

Appendix 4

PALISADES TROLLEY TRAIL

Washington, D.C.

Historic Resource Report for the Built Environment

December 2019

Prepared For:
District Department of Transportation



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LIST OF ABBREVIATIONS

CTC:	Capital Traction Company
PPLIC:	Palisades of the Potomac Land Improvement Company
SCDC:	Supreme Court of the District of Columbia
WGFERC:	Washington & Great Falls Electric Railway Company
WREC:	Washington Railway & Electric Company
WTEC:	Washington Traction & Electric Company

**Unless other wise noted, all photographs within this report were taken by EHT Tracerics in 2019.*

EXECUTIVE SUMMARY

The proposed Palisades Trolley Trail, as seen in **Figure 2**, runs along the path of the former Glen Echo streetcar line that traveled from Georgetown through Northwest, DC, to Glen Echo Park, Maryland. Owned and operated by the Washington & Great Falls Electric Railway Company (WGFERC), the line started operations in 1895 when the route was completed as far as the District-Maryland line.

The Glen Echo line was one of several streetcar lines built to encourage suburban growth outside of downtown Washington, DC, in the late nineteenth century. By the 1890s, there were twenty structures existing along the future streetcar path, and many of those were smaller buildings associated with larger landowners. Only one extant house predates the construction of the streetcar line, the Whitehaven-Thomas Main House, which was constructed in the early nineteenth century.

The route passed through forested areas and neighborhoods along the bluffs, crossed ravines over trestles, and offered scenic views of the Potomac River. The line operated until 1962 when all streetcar operations in the District of Columbia ceased. The trolley trail was abandoned, the tracks removed, and many of the trestle bridges were demolished. Of the original bridges along the route, only the Foundry Branch Trestle Bridge remains. Today, portions of the former streetcar route are used by pedestrians as an unofficial recreational trail.

This Historic Resource Report for the Built Environment supports the District Department of Transportation's Feasibility Study with information on the historic context, historic resources within the project area, and analyzes the effects the Feasibility Study concepts could have on those resources. This report focuses on the history of the Glen Echo streetcar line and the neighborhoods surrounding it, as well as provides information about the historic resources extant along the trail itself. The historic context was developed using historic newspaper articles and photographs, maps, and permits. A variety of repositories were consulted to research this report, including, but not limited to, Library of Congress, Maryland Historical Trust, DC Historic Preservation Office, Washingtoniana Collection of the DC Public Library, National Capitol Trolley Museum, and the National Archives and Records Administration.



Figure 1: Glen Echo Streetcars. National Capital Trolley Museum, 1950



Figure 2: Palisades Trolley Trail, project map. DDOT, 2019.

HISTORY OF THE WASHINGTON & GREAT FALLS ELECTRIC RAILWAY

Development of the District streetcar system began with the first line that ran from the US Capitol Building to the State Department, which opened on July 29, 1862. Prior to the use of streetcars, horse-drawn carts were used to move commuters through the city. The more efficient streetcar line was so successful that a mere three months later, by October 2, 1862, a second line running from Georgetown to the Navy Yard was added.

Over the next few decades, a variety of suburban streetcar lines were chartered to connect communities in the outlying areas of the District to several communities in Virginia and Maryland. As can be seen in **Figure 3**, by 1880 there were five different lines that covered over thirty miles of track centered in the original bounds of the Federal City. The lines included the Anacostia, Columbia, Capital, North O Street & South Washington, Metropolitan, and Washington & Georgetown. The Washington & Georgetown line went no further than Thirty-fourth Street, NW.

Charter, Land Acquisition, & Construction

As urban sprawl pushed outward from the Federal City into Washington County, construction of streetcar lines spurred development of these communities, including Palisades. In Northwest DC, several lines were chartered to connect communities such as Cabin John and Glen Echo to the District. As seen in **Figure 4**, by 1894 much of the Palisades along Conduit Road, now MacArthur Boulevard, NW, had been subdivided but not built up.

Prior to construction of the Palisades streetcar line by the WGFERC, the Georgetown Reservoir was already in place as part of the larger Washington Aqueduct. Work on the reservoir started during the 1860s in the midst of the Civil War, with additional work completed during the 1870s. Canal Road and MacArthur Boulevard, NW, were the two primary thoroughfares that cut through the Palisades, passing houses and farms along the way to the communities of Glen Echo and Cabin John. By 1894, the land along the proposed route for the streetcar line remained largely undeveloped. Although several subdivisions were already plotted in the area, the rural character of the land lingered as virtually none of the lots had been sold. Only twenty buildings and structures stood on land through which the streetcar's right-of-way was to travel, and the majority of those were farmhouses and their associated structures (**Figure 4**).

A July 29, 1892 congressional act chartered the WGFERC with the goal of creating a streetcar connection between Georgetown and Great Falls. Its route extended from Thirty-sixth and Prospect Streets, NW, in Georgetown to Cabin John, Maryland. From its starting point, the track ran along the southern side of the Georgetown Reservoir, through the Potomac Palisades neighborhood, and past Chain Bridge before turning northward toward Glen Echo and Cabin John. The 1892 Congressional Act that chartered the WGFERC authorized and empowered the company to take, acquire, and hold the land necessary for the purpose of constructing the railway line and its associated buildings and structures.¹ Before doing so, however, the company was required to obtain the consent of the owner or owners of the land. If the owners were absent or refused to provide consent on the terms of the company, then the company had to apply in writing to the Supreme Court of the District of Columbia for the appointment of three impartial commissioners to estimate the damages which the owner or owners of the land or property would sustain if their property were taken by the WGFERC. The commissioners were to estimate the value of the land to

1 While the charter does not specifically state how much land the WGFERC was allowed to take for the right-of-way, the 1909 and 1913 Baist Real Estate Atlases indicate that the right-of-way for the streetcar line is thirty feet, or equal to fifteen feet on either side of the center line of the track.

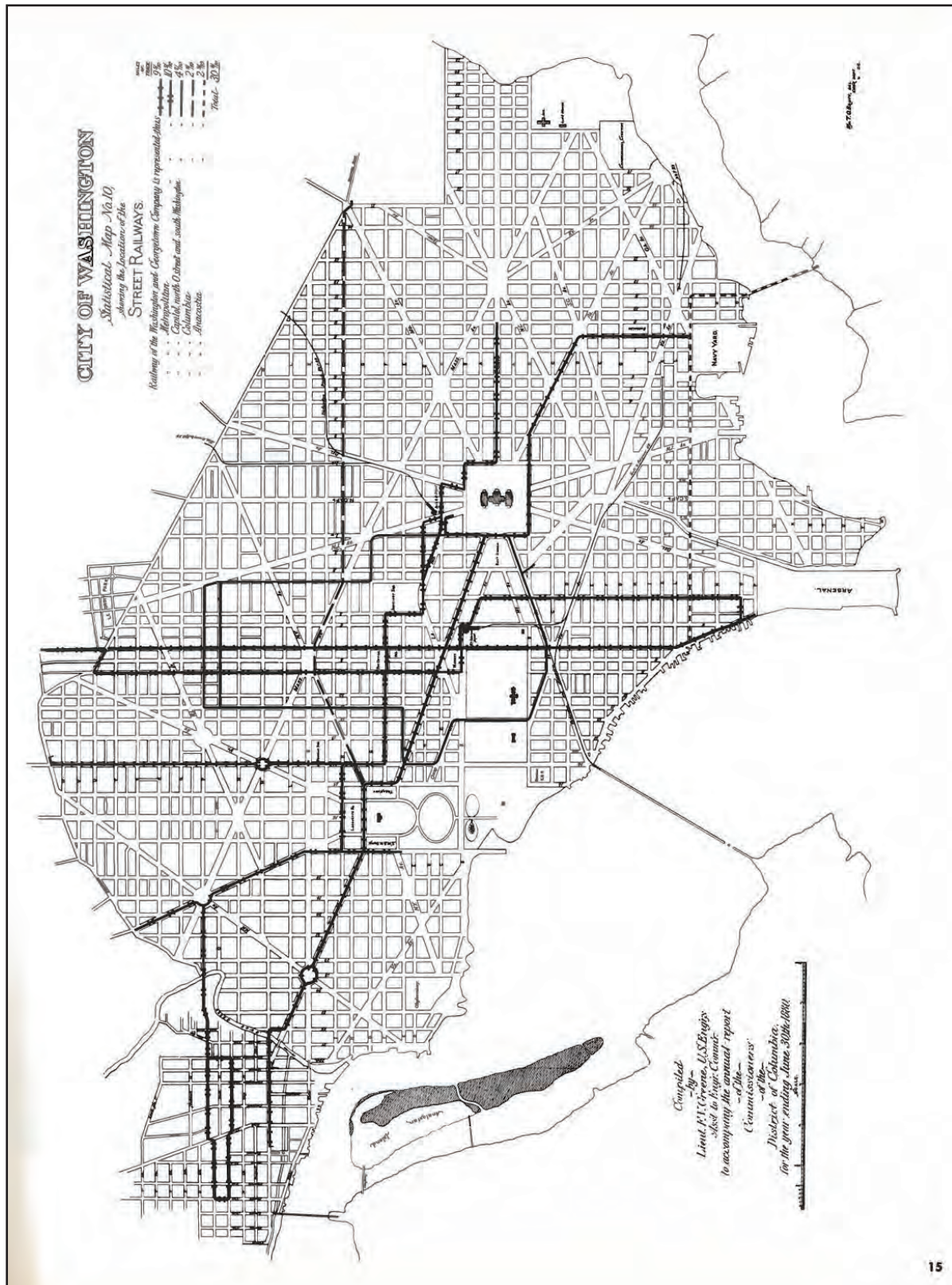


Figure 3: 1880 Map of Washington DC Streetcar Lines. King, 1880.

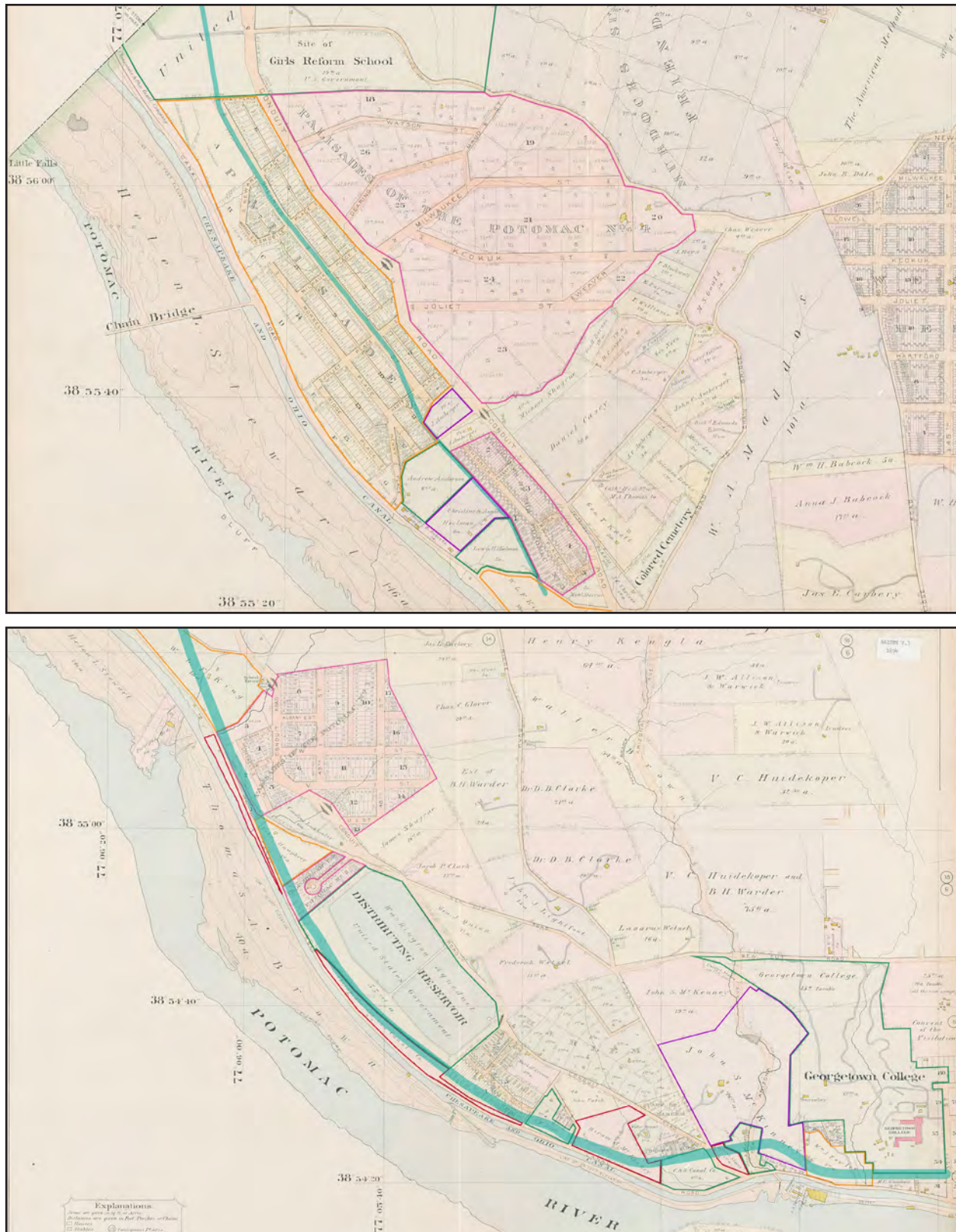


Figure 4: 1984 Baist Map (Plates 13 and 14) highlighting the various landowners; the streetcar line is highlighted in blue on each map. Baist, 1894.

be taken and the damages that were to be sustained due to the construction of the line, and to whom they were payable. Their findings were then submitted in a written report and filed with the District Supreme Court, and if confirmed, the WGFERC was then required to pay to the property owner the damages set forth in the report.

In 1894, as the land transfers began, there were seventeen separate land owners that WGFERC needed to acquire land from. Of those seventeen land owners, eleven were individuals, three were subdivisions owned by development companies, and the remaining three were Georgetown University, the Chesapeake and Ohio Canal (C&O Canal), and the US Government. Both the C&O Canal and the United States owned multiple parcels along the streetcar route.

Condemnation Proceedings.

Chief Justice Bingham has, upon the petition of the Washington and Great Falls Electric Railway Company, directed that John C. Ricks, James B. McCaffrey, William J. Fowler and the president and directors of Georgetown College show cause July 2, 1895, why certain portions of their lands, on the line of said railway company, should not be condemned for the purpose of locating, constructing, maintaining and operating the road.

Figure 5: July 20, 1895 appointment of the appraisal commission. *Evening Star*, 1895.

From east to west to the district line, the property owners of the parcels along the streetcar corridor's right-of-way in 1894 were as follows: Georgetown University; William J. Fowler; John S. McKinney; James McCaffrey; US Government; C&O Canal; Hiram A. McKinney; J. M. Hoge; Clark & Hurst's Subdivision; the C&O Canal; US Government (Georgetown Reservoir); Palisades of the Potomac No. 2; John Humphrey; Palisades of the Potomac No. 1; W. L. F. King; Palisades of the Potomac No. 3; Lewis H. Holman; Christine & Annie Hoelman; Andrew Anderson; J. Amberger; and the Palisades Subdivision (**Figure 4**).²

Guidelines for construction of the railway line over government land differed slightly from the acquisition of private land. Wherever the railway ran over or across lands of the United States or works of the Georgetown Reservoir, it first required written approval by the Secretary of War. The Act also required the company to deposit five thousand dollars with the United States Treasury to the credit of the Georgetown Reservoir to cover expenses that were incurred by the United States in connection with the inspection of the company's work on lands of the United States and for any damages that may have occurred to United States land or property.³

The original charter for the line originally called for the streetcar tracks to run on an elevated metal structure; however, due to the cost and difficulty of such a plan, the charter was amended in 1894 to allow the tracks to be constructed directly on federal and private land. Negotiations with property owners over the line's right-of-way resulted in minor adjustments to the alignment, but by June 1895, the location of the railway line across federal land had been approved by the Secretary of War. Accrual of privately owned land was a longer process as many owners did not want to simply hand over their land to the WGFERC. On July 2, 1895, the *Evening Star* reported (**Figure 5**) that Chief Justice Bingham of the District directed John Ricks, James McCaffrey, William Fowler, and the president and directors of Georgetown University to show cause as to why certain portions of their lands should not be condemned for the purpose of locating, constructing, and operating the road. Within a week, commissioners were appointed to assess damages resulting from condemnation of the lands for a right of way for the WGFERC.⁴

Not long after the appointment of the first commission, another District Judge, Charles Cole, appointed a

2 All parties that owned multiple parcels (e.g. US government and the C&O Canal) are called out as such.

3 US Congress, An Act to Incorporate the Washington and Great Falls Electric Railway Company, Fifty-Second Congress, First Session, Chapter 322, p. 327-328, July 29, 1892.

4 "Small Water Supply," *The Washington Times*, June 15, 1895, *Chronicling America: Historic American Newspapers*; "To Assess Damages," *The Evening Star*, July 10, 1895, *Chronicling America*; "Condemnation Proceedings," *The Evening Star*, July 02, 1895, *Chronicling America*.



Figure 6: 1907 Baist Map (Plates 13 and 14) showing the streetcar line post-construction; the track is highlighted in blue. Baist, 1907.

second commission to appraise damages due to construction of the road through lands of James Stewart, and Annie and Christine Hoelmann. Within two weeks, they finalized their report on the extent of the damages, and Christine and Annie Hoelmann transferred a tract of their land to the WGFERC for the sum of \$300. Other private owners remained unwilling to hand over portions of their lands to the railway company, even for compensation after the land was condemned by the District. Several owners attempted to persuade Judge Cole to vacate the proceedings, but he refused. Instead, he reaffirmed them by stating that the tracks would be “extended in accordance with the judgment of the commission.”⁵

Unable to prevent the taking of their land for construction of the line, private owners finally accepted the judgment of the court and granted the required property to the WGFERC. William King and Hiram McKinney filed agreements with the clerk of court granting the WGFERC right-of-way through their lands, while Catherine Chambers, Silas Damon, William Fowler, J.M. Hoge, James Stewart, and Georgetown University all sold portions of their lands to the company. In late August 1895, James McCaffrey and William Monogue, who owned portions of the Green Springs property in Georgetown, finally consented to allow the Washington & Great Falls Railway to pass over their grounds. With this final conveyance, the company’s right-of-way to the District line was complete.⁶

On November 1, 1895, the West Washington & Great Falls Electric Railway Company was established in Montgomery County, Maryland, to complete the rest of the line from the District-Maryland line to Cabin John. The following July of 1896, it merged under the WGFERC, thus realizing the initial goal of having the entire route under the control of a single company. The WGFERC was critical to the development of the Palisades neighborhood and nearby communities in Maryland, as it stimulated residential growth in the decades after it was completed. When the line was finished, it was recognized for the scenic views along its route which traveled through neighborhoods and wooded areas interspersed with vistas over the Potomac River. It was also the only streetcar line in the District known to have followed a private right of way for an extensive portion of its route rather than an already established street or road.⁷ The line was used to reach the international Athletic Park (the site of present day Sibley Hospital), which featured a bicycle racetrack, and by Washingtonians who wanted to spend a day of fun at the Glen Echo Amusement Park, seen in **Figure 7**.⁸

As completed in 1895, the WGFERC was single tracked despite its right-of-way being wide enough to accommodate double tracking. By 1899, double tracking was completed from Georgetown as far as Glen Echo and seven wooden trestles were replaced with steel structures, including the Foundry Branch trestle. The cars for the railway line were stored in the Washington & Great Falls car barn, known as the Falls Car Barn (constructed 1896, demolished 1949), which was located at Thirty-sixth and Prospect Streets, NW, in Georgetown. The one-story wood frame building housed six interior tracks.⁹

5 “To Appraise Damages,” *The Evening Star*, July 20, 1895, Chronicling America; “Transfers of Real Estate,” *The Evening Star*, August 5, 1895, Chronicling America; “Local Brevities,” *Alexandria Gazette and Virginia Advertiser*, August 20, 1895, Chronicling America.

6 “Right of Way Granted,” *The Evening Star*, August 22, 1895, Chronicling America; “Obtained Right of Way,” *The Evening Times*, August 29, 1895, Chronicling America; “Transfers of Real Estate” & “Right of Way Completed,” *The Evening Star*, September 4, 1895, Chronicling America; “Real Estate Transfers,” *The Morning Times*, September 5, 1895, Chronicling America; “Transfers of Real Estate,” *The Evening Star*, September 10, 1895, Chronicling America.

7 According to Peter Kohler’s *Capital Transit* (p. 337 & 344), the line established by the WGFERC was the only line to follow a private right-of-way **within the district**. The book does state, however, that the Cabin John-Maryland line passed through a private right-of-way after passing Hill Street (likely the current Bunker Hill Road) along Rhode Island Avenue in Maryland, but its exact location is unclear. However, this still means that the Washington & Great Falls was the only line known to follow a private right of way within the District of Columbia.

8 Streetcar and Bus Resources of Washington DC, 1862-1962; King, *100 Years of Capital Traction*, 48; Donald Gerrety, *Palisades: An Early Suburb of Washington* (1979), 11-12.

9 Streetcar and Bus Resources of Washington, DC, 1862-1962, E 41.



Figure 7: View of a streetcar along the Palisades line in front of Glen Echo Park. Library of Congress, 1939.



Figure 8: View of a streetcar along the Palisades line in Glen Echo, Maryland. Library of Congress, 1939.

The track reached the District-Maryland line on September 28, 1895, and Cabin John, Maryland approximately two years later in 1897, as seen in **Figure 4**.¹⁰ The development that occurred in the years after the streetcar was constructed was slow as shown in **Figure 6**. By 1903, there were still only a handful of homes constructed around the streetcar line.



Figure 9: Streetcar traveling along the Palisades line in the 1950s.
National Capital Trolley Museum.

Consolidation & Decline

By the 1890s, due to the rush of railway charters in the last decades of the nineteenth century, Washington, DC had a dozen independent streetcar lines. Many of these streetcar companies had overlapping routes, resulting in stiff competition between them to retain riders. Following the stock market crash of 1893, many of Washington's streetcar companies fell into economic hardship. Several of them piled up debt before failing and having their assets consolidated under the management of large syndicate companies. The majority of streetcar lines were consolidated under two dominant companies: the Capital Traction Company (CTC) established in 1895, and the Washington Traction and Electric Company (WTEC) established in 1899. Several independent streetcar lines, including the WGFERC, continued to operate in the District for several more years.¹¹

Although the WTEC was a relatively short-lived venture, it was crucial to the process of streetcar consolidation in the District. Incorporated in June 1899, the WTEC served as a holding company for ten streetcar entities. After consolidation, the WTEC began to integrate the individual railway lines to streamline the system, but after a short time it too collapsed due to the weight of the combined debts of its separate affiliates. In 1901, the company was ordered to be sold in foreclosure proceedings. In 1902, the WGFERC purchased all of the WTEC stock holdings and changed its name to the Washington Railway and Electric Company (WREC). This merger left the District with two streetcar companies, WREC and CTC; they operated independently from and competed with one another for the next thirty years.¹²

In the early years of the twentieth century, the WREC acquired additional lines, particularly routes that provided suburban access. By the 1910s, overcrowding on streetcars was becoming a significant problem due in part to the inability of streetcar companies to expand services that kept pace with the population growth in and around the District. In 1914, the WREC attempted to relieve the crowding on its longer suburban routes by establishing express service with limited stops on the inner portions of its lines.

Despite consolidation, improvements, and extensions, the automobile began to encroach on railway

10 National Register of Historic Places, Streetcar and Bus Resources of Washington, DC, 1862-1962, Multiple Property Documentation Form, Washington, District of Columbia, National Register #64500948; LeRoy O. King, Jr., *100 Years of Capital Traction: The Story of Streetcars in the Nation's Capital*, (College Park, MD: Taylor Pub. Co., 1972), 48.

11 Streetcar and Bus Resources of Washington DC, 1862-1962, E 56-57.

12 Streetcar and Bus Resources of Washington DC, 1862-1962, E 61.

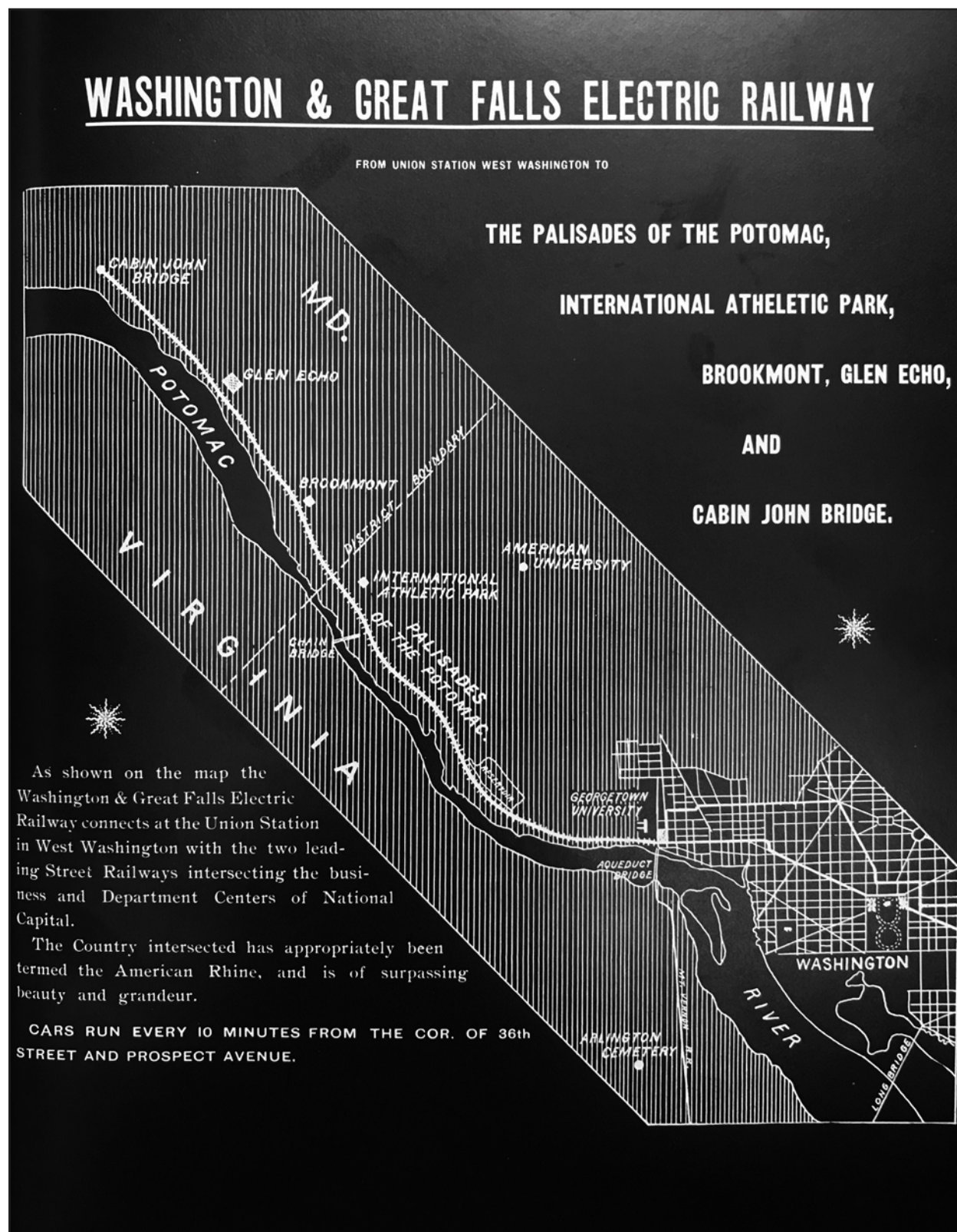


Figure 10: Map of the Washington & Great Falls Electric Railway streetcar line running from Georgetown to Cabin John, Maryland. King, 1897.

patronage. By the mid-1920s, streetcars were retrenching and the Public Utilities Commission was granting permission to replace less used routes with bus service. In 1933, CTC acquired the WREC, thus completing the consolidation of lines to become the only streetcar company within the District. Streetcar operations continued under CTC for approximately thirty more years but the era of the streetcar had already begun its slow decline.¹³

By the 1950s, increased use of automobiles, expanded bus routes, and years of deferred maintenance brought on the final years of the streetcar era. Between 1956 and 1962, all remaining streetcar lines were either completely eliminated or converted to bus routes. The Palisades streetcar line, as it did not follow the path of a street, was abandoned in 1960 after sixty-five years of operations. The cars and equipment for the line were sold and the rails removed, leaving only the right-of-way through the Palisades as a reminder of the former streetcar line.¹⁴

On January 28, 1962, the last of the streetcars in the District made their final trips, ending nearly a century of transportation that profoundly affected the residential development and economic growth of the Nation's Capital since its inception in 1862.¹⁵



Figure 11: Car 766 at Barney Circle on one of the last days of Streetcar operations in DC, January 27, 1962. Central Electric Railfans Association (CERA) Archives.

13 Streetcar and Bus Resources of Washington DC, 1862-1962, 63-64 & 68.

14 Streetcar and Bus Resources of Washington DC, 1862-1962, E 72-73.

15 The first streetcar tracks were laid in 1862, and the lines opened on November 15th of that year. The streetcars were horse drawn; the first electric cars did not begin operating in DC until 1888. King, *100 Years of Capital Traction*, 4, 17.

NEIGHBORHOOD CONTEXT

Palisades

The Palisades is situated along the bluffs of the Potomac River in Northwest DC close to the District-Maryland line. The cliffs that rise above the river give the Palisades its name based on the geographic similarities to the Palisades along the Hudson River in New York. The history of the Palisades is linked to the Potomac River, the C&O Canal and the Georgetown Reservoir. Although the earliest subdivisions marketed as the Palisades were established in the 1890s, the separate developments did not fall under the common identity of the Palisades name until 1950.¹⁶

Residential development of the Palisades began with the community of Harlem platted in 1876. This subdivision, located at the eastern end of the Palisades close to Georgetown, started with thirty-three lots before being enlarged by forty acres in 1880. Many of the frame houses that were initially built there resembled early farmhouses of the area as they were built by carpenter-builders. Slow to sell, the last lots within the bounds of this subdivision were not purchased until the 1930s.¹⁷ Today, the area that was once part of the Harlem subdivision has been incorporated into the larger Foxhall Village neighborhood.

Nearly twenty years after the initial development of Harlem, a second subdivision by Clark & Hurst, known as Whitehaven, was established on July 22, 1892, west of the Harlem.¹⁸ It was bound by Conduit Road, Elliot Place, and Hurst Place (later Clark Place). The subdivision was laid out as ninety-six small narrow lots where a few mostly frame dwellings can still be seen today. The initial developments in the Palisades never reached fruition as individual communities (**Figure 12**) and it was not until the early 1900s that the

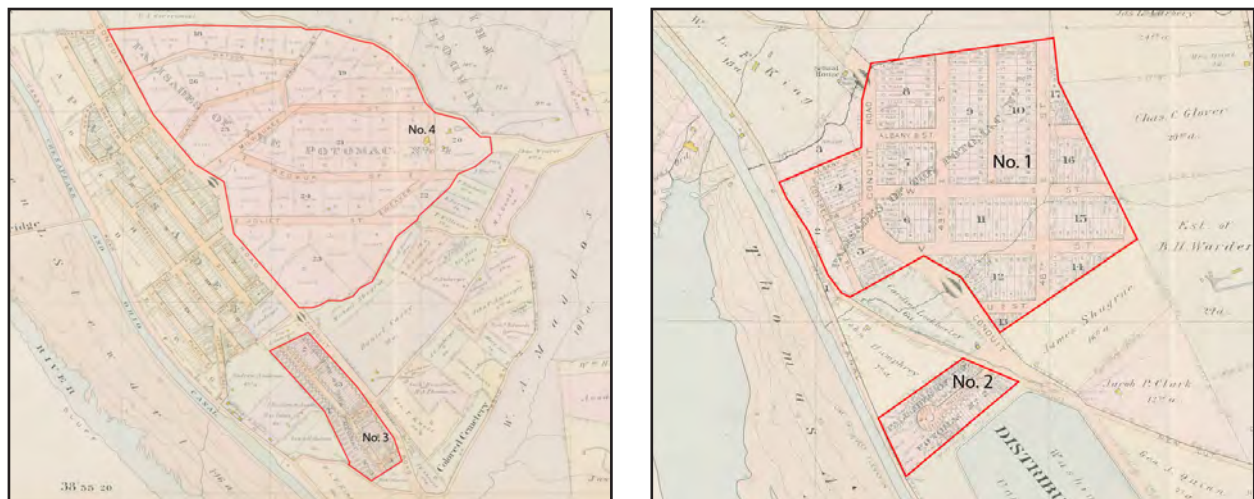


Figure 12: 1894 Baist Map (Plates 13 and 14) showing the four Palisades Subdivisions highlighted in red; note that Subdivision No. 4 was never fully laid out as depicted in this map. Baist, 1894.

- 16 Judith H. Lanius, "Palisades: Waterways and Views," in *Washington at Home: An Illustrated History of the Nation's Capital*, ed. by Kathryn S. Smith, (Baltimore: The Johns Hopkins University Press, 2010), 139; Donald Gerrety, *Palisades: An Early Suburb of Washington* (1979), 8-9.
- 17 According to *A Catalog of Subdivisions of the District of Columbia, 1854-1902*, the subdivision of Harlem (or Haarlem) established in 1876 was originally part of Samuel Crown's farm called Haarlem. It was bound by Washington Aqueduct or Conduit Road, Foxhall's Lane Road, Lingan Road, and Harvin Road. Harlem had subsequent name changes which likely resulted from infusions of capital from additional investors. On plat maps in 1892, it appears as Jones Harlem, in 1893 as W.A. Gordon's Harlem, and as Crowns in 1894.
- 18 Lanius, *Palisades: Waterways and views*, 147; Gerrety, *Palisades: An Early Suburb of Washington*, 8.

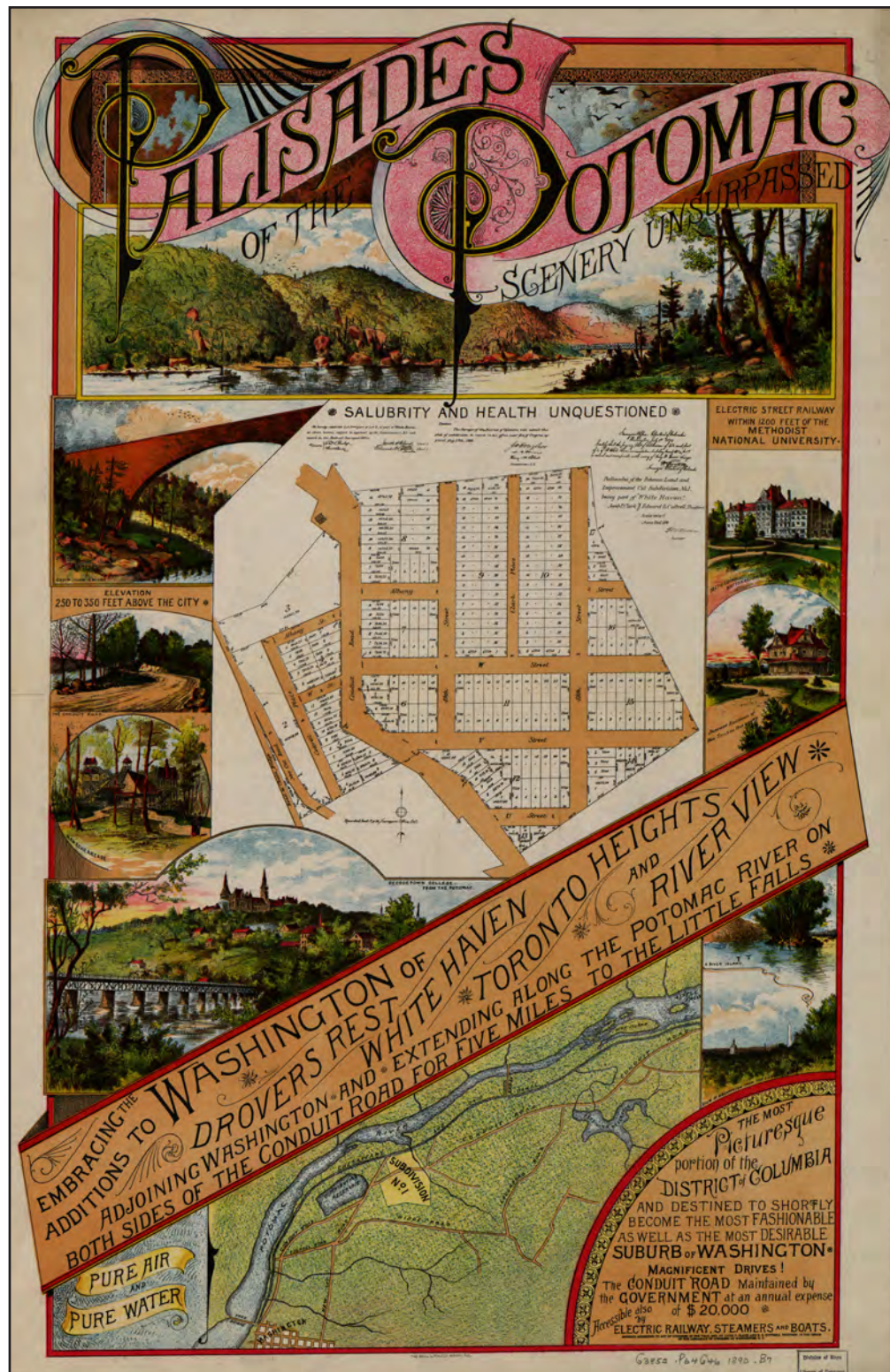


Figure 13: “Palisades of the Potomac: Scenery Unsurpassed,” from the Palisades of the Potomac Land Improvement Company. Library of Congress, 1899.

PALISADES

.....OF THE.....

POTOMAC.

Secure a Lot at Once.

This beautiful sub-division was laid out about three years ago by the **Palisades Improvement Company**, since which time a large number of lots have been sold and several beautiful residences erected thereon.

THE PALISADES

front on the Conduit Road, the grand national boulevard, and overlook the beautiful and historic Potomac River and the Virginia hills, and are within the District of Columbia, but three miles from the Executive Mansion.

The Great Falls Electric Railway,

which starts from 36th street and Prospect avenue, runs through the entire property. The scenery along the route is ever changing and picturesquely grand.

If you desire a home in the suburbs, and yet within the city, with facilities to go and return at a rapid rate, you are now enabled to have it. For healthfulness and beauty of scenery no other part of the District of Columbia can compare with it.

The International Athletic Park
and Amusement Company-----

has secured a large block of the Palisades and is constructing a Bicycle Track and General Amusement Park thereon, which will be ready for a

Grand Opening on Decoration Day.

This large outlay and improvement, with that of the Electric Railway and the erection of dwellings, has given the Palisades a substantial boom which will very soon fill up the whole sub-division, as the number of lots are limited and cannot be increased.

IMMEDIATE PURCHASERS will realize a handsome profit, as values are sure to increase.

Terms easy and made
to suit the purchaser.

J. P. CLARK, 1420 F St., Washington, D.C.

PALISADES OF THE POTOMAC.

Figure 14: Advertisement for the Palisades of the Potomac placed in the Washington Post, April 19, 1896. The ad emphasizes the natural setting of the subdivision and the short ride into the city via the new streetcar line. Washington Post, 1896.

Palisades became an attractive location to home buyers.

Stilson Hutchins, founder of *The Washington Post*, retired as publisher of the paper in 1889, and by 1890 had formed the Palisades of the Potomac Land Improvement Company (PPLIC) with several partners. With Hutchins as president, the company purchased 350 acres of farmland in the original White Haven tract for \$190,000 from brothers Charles and Joseph Weaver. They laid out four subdivisions, highlighted in **Figure 11**. In 1890 and 1891, the first three of which were located above and below Conduit Road, NW, were targeted toward the middle-class. The fourth subdivision, with larger lots intended for upper-class home buyers, was located in the hills north of Conduit Road, NW, west of Chain Bridge Road, NW, and south of Loughboro Road, NW. However, this fourth subdivision was never fully laid out and no lots were sold. This was likely due to the Panic of 1893 which may have caused investors to pull their support for the new venture.¹⁹

The Palisades failed to draw a significant number of homeowners in the 1890s due in part to the economic downturn but also because of its isolated location and real estate competition from other developments closer to the city. These neighborhoods already had well-established streetcar routes; the Palisades were not connected to the city by streetcar until the Glen Echo line was completed in 1895. Although the PPLIC used the newly completed streetcar line to market the subdivision, the company never recovered from its financial struggles and was dissolved in 1897 as a result. Despite its relatively short existence, the PPLIC laid out seventy-five percent of the modern Palisades community in less than five years, paving the way for the developers who came after.²⁰

Regardless of the failure of the PPLIC, the completion of the streetcar line in 1895 from Georgetown to Glen Echo spurred residential growth in the area. By 1909, a real estate boom was underway and the Potomac Heights Land Company was established to further develop and promote the area for prospective home buyers. For many years afterward, developers and private owners in the Palisades reconfigured lot sizes, with many original lots sold well into the twentieth century.²¹

In 1916 the emerging community created the Conduit Road Citizens Association to lobby for paved roads, water, sewer lines, gas mains, systematic house numbering, street lamps, a playground with a field house, a widened Conduit Road, and residential zoning. Their lobbying efforts led in part to the Palisades Recreation Center, designed by the National Park Service and completed by the Works Progress Administration in 1936. In 1942, Conduit Road assumed its final name in honor of World War II General Douglas MacArthur. The citizens association adopted the name and called itself the MacArthur Boulevard Citizens Association. In 1950, in an effort to bring the neighboring subdivisions under a single identity, the association chose its third name: The Palisades Citizens Association.²²

By the mid-twentieth century, the Palisades had a varied mix of late Victorian style houses interspersed among craftsman style bungalows and colonial revival residences. Many of these houses are slightly setback from the street and have small front yards; deeper rear yards butting against the streetcar line's right-of-way. The largest amount of uninterrupted housing construction occurred after World War II as developers invested in the original and virtually undeveloped fourth subdivision of Palisades of the Potomac. All of these houses were constructed in the Colonial Revival style. The majority of the historic houses and character of the neighborhood remain intact, intermixed with modern infill.²³

19 Lanius, Palisades: Waterways and Views, 148-149.

20 Lanius, Palisades: Waterways and Views, 148.

21 Lanius, Palisades: Waterways and Views, 149; Garrety, *Palisades: An Early Suburb of Washington*, 16.

22 Lanius, Palisades: Waterways and Views, 150 & 152.

23 Lanius, Palisades: Waterways and Views, 152.



Figure 15: 5400 Galena Place, NW, constructed in 1925. Photograph taken along the trolley trail.



Figure 16: 5340-5234 Sherier Place, NW, constructed between 1912 and 1925. Taken along the trolley trail.



Figure 17: Foxhall Village Historic District Boundary Map. DC Office of Planning.



Figure 18: The Tudor Revival townhouses of Foxhall Village in 1929. DC Office of Planning.

Foxhall Village

Foxhall Village is a Tudor Revival-style row house neighborhood, **Figures 17 and 18**, situated in Northwest, DC, on the west side of Foundry Branch Valley Park, just north of the Palisades streetcar line. The area has a long history, as the neighborhood was developed on land that once belonged to the estate of Henry Foxall, a British immigrant and founder of the Columbia Foundry. Although initial early development of Foxhall in the 1910s consisted of speculative housing, several groups of developers during the 1920s and 1930s shaped the neighborhood into a planned residential development. The groups of developers worked separately, but harmoniously in style and form, resulting in a cohesive collection of row houses.

Henry Foxall was born in 1758 in Monmouthshire, England, where he became skilled in the foundry trade. As a young man, Foxall left England and settled in Philadelphia where he partnered with Robert Morris, a signer of the Declaration of Independence, to open the Eagle Foundry. Close friends with Thomas Jefferson, Foxall moved to the Federal City in 1799 at his urging. Jefferson wanted Foxall to establish the city's first foundry, so Foxall settled in Georgetown where he opened the Columbia Foundry and purchased a sixty-acre tract of land outside the city as his summer retreat called Spring Hill Farm. This farm tract eventually became the foundation for Foxhall Village.²⁴

Spring Hill Farm is purported to have remained in the hands of Henry Foxall's descendants until the early-twentieth century. In 1908, the tract was purchased and subdivided by California Congressman Everis Anson for speculative development. Modest free-standing Colonial Revival and Craftsman style houses were constructed at the southern end of the tract closest to Canal Road, NW, through the 1920s. The rest of the tract north of P Street remained undeveloped until the mid-1920s when it was purchased by Boss & Phelps. Harry Boss, inspired by a trip to England he took a few years earlier, envisioned a Tudor-inspired row-house neighborhood for middle class homeowners. Boss & Phelps hired local architect James Cooper to design the row houses, which were completed by 1930.²⁵

A second developer, Waverly Taylor, started an abutting development in 1928 which he named Foxall Village, remaining true to the spelling of Henry Foxall's name. Taylor followed the Tudor Revival style already in use by Boss & Phelps.²⁶ These two planned communities, as well as six Tudor Revival-style row houses constructed by Cooper Lightbown and Son in 1933, were intentionally harmonious in design which strengthened the identity of Foxhall Village as a single community rather than three separate ventures. Over time, the developments became collectively known as Foxhall Village, which at the time was one of the largest planned developments undertaken in the District.²⁷

The Tudor-Revival style continues to distinguish Foxhall Village from other early-twentieth century row house neighborhoods in Washington, DC. Today, Foxhall village remains one of DC's most sought after neighborhoods, having changed little since its inception.²⁸ In 2007, Foxhall Village was listed in both the DC Inventory of Historic Sites (DC Inventory), as well as the National Register of Historic Places (NRHP). The Foxhall Village Historic District has 388 contributing resources all of which were built between 1911 and 1935, though most were constructed between 1925 and 1935 by Boss & Phelps and Taylor.

24 National Register of Historic Places, Foxhall Village Historic District, Washington, District of Columbia, National Register #07001221, Section 8, page 20.

25 Foxhall Village Historic District, Washington, DC, Sec 8, p 20.

26 Foxhall Village Historic District, Washington, DC, Sec 8, p 20.

27 Foxhall Village Historic District, Washington, DC, Sec 8, p 20.

28 EHT Traceries, *Foxhall Village Historic District*, Brochure (Washington DC: DC Historic Preservation Office, 2012), 29.

HISTORIC RESOURCES

There are currently five eligible or listed historic resources within the project area, as shown on the map on page 23. As highlighted in Maps 1-4, moving from west to east, they are the Palisades Playground and Field House, Whitehaven/Thomas Main House, Georgetown Reservoir (including the individually listed Castle Gatehouse, and the Reservoir Basin, Influent Gatehouse, and Meig's Vault, which are part of the Washington Aqueduct National Historic Landmark), Glover Archibald Park, and the Georgetown Historic District.

Palisades Playground & Field House

The Palisades Recreation Center was designed and constructed from 1935 and 1936 during an extensive program of park improvements that was coordinated by the National Capital Park and Planning Commission. It was constructed as part of a recreation system that was composed of several function-specific, themed facility types. The recreation center and its park setting were designed by the National Park Service, Branch of Plans and Design, and as the first recreation center to be built under the program, it is significant for its contribution to the development of the modern park system in the District. Architecturally, the recreation center serves as a characteristic example of the Colonial Revival style in American architecture, which was applied to the design of park structures in the District during this period. The construction of the recreation center also reflects the role of the Works Progress Administration in developing public infrastructure during the 1930s.²⁹

Located in Square 1415 on a high bluff northeast of the Potomac River, the Palisades Recreation Center occupies a thirteen-acre site that contains a 1,928 square foot recreation center (historically referred to as a field house), a play area, tennis and basketball courts, a baseball diamond, and a soccer field. In 2015, the Palisades Playground and Fieldhouse was listed in the DC Inventory and NRHP and the complex continues to serve as an important center of recreation for the Palisades community.

Whitehaven-Thomas Main House

The Thomas Main House, also known as Whitehaven Plantation, was constructed circa 1805. Thomas Main was a noted horticulturist of the period and a friend to Thomas Jefferson, who visited Main and stayed at Whitehaven as his guest. When the Palisades were first developed during the late-nineteenth century, many of the subdivisions were established on land from the Whitehaven tract. All of the landholdings have since been sold and subdivided; today, the house is situated on a single parcel between Reservoir Road, NW, and the streetcar line. Whitehaven was listed on the DC Inventory in 1964.



Figure 19: Whitehaven/Thomas Main House, date unknown. Harold Gray.

Georgetown Reservoir

The Georgetown Reservoir, under the authority of the United States Army Corps of Engineers, is part of the Washington Aqueduct which treats water drawn from the Potomac River. The Washington Aqueduct was listed in the NRHP in 1973 and was designated a National Historic Landmark (NHL) that same year. As part of the Aqueduct, the Georgetown Reservoir consists of three basins which are used as the primary sedimentation area for all water that flows to the McMillan Water Treatment Plant. The reservoir has four main structures including the influent Gatehouse, the Castle Gatehouse, the Pipe (Meig's) Vault, and the West Shaft Gatehouse.³⁰



Figure 20: Georgetown Reservoir, date unknown. The streetcar line is visible to the left. Washingtoniana.

Originally named the Distributing Reservoir, the Georgetown Reservoir was designed to take water from Dalecarlia Reservoir, which was originally known as the Receiving reservoir, and distribute it. The Reservoir encompasses approximately sixty-five acres of land in Northwest, DC, and has seven built resources. The original, earthen dike basin was constructed between 1862 and 1864. The interior walls were finished and lined with stone paving in 1873 to prevent erosion. Meig's vault, also known as the Pipe Vault, was constructed between 1862 and 1864 to provide access to the water mains. The Influent and Effluent Gatehouses, built to control the flow of water in and out of the reservoir, were constructed between 1864 and 1872; however, only the Influent Gatehouse survives today. The West Shaft House was constructed in 1901 and the Castle Gatehouse between 1899 and 1901; neither are considered contributing resources to the NHL as they were constructed after the Period of Significance. However, the Castle Gatehouse was individually listed in the DC Inventory in 1974, and in the NRHP in 1975.³¹

Glover-Archbold Park

Glover-Archbold Park, comprised of 221.62 acres, stretches between Van Ness Street and Canal Road in Northwest DC, along the path of Foundry Branch which empties into the Potomac River. The park is approximately two-and-one-half miles long and no more than one-half mile wide with moderately steep valley walls. Aside from the Foundry Branch Trestle Bridge, the trail that follows the course of the creek, and transverse connector trails that begin opposite some of the adjacent city streets, the park contains few cultural resources. The park is named after two contributors, Charles Carroll Glover and Anne Archbold, who donated the



Figure 21: View of the Foundry Branch trestle bridge in Glover-Archbold Park, date unknown. US General Web.

30 *Georgetown Reservoir Building Improvements - Washington Aqueduct Division, Project Definition Report*, Arcadis, March 19, 2015.

31 *Georgetown Reservoir Building Improvements*, 4-5.

majority of the land comprising the park.³²

Glover-Archbold Park is a crucial component of Washington's park system administered by the National Park Service and managed by their Rock Creek Park staff. Today, Glover-Archbold Park is an important urban forest with a variety of trees, vegetation and wildlife, and incorporates a community garden and trail system for recreational use. The trail system today provides connections to Rock Creek and other district parks for improved access for pedestrians. The park was listing in the DC Inventory in 1964 and in the NRHP in 2007 and the FOundry Trestle Bridge remains a contributing resource.

Georgetown National Historic Landmark District

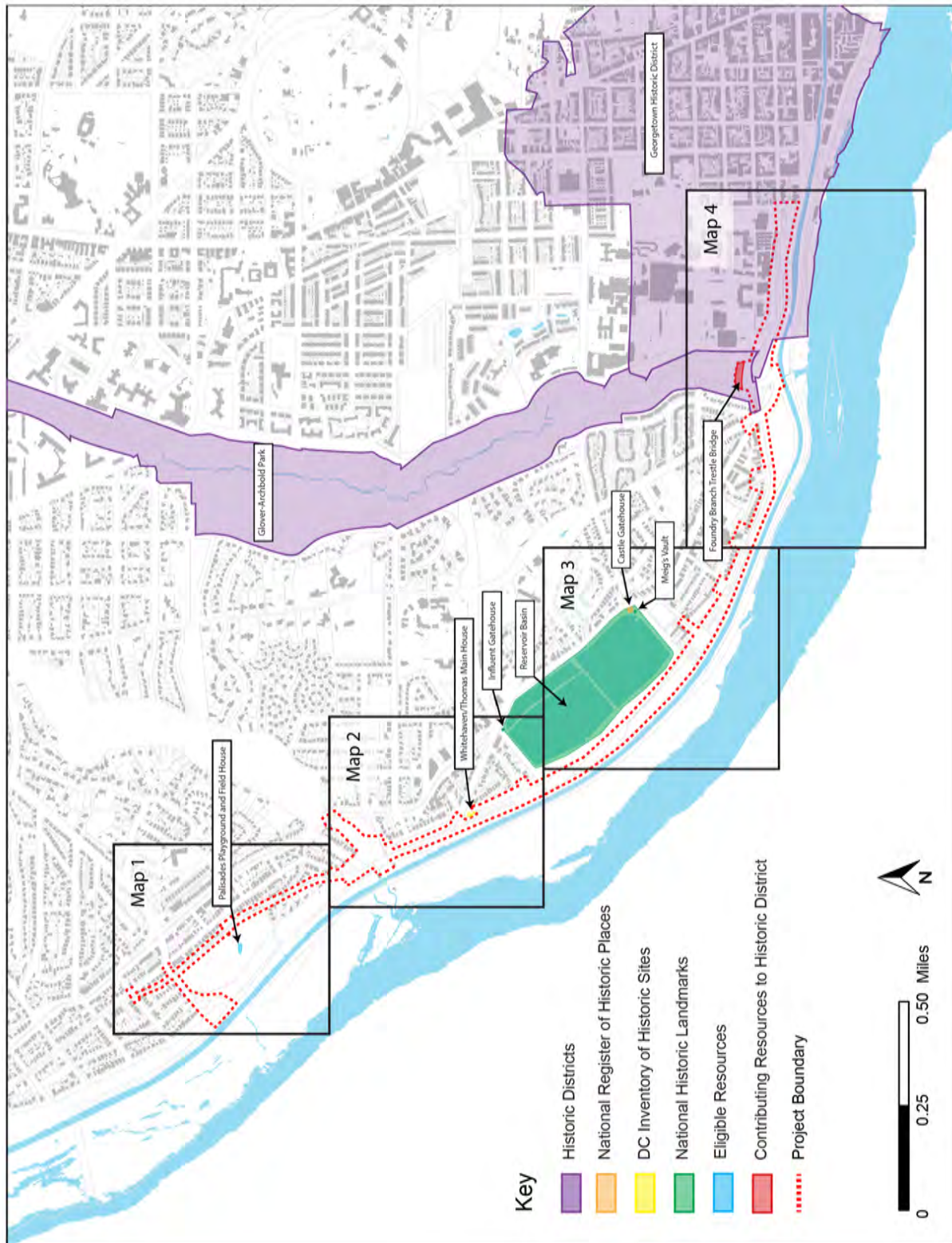
The Georgetown Historic District, which includes approximately four thousand buildings, is roughly bounded by Reservoir Road and Dumbarton Oaks Park on the north, Rock Creek Park on the east, the Potomac River on the south, and Glover-Archbold Parkway on the west. Georgetown was formally established in 1751 when the Maryland Assembly authorized a town on the Potomac River. Its location quickly allowed it to become a prosperous town and center of trade due to the growth and sale of tobacco that was shipped from its port. George Washington's Patowmack Canal and the succeeding C&O Canal enhanced the influence of Georgetown. With the establishment of the Federal City in 1791, Georgetown was incorporated into the District. Georgetown's viability as a port town decreased as the capital grew to become the economic and social center in the District. Despite these changes, Georgetown continued to thrive, shifting toward industrialization along its waterfront during the latter half of the nineteenth century.³³

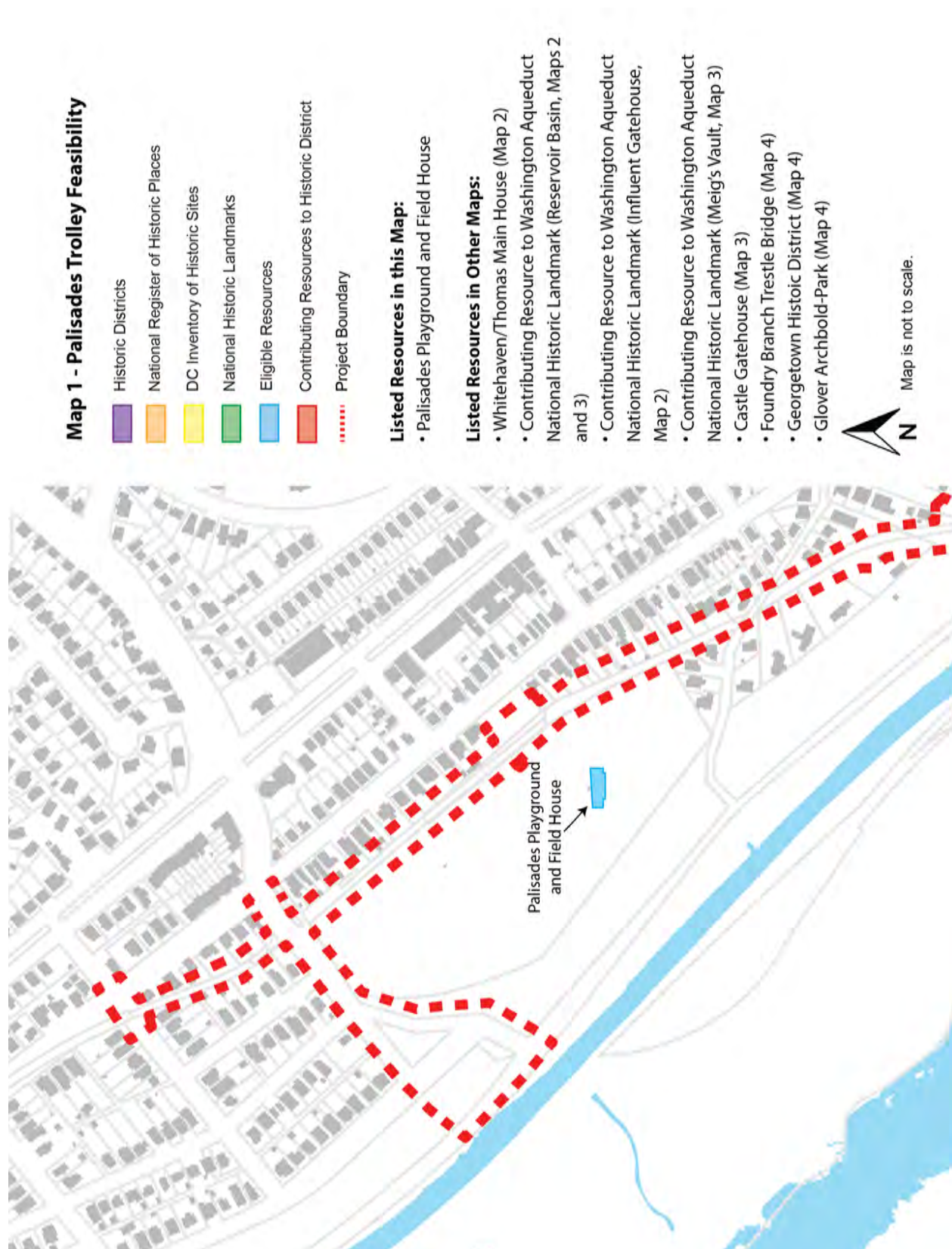


Figure 22: Streetcar crossing the Foundry Branch trestle bridge with Georgetown University in the background, 1948. MD Rail Heritage Library.

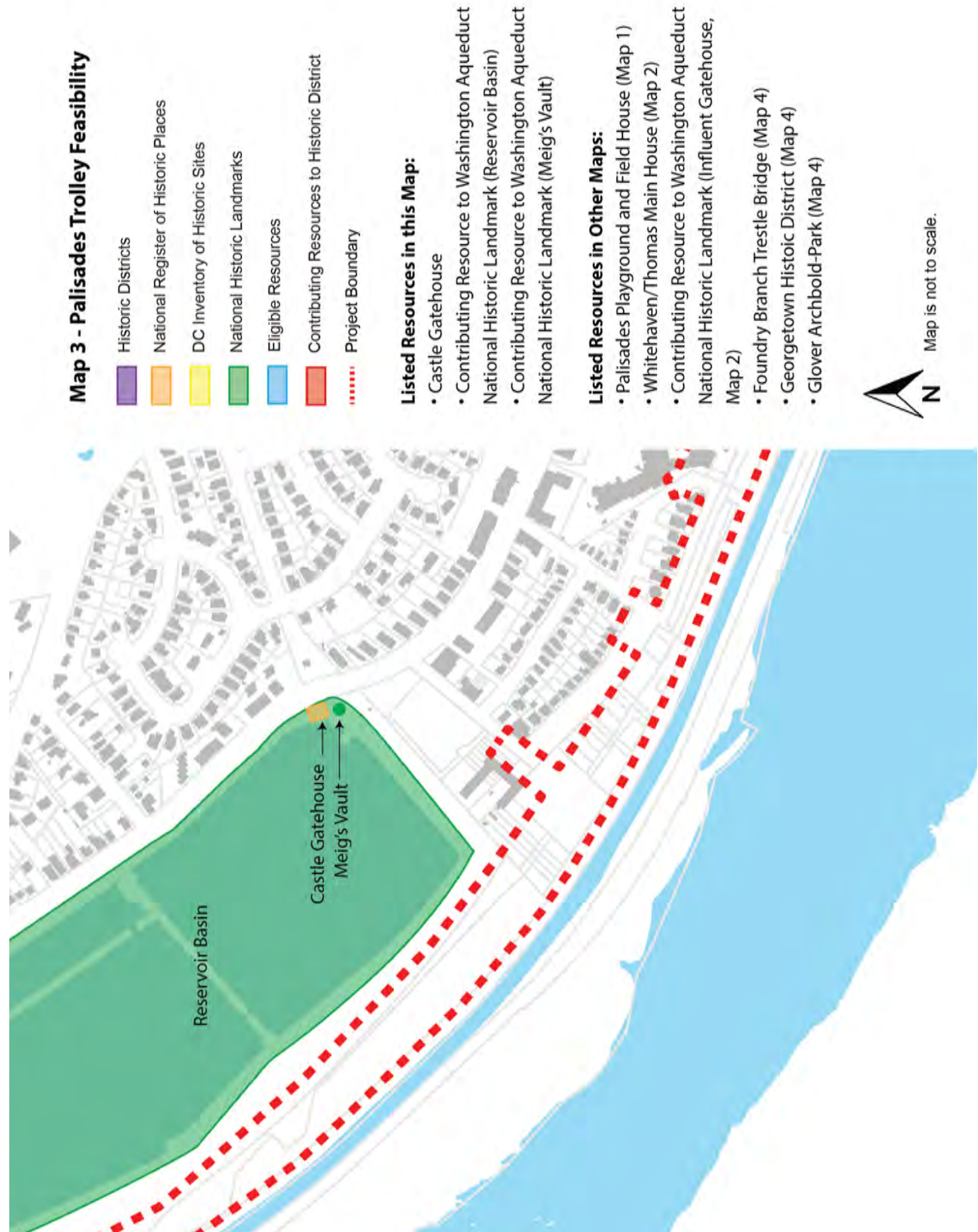
Thanks to early preservation efforts initiated in the 1920s, many of Georgetown's residential and commercial buildings were restored. Many of the buildings date from the period after 1800 with both freestanding structures and townhouses in a variety of styles that give Georgetown the unique character that it retains to this day. The Georgetown Historic District was created in 1950 as the first historic district in Washington. It was designated a NHL in 1967, listed in the NRHP, and is included in the DC Inventory.

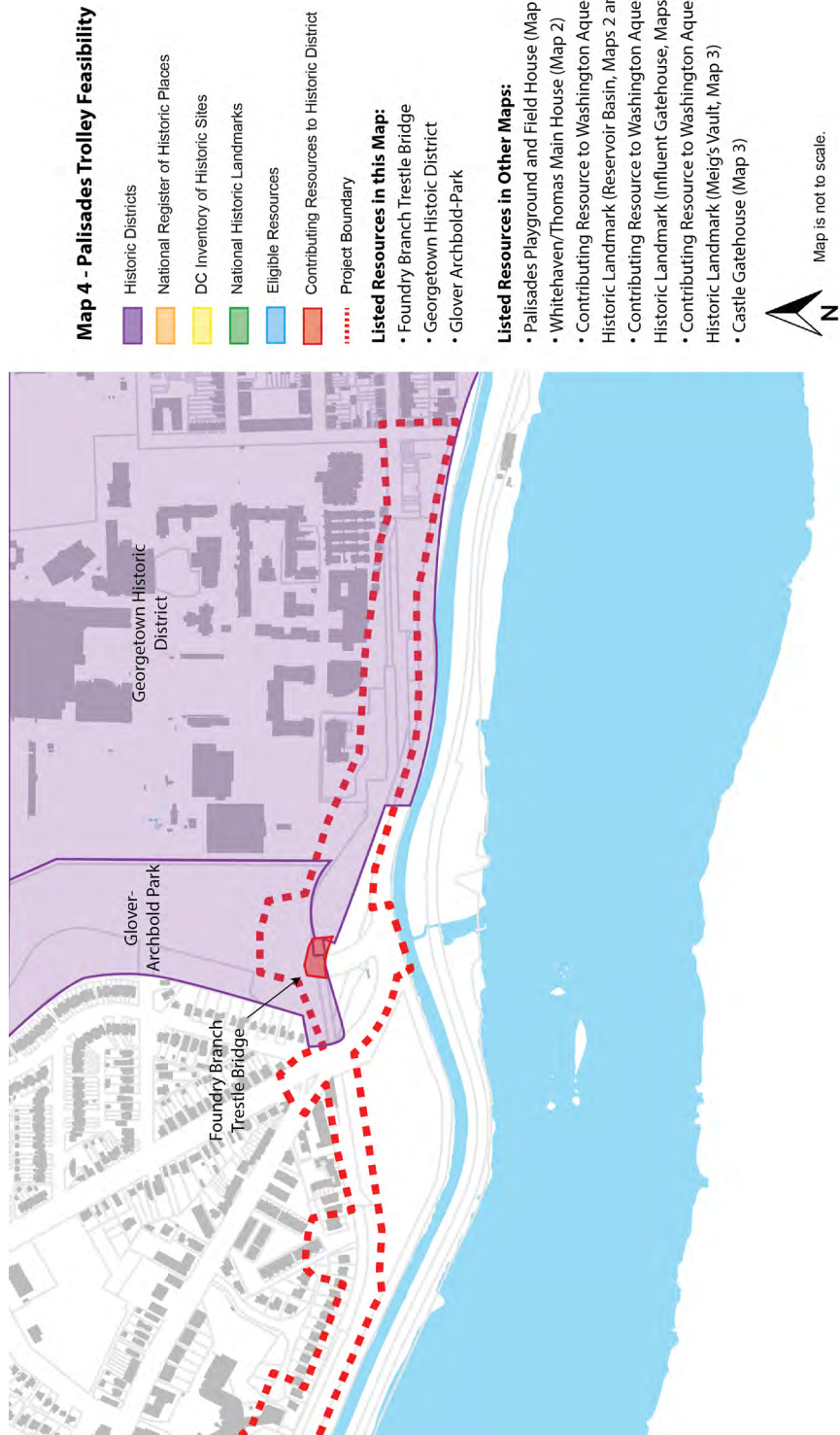
- 32 National Register of Historic Places, *Glover-Archbold Park*, Washington, District of Columbia, National Register #06001260, Section 7-2.
- 33 National Park Service, "Georgetown Historic District," <https://www.nps.gov/nr/travel/wash/dc15.htm>; Tanya Edwards Beauchamp, *Georgetown Historic District*, Brochure, (Washington DC: DC Historic Preservation Office, 1998).











CONCEPT ANALYSIS

There are currently no fatal design flaws related to historic resources that would result from the concept designs presented within the Palisades Trolley Trail and Foundry Trestle Bridge Study. Utilizing the historic alignments would avoid any effects to surrounding historic resources or districts. Any new material proposed for the right-of-way would not negatively impact surrounding historic resources as the historic tracks were removed in the 1960s and the right-of-way was abandoned. Reestablishing previous connections over the roads and restoring the once connected trail would have no impacts on the surrounding historic resources.

The Trestle Foundry Bridge, which is a contributing resource to the Glover-Archbold Park, needs significant work to stabilize and salvage. The four options presented hold varying degrees of preservation benefits. Should the project move forward and Federal funds are utilized, further analysis of the impacts and adverse effects to the Foundry Trestle Bridge and surrounding historic resources would be studied as part of the formal review process.

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