

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Small ~~SHA~~ Structure No. 15046X0 Inventory Number: within Md 37-16-4 (Contrib.Res.)
 Address: MD 192 over Branch of Rock Creek Historic district: yes no
 City: Silver Spring Zip Code: 20910 County: Montgomery
 USGS Quadrangle(s): Kensington
 Property Owner: CSX Transportation, Inc. Tax Account ID Number: N/A
 Tax Map Parcel Number(s): N/A Tax Map Number: HP562
 Project: MD 192 over Branch of Rock Creek Structure No. 15046X0 Agency: State Highway Administration
 Agency Prepared By: State Highway Administration
 Preparer's Name: Patti Kuhn Date Prepared: 11/27/2006
 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, Baltimore & Ohio 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)*
 SHA Structure No. 15046X0 is a small, masonry arched culvert that carries MD 192 and the CSX Railroad over a branch of Rock Creek in the Capital View Park vicinity of southern Montgomery County, Maryland. The CSX Railroad was formerly the Metropolitan Branch of the Baltimore and Ohio Railroad, which was determined eligible for the National Register of Historic Places on October 12, 2000 under Criterion A for its association with the transportation industry, as well as the agricultural and residential development of Montgomery County and under Criterion C for its extant station buildings and engineering structures. The culvert may date to the original period of construction (1866-1873) of the Metropolitan Branch or to a period of upgrades to the railroad (1905-1907).
 Constructed of stone, the single-span arched culvert is nine feet wide, thirteen feet high and 223 feet long. The southern spandrel wall features rectangular cut stones, stone voussoirs, a keystone, and is capped by a cut stone cornice. In 1979, the northern end of the culvert was extended by a concrete box culvert with concrete wing walls. The northern stone spandrel wall is partially visible behind the concrete culvert.
 The Metropolitan Branch Railroad was initially conceived in the mid-nineteenth century as a way to expand trade from

MARYLAND HISTORICAL TRUST REVIEW
 Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
 MHT Comments: Contributes to B&O RR Metro branch.

 Reviewer, Office of Preservation Services Date: 1/31/2007

 Reviewer, National Register Program Date: 2/2/07

M:37-16-4

Georgetown and lessen the isolation of central Montgomery County. Although it was chartered by the Maryland General Assembly in 1853, construction did not commence until after the Civil War. By 1865, the Metropolitan Branch Railroad was unable to finance the project and the Baltimore and Ohio Railroad took over, modifying the line to run through the newly planned community of Silver Spring. The line opened on May 25, 1873 and quickly revolutionized transportation and trade in Montgomery County. In addition, the line propelled the development of suburban communities that were now accessible to Washington, D.C. Capital View Park was one of these communities, which was established in 1887.

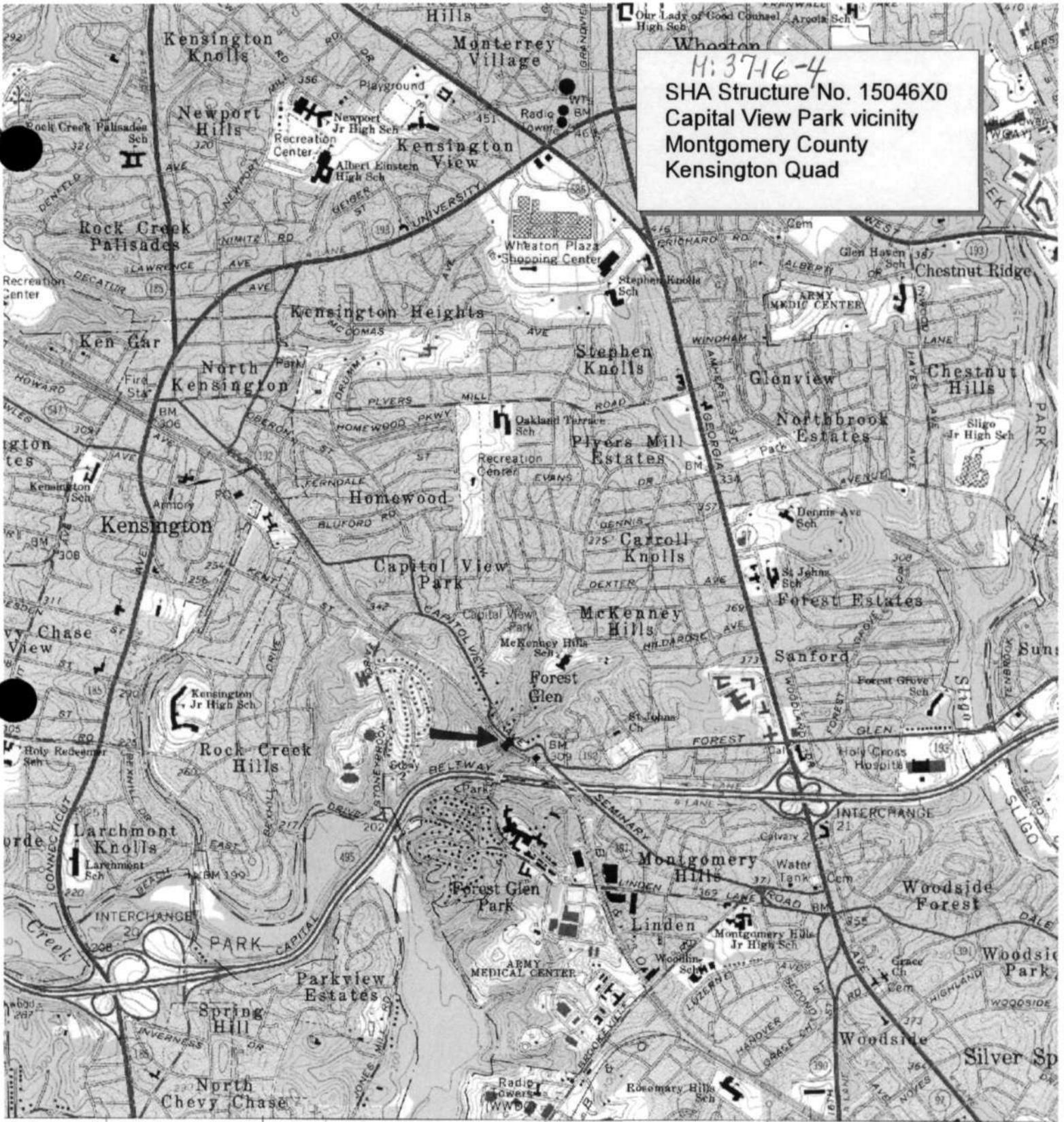
Initially, the railroad crossed smaller streams by the means of wooden trestlework due to lack of stone in the vicinity. Between 1906 and 1908, improvements were made to the line. At this time, the trestlework across the Little Monocacy at Oakland Mills was replaced with a stone arch. It is possible that the arch culvert over the branch of Rock Creek near Capital View Park was constructed as part of the improvement campaign.

While the northern elevation has been altered by the concrete box culvert extension, Structure No. 15046X0 is in good condition overall. The southern elevation shows little sign of deterioration or alteration. Structure No. 15046X0 retains its historic location. The structure's immediate setting is a wooded streambed, probably much as it was when the B&O Railroad was in operation. The structure's design is one of durability and quality, reflected in elements such as the masonry work. Historic materials are intact, including cut stone and mortar, and high-quality nineteenth-century workmanship is readily evident. The structure maintains the feeling of a nineteenth-century masonry structure and maintains its association with an important nineteenth-century railroad.

SHA Structure No. 15046X0 is eligible for the National Register of Historic Places under Criterion A for its association with the Metropolitan Branch, B&O Railroad and its impact on transportation and industry in Montgomery County during the late nineteenth and early twentieth centuries. The stone culvert is not associated with the lives of persons of outstanding importance to the community, state, or nation (Criterion B). Structure No. 15046X0 is eligible under Criterion C as an engineering structure that contributes to the significance of the rail line. The stone culvert was not evaluated under Criterion D. Therefore, the SHA Structure No. 15046X0 is eligible as a contributing resource of the Metropolitan Branch, B&O Railroad Historic District under Criterion A and C.

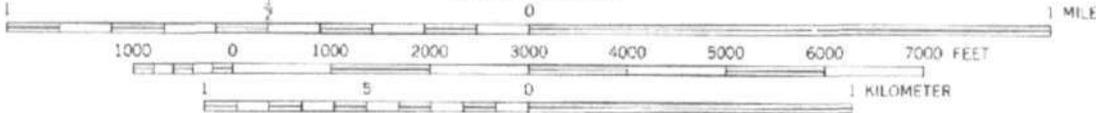
MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register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

M: 3716-4
 SHA Structure No. 15046X0
 Capital View Park vicinity
 Montgomery County
 Kensington Quad



5' 320 321 (WASHINGTON WEST) 5561 NE 322 323 2'30" 324

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

SILVER SPRING (R.)
 WASHINGTON (U.)



QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS



M: 37-164

SMALL STRUCTURE NO. 15046XD

METROPOLITAN BRANCH, BALTIMORE & OHIO RAILROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES, INC.

11/2006

MD SHPO

SOUTH SPANDREL, LOOKING NORTH

PHOTO 1 OF 5



M: 37-16-4

SMALL STRUCTURE No. 15046XD

METROPOLITAN BRANCH, BALTIMORE & OHIO RAILROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES, INC.

11/2006

MD 8HPO

SOUTH SPANDREL, LOOKING NORTH

PHOTO 2 OF 5



M: 37-16-4

Small STRUCTURE No. 15D40X0

METROPOLITAN BRANCH, BALTIMORE $\frac{1}{2}$ OHIO RAILROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES, INC.

11/2004

MD 8HPO

SOUTH SPANDREL DETAIL

Photo 3 of 5



M: 37-16-4

SMALL STRUCTURE NO. 15046X0

METROPOLITAN BRANCH, BALTIMORE $\frac{3}{4}$ OHIO RAILROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES, INC.

11/2006

MD 8+00

NORTH SPANREL, COOKING SOUTH

PHOTO 4 OF 5



M: 37-14-4

SMALL STRUCTURE NO. 15046X0

METROPOLITAN BLANCH, BALTIMORE & OHIO RAILROAD

MONTGOMERY COUNTY, MD

EHT TRACERIES, INC.

11/2004

MD SHPO

NORTH SPANDREL DETAIL

PHOTO 5 OF 5