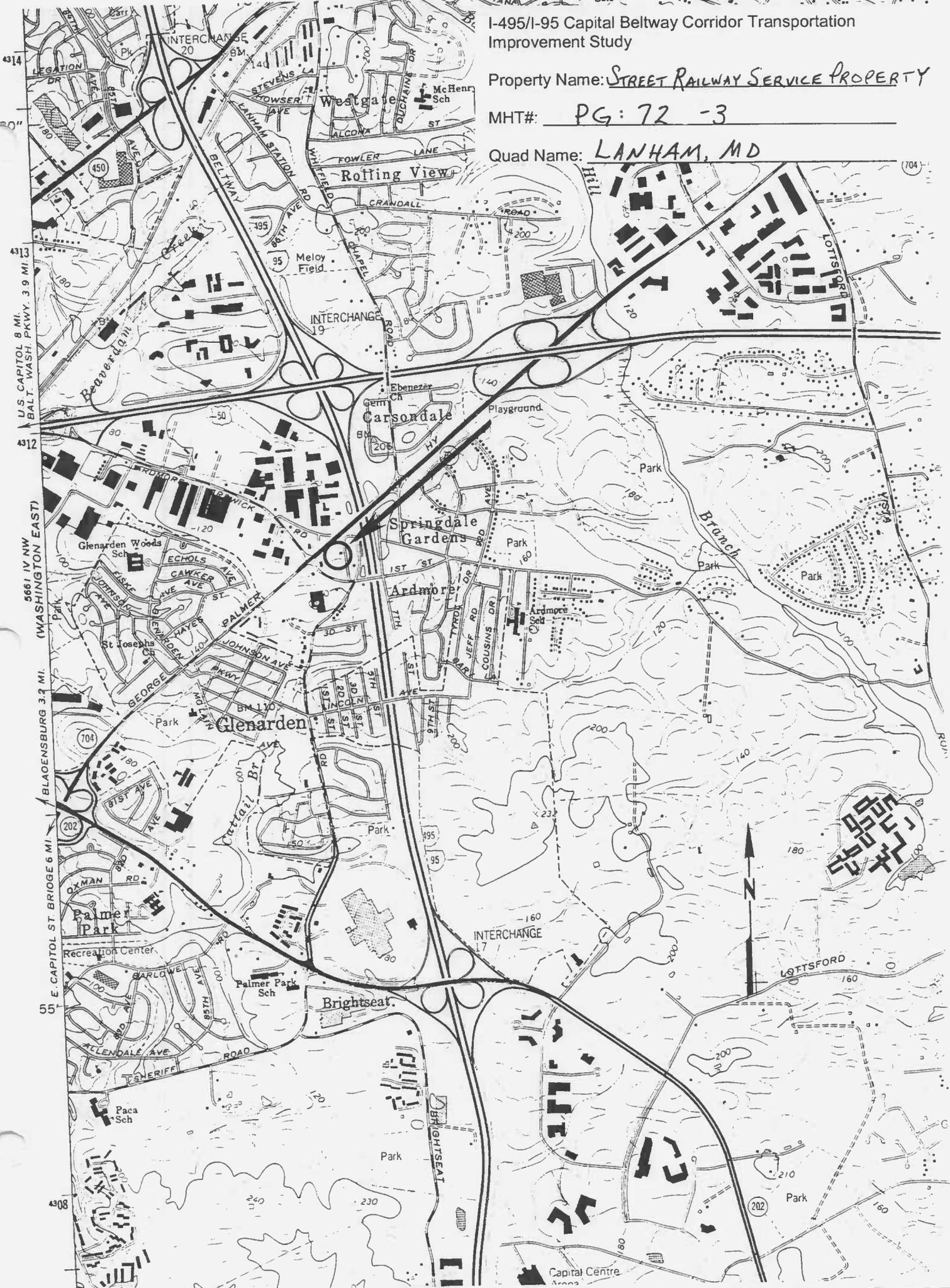


I-495/I-95 Capital Beltway Corridor Transportation Improvement Study

Property Name: STREET RAILWAY SERVICE PROPERTY

MHT#: PG: 72 -3

Quad Name: LANHAM, MD





1. P.G. 72 - 3
2. STREET RAILWAY SERVICE BUILDING
3. PRINCE GEORGES COUNTY, MD
4. SAIL AWAY BOAT
5. 12100
6. MDSATO
7. 8703 MLK HIGHWAY, NEW CLEVELAND, OHIO
8. 1/2



1. P.F.L. = 72 - 3

2 STATION RAILWAY SERVICE BUILDING

3 PRINCE GEORGE COUNTY MD

4. SADA AMY LEACH

5 12199

6 MD STPO

7. 8703 MARTIN LUTHER KING HWY, REAR NE
ELEVATIONS VIEW NW

8. 2/2



NAME RAILWAY POWER HOUSE ? PG #72A-3

LOCATION GEORGE PALMER HIWAY - INSIDE BELTWAY GLEN ARDEN, Md

FACADE S

PHOTO TAKEN 10/25/74 MDWYER