

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Fort Belvoir Military Railroad Historic Corridor

Other names/site number: DHR No. 029-5724

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

LISTED

VLR: 6/16/2016

## 2. Location

Street & number: Five miles in the U.S. Army Garrison Fort Belvoir installation

City or town: Fort Belvoir State: VA County: Fairfax

Not For Publication:

N/A

Vicinity:

N/A

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets    does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

   national    statewide X local

Applicable National Register Criteria:

X A    B    C    D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property    meets    does not meet the National Register criteria.

Signature of commenting official:

Date

Virginia Department of Historic Resources

Title :

State or Federal agency/bureau  
or Tribal Government

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

---

#### 4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register  
☐ determined eligible for the National Register  
☐ determined not eligible for the National Register  
☐ removed from the National Register  
☐ other (explain:) \_\_\_\_\_

---

Signature of the Keeper

Date of Action

---

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private: ☐  
Public – Local ☐  
Public – State ☐  
Public – Federal ☒

##### Category of Property

(Check only **one** box.)

- Building(s) ☐  
District ☒  
Site ☐  
Structure ☐  
Object ☐

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>30</u>	<u>5</u>	buildings
<u>7</u>	<u>1</u>	sites
<u>4</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>41</u>	<u>8</u>	Total

Number of contributing resources previously listed in the National Register 0

---

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: Railroad-Related

DEFENSE: Military Facility

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

DEFENSE: Military Facility

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Segments of Historic Railroad

---

---

---

---

---

---

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE; WOOD

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

#### Summary Paragraph

The Fort Belvoir Military Railroad Historic Corridor (FBMRRHC) consists of the four-mile Fort Belvoir Military Railroad (FBMRR) main line track bed, five-and-a-half miles of sidings, (including the railroad yards), and the associated buildings, sites and structures.<sup>1</sup> The FBMRRHC is located in U.S. Army Garrison, Fort Belvoir (Fort Belvoir), Fairfax County, Virginia. The installation is 8,600 acres and is approximately twenty miles south of Washington D.C. and ten miles south of Alexandria, Virginia. There are forty-one contributing resources and eight non-contributing resources within the district. The railroad operated from its construction in 1918 until its decommissioning and the subsequent departure of the last rail car in 1993. The construction of the railroad in 1918 was expedited due to the urgent need for troop mobilization for the World War I effort. The railroad was the primary means of moving supplies to and from the installation for Camp A.A Humphrey's initial construction, as well as Fort Belvoir's later development. The FBMRR also provided the primary method of transportation for troops and civilians to and from the installation, was used as a testing facility for railroad transport safety

---

<sup>1</sup> In the 1981 *Inspection of Railroad Tracks for Fort Belvoir*, there were four miles of main line track, five-and-a-half miles of sidings, and one mile of track no longer in service measured. Combined, the track total was nine-and-a-half miles (eight-and-a-half miles in service at the time of the inspection). Eight-and-a-half miles were documented in this nomination.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

tests, and later provided the coal supply and transport for the entire Military District of Washington. The passenger service continued until the close of the Korean War<sup>2</sup> in 1953, although the peace-time commuter class cars were discontinued in 1948.<sup>3</sup> Five of the buildings associated with the railroad are the oldest extant buildings on Fort Belvoir. The post road system and warehouse districts' layouts were designed to accommodate rail transport. This railroad-oriented layout is still evident in the FBMRRHC.

---

## Narrative Description

### General Site Description

The FBMRRHC extends approximately five miles across U.S. Army Garrison, Fort Belvoir (Fort Belvoir) in Fairfax County, Virginia. The corridor begins to the north of the installation in Newington, Virginia, at the original site of Accotink Station<sup>4</sup>, where it previously connected with the Richmond-Fredericksburg & Potomac (RF&P) Railroad. From the station site, it continues south running closely adjacent to the Fairfax County Parkway, originally State Route 617. This section is heavily wooded. It proceeds south, to the north of Accotink Village, where the corridor crosses Beulah Street by way of a concrete bridge (Facility No. 2298).

The corridor continues south, parallel to the Area 1900 World War II-era Army warehouses along Meade Road (Facility Nos. 1970, 1971, 1972, 1973, 1976, 1977, 1978, 1980, and 1981). The railroad corridor viewshed is broken at the warehouse spur due to a structure built in 2014, which connects Building Nos. 1976 and 1973. However, the main line track bed of the corridor is unimpeded. From the warehouses at Meade Road, a spur extends northwest to the current ruins of the largest coal trestle on post, Facility No. 2280. This coal trestle was in use from 1941 until the railroad's decommissioning in 1993. The concrete trestle foundation pillars have been razed, although the ghost marks of where they once stood remain visible. The wood superstructure and tracks have been removed, but the concrete boundary/containment wall that surrounded the coal trestle facility is extant as well as the railroad trestle wooden support/retaining wall. South of the Area 1900 warehouses is an open space containing Facility No. 1965 (VDHR File No. 029-5429), a concrete loading ramp that was once the termination point for the single track spur that bisected the double-row of warehouses.

Less than a quarter of a mile to the south, the corridor is broken where the main line used to pass above Richmond Highway (U.S. Route 1) via another concrete bridge, Facility No. 1433 (VDHR File No. 029-5424). This bridge was demolished in September of 2014 as part of the U.S. Route 1 Improvements Project.

The bed maintains its southerly route as it travels parallel with Gunston Road, passing to the east of Area 1400. Directly adjacent, to the east of Building No. 1412 is Facility No. 1435, a concrete loading dock where a double track spur terminated. The ramp is still in use for vehicle loading and unloading. On the southern end of Area 1400 is Building No. 1422. It was one of the

---

<sup>2</sup> Gallager, Ray. 1982. "Fort Belvoir Railroad is 65 Years Old." Fort Belvoir Castle, September 10: 23.

<sup>3</sup> Belvoir Castle. 1948. "Accotink Flyer' Still Cruises the Rails." June 25: 2.

<sup>4</sup> See Figure No. 43 for a c. 1965 Aerial shot of the railhead, including Accotink Station.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

installation's coal-powered heating plants. Building No. 1422's attached coal trestle (Facility No. 1422A) was abandoned in place, versus being partially demolished, so the extant track and coal trestle retain a high level of integrity.

The corridor continues south as it continues to parallel Gunston Road. South of the corridor's intersection with Pohick Road, the corridor is severed by Building No. 1135, an Army and Air Force Exchange Service (AAFES) gas station and shopette, built in 2013.<sup>5</sup> There is a cementitious block wall where the elevation changes dramatically on the edge of the Building No. 1135 parcel. At the bottom of the dividing wall, approximately ten feet lower, the corridor continues uninterrupted, passing through the installation's warehouse/industrial district. This area is where the railroad yard<sup>6</sup> was located. The longest industrial railroad siding at Fort Belvoir was located in this area, between 12th Street and 21st Street. From north to south, the first series of warehouses are the Area 1100 warehouses (Building Nos. 1139, 1140, 1141, 1142 and 1143), all built in 1918. Building Nos. 1139 through 1141 are contiguous, as are Building Nos. 1142 and 1143. The concrete railroad loading/unloading platforms still flank the west side of the buildings.

Continuing in an open area, then over the intersection at 16th Street, is Area 700, mostly comprised of a series of connected warehouse buildings, although the size and massing vary. All the warehouse buildings in Area 700 (Building Nos. 701, 702, 712, 711, 710, 709 and 708) were built in 1946, except two smaller warehouses built in 1944 (Building Nos. 709 and 710), which are sandwiched between Building No. 708 on the south and, the larger Building No. 711, on the north. As with the Area 1100 warehouses, the concrete railroad loading/unloading platforms still flank the corridor-side of the buildings.

To the south of the linear Area 700 warehouses is the large International style, Building No. 707. Built in 1935, this served as the post railroad shop until the railroad was decommissioned. South of Building No. 707, the corridor continues in what was once a spur servicing warehouse Building Nos. 629 and 639. North of 23rd Street is Facility No. 604, a concrete railroad loading ramp. South of 23rd Street are the remains of the South Post coal trestle Facility No. 602, now a debris collection yard. The concrete trestle foundation pillars are intact, although the wood superstructure and tracks have been removed. The coal trestle's retaining wall, Facility No. 600 (VDHR File No. 029-5415) is extant.

The final stretch of the corridor terminates south of 23rd Street within the Engineer Research and Development Laboratories (ERDL), known as Area 300. The research facilities in ERDL specialized in the testing of rail lines, cars, and engines. The corridor runs southwest by Building Nos. 335, 347, 334, 333, and finally terminates at Building No. 332, the former coal-powered

---

<sup>5</sup> See Figure No. 42 for a c.1980 photo of the railroad corridor before the AAFES gas station/shopette was built.

<sup>6</sup> A railroad yard is a "system or grouping of tracks connected to, but not part of, a main line; used for switching or storing cars, or making up trains" (*Trains: The magazine of railroading*. 2014) See Figure Nos. 23-24.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

heating plant, which served the ERDL area. The adjoining coal trestle, Facility No. 7332, retaining walls are intact, although the tracks and other supporting features have been removed.

	Contributing	Non-Contributing
<b>Buildings</b>	30	5
<b>Sites</b>	7	1
<b>Structures</b>	4	2
<b>Objects</b>	0	0
<b>TOTAL</b>	41	8

Facility Number	Facility Name	VDHR Id. No.	Construction Date	Contributing-Criteria	Non-Contributing	Location
N/A	FBMRR Track Bed	029-5648	1918	Site- A		
331	Building 331		1942	Building- A		Area 300
332	Heating Plant Building 332		1942	Building- A		Area 300
333	Building 333		1942		Building	Area 300
334	Lab Test Building 334		1950	Building- A		Area 300
335	Building 335		1942	Building- A		Area 300
347	Building 347		1950	Building- A		Area 300
600	Retaining Wall Facility 600	029-5415	1942	Structure- A		Area 600
602	21st Street Debris Collection Facility and Coal Trestle Foundation Ruins 602		c. 1945	Site- A		Area 600
604	Loading Dock Ramp Facility 604		1959	Site- A		Area 600
605	Retaining Wall Facility 605	029-5416	1945		Structure	Area 600
606	Sewage Pumping Station Building 606		1942		Building	Area 600
629	General Purpose Storage Building 629		1944	Building- A		Area 600
630	General		1944	Building- A		Area 600

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Facility Number	Facility Name	VDHR Id. No.	Construction Date	Contributing- Criteria	Non-Contributing	Location
	Purpose Storage Building 630					
700	NEC Server Building 700		2012		Building	Area 700-Warehouse District
701	General Purpose Warehouse Building 701	029-0209-0332	1946	Building- A		Area 700-Warehouse District
702	General Purpose Admin Building 702	029-0209-0333	1946	Building- A		Area 700-Warehouse District
703	Open Storage Facility 703	029-0209-0354	1945		Site	Area 700-Warehouse District
707	Machine Shop Building 707		1935	Building- A		Area 700-Warehouse District
708	Office Supply Store Building 708	029-0209-0343	1946	Building- A		Area 700-Warehouse District
709	General Purpose Warehouse Building 709	029-0209-0357	1944	Building- A		Area 700-Warehouse District
710	MEDCOM Building 710	029-0209-0358	1944	Building- A		Area 700-Warehouse District
711	General Purpose Warehouse Building 711	029-0209-0334	1946	Building- A		Area 700-Warehouse District
712	General Instruction Building 712	029-0209-0335	1946	Building- A		Area 700-Warehouse District
1139	DPTMS Training Building 1139		1918	Building- A		Area 1100-Warehouse District
1140	General Purpose Warehouse Building 1140		1918	Building- A		Area 1100-Warehouse District
1141	General Purpose Warehouse		1918	Building- A		Area 1100-Warehouse District



Fort Belvoir Military Railroad Historic Corridor

Name of Property

Fairfax County, VA

County and State

Facility Number	Facility Name	VDHR Id. No.	Construction Date	Contributing-Criteria	Non-Contributing	Location
	Building 1141					
1142	General Purpose Warehouse Building 1142		1918	Building- A		Area 1100-Warehouse District
1143	General Purpose Warehouse Building 1143		1918	Building- A		Area 1100-Warehouse District
1412	Organization Storage Building 1412	029-0209-0264	1952		Building	Area 1400 West
1422	Heating Plant Building 1422	029-0209-0347	1945	Building- A		Area 1400 West
1422 A	Coal Trestle for 1422, Facility 1422A		1945	Structure- A		Area 1400 West
1435	Ramp Facility 1435		between 1943-1946	Site- A		Area 1400 West, Jackson Loop
1965	Loading Dock Facility 1965		1950	Site- A		Lower North Post District
1970	General Purpose Admin Building 1970	029-5675	1944	Building- A		Lower North Post District
1971	Organization Storage Building 1971		1944	Building- A		Lower North Post District
1972	Storage General Purpose Building 1972		1944	Building- A		Lower North Post District
1973	Storage General Purpose Building 1973	029-0209-0385	1944	Building- A		Lower North Post District

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Facility Number	Facility Name	VDHR Id. No.	Construction Date	Contributing-Criteria	Non-Contributing	Location
1976	Organization Storage Building 1976		194	Building- A		Lower North Post District
1977	Organization Storage Building 1977		1944	Building- A		Lower North Post District
1978	General Purpose Storage Building 1978		1944	Building- A		Lower North Post District
1979	General Purpose Storage Building 1979		1944	Building- A		Lower North Post District
1980	General Purpose Storage Building 1980		1944	Building- A		Lower North Post District
1981	Controlled Humidity Warehouse Building 1981		1980		Building	Lower North Post District
2280	Coal Trestle Facility 2280		1941	Site- A		DLA INSCOM District
2282	Gate for 2280 Facility 2282		1996		Structure	DLA INSCOM District
2298	Bridge Facility 2298	029-5010	1928	Structure- A		Lower North Post District
2486	Bridge Facility 2486	029-5431	1942	Structure- A		North Post
7332	Coal Trestle Facility 7332	029-5436	1942	Site- A		Area 300

### Buildings, Structures, & Sites

#### FBMRR Track Bed (one contributing structure)

The FBMRRHC track bed main line extends approximately four miles across U.S. Army Garrison Fort Belvoir (Fort Belvoir). The main line track is referred to as Track No. 2 and

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

historically went from the railhead in the north to Facility No. 7332, Fort Belvoir's southernmost coal trestle, in the south.

As noted in Virginia Department of Historic Resources (VDHR) February 2011 primary resource description for the track bed:

The FBMRR track bed consists of three major elements: the right-of-way, the remnants of the railroad's permanent way, and the track foundation. The track right-of-way is defined as the narrow strip of cleared land that is designated specifically for the operation and maintenance of the railroad. The FBMRR right-of-way is owned directly by the installation and has not been granted via an easement. The permanent way consists of the pairs of steel rails, wooden railroad ties and the ballast in which the ties are embedded. The bottom portion of the ballast track bed is called the track foundation, which is in turn supported by a prepared earthworks formation called the sub-grade that is sloped slightly for drainage. The right-of-way for the FBMRR still exists, but because the line was discontinued in 1993, scattered vegetation and downed trees now obstruct the track bed in many locations. In other locations, the right-of-way has been repurposed to provide a corridor for electrical lines and other utilities. The ballast and track foundation remain mostly intact, with some portions having been demolished for road and parking lot construction spurred by new development and a stronger reliance upon the automobile. This is particularly apparent in the warehouse district, where almost all of the track bed associated with the primary line and the industrial siding has been covered by asphalt to provide vehicle access to the warehouses. The FBMRR corridor encompasses the original right-of-way in which the railroad operated and all of the buildings, structures, and other resources associated with purpose of transporting by rail freight and passengers.

The track bed begins to the north of the main installation in Newington at the original site of Accotink Station, where it previously connected with the Richmond-Fredericksburg & Potomac (RF&P) Railroad. Fort Belvoir still owns the right-of-way on the original land acquired for the FBMRR in January 1918. All evidence of Accotink Station has been removed, and an empty lot is all that remains.<sup>7</sup> From the former station site at the railhead, in Newington, Virginia, the track branches off of the former RF&P line (now owned by CSX) just south of Newington Road.<sup>8</sup> There is a concrete railroad telephone booth, once used by the FBMRR to the east side of Fort Belvoir's tracks.<sup>9</sup> The single FBMRR track forks into double tracks, the high line and the low line (a passing siding). All of the tracks, rails, ties, ballast, and grade remain intact and in good condition, especially considering that they have had no maintenance in over two decades.<sup>10</sup>

The tracks merge into a single track slightly north of Facility No. 2486, also known as the Cinder Bed Road (State Route No. 877) Railroad Bridge.<sup>11</sup> The northernmost section is overgrown, although the tracks remain visible and unbroken through the heavy vegetation. The bridge

<sup>7</sup> See Photo No. 1

<sup>8</sup> See Photo No. 2

<sup>9</sup> See Photo No. 3 and Figure No. 37.

<sup>10</sup> See Photo Nos. 4, 5, and 6

<sup>11</sup> See Photo Nos. 7 and 8

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

remains intact and in good condition with some deterioration on a portion of the wood decking. Past Facility No. 2486, the track bed, complete with ties, rails, and ballast, continues behind an industrial area north of Telegraph Road.<sup>12</sup> The track bed continues south running closely adjacent and parallel to the Fairfax County Parkway until the Route 1 intersection.<sup>13</sup> The rail has been cut, although it is still visible in the cleared area shoulder north of the Telegraph Road right-of-way.<sup>14</sup> The former Telegraph Road railroad crossing was removed and/or paved over as the corridor passes over road itself. The railroad crossing has always been at-grade in this location so the road causes no impingement on the viewscape, or overall integrity, of the corridor itself.

The ballast, rails, and ties begin again just south of Telegraph Road where they continue over Kernan Run, a small creek adjacent to historic Mount Air that is part the Accotink Creek watershed.<sup>15</sup> The railroad grade remains intact in this area. The rails have been cut and removed from the track bed, as well as the ties, in this location (latitude/longitude: 38.721899, -77.173400).<sup>16</sup> Continuing south, the track bed grade is more drastic, sloping steeply upwards on each side eight to ten feet from the natural grade. A cinder and granite ballast combination remains where the rails and ties have been removed. The ties and rails begin again in the track bed north of Kingman Road (latitude/longitude: 38.721287, -77.172084) and continue intact until approaching the intersection (Zone 18, Easting 311459.6, Northing 4287893.6).<sup>17</sup> At this point, some of the rails and ties have been broken, although the grade and ballast remain.<sup>18</sup>

Following the corridor past Kingman Road the track bed is completely cleared of vegetation and ballast is visible. North of Accotink Village, there was a siding known as the "Accotink Siding," which terminated at a tank and pump house. The 1976 Fort Belvoir post map shows this siding still in existence, as well as a shorter siding to the immediate south of Kingman Road called the "Ammo Siding." The Accotink Siding extending approximately 1,000 feet located between Farrar Road and Beulah Street, provided temporary storage of rail cars and when needed, was used as a passing siding. The Troop Siding, located between Beulah Street and the Richmond Highway also functioned as a loading and unloading area for soldiers and equipment for the Engineer Replacement and Training Center. The Troop Siding measured approximately 2,500 feet; the track and bed were interchangeably used as passing and industrial siding. The track bed proceeds south, to the north of Accotink Village, where the corridor crosses Beulah Street (State Route 613) by way of a concrete bridge (Facility No. 2298).<sup>19</sup> The bridge is in good condition. The wood decking, rails, and ties are in place on the bridge. To the south of the bridge, the

---

<sup>12</sup> See Photo Nos. 9 and 10

<sup>13</sup> Fairfax County Parkway, State Route 286, utilized and covered a large portion of what was Backlick Road (State Route 617), except for a fragment which still exists in Accotink Village. The Fairfax County, Virginia, Map from 1995-1996 still shows Backlick Road.

<sup>14</sup> See Photo No. 11

<sup>15</sup> See Figure Nos. 40 and 41

<sup>16</sup> See Photo No. 12

<sup>17</sup> See Photo No. 13

<sup>18</sup> See Photo No. 14

<sup>19</sup> See Photo No. 16

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

corridor is cleared. Two concrete pillars stand on the east side of the tracks. These pillars were once used to hold extra rail.<sup>20</sup>

The corridor continues south, parallel to Area 1900, World War II-era Army warehouses along Meade Road (Facility Nos. 1970, 1971, 1972, 1973, 1976, 1977, 1978, 1980, and 1981). The track bed is non-existent where Main Track No. 2 once passed to the west of the Area 1900 warehouses. The rail lines have either been removed or covered with asphalt for parking lots. The warehouse unloading platforms on the west side have been removed from the buildings.<sup>21</sup> However, the ballast and grade are still in good condition. The concrete loading ramps are extant where the siding once passed between the warehouses, giving visual evidence of the railway spur terminus once here. The warehouses on the east side still have their railroad loading/unloading platforms as well as a pulley-operated, metal walking bridge.<sup>22</sup>

The railroad corridor track bed viewshed is obstructed due to an enclosed loading dock built in 2014, which connects Building Nos. 1976 and 1973.<sup>23</sup> From the warehouses at Meade Road, a spur extended northwest to the current ruins of the largest coal trestle on post, Facility No. 2280. The concrete trestle foundation pillars have been razed, but the ghost mark of where they once stood remains visible. The wood superstructure and tracks have been removed, although the same concrete boundary wall that surrounded the coal trestle facility is extant. South of the Area 1900 warehouses is an open space containing Facility No. 1965 (VDHR File No. 029-5429), a concrete loading ramp that was once the termination point for a single track spur.<sup>24</sup>

Less than a quarter of a mile to the south the track bed is severed where it used to pass above Richmond Highway (U.S. Route 1) via another concrete bridge, Facility No. 1433 (VDHR File No. 029-5424). This bridge was demolished in September of 2014 as part of the Route 1 Improvements Project (VDHR File No. 2001-0007).<sup>25</sup> This break in the physical continuity of the district is one of two small breaks which make the corridor discontinuous in its entirety.

The bed maintains its southerly route as it travels parallel with Gunston Road,<sup>26</sup> passing to the east of Area 1400.<sup>27</sup> Directly adjacent to the east of Building No. 1412 is Facility No. 1435, a concrete loading dock where a double track spur terminated. The ramp is still in use for vehicle loading and unloading. On the southern end of Area 1400 is Building No. 1422. It was one of the installation's two coal-powered heating plants. Building No. 1422's attached coal trestle (Facility No. 1422-A) was abandoned in place, versus being partially demolished like Facility No. 7332, and the extant track and coal trestle retain a high level of integrity.

---

<sup>20</sup> See Photo No. 15

<sup>21</sup> See Photo No. 65

<sup>22</sup> See Photo No. 18 and Figure No. 21

<sup>23</sup> See Photo No. 19

<sup>24</sup> See Photo No. 20

<sup>25</sup> See Photo Nos. 21 and 22

<sup>26</sup> See Photo No. 23

<sup>27</sup> See Photo Nos. 25 and 26

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

The track bed continues south as it continues to parallel Gunston Road.<sup>28</sup> South of the corridor's intersection with Pohick Road, the track bed and corridor are broken by Building No. 1135, an AAFES gas station and shoppette, built in 2013.<sup>29</sup> This break in the physical continuity of the district is the second of two small breaks which make the corridor discontinuous in its entirety. There is a cementitious block wall where the elevation changes dramatically on the edge of the Building No. 1135 parcel. At the bottom of the dividing wall, approximately ten feet lower, the corridor continues uninterrupted, passing through the installation's warehouse/industrial district.<sup>30</sup> This area is where the railroad yard was located. The longest industrial railroad siding at Fort Belvoir was installed in this area, specifically located between 12th and 21st streets. The first series of warehouses are the Area 1100 warehouses (Building Nos. 1139, 1140, 1141, 1142, and 1143), all built in 1918. Building Nos. 1139 through 1141 are contiguous, as are the adjacent Building Nos. 1142 and 1143. The concrete railroad loading/unloading platforms still flank the west side of the buildings. The main line's ballast and grade remain intact in this area although the tracks have been removed.

Continuing in an open area, then over the intersection at 16th Street, is Area 700, mostly comprised of a series of connected warehouse buildings, although the size and massing vary. All the warehouse buildings in Area 700 (Building Nos. 701, 702, 712, 711, 710, 709 and 708) were built in 1946, except two small warehouses built in 1944 (Building Nos. 709 and 710), which are sandwiched between Building No. 708 on the south and, the larger Building No. 711, on the north. Almost all of the track bed associated with the primary line and the industrial siding has been covered by asphalt to provide vehicle access to the warehouses. As with the Area 1100 warehouses, the concrete railroad loading/unloading platforms still flank the corridor-sides of the buildings.

To the south of the linear Area 700 warehouses is the large International style Building No. 707. Built in 1935, this served as the post railroad maintenance shop until the railroad was decommissioned.<sup>31</sup> South of Building No. 707, the track bed continues in what was once a spur servicing warehouse Building Nos. 629 and 639. North of 23rd Street is Facility No. 604, a concrete railroad loading ramp. South of 23rd Street is the remains of the South Post coal trestle Facility No. 602, now a debris collection yard. The concrete trestle foundation pillars are intact, although the wood superstructure and tracks have been removed. The coal trestle's retaining wall, Facility No. 600 (VDHR File No. 029-5415) is extant.

The final stretch of the track bed terminates south of 23rd Street within the Engineer Research and Development Laboratories (ERDL), known as Area 300. The research facilities in ERDL specialized in the testing of rail lines, cars, and engines. The track bed runs southwest by Building Nos. 335, 347, 334, 333, and finally terminating at Building No. 332, the former coal powered heating plant which served the ERDL area.<sup>32</sup> The adjoining coal trestle, Facility No.

<sup>28</sup> See Photo No. 24

<sup>29</sup> See Photo No. 27

<sup>30</sup> See Photo Nos. 28 and 29

<sup>31</sup> See Figure No. 35

<sup>32</sup> See Photo No. 32

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

7332, retaining walls are intact, although the tracks and other supporting features have been removed.

After the official decision was made official to permanently discontinue railroad service at Fort Belvoir in 1993, a majority of the main post tracks were torn up, the engines and cars were sold, and many of the buildings were either adapted for different uses or abandoned. The original 1918 Federal right-of-way still exists along the train route and is still under Federal ownership as Fort Belvoir property, although in the portion of the track bed north of Beulah Street, the land has become overgrown and is heavily wooded. In the area between Route 1 and Pohick Road, the right-of-way has been adapted for electrical and other utility lines. Despite these changes, the entire length of the original track bed is walkable, with the exception of where Facility No. 1433, the Route 1 Railroad Bridge, has been removed.<sup>33</sup>

## **Buildings**

### **Contributing Buildings:**

Building No. 331, Shop      1942      Building- A      Area 300

Building No. 331,<sup>34</sup> built in 1942, is a single story common bond brick building southwest of the Putman Road and Kingman Road intersection and features large industrial windows and roll-up garage doors. It was constructed with Colonial Revival architectural details that are prevalent throughout Fort Belvoir. The main block of the building is seven bays on the west and east elevations and 15 bays on the north and south elevations. A majority of the windows have been replaced with 12 light aluminum sash windows; the top two rows of lights are fixed and the bottom row has four awning lights. The roof is flat and has a half-story monitor that runs down the middle bay from east to west. All of the monitor's windows have been removed and replaced with standing seam metal panels. Building No. 331 has three additions. The first addition<sup>35</sup> is to the southwest of the main block separated with an exposed firewall and appears to be contemporary with it as it shares the same brick coursing and fenestration. The addition is four bays on the east and west elevations, and six bays on the southern elevation. The roll-up garage doors on the addition have been replaced like those on the main block, but the windows are the original metal sash 91 light horizontal pivot windows. The smaller additional are on the north and north elevations of the eastern half of the building. The north addition, constructed at an unknown date, is brick with matching fenestration to the main block but only has a single door. The south addition is modern and of all metal construction with a gable roof. Although alterations and additions have occurred to Building 331, the original form, massing, and materials are still intact

Building No. 332, Heating Plant      1942      Building- A      Area 300

<sup>33</sup> Fields, Deborah. 1990. "1990 Post's Railroad Status Under Review ." *Fort Belvoir Castle*, February 23: 1. & Daniel, Christopher. 2011. Fort Belvoir Military Track Bed. Reconnaissance Level Survey, Virginia Department of Historic Resources, p.4.

<sup>34</sup> See Photo Nos. 33 and 34

<sup>35</sup> See Photo No. 35

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Building No. 332, built in 1942, is a 2,506 square feet two story common bond brick and concrete heating plant located at the end of an unnamed road southwest of Putman Road.<sup>36</sup> It features details characteristic of Colonial Revival style consistent with other contemporaneous buildings built at Fort Belvoir during this time period. It was one of two coal-fired central heating plants at Fort Belvoir and serviced the research and development facilities. The ground level story is brick with multiple 50 light horizontal pivot windows. The flat roof has multiple heat plant related elements protruding from it including two metal smokestacks. The below grade level is mostly poured concrete but does have some brick. Alterations occurred in 1959 during the coal to oil conversion, such as a small addition to the building on the south side. However, the original massing, materials, and form remain intact.

Building No. 334, Lab Test 1950 Building- A Area 300

Building No. 334, constructed in 1950, is a 1-1/2 story common bond brick building with Colonial Revival architectural details located west of Putnam Road and features large industrial windows and roll-up garage doors.<sup>37</sup> The southeast and northwest elevations are seven bays and the southwest and northeast are four bays. The roll-up garage doors and a small portion of the windows have been replaced. The original metal sash 70 light horizontal pivot windows on the first floor and 45 light fixed windows on the half story have been painted but are extant. Building No. 334 was constructed as a railroad impact test facility, identified as a process and packing lab, and later identified as a shock and vibration lab. The general purpose of the facility was to test the survivability of items shipped by rail. Testing most likely ceased when the Engineering School moved to Fort Leonard Wood. Although alterations have occurred to Building No. 334, the original form, massing, and materials are still intact.<sup>38</sup>

Building No. 335, Warehouse B 1942 Building- A Area 300

Building No. 335, constructed in 1942, is a one story common bond brick building, with details expressive of the Colonial Revival architectural style prevalent at Fort Belvoir, located east of Putnam Road.<sup>39</sup> The use of brick is consistent with the materials used elsewhere on Fort Belvoir during this period. The function of Building No. 335 was as a storage building and was a key support building for the research and development facilities. Although alterations have occurred to this resource, the original form, massing, and materials are still intact.<sup>40</sup> The building retains the majority of its original fabric; the only noticeable alteration to the building is the filling in of two windows in the southeast corner of the building.

Building No. T347, Butler Warehouse 1950 Building- A Area 300

<sup>36</sup> See Photo Nos. 36 and 37

<sup>37</sup> See Photo Nos. 39 and 40

<sup>38</sup> John Milner Associates, Inc. Historical Resource Survey and Evaluation: Area 300, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE29, 2008.

<sup>39</sup> See Photo Nos. 40 and 41

<sup>40</sup> John Milner Associates, Inc. Historical Resource Survey and Evaluation: Area 300, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE29, 2008.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Building No. T347, constructed in 1950, is a one story prefabricated metal warehouse located between Building 331 and the FBMRR.<sup>41</sup> Concrete steps lead to the pedestrian door and a ramp leads to the southern loading dock. Constructed from two steel ribbed frame “knocked down type” buildings, Building No. T347 features an M-shaped roof and a simple rectangular plan, measuring 80 feet by 100 feet. Building materials consist of concrete, for the foundation and floor, and metal, for the walls and roofs. Prefabricated metal warehouse construction provided quick and easy construction for resources needed for a military mission and was popular during and after World War II (WWII). Building No. T347 was erected in an area with other support buildings and is one of the few remaining pre-1950s, Cold War, temporary buildings within Area 300, which is a strong contrast to the 1942 brick buildings.<sup>42</sup> A major renovations occurred in 1989 that replaced most of the historic materials in-kind (RPO). However, despite this alteration, the original form, massing, and setting are still intact. This resource retains its original design intent displaying exceptional qualities of integrity and is one of the only extant building from a series of buildings constructed to support the military during a particularly momentous period of the development within the Area 300.<sup>43</sup>

Building Nos. 629 & 630, General Purpose Storage 1944 Building- A Area 600

Buildings Nos. 629 and 630, constructed in 1944, this group of 700 series temporary warehouses are located west of Caples Road and east of the railroad bed and arranged in a linear plan with the individual warehouses lined up gable end to gable end with brick firewall between the warehouses.<sup>44</sup> The warehouses are rectangular, one story, five bay building with asphalt-covered side gable roofs. The buildings are constructed of masonry foundations, walls of multiple sized brick with a detached brick chimney and masonry loading docks. The windows are boarded up or have replacement glass. All of the doors have been replaced with institutional steel doors, and the garage doors have been replacement with modern doors or boarded up. The warehouses have been converted to the Fort Belvoir Thrift Store, and a ramp have been installed with a modern glass entrance on Building No. 630. A matching pair of warehouses were located on the opposite side of the railroad bed but have been razed.

Building Nos. 701 & 702, General Purpose Warehouse 1946 Building- A Area 700- Warehouse District

Building Nos. 701 and 702, constructed in 1946, are located within a complex of other warehouses and perpendicular to 16th Street and parallel to Lowen Road, east of location of where the railroad bed was previously located.<sup>4546</sup> Each warehouse is a one-story, rectangular building measuring 60 feet by 247 feet with a raised brick firewall separating them. Brick buttresses divide the longitudinal elevations into 13 bays. Most of the windows retain their original wooden 12-over-12 double-hung sash, though some have been replaced with aluminum

<sup>41</sup> See Photo Nos. 48 and 40

<sup>42</sup> John Milner Associates, Inc. Historical Resource Survey and Evaluation: Area 300, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE29, 2008, pp.16-17.

<sup>43</sup> Ibid., p.17.

<sup>44</sup> See Photo No. 43

<sup>45</sup> See Photo Nos. 45

<sup>46</sup> See Photo Nos. 45

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

one-over-one double-hung sash. The entire building, Buildings Nos. 701 and 702 together, features 26 bays. Concrete loading docks, approximately ten feet wide, are located on both longitudinal elevations; the loading docks are supported by concrete piers. Constructed from cinder block, the buildings are currently painted white, and have a side-gable roof. A brick chimney is centered on the gable end of Building No. 701 with two original wooden 12-over-12 double-hung sash windows on either side. A 160 square foot boiler room was added to the east of the chimney in 1952. A metal roof overhang is located on the southern gable-end of Building No. 702 creating a covered area; approximately half of this covered area has been enclosed with walls constructed from vertical siding. The eastern elevation of this enclosed addition features automatic sliding doors, the southern elevation has two single pane windows, and the west elevation includes a single opening. A handicapped ramp provides access to the sliding doors. A series of miscellaneous minor repairs and improvements have been made to the buildings, including new partitions in the interior, the installation of a replacement roof, and a new entrance door.<sup>47</sup>

Building No. 707, Machine Shop      1935      Building- A      Area 700- Warehouse District

Building No. 707, constructed in 1935, is a large rectangular 106 feet by 180 feet, rectangular two story eleven bay machine shop with an interior mezzanine and large rectangular clerestory located east of Dalrymple Road and west of the railroad bed.<sup>48</sup> Although most of the rail tracks in Area 700 have been removed, a series of tracks still exist entering into Building No. 707. The building has a brick foundation with brick set in common bond to the water table and around doorway openings. It is constructed of industrial type metal frame-and-glass curtain walls with imbedded six light horizontal pivot windows over a steel frame. The two-story roof is nearly flat with slight pitch. A cylindrical glazed terracotta smokestack protrudes from interior through the east side of the roof, but has been reduced in height substantial compared to historic photographs. There are four doorways located at center and south ends of longer sides and twelve feet high double metal doors with 16 light upper sash and flush lower panels. Doors include tall metal bi-fold doors at north end center and sliding corrugated metal doors at east side of north end that lead to the diesel locomotive repair bay. The clean, functional design is typical of early International style industrial buildings reminiscent of the work of industrial architect Albert Kahn. The construction of such a building contemporary with the construction of the Colonial Revival buildings on the post illustrates the wide range of design capability at the United States Army Corps of Engineers (USACE).<sup>49</sup> Located in the heart of the service area next to railroad sidings surrounded by warehouses and large equipment storage, the present function is limited to truck and heavy equipment repair.

Building No. 708, Office Supply Store      1946      Building- A      Area 700- Warehouse District

<sup>47</sup> John Milner Associates, Inc. Historical Resource Survey and Evaluation: Area 300, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE29, 2008.

<sup>48</sup> See Photo Nos. 49 and 50

<sup>49</sup> 1983 HABS/HAER Inventory- Inventoried By James Harveson- Affiliation- Massey Maxwell Associates/ Soil Systems, Inc. May.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Building No. 708, constructed in 1946, is the southernmost concrete-block warehouse of five that form a contiguous single linear mass southeast of 16th Street along Dalrymple Road west of the railroad bed.<sup>50</sup> The construction is the same as Building Nos. 701 and 702. The ten feet wide loading dock is only extant on the west elevation. A brick firewall separates Building No. 708 from Building No. 709, which is of a different construction. Within the last decade, the building has been renovated to serves as an office supply store. The alterations to the southern half of the western elevation include painting the elevation from white to brown, installing stained wooden clapboard to a typical one story height, and installing a porch with a shed roof and ramp.

Building Nos. 709 & 710, General Purpose Warehouses 1944 Building- A Area 700- Warehouse District

Buildings Nos. 709 and 710, constructed in 1944, are two of five contiguous concrete-block warehouses that form a single linear mass southeast of 16th Street along Dalrymple Road west of the railroad bed.<sup>51</sup> Constructed as a semi-permanent buildings, Building No. 709 is a one story and measure 113 feet by 60 feet with four bays; and Building No. 710 is five bays. Shared brick firewalls that rise above the roofline delineate each building. They are set on concrete piers, and the walls are painted white brick. Building No. 709 has one single-leaf metal door and three loading docks with metal roll-up loading dock doors on each elevation. Each of the bays is fronted with a concrete platform. Building No. 710 has wooden panels infilling the load dock doors on each elevation and multiple. There are also multiple single-leaf metal doors and glass doors on each elevation and a large entrance ramp on the west elevation. Two metal ventilators pierce the ridge of the side-gable asphalt-shingle roof of each building.

Building No. 711, General Purpose Warehouse 1946 Building- A Area 700- Warehouse District

Buildings No. 711, constructed in 1946, is one of five contiguous concrete-block warehouses that form a single linear mass southeast of 16th Street along Dalrymple Road west of the railroad bed.<sup>52</sup> A brick firewall separates Building No. 711 from Nos. Buildings 710 and 712. The building is a one-story, 12 bay, rectangular building measuring 60 feet by 238 feet. Concrete loading dock ramps are located on both longitudinal elevations and are supported by concrete piers. Constructed from cinder block, the building is painted white and has side gable a roof. The windows have been infilled with painted white wooden panels, and the doors are single-leaf metal doors and garage roll up doors. A series of miscellaneous minor repairs and alterations have been made to the building.

Building No. 712, General Purpose Warehouse 1946 Building- A Area 700- Warehouse District

Building No. 712, constructed in 1946, is the northernmost concrete-block warehouse of five that form a contiguous single linear mass southeast of 16th Street along Dalrymple Road west of the railroad bed.<sup>53</sup> A brick firewall separates Building No. 712 from Building No. 711. Building No.

<sup>50</sup> See Photo Nos. 48 and 49; See Figure No. 25

<sup>51</sup> See Photo Nos. 50 and 51

<sup>52</sup> See Photo No. 52

<sup>53</sup> See Photo No. 53

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

712 is a one-story, 13 bay, rectangular buildings measuring 60 feet by 250 feet. Concrete loading dock ramps are located on the eastern elevation, which are supported by concrete piers. Constructed from cinder block, the building is painted white and has a side gable roof. The windows have been replaced with translucent fiberglass panels with faux sash. A brick chimney is centered on the gable-end along with a cinder block construction shed addition, which in turn has its own small cinder block construction shed-style addition. Two concrete ramps are located on the west longitudinal elevation. The southernmost of the two ramps also has a set of stairs, which leads to a vestibule entrance, also an addition. The ramp and stairs and surrounded by a brick wall with planter box insets. The east elevation has two hipped roof additions which accommodate unloading. These two areas are accessed by concrete steps along their south elevations. A series of miscellaneous repairs, improvements, and additions have been made to the building.

Buildings 1139, 1140, 1141, 1142, & 1143, General Purpose Warehouses 1917 Building- A  
Area 1100- Warehouse District

Buildings 1139, 1140, 1141, 1142, and 1143, constructed in 1917, are five contiguous wooden warehouses west of Lowen and northwest of 16th Street Road.<sup>54</sup> Buildings 1139, 1140, and 1141 are attached, and Buildings 1142 and 1143 are attached. An unnamed road runs between the two groups of warehouses. These seven warehouses are still extant, despite the *Belvoir Castle* stating that the warehouses were to be demolished as soon as their contents was transferred to the new Quartermaster warehouse building in 1946.<sup>55</sup> No records were found to explain why the demolition did not occur. Each warehouse is a one-story, six bays, side gable, rectangular building with an exposed brick firewall separating them. The main block of each building is elevated and supported by concrete and wood pillars. They are wood clad with wood six-over-over double-hung window sash, wood roll-up loading doors, and deep roof eaves on the west and east elevations. Concrete loading docks are located on the eastern and western elevations for some but not all of the loading doors. Building No. 1143 has a fully exposed firewall for its southern elevation where Building No. 1144 use to exist before being demolished in 2013.<sup>56</sup> A series of miscellaneous minor repairs and alterations have been made to the building.

Building No. 1422, Heating Plant 1945, 1957 Building- A Area 1400 West

Building No. 1422, a heating plant, was originally constructed in 1945 and is located on a paved driveway off of Jackson Loop (S), west of Gunston Road.<sup>57</sup> The driveway slopes downwards towards the building, which is surrounded by woodlands to the south and east and other contemporaneous buildings stand to the north and west. It is constructed of concrete for the foundation and floors, concrete-block walls, and a built-up roof. The building contained numerous pieces of mechanical equipment including boilers, stokers, water pumps, and fans. Building No. 1422 is comprised of two section built; the original section which is 46 feet by 64 feet was completed on September 30, 1945. The second section was complete on April 14, 1957, and is 50 feet by 92 feet.

<sup>54</sup> See Photo No. 54 and Figure Nos. 1, 48 and 50

<sup>55</sup> Belvoir Castle. Fort Belvoir, VA. April 12, 1946.

<sup>56</sup> See Photo No. 55

<sup>57</sup> See Photo No. 56

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

The original building block is located at the front and is one-story with ten light awning windows grouped in threes vertically. Several metal flues protrude from the flat roof.<sup>58</sup> The northwest elevation has two window groupings and a replacement two-light single-leaf, metal frame door. A full-story, one light window is located immediately left of the door which is accessed by a wood-frame ramp with a wood-plank floor. A metal awning supported by metal poles shelters the door. The northeast elevation contains three window sets. The top window of the left has been replaced with a metal exhaust hood. The southeast elevation features two ten-light metal sash windows and a shed-roof addition. The shed-roof addition has poured concrete walls and an asphalt shingled roof. T-111 siding is located below the eaves.

The 1957 rear building block is two-stories with a flat roof.<sup>59</sup> Four ten-light metal-sash windows are located on the southeast and northwest elevations. The southwest elevation features double-leaf, multi-light metal doors with a series of metal-sash awning windows above. Three round, metal smoke stacks protrude from the northwest side of the flat roof.

Building Nos. 1970, 1971, 1972, & 1973, General Purpose Administrative 1944 Building- A Lower North Post District

Building Nos. 1970, 1971, 1972, and 1973, constructed in 1944, are four contiguous standard temporary 700 series general purpose warehouses located on the western side of Iry Road on the North Post of Fort Belvoir.<sup>60</sup> The buildings are sited on a level gravel lot to the east of the railroad track bed remnants. Each one story warehouse is 60 feet by 173 feet with five bays and has an asphalt shingled side gable roof. The warehouses sit a masonry foundation; have walls constructed in a variety of brick types, all stretcher bond and painted white; and are separated by exposed brick firewalls. All of the windows have either been infilled or replaced with modern one-over-one single double-hung metal window sash. All overhead-track metal doors have been sealed with metal partitions, replaced with roll-up doors, or infilled to only contain a single or double leaf door. Multiple wooden ramps and porches have been installed on the exterior of the warehouses for handicap access. The only northern elevation, on Building No. 1970, features a brick chimney attached to the building only by a pair of metal rods. The warehouses have been heavily altered and converted to from warehouses to administrative, but still retain their linear association with the railroad.

Building Nos. 1976 & 1977, Organization Storage Building 1976 1944 Building- A Lower North Post District

Buildings Nos. 1976 and 1977, constructed in 1944, are two contiguous standard temporary 700 series general purpose warehouses located on the eastern side of Meade Road on the North Post of Fort Belvoir.<sup>61</sup> The buildings are sited on a level gravel lot to the west of the railroad track bed remnants. Each one story warehouse is 60 feet by 173 feet with five bays and has an asphalt shingled side gable roof. The warehouses sit a masonry foundation; have walls constructed in a

<sup>59</sup> See Photo No. 57

<sup>60</sup> See Photo No. 58

<sup>61</sup> See Photo No. 59

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

variety of brick types, all stretcher bond and painted white; and are separated by an exposed brick firewall. Building No. 1977 has a fully exposed firewall for its northern elevation where a building was once located that would have connected it to Building No. 1978. All of the windows have either been in-filled or replaced with a single light metal window sash. All overhead-track metal doors have been sealed with metal partitions or replaced with roll-up doors. The eastern elevation of Building No. 1977 features a concrete loading dock with an extant narrow metal bridge that can be raised up and down using a pulley system. The warehouses have been heavily altered, but still retain their use and linear association with the railroad.

Building Nos. 1978, 1979, & 1980, General Purpose Storage Building 1944 Building-A Lower North Post District

Buildings Nos. 1978, 1979, and 1977, constructed in 1944, are three contiguous standard temporary 700 series general purpose warehouses located on the eastern side of Meade Road on the North Post of Fort Belvoir.<sup>62</sup> The buildings are sited on a level gravel lot to the west of the railroad track bed remnants. Each one story warehouse is 60 feet by 173 feet with five bays and has an asphalt shingled side gable roof. The warehouses sit a masonry foundation; have walls constructed in a variety of brick types, all stretcher bond; and are separated by an exposed brick firewall. Building No. 1979 is painted white, and Building Nos. 1978 and 1980 have been left unpainted. Building No. 1978 has a fully exposed firewall for its southern elevation where a building was once located that would have connected it to Building No. 1977. All of the windows have either been infilled or replaced with modern one-over-one single double-hung metal window sash. All overhead-track metal doors have been replaced with roll-up doors. A majority of the concrete loading docks are still extant. The loading dock on Building No. 1978 has been extended using concrete blocks to form a porch. The warehouses have been marginally altered, and still retain their use and linear association with the railroad.

**Non-Contributing Buildings:**

The following buildings are non-contributing resources due to their recent construction or compromised integrity.

Building No. 333, Administrative General Purpose 1942 Building Area 300  
Building No. 333, constructed in 1942, is a 1-1/2 story common bond brick and concrete building with Colonial Revival architectural details located on the eastern side of Newton Road southwest of Putman Road.<sup>63</sup> The southeast and northwest elevations are seven bays and the southwest and northeast are five bays. The large industrial windows have been replaced with multiple light fixed windows where the top row of lights are opaque and the bottom row translucent. The garage doors have been infilled with brick. Building No. 333 was constructed as a warehouse, but was converted to a general purpose administrative facility in 1987. The northwest elevation features a modern shed roof addition with wood paneled siding. The significant removal of original materials and change of use has resulted in Building No. 333 no longer retaining enough integrity for it to contribute to the significance of the FMBRRHC.

<sup>62</sup> See Photo No. 60

<sup>63</sup> See Photo No. 61

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Building No. 606, Sewage Pumping Station 1942 Building Area 600

Building 606, constructed in 1942, is a one story common bond brick building located within a wooded area west of Gunston Road and southeast of Facility No. 602, the 21st Street Debris Collection Facility and Coal Trestle Foundation Ruins.<sup>64</sup> An unpaved road leads up a hill to Building No. 606 and Facility No. 605, a retaining wall. The building is small and rectangular with a single metal door and features a white rake detail. Building No. 606 continues to serve as a sewer pumping station and is not associated with the FBMRRHC.

Building No. 700, NEC Server 2012 Building Area 700- Warehouse District

Building No. 700, constructed in 2012, is a server facility for the Network Enterprise Center (NEC) located west of Lowen Road and east of the railroad bed within Area 700.<sup>65</sup> Building No. 700 is a one story, common bond building with a low pitch gable roof, no windows, and one door on the east elevation. It was constructed outside the FBMRRHC's period of significance and is not associated with the railroad.

Building 1412, Organization Storage 1952 Building Area 1400 West

Building No. 1412, constructed in 1952, is a 1-½ story storage facility located south of Jackson Loop (N) and west of the railroad bed. Its west and east elevations are ten bays and its north and south elevations are two bays.<sup>66</sup> All of the windows retain their original industrial metal sash with multiple lights. The doors are all original metal single-leaf doors with a single upper light. The garage doors have been replaced with roll-up doors. The west elevation features six windows, four doors, and three garage doors. Three windows are located on the south elevation. The east elevation features 11 windows and one door. Four windows and a shed roofed one story addition are located on the north elevation. Although Building No. 1412 is sited parallel with the railroad bed, the lack of loading docks or doors on the elevation facing the railroad bed evidence that it is not associated with the FBMRRHC. The historic records also do not connect Building No. 1412 with the FBMRRHC.

Building 1981, Controlled Humidity Warehouse 1980 Building Lower North Post District

Building No. 1981, constructed in 1980, is a 1-½ story storage facility located east of Meade Road between Building Nos. 1977 and 1978.<sup>67</sup> The building is constructed of cinder block and features a single door on both its west and south elevations. It was constructed outside the FBMRRHC's period of significance and is not associated with the railroad.

## Structures

<sup>64</sup> See Photo No. 62

<sup>65</sup> See Photo No. 63

<sup>66</sup> See Photo No. 65

<sup>67</sup> See Photo No. 66

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

### **Contributing Structures:**

#### Facility No. 600, Retaining Wall 1942 Structure- A Area 600

Facility No. 600, constructed in 1942, is a large retaining wall associated with the construction of Facility No. 602, 21st Street Debris Collection Facility and Coal Trestle Foundation Ruins.<sup>68</sup> The resource is constructed of poured concrete and is 20 feet in height at points. As a functional structure, Facility No. 600 is utilitarian in design and has no unique architectural elements but maintains a high level of integrity as a structure associated with the FBMRRHC.

#### Facility No. 1422A, Coal Trestle 1945 Structure- A Area 1400 West

Facility No. 1422A, constructed in 1945, is a coal trestle located directly southeast of Building No. 1442.<sup>69</sup> It provided coal to power the heating plant, Building No. 1442. The total length of the reinforced concrete substructure is 90 linear feet, and the width is approximately 18 linear feet. The trestle only held one track, and a majority of the wood rail ties are still extant. A shed roof addition to Building No. 1422 breaks the trestle into two halves. Coal would have been unloaded from train cars and temporary stored among the concrete piers.

#### Facility No. 2298, Railroad Bridge 1928 Structure- A Lower North Post District

Facility No. 2298, constructed in 1928, is a 195 linear feet filled spandrel wall arch railroad bridge comprised of a series of reinforced concrete stringers, piers, deck, and abutments; wooden decking on the top; and some steel and other metal components.<sup>70</sup> The bridge, also known as Bridge No. 4, is sited just north of the intersection with Beulah Road and Backlick Road. Beulah Road is currently a no-thru street. A pedestrian path is located on the southern side of the bridge. Facility No. 2298 was an integral part of Fort Belvoir's railroad system; the longest span initially designed to hold 225 tons and represent advances in technology, techniques, and materials at the time of its construction.

#### Facility No. 2486, Railroad Bridge 1942 Structure- A North Post

Facility No. 2486, constructed in 1942, is a 53 linear feet single span beam railroad bridge located on a small tract of land purchased by Fort Belvoir in 1942 to provide a connection between the post and the rail station.<sup>71</sup> Facility No. 2486, also known as Bridge No. 1, is constructed of steel stringers, concrete abutments and wings, and a wood deck.

### **Non-Contributing Structures:**

The following structures are non-contributing resources due to their recent construction or lack of association with the FBMRRHC.

#### Facility No. 605, Retaining Wall 1945 Structure Area 600

<sup>68</sup> See Photo No. 67

<sup>69</sup> See Photo No. 68

<sup>70</sup> See Photo Nos. 69 and 70; See Figure Nos. 31 and 33 for a photo of the bridge in use.

<sup>71</sup> See Photo Nos. 71 and 72; See Figure No. 44 for a c.1965 photo of the bridge as viewed from a train and Figure No. 30 for another photo of the bridge in use.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Facility No. 605, constructed in 1945, is as a U-shaped retaining wall located south of 21st Street and in close proximity to Building No. 606.<sup>72</sup> An unpaved road leads up the concrete block retaining wall. The site is enclosed by a tall chain link fence with barbed wire around the top. Electrical equipment, including a standby generator, is located within the base of the area created by the retaining wall. As a functional structure, Facility No. 605 features a utilitarian design, has no unique architectural elements or apparent historical significance, and is not associated with the FBMRRHC.

Facility No. 2282, Gate for 2280 1996 Structure DLA INSCOM District

Facility No. 2282, constructed in 1996, is metal tubular manual single leaf swing barrier gate located on an unnamed paved road north of Stuart Road.<sup>73</sup> The gate separates the entry road from a contractor storage yard, Facility No. 2280. It was constructed outside the FBMRRHC's period of significance and is not associated with the railroad.

## Sites

### Contributing Sites:

Site of Facility No. 602, 21st Street Debris Collection Facility and Coal Trestle Foundation  
Ruins c. 1945 Site- A Area 600

Facility No. 602, also known as Facility No. 230, was constructed circa 1945 and is located south of 21st Street.<sup>74</sup> Two paved unnamed roads lead from 21st Street to the facility. It was formally used as a coal storage area, but is now the 21st Street Debris Collection Facility, a storage yard and as a solid waste roll-off loading and staging area. The entire facility is an approximately 20,000 square feet of poured concrete area. The primary FMBRR associated extant structures are 19 two by sixteen feet reinforced poured concrete piers, which were the foundation of 20 foot high coal trestle. It is approximately 250 feet from the first to ninetieth pier. All evidence of the trestle has been razed except for the foundation piers as well as the retaining wall, Facility No. 600.

Facility No. 604, Loading Dock Ramp 1959 Site- A Area 600

Facility No. 604, constructed in 1959, is a concrete and earthen loading and unloading ramp located north of 21st Street across from Facility No. 602.<sup>75</sup> The ramp is 12 feet in width and 80 feet in length. The rails and ties have been removed, but were located between the 18 inch wide concrete walls that are still extant. The earth around the walls has been built up to allow for unloading and unloading of train carts at engineered grade.

Facility No. 1435, Ramp c. 1945 Site- A Area 1400 West, Jackson Loop

<sup>72</sup> See Photo No. 70

<sup>73</sup> See Photo No. 73

<sup>74</sup> See Photo Nos. 74 and 75

<sup>75</sup> See Photo No. 76. See Figure Nos. 26 and 39

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Facility No. 1435, constructed between 1943 and 1946, is a concrete loading and unloading angular ramp located southwest of the intersection of Gunston Road and Jackson Loop (N).<sup>76</sup> The ramp is approximately 26 by 30 feet and is oriented southwest to northeast with highest point, at around four feet above grade, on south side. The ramp is still used to load and unload flatbed trailers.

Facility No. 1965, Loading Dock 1950 Site- A Lower North Post District

Facility No. 1965, constructed in 1950, is an earth and concrete loading and unloading ramp located in an open grassy area.<sup>77</sup> Meade Road curves around the structure on the south and west. A secondary road, Iry Road, and a heavily wooded area are located to the east. Facility No. 1965 is a concrete ramp, approximately 33 feet long by 12 feet wide. The ramp runs north to south with the highest point being the north side, at 4 feet 4 inches above grade. Gravel infill on top of the ramp is currently covered in maintained grass like its surroundings.

Facility No. 2280, Coal Trestle 1941 Site- A DLA INSCOM District

Facility No. 2280, constructed in 1941, is the site of the Area 1900 coal trestle and coal yard located off of an unnamed paved road north of Stuart Road.<sup>78</sup> It is now the site of a contractor storage yard. The entire facility is an approximately 21,000 square feet of poured concrete area. The primary FMBRR associated extant structures are an unknown number of reinforced poured concrete piers, which were the foundation of the coal trestle, a coal retaining wall, and track grade leading up to the ruins. The piers are currently obscured by debris associated with construction projects. The retaining wall is approximately 265 feet in length and is located on the southern side of the facility.

### **Non-Contributing Site:**

The following site is non-contributing resources due to its compromised integrity.

Facility No. 703, Open Storage 1945 Site Area 700- Warehouse District

Facility No. 703, constructed in 1945, was an enclosed rail yard located between Facility Nos. 702 and 704 (razed in 2006) west of Lowen Road.<sup>79</sup> No evidence of the rail yard remains on the site and appears to be encapsulated by a parking lot.

### **Integrity of the Fort Belvoir Military Railroad Corridor**

Considered a subtype of transportation, railroad-related properties are increasingly rare on Army property because many railroad lines have been removed or modified to a degree that compromises their historic integrity. The FBMRRHC is a visually distinguishable entity although its components may lack individual distinction. It adheres to early twentieth century

<sup>76</sup> See Photo Nos. 77 and 78; See Figure No. 47 for a 1958 photograph of the ramp in use, Figure No. 27 for a 1988 photo of the ramp's use and Figure No. 22 for track detail.

<sup>77</sup> See Photo Nos. 21 and 90

<sup>78</sup> See Photo Nos. 79 and 80. See Figure Nos. 20, 32, 34 and 38 for historical photos.

<sup>79</sup> See Photo No. 81

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

railroad standards. It only has two locations where the corridor is severed; the most momentous of which was the September 2014 removal of Facility No. 1433, the concrete railroad bridge that spanned Richmond Highway (U.S. Route 1) and the 2012 construction of the Army and Air Force Exchange Service (AAFES) gas station and shoppette (located south of the corridor's intersection at Pohick Road). An additional impingement in the corridor is where the enclosed loading dock (classified by real property as a temporary) was built between Building Nos. 1976 and 1973 in 2014. This impingement severs the viewshed of the 1900 Area warehouse spur track bed, however the main line viewshed remains unaffected.<sup>80</sup> Few of the railroad related facilities retain their original use, with the exception of the warehouses, as they often are still used as storage facilities.<sup>81</sup>

Despite the demolition of some of the FBMRRHC resources over the years and the encroachment of new construction, the FBMRRHC still maintains a strong level of integrity of location, design, and setting. Although the corridor is discontinuous because it has been severed in two locations, 96.37% of the corridor remains after these losses. The FBMRRHC is a testament to the extensive earthmoving, via cut and fill, necessary for constructing the railroad grade; the grade which remains largely intact and provides a focal point for the surrounding landscape. The original design of the railroad can still be seen in the track bed, with a majority still covered in a cinder ballast stone foundation with intermittent ties and rails, the impressive earthwork grading, and the extant railroad supporting resources. These elements all give credence to the engineering required to construct, develop, and maintain the railroad from 1918 to 1966.

The railroad has lost much of its steel rails and all wooden ties (apart from Facility No. 2298, the Beulah Street Bridge) in locations south of Kingman Road. Rail service was officially discontinued in 1993 and a majority of the rails and ties south of Kingman Road were removed before 1996. With the exception of three distinct breaks in the FBMRRHC, the remainder of the four-mile main line and additional five-and-a-half miles of various siding (including the railroad yard) still have at least one or a combination of the ballast, cut-and-fill grading, linear railroad-supporting buildings, and/or directly supporting resources. The original railroad right-of-way maintains its overall integrity.

---

<sup>80</sup> The last, and only comprehensive, survey of the FBMRRHC was done April and May of 2014, by SES Aerostar, LLC's Adrienne Birge-Wilson.

<sup>81</sup> US Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings. 1997. Context Study of the United States Quartermaster General Standardized Plans 1866-1942. Seattle: U.S Army Corps of Engineers, pp.366-367.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

MILITARY

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1918-1966

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1918

1953

1966

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown

\_\_\_\_\_  
\_\_\_\_\_

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The FBMRRHC is locally significant under Criteria A in the areas of Transportation and Military. The significance of the railroad is based on its function as a method of transportation; the manner in which the railroad provided human, resource, and supply connections to various buildings and structures within that framework; and its contribution to railroad transport research and Army engineer education. The FBMRRHC's period of significance is from 1918 to 1966, reflecting the traditional fifty-year cutoff for properties where significant activities continued into the more recent past. The development and evolution of the FBMRR is typified by its symbiotic relationship with the history of the installation. It serves as a collage of tactile reminders of Fort Belvoir's history, signifying different stages of the installation's evolution. In effect, the mission and development of Fort Belvoir are reflected directly, and physically, in the railroad system and its supporting structures. Field survey for this project consisted in surveying the entire extent of the railroad track bed and associated resources of the FBMRR in April and May of 2014. A majority of the railroad track was removed in the mid-1990s, however, much of the areas where the track has been removed, or covered with asphalt or concrete, has the grade and ballast in place and/or the linear railroad-supporting buildings extant. No archaeological surveys were completed during this study.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The FBMRRHC possesses the necessary local significance for listing in the National Register of Historic Places under Criterion A in the areas of Military and Transportation. The installation's railroad system defines an important part of the history associated with early planning and development of Camp A.A. Humphreys, as well as the continued development of Fort Belvoir. The railroad was essential for providing reliable access to the installation and provided the means for increased development of the area when all other forms of transportation were inadequate.

The FBMRRHC also represents a valuable source of information in relation to the history of military railroads. The role of the railroad as an integral support system for military installations can be seen in the FBMRRHC through the many different functions the line served throughout its lifetime. The history and development of the FBMRR reflect the areas of significance that are integral to the understanding of its importance in relation to its historical context.

### **History of the Fort Belvoir Military Railroad**

U.S. Army Garrison, Fort Belvoir (Fort Belvoir) is located on a small peninsula on the Potomac River in Fairfax County, Virginia and sited approximately 18 miles south of Washington D.C. The land for Fort Belvoir was initially acquired by the government of the District of Columbia in 1910 and designated a military facility in 1912. The southernmost portion of the peninsula, only accessible by steamboat via Washington DC, functioned as a summer training area called Camp Belvoir.<sup>82</sup> In 1917, Camp A.A. Humphreys was established as a semi-permanent cantonment.

<sup>82</sup> Gallager, Ray. 1982. "Fort Belvoir Railroad is 65 Years Old," Fort Belvoir Castle, September 10: 23.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

The camp got its name from Andrew A. Humphreys, a Civil War commander and former Chief of Engineers.<sup>83</sup>

In April 1917, the United States entered into World War I (WWI). Europe had already been involved in the war since 1914. The Army was challenged to mobilize and meet the demands and new technology of the war, including poisonous gas, indirect artillery, tanks, airplanes, and machine guns. One of the greatest challenges was to enlist and train over two million soldiers rapidly. The Army was expanded to 62 divisions. Forty-three of these divisions were sent overseas.<sup>84</sup> Major General William M. Black, the Chief of Engineers, recognized the need for a new cantonment larger than the Engineer School at Washington Barracks (now Fort McNair) to, “fill the many new units being organized for the American Expeditionary Force (AEF).” The Engineer School had previously used the Belvoir peninsula for tactical training and marksmanship during prior summer months.<sup>85</sup>

Due to a need for facilities to train soldiers, the War Department constructed facilities to specifically train soldiers in technical branches, in addition to line soldiers.<sup>86</sup> By the summer of 1917, the Army Chief of Engineers wanted all officers and troops of the U.S. Army Corps of Engineers (USACE) to be trained in one central facility. The Secretary of War authorized the construction of a camp that would eventually house and train 30,000 engineer troops.<sup>87</sup>

The War Department had set the precedent for rail transport development in 1907 when they appropriated the United States’ railroad transportation system to develop a network of supply depots to store and disseminate supplies for geographic regions for the entire Army.<sup>88</sup> Camp A.A. Humphreys was an optimal choice for this because of its proximity to the Richmond, Fredericksburg & Potomac Railroad (RF&P) lines located at Accotink, and the Washington-Virginia Electric Railway Terminal at Mount Vernon. Officials hoped that with the construction of short rail spurs, the ease of access to Washington could be improved.<sup>89</sup>

By December 1917, the first wave of construction for Camp A.A. Humphreys was underway. Temporary barracks, warehouses, and other support structures were being built, despite the freezing temperatures and snow which hampered construction. The camp had limited

---

<sup>83</sup> Goodwin, R. Christopher and Associates, Inc. 2003. *Housing an Army: The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage [1949-1962]*. Historic Context, Baltimore: U.S. Army Environmental Center, APG MD, p.A1-1.

<sup>84</sup> Canaan, Deborah K., Leo Hirrel, Katherine E. Grandine, Kathryn M. Kuranda, Bethany M. User, Hugh B. McAloon, and Martha R. Williams. *National Historic Context for Department of Defense Installations, 1790-1940*. Volume I of IV. [Baltimore: U.S. Army Corps of Engineers, 1995], 5.

<sup>85</sup> Person, Gustav. 2008. "The flu strikes Belvoir: Camp A.A. Humphreys and the Spanish influenza pandemic of 1918." *On Point: The Journal of Army History* 14 (2): 8-13.

<sup>86</sup> Canaan, National Historic Context for Department of Defense Installations, 60.

<sup>87</sup> *Fort Humphreys, Virginia (Installation Guide Book)*, Author Unknown, Engineer School Published Circa 1930, p.15.

<sup>88</sup> Canaan, National Historic Context for Department of Defense Installations, 157.

<sup>89</sup> Gray, Walter A., Maj., Corps of Engineers, *History of Railroads at Fort Belvoir, Virginia* (15 July 1949), p.1.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

accessibility; at that time the only methods of transport available were a steamboat that traveled down the Potomac River from Washington D.C. and the deeply rutted roads that led into the camp. Army officials quickly realized that the need for a railroad was of tremendous importance if they were going to operate a camp that would house thousands of men.<sup>90</sup>

The WWI mobilization operated from May to November of 1918, and more than 57,000 soldiers were trained for both overseas and domestic service. The total included three non-divisional (28th, 56th, and 6060th) engineer regiments, nine divisional (5th, 102nd, 210th, 215th, 217th, 218th, 219th, and 220th), 27 separate engineer battalions, and several other organizations, less large in scale, to perform such missions as railroad construction, car repair, searchlight operations, forestry (logging and sawmill operations), and general service.<sup>91</sup>

### **The Building of a Railroad in 1918<sup>92</sup>**

The railroad was a vital centerpiece at Belvoir during its early days, as a 1918 Camp A.A. Humphreys recruitment pamphlet exclaims, "The story of the building of Camp Humphreys, when it is written, will have many a thrilling chapter, for it will tell you how the standard gauge<sup>93</sup> railroad, the only troop railway of any size in the United States, was built with six trestles. It will tell how the Light Railway was installed and solved the problem of transportation of materials about camp."<sup>94</sup> The Military Railroad had two primary objectives; to train railroad specialists and to provide a method of transportations for people and goods to and from camp.<sup>95</sup>

The Army already had much experience in the enterprise of building railroads. As early as 1828, USACE added land surveys for railroads as part of their overall mission, which had been outlined by the General Survey Act of 1824. This piece of legislation authorized the President of the United States to "cause the necessary surveys, plans, and estimates, to be made of the routes of such Roads and Canals as he may deem of national importance[.]"<sup>96</sup> However, less than a decade later Congress discontinued federal assistance to the railroads. As a result, USACE

---

<sup>90</sup> Fort Humphreys, Virginia (Installation Guide Book), Author Unknown, Engineer School Published Circa 1930, pp.15-17.

<sup>91</sup> United States Army. 1988. 1988 Fort Belvoir. "Fort Belvoir Regulation 10-5." v3, pt. 2, p.739; v.2 pt.3 pp1329-1360.

<sup>92</sup> See Figure Nos. 2 through 18 for photos taken during the construction in 1918.

<sup>93</sup> The gauge or track gauge is defined as, "the distance between the pair of rails that comprise a set of railroad tracks. Measured from the inside vertical surface of the top, or head, of each rail. The gauge used throughout North America and most of Europe is 4 feet 8-1/2 inches, called "standard gauge"."(Trains: The magazine of railroading. 2014)

<sup>94</sup> U.S. Army. c. 1918. U.S. Army, Handbook of Camp A.A. Humphries Containing a Map: A Pamphlet for Recruits. U.S. Army Office of Training Camp Activities, p.6.

<sup>95</sup> Park, Richard, Col. 1918. "Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School." In History of Camp A. A. Humphreys, pp.1-30. US Army Engineer School, p.15.

<sup>96</sup> US Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings. 1997. Context Study of the United States Quartermaster General Standardized Plans 1866-1942. Seattle: U.S Army Corps of Engineers, p.358.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

moved on to other duties. But the break was short-lived; by the 1850s, the Army was back in the railroad business, conducting a number of surveys for pending transcontinental railroad routes.<sup>97</sup>

Once completed, the railroads proved a boon for the Army. Not only did the railways provide cheap transportation for men, animals, and supplies, they also made it possible to move large numbers of men and materials in a much quicker fashion than wagons or ships. During the Civil War, the railroads helped the Union Army transport men, munitions, and supplies all over the North and South.<sup>98</sup>

After the end of the Civil War, the Army's attention was directed to the West and the daunting task of supplying military posts with supplies. Army officials had several reasons to seek expanded sources of reliable, low-cost transportation. The Army was facing an increased charge for hauling their equipment on the railroads. To counter the cost increase, the Army began planning the construction of their permanent posts closer to existing and newly constructed railway lines. As the railroads extended their routes by the late nineteenth and early twentieth centuries, the Army also had an increasing need to be able to move troops and supplies. As the United States became more involved in foreign conflicts, the Army needed access to railroad facilities throughout the country in order to move to various ports of embarkation. Industries also needed access to railroad facilities to transport raw materials and finished goods for the Army and U.S. allies.<sup>99</sup>

Sites for permanent Army posts became increasingly dependent on accessibility to the main railroad lines. When this was not possible, the Army built spur lines that linked to the main lines. In many cases, warehouses and other support buildings were built on either side of the spur lines for efficient loading and unloading. Also located nearby were coal trestles to dump supplies of coal in a central location. Some installations had their hospitals located near railroad spur lines to smooth the transportation of patients. Railroad spurs were even constructed to extend to the stables and corrals in order to move animals. The Army's expansion of the railroad system applied to Camp A.A. Humphreys, because the Army needed the camp to be able to move men, machinery, and supplies as quickly as possible.<sup>100</sup>

By 1917 the discussion was underway for the construction of a railroad that would serve Camp A.A. Humphreys. At this time, the Potomac River was being used as the main method of transportation for people and supplies to and from camp. The light railway portion connecting the docks to main camp was completed first and began hauling the lumber, arriving by boat, then up an 800 foot 20% grade (average) incline to the camp. The dock was reinforced in order to

---

<sup>97</sup> Ibid.

<sup>98</sup> Ibid.

<sup>99</sup> US Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings. 1997. Context Study of the United States Quartermaster General Standardized Plans 1866-1942. Seattle: U.S Army Corps of Engineers, p.350.

<sup>100</sup> US Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings. 1997. Context Study of the United States Quartermaster General Standardized Plans 1866-1942. Seattle: U.S Army Corps of Engineers, pp.359-360.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

support the weight of the gas locomotives and cars.<sup>101</sup> The narrow gauge (also called the light or industrial) rail was known as *The Savior of Camp Humphries*. The light rail was powered by a steam hoisted engine located at the top of the incline at 140 feet above river level.<sup>102</sup>

While both the light and standard railroad was being constructed on Belvoir's main post, the Richmond, Alexandria, and Washington Road (U.S. Route 1) was being paved in concrete.<sup>103</sup> The concrete most likely was only laid on Route 1 north of Fort Belvoir's main entrance gate.<sup>104</sup> The paving of Route 1 was not completed in its entirety until 1927.<sup>105</sup>

The new railroad would be owned and operated by the Army. The military railroad was designed to branch off from the existing rail lines of the RF&P, located approximately five miles from the camp. The military railroad was to connect to the RF&P at Newington, also known as Accotink Station.<sup>106</sup>

Military personnel and railroad officials agreed on the appropriate route, and in January 1918, the government implemented a land acquisition plan for the construction of a railroad to Camp A.A. Humphreys. The military railroad required an approximately 100-foot wide right-of-way, spanning from the Accotink Station to the boundaries of the camp. The land was taken by seizure as needed.

From April 18th to April 29th, Major Allen P. Cowgill, the Officer in charge of the standard gauge railway, investigated the claims of the owners and came to terms of settlement with all of the owners except two.

On May 28th, 1918, the Secretary of War requested the Adjutant General to have condemnation proceedings discontinued against all owners who claims were unreasonable. None of the condemnation proceedings were filed, and no further action was taken.<sup>107</sup>

---

<sup>101</sup> Park, Richard, Col. 1918. History of Camp A. A. Humphreys. Vol. XX: Light Railway School, in History of Camp A. A. Humphreys, pp.52-56. US Army Engineer School, pp.54-55.

<sup>102</sup> Merriken, John E. 1987. *Old Dominion Trolley Too: A History of the Mount Vernon Line*. Edited by Leroy O. King. Dallas: Taylor Publishing Company, p.51.

<sup>103</sup> Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, p.15.

<sup>104</sup> Peeler, Kristin and Kathryn M. Kuranda. 2013. *Fort Belvoir Railroad Bridge (Facility No. 1433) HAER No. VA-141*. Historic American Engineering Record, Frederick: R. Christopher Goodwin & Associates, Inc., p.14.

<sup>105</sup> Virginia Department of Transportation. n.d. "A History of Roads in Virginia - Virginia Department of Transportation." Virginia Department of Transportation. Accessed July 7, 2015. [www.virginiadot.org/about/resources/historyofrds.pdf+&cd=1&hl=en&ct=clnk&gl=us](http://www.virginiadot.org/about/resources/historyofrds.pdf+&cd=1&hl=en&ct=clnk&gl=us).

<sup>106</sup> US Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings. 1997. Context Study of the United States Quartermaster General Standardized Plans 1866-1942. Seattle: U.S Army Corps of Engineers, pp.359-360.

<sup>107</sup> Gray, Walter A., Maj., Corps of Engineers, History of Railroads at Fort Belvoir, Virginia (15 July 1949), p.1.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

In the meantime, the project for the enlargement of the camp by the acquisition of Tract "B" (Mount Vernon Quadrangle), was instituted and, as a great part of the railway rights of way were included in the project, the acquiring of these rights of way was completed with the purchase of Tract "B".<sup>108</sup>

The acquisition of land by the Army relied on the 1875 General Railroad Right-of-Way Act, which was passed to encourage the railroads to extend routes to the American West. Under the provisions of the Act, railroads were permitted to establish a 200-foot federal right-of-way by running tracks across public lands or by private purchase of the land. The railroad could also exercise state or federal powers of eminent domain to acquire the land. Other considerations included the route of the proposed railway and deciding what the steepest slope, or gradient, would be. Engineers also needed to decide the type of trains that would be used as well as where "S"-shaped bends or spirals would be placed in order to avoid building overly steep gradients. Bridges or tunnels would also have to be constructed to avoid making the proposed route too long.<sup>109</sup>

At Camp A.A. Humphreys, after a reconnaissance survey conducted by both civilian and military engineers, two routes for the possible railroad line were considered. The first possibility proposed that the rail line run to the north of Accotink Station on the RF&P railway, then cross through a ravine and enter the camp from the east. The second possibility proposed that the rail line run south of the Accotink Station, following the west bank of the Accotink valley, cross a stream, and then enter from the east/valley side of the camp. The second route was picked as it would be approximately one mile shorter than the first route. Still, the decision over which route would be chosen was not made until construction was almost underway in January 1918.<sup>110</sup>

The task ahead was a formidable one: more than 80,000 yards of earth had to be moved, with 2,000 linear feet of bridge to be built. The proposed trestles for the rail line spanned anywhere from 16 to 50 feet. The engineers had designed the rail line with a six degree curvature maximum, making the construction more complicated in the given terrain.<sup>111</sup>

The track used to construct the railroad was 67-pound Russian rail especially made by the Cambria Steel Company that was originally ordered by the Russian government. When the Russian Revolution began, the track was instead used by the Army. The railroad ties and bridge decking were wood made from Georgia or Southern pine. Other equipment utilized for the construction of the railroad included fifty Army dump trucks, fifty wheel scrapers, fifty drag

---

<sup>108</sup> Ibid.

<sup>109</sup> Baldwin, Pamela and Aaron M. Flynn. 2006. "CRS Report for Congress Federal Railroad Rights of Way." Congressional Research Service ~ The Library of Congress. May 3. Accessed June 7, 2015. <http://congressionalresearch.com/RL32140/document.php?study=Federal+Railroad+Rights+of+>.

<sup>110</sup> Park, Richard, Col. 1918. Vol. XX: Standard Railway School. Vol. Vol. XX, in History of Camp A. A. Humphreys, pp.32-33. US Army Engineer School, p.33.

<sup>111</sup> Gray, Walter A., Maj., Corps of Engineers, History of Railroads at Fort Belvoir, Virginia (15 July 1949), p.3.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

scrapers and smaller building equipment such as wheel barrows, plows, shovels, picks, pile drivers supplied by the Director General of Military Railways.<sup>112</sup>

On January 29, 1918, the 2nd Battalion of the 304th Engineers, which consisted of approximately 300 men, arrived to begin the construction of the Standard Gauge Railway. Ms. George Kernan, the owner of the nearby Mount Air plantation allowed the engineers to erect a tent camp on, or near, the plantation while they awaited the arrival of the necessary tools and equipment with which to begin building.<sup>113</sup> This temporary camp, built near Accotink Station, was dubbed "Camp Accotink". There were also camps dispersed in the cantonment, to house the troops building the railroad. Construction of the railroad began by clearing the heavily wooded areas and then building wood trestles to create an even surface for the track, especially in areas that were topographically depressed.<sup>114</sup> Engineer troops also worked on the railroad prior to their deployment to the war front in France.<sup>115</sup>

The construction of the railroad was wrought with problems. One of the most pressing problems was the lack of available manpower to work construction, in part because of the dueling construction of the camp itself. There was also a lack of qualified personnel to build a railroad, with one account stating, "Major Churchill reported to the Camp Commander that his battalion was composed very largely of non-English (sic) speaking soldiers who had been drafted from mill sections of Philadelphia, and very few of them had any engineering qualification, not to mention railroad construction."<sup>116</sup>

The lack of expertise in railroad construction would cause delays; for instance, the construction of Trestle No. 2 was delayed in part because of poor building efforts by the soldiers in the 304th Engineers; lack of building materials, which were often late; problems with organization; and lack of administrative capabilities on the part of officers in charge. Finally, in early February, men from Company F were sent to help with construction. Their efforts helped to construct log culverts that were built into the various hills along the railway line. In time, men from Company D helped construct Trestles No. 1 and No. 2, while also constructing a "corduroy road," a type of log road for transport of materials and men.<sup>117</sup>

---

<sup>112</sup> Park, Richard, Col. 1918. "Chapter XI: The Military Railroad." In History of Camp A. A. Humphreys, pp.82-99. US Army Engineer School, Appendix XXII, pp.7-8.

<sup>113</sup> Sprouse, Edith Moore. Mount Air, Fairfax County, Virginia. Fairfax: Fairfax County History Commission, 1970.

<sup>114</sup> Park, Richard, Col. 1918. "Chapter XI: The Military Railroad." In History of Camp A. A. Humphreys, pp.82-99. US Army Engineer School.

<sup>115</sup> Kuranda, Kathryn K., Kristin Peeler. 2012. Fort Belvoir Railroad Bridge. Historic American Engineering Record, Fairfax: R. Christopher Goodwin & Associates for Prepared for the U.S. Army Garrison, Fort Belvoir, Virginia, p.11.

<sup>116</sup> Park, Richard, Col. 1918. "Chapter XI: The Military Railroad." In History of Camp A. A. Humphreys, pp.82-99. US Army Engineer School, p.84.

<sup>117</sup> Park, Richard, Col. 1918. "Chapter XI: The Military Railroad." In History of Camp A. A. Humphreys, pp.82-99. US Army Engineer School, p.85.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Another problem that faced railroad construction was the unusually harsh winter of 1917-1918, the worst on record in Virginia at that point.<sup>118</sup> The roads were virtually impassable. The thaw did not arrive until February 11, 1918, then allowing work to proceed.<sup>119</sup> The river also froze over during the winter, so moving supplies via water was impossible. During this time, transportation relied completely on the few plank roads that had been constructed; but if the trucks went off the plank road they were, "mired immediately".<sup>120</sup>

Over the course of the next 12 weeks, a railroad slowly took shape. By mid-April, enough track had been laid to reach Telegraph Road. By this time too, construction was completed on Trestles No. 1, 3 and 4; and the construction of culverts had been completed. Trestle No. 2 was about 80 percent completed and approximately one mile of track had been laid. At this point, the Army decided to use civilian labor to prepare the earthwork and grading. In mid-April, the 45th Engineer Battalion, who were skilled in railroad construction, arrived under Major Dillman. The day after their arrival, the men were busy at work helping to shore up Trestle No. 2. At that time, there was only one functioning steam shovel, which had become non-operational after working on the Accotink Station cut. The steam shovel could not be repaired to working order so when Major Dillman arrived with the 45th Engineer Battalion, the steam shovel and its operators were replaced by, "two companies of colored troops". It took a week to remove the cut by wheelbarrow. The two companies of African American soldiers were also sent to the site to complete the excavation work and construct a plank unloading platform at the Accotink Village yard in order to receive the camp's freight shipments.<sup>121</sup>

On May 10th, the Army dispensed with the use of civilian labor and turned construction of the remaining trestles over to the Railway Construction School.<sup>122</sup> The 45th Engineers, with the Railroad Vocational School continued to lay track, ballasting, configuring the rail yards, constructing spurs to service the hospital, power plant and storehouses, building coal trestles and conducting general improvements to the railroad until the railhead arrived at the Camp Quartermaster Yards on July 20<sup>th</sup>.<sup>123</sup>

Even with new manpower, railroad construction continued at a slow pace. The rail tracks did not have to wait long to be used; the need to move equipment and materials was so great that as soon as a portion of track was completed, it immediately utilized. Often, the result was that ballasting,

<sup>118</sup> Merriken, John E. 1987. *Old Dominion Trolley Too: A History of the Mount Vernon Line*. Edited by Leroy O. King. Dallas: Taylor Publishing Company, p.51.

<sup>119</sup> Person, Gustav. 2015. "Camp Andrew A. Humphreys 1917-1919." Fort Belvoir, VA: Unpublished, Available from at the Post Historian Archives, p.3.

<sup>120</sup> Park, Richard, Col. 1918. "Vol. XX: Light Railway School." In *History of Camp A. A. Humphreys*, 52-56. US Army Engineer School, p.53.

<sup>121</sup> Park, Richard, Col. Engr., *History of Camp A. A. Humphreys*. Chapter XI: The Military Railroad, n.p., October 31, 1918, pp. 91-92.

<sup>122</sup> Gray, Walter A., Maj., Corps of Engineers, *History of Railroads at Fort Belvoir, Virginia* (15 July 1949), p.5. & Park, Richard, Col. 1918. "Chapter XI: The Military Railroad." In *History of Camp A. A. Humphreys*, pp.82-99. US Army Engineer School, p.90.

<sup>123</sup> Park, Richard, Col. Engr., *History of Camp A. A. Humphreys*. Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School, October 31, 1918, p. 5.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

lining, and/or surfacing the track was delayed. By the end of July, track had been laid to connect the railroad with the camp warehouses. By October, track had been completed to the camp hospital. The work continued through August and into September to complete the central heating plant extension, track Nos. 3 and 4 siding, and a coal trestle.<sup>124</sup> On November 1, 1918, 150 feet of standard-gauge track were put into official service.<sup>125</sup> From 1918 onward, "Thousands of soldier trainees disembarked and embarked at Accotink Station, as their orders designated that point of arrival and departure for several wars..."<sup>126</sup> When WWI ended abruptly on Armistice Day, November 11th, training was suspended and all specialist schools, including the Railway Vocational Schools, started to turn in their equipment.<sup>127</sup> Camp Humphreys served as a demobilization center after the war ended, for soldiers returning to civilian life.<sup>128</sup> Although WWI, the driving force behind the initial establishment of Camp A.A. Humphreys, had ended, the FBMRR continued to be developed and put to use after the camp returned to peacetime operations.

The finished railway consisted of approximately four miles connecting the Accotink Station to camp. Given the weight of the steel, which was originally configured for Russian railways, the camp's rail line was not suited for the heavy-duty locomotives or equipment that were moved on the majority of American railroad lines. The undulating topography of the area in which the rail line was built necessitated the construction of a total of six trestles and several fills and cuts.<sup>129</sup> Engineers' designs allowed for the construction of 11 curves. Approximately three miles of the railway was ballasted with cinders; the use of this material would mean ongoing upkeep, given the clay soil composition of Fairfax County.<sup>130</sup>

When the railroad was completed, boxcars, flatcars, day coaches, and Pullmans were put into use and powered by large standard gauge steam engines, said to have been used in the construction of the Panama Canal. Coal burning engines were used exclusively from 1918 until approximately 1940, when diesel engines<sup>131</sup> were put into use, thus slowly phasing out the coal burning engines.<sup>132</sup>

<sup>124</sup> Park, Richard, Col. Engr., History of Camp A. A. Humphreys. Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School, October 31, 1918, p. 8. The coal trestle is most likely Facility 602, now a Debris Collection Facility, although the concrete trestle foundation piers remain.

<sup>125</sup> Park, Richard, Col. 1918. "Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School." In History of Camp A. A. Humphreys, pp.1-30. US Army Engineer School, pp.8-9.

<sup>126</sup> Gallager, Ray. "Fort Belvoir Railroad is 65 Years Old," Fort Belvoir Castle, 1982, p. 1.

<sup>127</sup> Person, Gustav, Camp Andrew A. Humphreys 1917-1919 [Fort Belvoir, VA: Post Historian, 2015]: p.9.

<sup>128</sup> Goodwin, R. Christopher and Associates, Inc. 2003. Housing an Army: The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage [1949-1962]. Historic Context, Baltimore: U.S. Army Environmental Center, APG MD, p.A1-1.

<sup>129</sup> A fill is defined as the, "right of way formed by placing rock, earth, or other material across a low area to provide a relatively level surface for track." (Trains: The magazine of railroading. 2014)

<sup>130</sup> Park, Richard, Col. 1918. "Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School." In History of Camp A. A. Humphreys, pp.1-30. US Army Engineer School, pp.11-12.

<sup>131</sup> In Major Walter A Gray's 1949, "History of Railroads at Fort Belvoir, Virginia", he noted the engine types used at Fort Belvoir, "The original requisition of one (1) U.S.E.D. locomotive, a switch engine of

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

At the same time that the railroad was under construction, construction of the camp proper was able to begin. Even with the record-breaking cold temperatures and heavy snow, approximately 5,000 soldiers and 6,000 civilians cleared, surveyed, and built camp facilities in just 11 months. In addition to the 1,500 acres acquired by the War Department, the Army also acquired additional acreage for the camp through purchase, condemnation, and displacement. This acreage included fourteen farms, two large land parcels along Dogue Creek, and an additional 3,300-acre parcel. To house the soldiers, plans were drawn up for the construction of 790 temporary wood-frame buildings. The construction of a dam across Accotink Creek and a water filtration plant near the former Accotink Mill would provide fresh water for camp residents. Construction was also done to create circulation systems and utilities. After only four months of construction, the camp was ready to welcome some 20,000 soldiers as its newest residents.<sup>133</sup>

Many of the buildings constructed for the WWI mobilization effort were intended to be temporary construction, although some of the railroad-supporting buildings still remain from this time period. By classification wooden structures are temporary (codified and notated as 'T') structures. The oldest existing buildings on Fort Belvoir, classified as T structures, were built in 1918 along the railroad yards. These contiguous temporary warehouse buildings were used to house the Quartermaster Stores. Although some of the T-series warehouses have been demolished, Buildings Nos. 1139, 1140, 1141, 1142 and 1143 still exist in the FBMRRHC. The only other vestige of the pre-WWI era that remains is the adjacent track bed remains.

The construction and maintenance of the railroad in its inaugural year was an important training tool for the Engineer School. The various vocational railroad field schools at Camp A.A. Humphreys were exhaustively documented in the reports authored by Col. Richard Park of USACE. Park details the operation of the Standard Railway School and the Light Railway School.<sup>134</sup> In March 1918, Park reports on the Light Railway School, "The total number of students passing through the School is approximately 1,600. Training period averages about 25 days."<sup>135</sup> The Standard Railway School of Construction began on April 6, 1918, "for the purposes of giving enlisted men training in railroad construction, as well as providing the working personnel to complete the construction and attend to the maintenance of the Standard Gauge Railroad in Camp."<sup>136</sup> The purpose for the Light Railway School, apart from training

---

the 2-6-0 type came on 27th March. This was later augmented by two (2) R.F. & P. locomotives of the 4-6-0 type. On September 7, the Director General of Military Railroads supplied two (2) 125 H.P. standard gauge gasoline locomotives, which allowed one (1) of the R.F. & P. locomotives to be released. On 20th September 1918 a locomotive of the 2-6-0 type was supplied." (pp. 6-7) See Figure No. 46 for a 1959 photo of a Fort Belvoir diesel engine.

<sup>132</sup> Gallagher, Ray. "Fort Belvoir Railroad is 65 Years Old," Fort Belvoir Castle, 1982, p. 1.

<sup>133</sup> Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, pp.18-22.

<sup>134</sup> The light railway is also referred to as the narrow gauge railway in historic documents.

<sup>135</sup> Park, Richard, Col. Engr., History of Camp A. A. Humphreys. Vol. XX: Light Railway School, November 1918: p.55.

<sup>136</sup> Park, Richard, Col. Engr., History of Camp A. A. Humphreys. Vol. XX: Standard Railway School, November 1918: p.32.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

engineer troops for WWI, was to provide the most “satisfactory” and economical way to solve the problem of handling all of the supplies and materials for the camp, before and after initial construction.<sup>137</sup> On April 15, 1918, the 45th Engineers arrived with 450 effectives.<sup>138</sup>

### **Inter War Expansion: 1919-1938**

After the end of WWI, Camp A.A. Humphreys continued to remain active and engaged in a vigorous program of expansion that would nearly double the camp's size to approximately 6,000 acres. In addition, the Engineer School was formally transferred from the Washington Barracks to the camp in 1919. In 1922, Camp Humphreys was recognized as a permanent post and the name was changed to Fort Humphreys.<sup>139</sup> By 1924, the Engineer Board, which was the early forerunner of the Belvoir Research, Development and Engineering Center (BRDEC), had also taken residence at the fort.<sup>140</sup>

The camp's physical appearance also continued to evolve during the 1920s as the original temporary buildings were replaced with more permanent construction. Using standardized architectural plans from the Quartermaster's Office, military and civilian architects, planners, and engineers undertook an ambitious construction program that included the construction of brick buildings in the popular Colonial Revival style. The buildings were characterized by the use of red brick and a general symmetry of plan and ornament. In addition, the fort's overall landscape underwent a massive overhaul, with the creation of more visually pleasing landscape areas and movement away from more rigid and geometric planning applications. Making use of the existing landscape of the fort allowed designers to integrate more pleasing and natural vistas.<sup>141</sup>

Part of the new design for the installation included creating separate spheres for different areas, all grouped around the central parade ground. For instance, administrative and education buildings were grouped together along one area of the parade ground. The barracks, gym, post office, post exchange, and theater were located at the opposite end of the parade ground. Housing for non-commissioned officers was placed behind the barracks, while officers' housing was built in a more park-like setting with trees, landscaping, and a curving road, not unlike many neighborhoods throughout the country. Finally, warehouse, service, and support buildings were located at the edge of the post.<sup>142</sup>

There was a renewed interest in the history of the installation after a 1932 excavation of the Belvoir Manor site. This caught the attention of President Franklin Delano Roosevelt in 1935.

---

<sup>137</sup> Park, Richard, Col. Engr., History of Camp A. A. Humphreys. Vol. XX: Light Railway School, November 1918: pp.52-53.

<sup>138</sup> Park, Richard, Col. Engr., History of Camp A. A. Humphreys. Chapter XI: The Military Railroad, n.p., October 31, 1918, p. 90.

<sup>139</sup> Ralph, A Preservation Plan for Fort Belvoir, 135.

<sup>140</sup> Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, pp.18-22.

<sup>141</sup> Ibid.

<sup>142</sup> Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, pp.18-22.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Secretary of War Dern, acting on a personal request of President Roosevelt, directed the name of the post to be changed from Fort Humphreys to Fort Belvoir in tribute to its history. The same year the fort's name was formally changed to its current name, Fort Belvoir.<sup>143</sup> In a welcome pamphlet published by Fort Belvoir in 1936, it was noted that all types of troop movement were brought to and from Fort Belvoir via Accotink Station in rail equipment owned by the RF&P. The pamphlet also notes that the post's standard-gauge railroad was seven and a half miles from end to end, owned by the United States, and operated by the Quartermaster Department. Alexandria, Virginia, which was serviced by the Southern Railroad and the RF&P, (also including the Atlantic Coast Line, the Seaboard Airline, and the Chesapeake and Ohio Railroad) handled all passenger traffic.

### **1939-1966 World War II, the End of Passenger Service and Growth of the FBMRR**

With the outbreak of World War II (WWII) and the very real possibility that the United States would once more enter into an armed conflict, Fort Belvoir began making preparations for training, educating, and serving troops. Engineers would be needed to provide critical support on a number of fronts, including creating maps, buildings needed support systems such as roads and bridges, and other specialized needs. Fort Belvoir was seen as one of the most important training sites in the country to provide these services.<sup>144</sup> The Engineer Replacement Training Center (ERTC) was formerly inaugurated in March 1941, and trained 147,000 engineer soldiers in its five-year existence. Although the ERTC became dormant on North Post after WWII ended, it was re-activated in August 1950 with the Korean Conflict.<sup>145</sup>

A huge construction boom was well underway at Fort Belvoir by the fall of 1940. Records indicate that over 27 million dollars were spent on new construction between 1940 and 1945; much of the development during this period was termed 'emergency construction' because of WWII. To help support this new construction campaign, the rail system was upgraded at this time. Fort Belvoir began numerous construction projects including the construction of 'temporary' buildings and the installation property north of Route 1 was finally being utilized, where it had previously been a dilapidated farm.<sup>146</sup> Although these temporary buildings were only meant to last five years, many of them are still extant. The Area 1900 warehouses, and their accompanying railroad spur, as well as a majority of Areas 600 and 700 warehouses were built during this time period and have since been adapted for new uses.<sup>147</sup> A drawing from this construction period dated 1942 also shows two new coal trestles; one was located at the southern

<sup>143</sup> *Washington Star*. 1935. "Historic Belvoir as Fort Name is Requested by Roosevelt". February 9. & Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, pp.18-22.

<sup>144</sup> Christopher Goodwin & Associates for U.S. Army Garrison Fort Belvoir & U.S. Department of Defense. 2010. "Fort Belvoir Host to History." Booklet. Frederick, MD, pp.23.26.

<sup>145</sup> Person, Gustav. 2011. "The Engineer Replacement Training Center at Fort Belvoir." September-December: 36-40. <http://www.wood.army.mil/engrmag/PDFs%20for%20Sept-Dec%2011/Person.pdf>.

<sup>146</sup> Person, Gustav. 2011. "The Engineer Replacement Training Center at Fort Belvoir." September-December: 36-40. <http://www.wood.army.mil/engrmag/PDFs%20for%20Sept-Dec%2011/Person.pdf>.

<sup>147</sup> Real Property Records, Directorate of Installation Support, US Army Garrison, Fort Belvoir, VA.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

end of the line (Facility No. 7332), and the other was located at the approximate midpoint of the line east of Bridge No. 4 (Facility No. 2298).<sup>148</sup>

Soldier troops would arrive to Fort Belvoir via railroad on a train that came to be affectionately known as the ‘Accotink Flyer’.<sup>149</sup> Between November 16, 1942, and May of 1947 the ‘Accotink Flyer’ provided commercial transport for 636,000 military and civilian employees at Fort Belvoir and required the issuance of 50,000 meal tickets and 66,000 transportation requests.<sup>150</sup> In 1948, after the end of WWII, Belvoir had a total of nine and a half miles of rail, although the ‘golden era’ of the railroad ended in 1947 when the ERTC closed.<sup>151</sup> By 1948, the railroad was no longer in the commuter class, although special trains were still used on particular occasions, such as the annual caboose rides done for children at the installation beginning in 1957.<sup>152</sup> There may have been a short period of passenger service during the Korean War, but otherwise the railroad was exclusively used for freight and testing after 1953.<sup>153</sup> FBMRR was now focused on the transport of goods, especially coal, to other military installations in the area. When needed, the railway also transported heavy equipment such as tanks, trucks, and bridge components that could not be transported by highway vehicles. In 1948, two 80-ton diesel electric locomotives still remained in use averaging 25 outgoing cars and 110 incoming cars per month.<sup>154</sup>

The first record of the North Post coal storage facility and railroad trestle, known as Facility No. 2280 (formerly Facility Nos. NC-31, 705, and 3130), is the as-built drawing from 1941. This facility was the repository for the General Service Administration (GSA) Washington area’s coal supply. Fort Belvoir most likely started housing coal for the GSA at this time. According to the former post locomotive engineer, Mark A. Brockner, in a 1985 *Fort Belvoir Castle* interview, Fort Belvoir housed the entire coal supply for the Military District of Washington (MDW), among the rail system’s many functions and the coal was transported solely by rail, and stored on North Post. Brockner stated, “Each rail car holds 1,500 tons of coal and in December 1984 Fort Belvoir broke a record – we transported 34 cars carrying 3,500 tons around the MDW.”<sup>155</sup> It is clear that Facility No. 2280 and the railroad’s use was being fully utilized at this time in this capacity.

<sup>148</sup> Environmental and Natural Resource Division Library (ENRD). Construction Documents and As Built Drawings. Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA.

<sup>149</sup> Davidson, Cpl. Allan A. “‘I’ve Been Workin’ on the Railroad’ By Engine No. 6975 United States Army,” Fort Belvoir Castle. July 16, 1943.

<sup>150</sup> Ibid.

<sup>151</sup> Belvoir Castle. 1948. “Accotink Flyer’ Still Cruises the Rails.” June 25: 2. See Figure Nos. 45 and 49.

<sup>152</sup> Ibid. The third annual Richmond, Fredericksburg, and Potomac Railroad’s (RF&P) “Caboose Train” took place at Fort Belvoir for children twelve years old and younger. Twelve cabooses sent from RF&P with the children of railroad employees on board to tour post activities. Belvoir Castle. May 15, 1959 “Cabooses to Visit Belvoir Tomorrow,”: 1.

<sup>153</sup> Gallager, Ray. 1982. “Fort Belvoir Railroad is 65 Years Old.” Fort Belvoir Castle, September 10: 23.

<sup>154</sup> A diesel-electric locomotive is a locomotive, “with a large diesel engine, or prime mover, which turns an alternator to produce electricity. The electricity is then fed to axle-mounted electric traction motors that turn the wheels.” (Trains: The magazine of railroading. 2014); Belvoir Castle. 1948. “Accotink Flyer’ Still Cruises the Rails.” June 25: 2.

<sup>155</sup> Hudson, Mary. “On track: Post Train System,” Fort Belvoir Castle, March 8, 1985, p.8.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Between 1942 and 1945, Fort Belvoir undertook a massive construction campaign that included the upgrading of the railway system. Among the modifications were the demolition a 1918 wood trestles and the construction of a more structurally sound, Facility No. 2486, in its place. There were upgrades to Facility Nos. 1433 and 2298. In addition, two new coal trestles were built: Facility 7332 located at the southern end of the railway line and Facility 1422A.<sup>156</sup>

In addition to serving as a source for engineering needs, Fort Belvoir also began training draftees. In order to accommodate these growing needs, more land was necessary: an additional 3000 acres were purchased north of US Route 1. The Army also needed more buildings to house the approximately 24,000 enlisted men and officers coming to the fort. As a result, the installation began construction of several temporary wood-frame buildings. By the end of the war, many of these temporary buildings were adapted to new uses.<sup>157</sup>

By the 1950s, the fort's role shifted from training to research and development. The Engineer Research and Development Laboratories (ERDL) were instrumental in the development of new technologies for military use, including portable map copying machines and new methods for electrical power generation, building bridges, and detecting mines. Innovative development was not just limited to technology at Fort Belvoir. New methods in construction and architectural design allowed for the construction of the Thermo-Con House, a prototype for a low-cost, mass-produced housing unit. The McRee Barracks was another innovative design incorporating a complex of mid-rise buildings that housed soldiers.<sup>158</sup>

On May 25, 1956, the *Belvoir Castle* announced the massive six-week railway renovation project, being done by Co. C 575th Quartermaster, was nearing completion. The company

---

<sup>156</sup> Environmental and Natural Resource Division Library (ENRD). Construction Documents, As Built Drawings, Revisions, and Alterations. Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA.

<sup>157</sup> Environmental and Natural Resource Division Library (ENRD). Construction Documents, As Built Drawings, Revisions, and Alterations. Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA.

<sup>158</sup> Daniel, Christopher. 2011. Fort Belvoir Military Track Bed. Reconnaissance Level Survey, Virginia Department of Historic Resources, p.4.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

replaced ties and ballast and laid new sections of track where it was needed.<sup>159</sup> The project was slated to be complete June 1, 1956.<sup>160</sup>

Although the last steam locomotive departed the track in Roanoke, Virginia, as Norfolk and Western's steam-driven passenger service ended in the fall of 1959, the Army continued to maintain steam engines and train enlisted men on operating them. The reason the Army continued the use of steam engine locomotives was due to the fact that in 1959, most of the world's railroads were still steam-driven and keeping men trained with them was strategic in defense. Fort Belvoir also continued to use a steam engine during the annual cabooses rides.<sup>161</sup>

Fort Belvoir's mission continued to adapt and change through the last half of the twentieth century. The FBMRRHC continued in use for these purposes at least through 1966. The property's period of significance ends in 1966, reflecting the traditional fifty-year cutoff for properties, even though FBMRR's significant activities continued into the more recent past.

### **1967-1993 Further Development and Decommissioning of the FBMRR**

In 1971, the Defense Systems Management College<sup>162</sup> was established. This institution offered graduate courses in weapons systems management for both military and civilian personnel. The Defense Mapping School, created in 1972, provides instruction in cartography and tactical mapping.<sup>163</sup> In 1988, the original institution and reason for the creation of Fort Belvoir, the Engineer School, moved to Fort Leonard Wood in Missouri.<sup>164</sup>

---

<sup>159</sup> The details of the 1956 railway renovation included, "The major portion of the project was that of ballast changing. Ballast, and Engineer term for graded rock, is used primarily for drainage and plays an important role in providing a suitable bed for the rails...A reconstruction project of this nature consists of several steps, beginning with cribbing and the removal of old ballast by a shovel-wielding crew. Next, the new ballast is spread in a uniform layer using a ballast regulator and the track is raised and aligned by use of hydraulic and hand-operated jacks. Following this the ballast is tamped while the track is raised in position. The final step is the finishing process which includes oiling of the rail and gathering of strewn and loose material around the edges." Belvoir Castle. May 25, 1956 "6-week Railway Renovation Project Nears Completion By Co C, 575th," 3.

<sup>160</sup> Belvoir Castle. May 25, 1956 "6-week Railway Renovation Project Nears Completion By Co C, 575th," 3.

<sup>161</sup> See Figure No. 19. "According to the Association of American Railroads, only 1,098 of the nation's 28,000 locomotives are steam powered." Fort Belvoir Castle. 1959. "Army May Be Last Outpost for Steam Driven 'Iron Horses'." October 23: 3.

<sup>162</sup> U.S. Government Publishing Office. 1996. "Joint Service Schools: Defense Acquisition University." U.S. Government Publishing Office. Accessed July 15, 2015. <http://www.gpo.gov/fdsys/pkg/GOVMAN-1996-05-31/pdf/GOVMAN-1996-05-31-Pg238-3.pdf>.

<sup>163</sup> United States General Accounting Office. 1986. "Fact Sheet to the Chairman, Committee on Armed Services House of Representatives on Selected Defense Agencies: Current and Historical Information on Missions, Work Force, and Budget." United States General Accounting Office. March. Accessed July 15, 2015. <http://www.gao.gov/assets/90/87069.pdf>.

<sup>164</sup> US Army Engineer School History Office. 2015. "The U.S. Army Engineer School, 1802-2015 (brochure)." Fort Leonard Wood- Maneuver Support Center of Excellence. April 21. Accessed July 15, 2015.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

There was a comprehensive inspection done on the FBMRR in August of 1981, and the inspection report was submitted on September 9, 1981. The inspection found:

From its source off the Richmond, Fredericksburg, and Potomac's main line at Newington, Virginia to its end at milepost 4 on a timber tipple, the railroad consists of 4 miles of main track and 4.5 miles of various yard tracks and sidings.

Within these limits are thirteen highway crossings, twenty-nine (in-service) turnouts and four undergrade bridges.

The railroad is maintained by three civilian employees and track conditions were found to be excellent. The only trackage to not meet Class 1 standards were those areas which were designated as "out of service".

With the exception of two locations with less than required bolts, one location with loose rail braces at a turnout, and three locations exceeding 70 inches between effective ties. All "in-service" tracks meet Class 2 requirements.

Very little can be recommended to improve the track structure and geometry at this time but since the rail weight is not more than 90 lbs. (75 lbs. in most areas) it may be advisable for ultrasonically testing the rail within five years (show rail date of 1942).

Telegraph Road crossing at milepost 0.9 will need reevaluation within five years and though Class 2 track standards are now being met, potential surface problems exist account water runoff is creating muddy conditions.

Vegetation is basically under control but must be maintained at least to its now existing condition.

In brief, if present maintenance procedures are continued and programmed activities adhered to, Fort Belvoir should not encounter any difficulty within Class 2 track standards.<sup>165</sup>

In 1984, there were three remaining locomotives on post. The maximum speed for the locomotives was 30 miles per hour.<sup>166</sup>

---

<sup>165</sup> U.S. Department of Transportation, Track Safety Inspector, Smailes, J.A. 1981. Inspection of Railroad Tracks for Fort Belvoir, Virginia. Baltimore: Federal Railroad Administration. Inspection notes: Miles of Main Track: 4; Miles in Service: 8.5; Siding: 5.5 (including yard); Out of Service: 1.0; Average number of ties per rail: 18; Length(s) of joint bars: 15 inches for 75 lb. rail and 24 inches for 90 lb. rail; # of Highway crossings at grade: 13; # of Track crossings at grade: 1; # of Turnouts: 35 (29 in service, 6 out of service); # of Track bridges: 4

Work and material required to rehabilitate line to Class 2: Ties- Install 3; Ties- additional to provide five; year life 800; Ballast- stone 200 tons; Miles to: # of miles to cut brush: 1 mile; # of miles to clean ditches: general maintenance; # of miles to surface- spot: general maintenance

<sup>166</sup> Hudson, Mary. "On track: Post Train System," Fort Belvoir Castle, March 8, 1985, p.8.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

In 1985, an enormous upgrade was done to the standard gauge main line railroad at Belvoir. By this time, some spurs had been discontinued, such as the Area 1900 spur that ran between the warehouses. The main line track was continuous from BRDEC to the railhead at Newington.<sup>167</sup> Although BRDEC had no need for railroad shipping capabilities, they did require the ability to move rail cars for testing. A disposition form from September 17, 1985 stated that, "The facility is the only DOD [Department of Defense] operated vertical curve impact facility that can provide accurate and repeatable impact speeds". If rail service was to be cut off for the southernmost portion of the line it could cause a disbandment of the facility, as well as several other commodity groups within BRDEC using the impact facility for qualification tests and development.<sup>168</sup> The issue regarding continuing rail service to South Post remained unresolved. Testing rail and heavy load transport were still being done in October 1985, but the long-term economic and practical feasibility had not yet been determined.<sup>169</sup>

In August 1985, there was a continued push, as well as continued resistance, to terminating rail operations. On August 12, 1985, a memorandum was sent to provide information to the Deputy Installation Commander, from the Acting Director of Industrial Operations (DIO) of the U.S Army Engineering Center at Fort Belvoir, Maj. William R. Cooper. The DIO's main objection to the railroad's continued use was the operating costs. The memorandum laid out the opposition from Fort Belvoir's Directorate of Plans, Training, and Security (DPTSEC), Directorate of Engineering and Housing (DEH), and Directorate of Resource Management (DRM), in regards to continued use of the post's rail system. The main contrariety to terminating the rail operations came from the United States Army Training and Doctrine Command (TRADOC), who had refused the installation's 1976 request to terminate rail operations for two said reasons. The first reason was that the GSA determined that the FMBRR was the most cost-effective re-supplier for the GSA Washington area's coal stock pile. The coal stored at Belvoir was serving as the backup for the MDW in the event of a coal or rail strike. The Federal Government was opposed to paying RF&P for coal-support rail car storage. Also, RF&P would not guarantee use of their facilities in a peace time scenario.<sup>170</sup> Furthermore, the railroad was to continue to be used to ship and receive "heavy outsized" items required by Fort Belvoir laboratories.<sup>171</sup> The conclusion of the memorandum recommended a thorough study and staffing to assess and quantify the discontinuation of the railroad. Finally, the memorandum asserted that the miscellaneous trackage in South Post could be eliminated, although any attempt to sever the railroad bridge at Route 1 (Facility No. 1433) would be contested by BRDEC.<sup>172</sup> At this time, Fairfax County also

---

<sup>167</sup> Railroad Upgrade Fort Belvoir, Virginia, Department of the Army Baltimore District, Corps of Engineers, Baltimore, Maryland, September 1985; Fort Belvoir Directorate of Public Works Archive.

<sup>168</sup> Silver, Ivan M. 1985 Chief of Test & Evaluation Division at U.S. Army Garrison Fort Belvoir, Virginia. Disposition Form for Rail Service to Fort Belvoir & the Belvoir R&D Center, September 27.

<sup>169</sup> Bulger, Col. 1985 Staff at Research and Development Center, U.S. Army Garrison Fort Belvoir, Virginia. Personal communication with Deputy Installation Commander/ Chief of Staff, October 10.

<sup>170</sup> Cooper, William R., MAJ, TC. 1985 Acting DIO at U.S. Army Engineer Center, U.S. Army Garrison Fort Belvoir, Virginia. Memorandum for DIC on Installation Rail Support, August 12.

<sup>171</sup> Ibid.

<sup>172</sup> Ibid.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

was in the planning phase of using the FBMRR at the Route 1 crossing to build a spur to their sewage treatment plant south of post.<sup>173</sup>

After the Engineer School's relocation to Fort Leonard Wood in 1988, discussion began on how to best utilize the Engineer Proving Ground (EPG) land and buildings that they previously used.<sup>174</sup> The EPG development as mixed-use, private-public land was being done under the direction of the National Capital Region's program manager, Col. Robert R. Hardiman, until the tenants moved on-site.<sup>175</sup> Plans were set for the year 1992 to move several agencies into the vacated buildings.<sup>176</sup>

The decision on whether to decommission and remove, versus upgrade, the railroad system was carefully weighed out. By February 1990, the feasibility of continued track use, discontinuation, and potential upgrade were analyzed per the railroad's requirements. The railroad was being used for approximately ten rail tests per year at BRDEC and coal and locomotive storage. The February 5, 1990 Memorandum for Railroad Tracks states:

Fort Belvoir DOL [Directorate of Logistics] maintains two locomotives which service warehouses on South Post, and move coal from Newington to the North Post Coal Yard (where commercial truckers pick up coal for use throughout the National Capital Region. Because Fort Belvoir's tracks are Class C rather than Class A, commercial locomotives cannot move coal to Fort Belvoir's Coal Yard. BRDEC also uses Fort Belvoir's locomotives for its rail testing. Unless we eliminate requirements for the locomotives, removal of the South Post tracks would necessitate upgrading North Post facilities to support the locomotives. Requirements would include sheltering facilities, an inspection pit, and two rail loading ramps.<sup>177</sup>

In order for the post railroad system to accommodate commercial passengers, the tracks would have to be upgraded from Class-C cargo to Class-A status. The upgraded tracks would be used to move people from the Franconia-Springfield transportation hub to Gunston Road at Fort Belvoir. Brig. General Arvid E. West, Jr, authorized a further study on the feasibility of this upgrade.<sup>178</sup>

The estimate of costs were: \$643.00 for maintenance of the South Post tracks, \$44,800.00 for repair of the 16th Street crossing, \$310,000.00 for the removal of the South Post track, \$40,000.00 for repairs to the bridge over Route 1, \$1,000,000.00 for the upgrade of South Post

---

<sup>173</sup> Ibid.

<sup>174</sup> US Army Engineer School History Office. 2015. "The U.S. Army Engineer School, 1802-2015 (brochure)." Fort Leonard Wood- Maneuver Support Center of Excellence. April 21. Accessed July 15, 2015.

<sup>175</sup> Sanborn, Rick. "ADCD puts actions in 'coherent plan'," Fort Belvoir Castle Supplement, June 29, 1990: 3.

<sup>176</sup> West, Arvid. E., Jr., Brigadier General. "Shaping Fort Belvoir's Future," Fort Belvoir Castle Supplement, June 29, 1990: 2.

<sup>177</sup> Shelton, Donnie R. 1990 Director of Plans, Training, and Mobilization at U.S. Army Garrison Fort Belvoir, Virginia. Memorandum for Railroad Tracks, February 5.

<sup>178</sup> Fields, Deborah. "Post's Railroad Status Under Review," Castle, 23 February 1990: 1. Fort Belvoir, VA, p.1.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

tracks to Class A, unknown amount for railroad operators and maintenance, unknown cost for the preparation of North Post tracks for locomotives, and unknown costs for the removal of all South Post tracks (except BRDEC) and building roads giving commercial trucks access to warehouses.<sup>179</sup> Other associated costs not addressed in the initial report were the construction of a depot at the rail terminus, operational costs for the rail and accompanying shuttle buses, the number of potential riders, and how safety concerns would be addressed. In addition, BRDEC would need a self-contained track system to continue their mission if the South Post track was to be removed.<sup>180</sup>

One of the main goals of the transportation planning was to minimize the use of cars. Commuter rail was foremost among the projects endorsed by officials. The Springfield Metro station was in the planning phase in 1990 and Fort Belvoir was being considered for a major station. As the Lee District Supervisor Joe Alexander remarked, "I envision it being used by everyone on Fort Belvoir and the EPG. It's going to be a major station and we're suggesting an access road from post. Now I'm hearing about a people mover or a light rail."<sup>181</sup> There were many ideas circulating at this time for the best method of mass transit for Fort Belvoir, even including a monorail and a hovercraft service.<sup>182</sup> Col. Robert R. Hardiman, the program manager for the National Capital Region was a vocal proponent of the rail-based people mover. He envisioned, "a monorail people mover to transport workers between the Springfield transit hub and the proving ground. The people mover will be built in the 1995-1996 time frame" to be built through a developer, "that goes through the office areas and connects with the transportation hub."<sup>183</sup>

The two-volume *Engineering Report: Railroad Track Condition Survey, Fort Belvoir, Virginia* was submitted February 1992, thoroughly examining the existing condition of the railroad and estimated cost estimates for various upgrade options based on those existing conditions.

Because turnouts offer the greatest potential for derailment and require the largest amount of maintenance, special attention was paid to turnouts during the inspection.<sup>184</sup> Turnouts were measured for gauge and cross-level at the switch points, closure rails, frog, and a location ten

---

<sup>179</sup> Shelton, Donnie R. 1990 Director of Plans, Training, and Mobilization at U.S. Army Garrison Fort Belvoir, Virginia. Memorandum for Railroad Tracks, February 5.

<sup>180</sup> Fields, Deborah. "Post's Railroad Status Under Review," Castle, 23 February 1990: 1. Fort Belvoir, VA, p.1.

<sup>181</sup> Webster, Nathan. "Traffic, growth trouble supervisors," Fort Belvoir Castle Supplement, June 29, 1990: 10.

<sup>182</sup> Christensen, Ned. "Transportation reform in the works," Fort Belvoir Castle Supplement, June 29, 1990: 12.

<sup>183</sup> Ibid; Sanborn, Rick. "Planning continues for EPG development," Fort Belvoir Castle Supplement, June 29, 1990: 3.

<sup>184</sup> A turnout is defined as a "track switch- the term 'turnout' is used to avoid confusion with electrical switches." A switch is defined as "a track structure with movable rails to divert rolling stock from one track to another; (verb) to sort cars by destination on more than one track (also "classify", "drill", or "marshal"). Electrical switches are also called toggles; track switches are also called turnouts" (Trains: The magazine of Railroading. 2014)



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

feet from the frog point.<sup>185</sup> In addition, frog flange depth and width were also measured and recorded. Observations were made on the gap and condition of the switch points, frog rails, castings, operating mechanisms, rods, and ties; and anything out of order was recorded. When possible, all the switch points were thrown.<sup>186</sup>

After the survey work was done in 1992 on the track condition, a work plan was prepared to, “raise the condition of the track to a level at which daily commuter service can be operated and economically maintained.” Virginia Railway Express had not begun to operate commuter rail and did not yet have requirements for track standards. Because Amtrak was the only dedicated commuter line at the time, its standards were used in the report.<sup>187</sup> The 1992 rail report concluded that a new tie standard be out in place and ties, “upgraded to AREA standards of mixed hardwoods with 8 pounds retention creosote, as opposed to current Army practices of using treated softwood ties.”<sup>188</sup>

In February 1993, a new revision of the *Railroad Tracks Project Summary* was made from the August 1992 original. Plans were detailed to upgrade the main line rail from 75-pound to 130-pound rail; install new crossties and switch timbers; provide crossing protection to the Telegraph Road crossing; add to and upgrade the ballast; construct a covered platform with lighting for three rail passenger cars and bus pick-up and drop-off points with appropriate signage; upgrade switches and frogs; align, gauge, and surface tracks; provide handicap accessibility; and salvage the 14,027 linear feet (LF) of 75-pound and 751 LF of 90-pound rail. These were the requirements necessary to connect Fort Belvoir to the commercially operated mass-transit system. A further justification was included because the rail system would support the Base Realignment and Closure (known as BRAC) initiative, “by providing a means of transportation for over 3,000 people that will be commuting to an Office Park Complex on North Post. A post shuttle bus system will transport rail users from a station near the Office Park Complex to other

---

<sup>185</sup> Frog is defined as, “the part of a track switch that permits the wheel flanges of cars taking one route to “pass through” the railhead of the other. Switches are numbered according to the angle of their frogs. A No. 20 switch (good for about 40 mph) separates the rails 1 foot for every 20 feet of travel. The lower the frog number, the sharper the curve, and the less speed at which the diverging route can be taken.” (Trains: The magazine of railroading. 2014)

<sup>186</sup> Capital Engineering Corporation and Zeta-Tech Associates, Inc. 1992. Railroad Track Condition Survey, Fort Belvoir, Virginia. Fort Belvoir, VA. Volume I of II. Engineering Report, Baltimore District: Prepared for the U.S. Army Engineering and Housing Support Center and U.S. Army Corps of Engineers, p.4.

<sup>187</sup> Ibid., p.5; Capital Engineering Corporation and Zeta-Tech Associates, Inc. 1992. Railroad Track Condition Survey, Fort Belvoir, Virginia. Fort Belvoir, VA. Volume I of II. Engineering Report, Baltimore District: Prepared for the U.S. Army Engineering and Housing Support Center and U.S. Army Corps of Engineers, p.6. “Inventory data indicates that approximately 85% of the rail is of the 75 lb./yd., with the remainder comprised of 80 and 90 lb./yd. sections.... Results of the analysis indicate that all the sections except the 115 lb./yd. rail are not suitable for modern diesel road locomotives.” Upgrades to operate commuter rail would include new 115 lb./yd. rail, included in the cost estimate of the report.

<sup>188</sup> Ibid., p.6

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

areas on north and south post.”<sup>189</sup> The construction was set to begin in April 1993 and conclude a year later in April 1994. On May 14, 1993 a draft Military Construction Project Data form was completed to continue with this plan of upgrading the rail system.<sup>190</sup>

The final cost estimate for the maintenance, repair, and upgrading the FBMRR to accommodate commuter service was broken into three options based on how far south the upgraded track would go: 1) from the RF&P to Route 613, Beulah Road would cost a total of \$920,939, 2) from RF&P to U.S. Route 1 would cost a total of \$1,022,971, and 3) from RF&P to the BRDEC fence line would cost a total of \$2,334,145.<sup>191</sup>

Despite mixed messages on whether the railroad upgrade plan was to continue, all talk of the possibility of continued use of the railroad was quelled in August 1993. The railroad upgrade project had been added to the Fiscal Year 1993 President’s Budget Military Construction Act (MCA), at requested by Congress. In an internal memorandum regarding Rail Service at Fort Belvoir, the Garrison Commander of Fort Belvoir, Col. Geloso, clarified Fort Belvoir’s intent on MCA Project Number 41403, to upgrade the railroad tracks at Fort Belvoir, in no uncertain terms.

[Fort Belvoir]...has no need, nor has made any plans, for railroad track or rolling stock to move freight or commodities to, from, or around the Installation. In fact, we intend to dismantle and remove all the bed, rails, and related equipment on that portion of the Installation south of U.S. Route 1. We fully expect the railroad bridge over Route 1 to be demolished when the road expands to 6 lanes in the future... we need to make it clear that Fort Belvoir has no plans to request funds to procure rolling stock or to operate and maintain such a link.<sup>192</sup>

In September of 1993, the last locomotive departed from Fort Belvoir.<sup>193</sup> By December 14, 1993, the Fort Belvoir Directorate of Public Works (DPW) had given the go-ahead to begin the salvage operations of the South Post rail. Due to the enormity of the rail removal project, the idea for a phased project to remove the rail was proposed. Another idea made, in order to offset the removal costs, was to let the contractors hired to remove the rail, salvage the material.<sup>194</sup> The DPW wrote a letter to BRDEC February 7, 1994, to verify that all the rail cars had been removed

<sup>189</sup> Williams, Gerald P., Col. 1992 Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Railroad Tracks Project Summary, 31 August (revised February 3, 1993).

<sup>190</sup> Ibid.

<sup>191</sup> Capital Engineering Corporation and Zeta-Tech Associates, Inc. 1992. Railroad Track Condition Survey, Fort Belvoir, Virginia. Fort Belvoir, VA. Volume I of II. Engineering Report, Baltimore District: Prepared for the U.S. Army Engineering and Housing Support Center and U.S. Army Corps of Engineers, p.10.

<sup>192</sup> Geloso, Peter J., Col. Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Internal Memorandum for Commander of the Military District of Washington, Regarding Rail Service at Fort Belvoir, August 17, 1993.

<sup>193</sup> Cralle, Maury. Deputy to the Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Personal communication with Daniel Seymour, July 31, 1995.

<sup>194</sup> Cralle, Maury. Deputy to the Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Personal communication with Colonel Geloso, December 14, 1993.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

from the premises. If not, the errant cars would be stranded because all the trackage of Route 1 was going to be demolished, “soon.”<sup>195</sup>

The last documented record of the railroad’s physical presence on Fort Belvoir was published in the *Belvoir Eagle* on December 7, 1995. Although the railroad had only been decommissioned just over two years, the once important coal trestle had been rendered, “obsolete”:

An obsolete wooden trestle bridge on North Post once used for dispensing heating coal from train to truck for delivery across Fort Belvoir will be destroyed between Sunday and Dec. 15 as Navy SEALs explode portions of it in a demolition training exercise. According to Master Sgt. Ronald N. Gause, operations NCOIC at Belvoir's Directorate of Public Works, the trestle will be removed with explosives Tuesday morning following a test blast at 2 p.m. Monday. The bridge, located west of the Air Assault School, is being removed to make room for trailer housing for contractors and to upgrade DPW's capabilities, said Gause. Residents should not be alarmed at booming noises emanating from the blast site. He added that the demolition should not adversely impact traffic in the area, although for safety precautions, automobile traffic passing under the train trestle bridge over Beulah Street just north of Backlick Road may be held up for brief 30-second intervals during blasts Tuesday.<sup>196</sup>

Fort Belvoir has exponentially grown since the era of the FBMRR. It is now more than 8,600 acres and is considered one of the larger military installations in the MDW, which includes Fort McNair, Fort Myer, Fort Meade, and Fort Hamilton. There is a population of approximately 7,100 people including residents and workers. The military installation is home to the Army’s major command headquarters as well as nine other Army commands. Sixteen agencies of the Department of the Army also operate out of Fort Belvoir, as do eight commands of the United States Army Reserve and Army National Guard and nine Department of Defense agencies.

### **Developmental history/additional historic context information**

A short-lived extension for the electric trolley line from Mount Vernon to Fort Belvoir (then Camp A.A. Humphreys) was in use from 1921 to 1922. In July of 1918, the decision was made by the wartime U.S. Railroad Administration, the Washington-Virginia Railway, and the War Department to move forward with the extension. Forty-nine additional cars were purchased after \$625,000 was advanced to implement the project. However, after WWI abruptly ended on November 11, 1918, the incentive to invest in the extension was gone. From Mount Vernon’s terminus trolley loop, the line had only been electrified several hundred feet at most toward Fort Belvoir.<sup>197</sup>

The project to extend the trolley line was completely abandoned until December of 1920 when the War Department decided to complete the line and run it on a rental basis. The Engineer

<sup>195</sup> Hayes, James H. Jr. LTC. Director of Public Works at U.S. Army Garrison Fort Belvoir, Virginia. Internal Memorandum for Commander of U.S. Army Belvoir Research and Development Center, Fort Belvoir, Virginia, Regarding the Railroad Tracks on South Post, February 7, 1994.

<sup>196</sup> Norris, Michael (photographer). “SEALed with a boom,” *Belvoir Eagle*. December 7, 1995: 3.

<sup>197</sup> Merriken, John E. *Old Dominion Trolley Too: A History of the Mount Vernon Line*. Edited by Leroy O. King, Jr. Dallas: Taylor Publishing Company, 1987: pp.52-53.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

School troops finished the line during the spring of 1921 and USACE purchased a bright yellow Brill-Mack gasoline rail car and trailer. This was run briefly from 1921 to 1922.<sup>198</sup> The project was abandoned after the cost to operate it exceeded the traffic volume. The debt for the failed extension plans was more than one million dollars.<sup>199</sup> An Act of Congress, on May 23, 1928, created the George Washington Bicentennial Commission. One of the initiatives was building a memorial highway, thus appropriating portions of the right-of-way. On February 28, 1930, all lines south of Alexandria were deserted. "Most of the roadbed became a highway, while the trolley loop at Mount Vernon... became a traffic circle which was opened on April 30, 1932."<sup>200</sup>

---

<sup>198</sup> Ibid., p.55.

<sup>199</sup> Ibid., p.60.

<sup>200</sup> Ibid., p.67.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**Articles:**

"Army May Be Last Outpost for Steam Driven 'Iron Horses'," *Fort Belvoir Castle*, October 23, 1959: 3.

Belvoir Castle. Fort Belvoir, VA.

April 12, 1946

October 23, 1959 "Army May Be Last Outpost For Steam Driven 'Iron Horses'".

May 15, 1959 "Cabooses to Visit Belvoir Tomorrow,": 1.

May 25, 1956 "6-week Railway Renovation Project Nears Completion By Co C, 575<sup>th</sup>": 3.

June 25, 1948 "'Accotink Flyer' Still Cruises the Rails,": 2.

July 9, 1941 "Fort Belvoir has one of 25 Midget Trains,": 3.

Christensen, Ned. "Transportation reform in the works," *Fort Belvoir Castle Supplement*, June 29, 1990: 12.

Fields, Deborah. "1990 Post's Railroad Status Under Review," *Castle*, 23 February: 1. Fort Belvoir, VA.

Gallager, Ray. "Fort Belvoir Railroad is 65 Years Old," *Fort Belvoir Castle*, 1982.

"Historic Belvoir as Fort Name is Requested by Roosevelt" 1935 Washington Star. February 9, 1935. [Clipping in Periodical File, USAMHL.]

Hudson, Mary. "On track: post train system," *Fort Belvoir Castle*, March 8, 1985: 8.

Miller, John. "Belvoir's railroad system is a one-man operation," *Fort Belvoir Castle*, May 22, 1981: 20.

Norris, Michael (photographer). "SEALed with a boom," *Belvoir Eagle*. December 7, 1995:3.

Sanborn, Rick. "ADCD puts actions in 'coherent plan'," *Fort Belvoir Castle Supplement*, June 29, 1990: 3.

Sanborn, Rick. "Planning continues for EPG development," *Fort Belvoir Castle Supplement*, June 29, 1990: 3.

Webster, Nathan. "Traffic, growth trouble supervisors," *Fort Belvoir Castle Supplement*, June 29, 1990: 10.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

West, Arvid. E., Jr., Brigadier General. "Shaping Fort Belvoir's Future," Fort Belvoir Castle Supplement, June 29, 1990: 2.

**Books:**

Fowle, Barry W. ed. Builders and Fighters: U.S. Army Engineers in World War II. Fort Belvoir, VA: Office of History United States Army Corps of Engineers, 1992.

Merriken, John E. *Old Dominion Trolley Too: A History of the Mount Vernon Line*. Edited by Leroy O. King, Jr. Dallas: Taylor Publishing Company, 1987.

Muir, Dorothy Troth. Potomac Interlude: The Story of Woodlawn Mansion and the Mount Vernon Neighborhood 1846-1943. Mount Vernon Print Shops, Washington, DC, 1943.

O’Ryan, John F., Major General, US Army. *The Story of the 27<sup>th</sup> Division*. Vol. I. New York: Wynkoop Hallenbeck Crawford Co., 1921.

Sprouse, Edith Moore. Mount Air, Fairfax County, Virginia. Fairfax: Fairfax County History Commission, 1970.

**Manuscripts, Documents, and Other Media:**

Cooper, William R., MAJ, TC. 1985 Acting DIO at U.S. Army Engineer Center, U.S. Army Garrison Fort Belvoir, Virginia. Memorandum for DIC on Installation Rail Support, August 12.

Floor Reinforcing: Warehouse Bldg. T-1140, US Army Engineer Center and Fort Belvoir Office, Director of Facilities, Fort Belvoir, Virginia, June 1968; Fort Belvoir Directorate of Public Works Archive.

Fort Belvoir, Directorate of Public Works, n.d. Real property records maintained by the Fort Belvoir Real Property Office.

Fort Belvoir Welcome Pamphlet. Fort Belvoir, VA: Fort Belvoir Post Historian Archives, 1936.

Fort Humphreys, Virginia (Installation Guide Book), Author Unknown, Engineer School Published Circa 1930, pp 15-21.

Gray, Walter A., Maj., Corps of Engineers, *History of Railroads at Fort Belvoir, Virginia* (15 July 1949).

Hayes, James H. Jr. LTC. Director of Public Works at U.S. Army Garrison Fort Belvoir, Virginia. Internal Memorandum for Commander, Regarding the Railroad Tracks on South

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Post, February 7, 1994.

Library of Virginia, "Northern Neck Land Proprietary Records," located at:  
[http://www.lva.virginia.gov/public/guides/rn23\\_nneckland.pdf](http://www.lva.virginia.gov/public/guides/rn23_nneckland.pdf)

"Memorial." Memorial: Charles W. Kutz 1893. West Point Association of Graduates, n.d.  
Web. 16 Mar. 2015.

Person, Gustav, *Camp Andrew A. Humphreys 1917-1919* [Fort Belvoir, VA: Post Historian, 2015].

Person, Gustav, *The Engineer Replacement Training Center at Fort Belvoir* [Fort Belvoir, VA: Post Historian, 2015].

Person, Gustav, *The Flu Strikes Belvoir in 1918* [Fort Belvoir, VA: Post Historian, 2015].  
"Post-World War II: 1946-Present." Electronic Document. Available at  
<http://www.belvoir.army.mil/history.aspx=Post-WWII>. Viewed on 15 January 2010.

Proposed Heating Systems: Bldg. NB 31 T-1968, Post Engineer Office, Fort Belvoir, Virginia, December 1949; Fort Belvoir Directorate of Public Works Archive.

Railroad Upgrade Fort Belvoir, Virginia, Department of the Army Baltimore District, Corps of Engineers, Baltimore, Maryland, September 1985; Fort Belvoir Directorate of Public Works Archive.

Shelton, Donnie R. 1990 Director of Plans, Training, and Mobilization at U.S. Army Garrison Fort Belvoir, Virginia. Memorandum for Railroad Tracks, February 5.

Schulz, Edward Hugh. Belvoir on the Potomac, Fort Humphreys, Virginia. Fort Belvoir, 1938.

Shop Buildings- Engineers School, Fort Belvoir, VA: First Floor Plan Buildings 1, 2, 4 & 5, U.S. Engineer Office, Washington, D.C., March 1945, Sheet 8; Fort Belvoir Directorate of Public Works Archive.

Silver, Ivan M. 1985 Chief of Test & Evaluation Division at U.S. Army Garrison Fort Belvoir, Virginia. Disposition Form for Rail Service to Fort Belvoir & the Belvoir R&D Center, September 27.

Smailes, J.A. 1981 Track Safety Inspector at U.S. Department of Transportation, Federal Railroad Administration, Baltimore, Maryland. Inspection of Railroad Tracks for Fort Belvoir, Virginia, September 9.

Special Pile Foundations: Warehouses NT25,-NT30, -&NT31, Construction Division Office

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

of the Quartermaster General, Fort Belvoir, VA, prepared by Slaughter, Saville & Blackburn, Inc. Engineers, Richmond, VA, February 1941; Fort Belvoir Directorate of Public Works Archive.

Trains: The magazine of railroading. Railroading Glossary. August 30, 2014.  
<http://trn.trains.com/Railroad%20Reference/Railroading%20Glossary.aspx> (accessed November 15, 2015).

Warehouse Bldg. 1973 (once 657 and 1221), Office of the Post Engineer, Fort Belvoir, Virginia, May 1949; Fort Belvoir Directorate of Public Works Archive.

West Point Association of Graduates. "Memorial: Charles W. Kutz 1893."  
<http://apps.westpointaog.org/Memorials/Article/3513/> [accessed March 16, 2015].

**Maps:**

1918 Forestry Map of Camp A.A. Humphreys, VA. Available from the Fort Belvoir Installation Historian.

1946 Post Map, Fort Belvoir, VA. Available from the Fort Belvoir Installation Historian.

Schulz, Edward H. 1933 Fort Humphreys, Virginia. Map Showing Old, New, and Proposed Construction. Available from the Fort Belvoir Installation Historian.

**National Register Nominations:**

Friedlander, Amy. National Register of Historic Places Nomination: Resources Fort Belvoir, Fort Belvoir Historic District. Soil Systems, Inc., Alexandria, VA, 1983.

Friedlander, Amy, Sheryl N. Hack, and Judith Rosentel. National Register of Historic Places Nomination for U.S. Army Package Power Reactor. Soil Systems, Inc., Alexandria, VA, 1992.

Malvasi, Meg Greene. National Register of Historic Places Multiple Property Documentation Form: Fort Belvoir Military Railroad. Unpublished manuscript. Paciulli, Simmons, & Associates, Fairfax, VA, 2012.

Harnsberger, Douglas J. and Sandra Hubbard. National Register of Historic Places Nomination for Fort Belvoir Historic District (Boundary Increase). Harnsberger and Associates, Richmond, VA, 1996.

Minard, Al. National Register of Historic Places Nomination for Niles Canyon Transcontinental Railroad Historic District. Fremont, CA, 2009.

**Reports and Studies:**

Canaan, Deborah K., Leo Hirrel, Katherine E. Grandine, Kathryn M. Kuranda, Bethany M.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

User, Hugh B. McAloon, and Martha R. Williams

1995 *National Historic Context for Department of Defense Installations, 1790-1940. Volume I of IV.* Prepared for the U.S. Army Corps of Engineers, Baltimore District. Baltimore, Maryland.

1995 *National Historic Context for Department of Defense Installations, 1790-1940. Volume II of IV.* Prepared for the U.S. Army Corps of Engineers, Baltimore District. Baltimore, Maryland.

1995 *National Historic Context for Department of Defense Installations, 1790-1940. Volume III of IV.* Prepared for the U.S. Army Corps of Engineers, Baltimore District. Baltimore, Maryland.

Capital Engineering Corporation and Zeta-Tech Associates, Inc. Engineering Report: Railroad Track Condition Survey, Fort Belvoir, Virginia. Fort Belvoir, VA. Volume I of II. Prepared for the U.S. Army Engineering and Housing Support Center and U.S. Army Corps of Engineers, Baltimore District, February, 1992.

Connor, W.D., Major. *Military Railways: Revised Edition 1917*, Professional Papers No. 32, Corps of Engineers, U.S. Army, Washington D.C.: Government Printing Office, 1917.

Daniel, Christopher. "Fort Belvoir Military Railroad Track Bed," Reconnaissance Level Survey, Virginia Department of Historic Resources, January 2012.

Goodwin, R. Christopher and Associates, Inc. Support and Utility Structures and Facilities (1917-1946): Overview, Inventory and Treatment Plan. Project 93-0900, May 31, 1995.

Goodwin, R. Christopher and Associates, Inc. Historic Context for Department of Defense Facilities World War II Permanent Construction. Baltimore, MD: U.S. Army Corps of Engineers, Baltimore District, 1997.

Goodwin, R. Christopher and Associates, Inc. Housing an Army: The Wherry and Capehart Era Solutions to the Postwar Family Housing Shortage [1949-1962] Historic Context. Baltimore, MD: U.S. Army Environmental Center, APG MD, 2003.

Hack, Sheryl. 1992 Building 612. Historic American Building Survey, HABS No. VA-1294-37. Prepared for U.S. Army Garrison Fort Belvoir by MAAR Associates, Inc., Newark, Delaware.

John Milner Associates, Inc. Historical Buildings 200 Addendum, Survey Review U.S. Army Garrison, Fort Belvoir, Virginia. Project No. FBOE17, 2004.

John Milner Associates, Inc. Historical Resource Survey and Evaluation U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project Number FBOE-20, 2006.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

John Milner Associates, Inc. Historical Infrastructure Survey and Evaluation U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE27, 2006.

John Milner Associates, Inc. Historical Resource Survey and Evaluation: Area 300, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOE29, 2008.

John Milner Associates, Inc. Fifteen Building Historical Resource Survey and Evaluation, U.S. Army Garrison, Fort Belvoir, Virginia, JMA Project No. FBOEXX, 2008.

Kuranda, Kathryn K., Kristin Peeler. Historic American Engineering Record: Fort Belvoir Railroad Bridge. Unpublished manuscript. R. Christopher Goodwin & Associates, Fairfax, VA, 2012, Prepared for the U.S. Army Garrison, Fort Belvoir. Fort Belvoir, Virginia.

Louis Berger and Associates, Architectural Survey and Evaluation U.S. Army Garrison, Fort Belvoir, Virginia, April 2009.

Park, Richard, Col. Engr., N.A. *History of Camp A. A. Humphreys*.  
Appendix XXIII(f): Fort Belvoir, VA: Standard Railway School, October 31, 1918, pp. 1-30.  
Chapter XI: The Military Railroad, n.p., October 31, 1918, pp. 82-99.  
Vol. 1 Chapter IX: Light Railway, October 31, 1918, pp. 66-76.  
Vol. 3: Railroad Vocational Schools, n.p., December 31, 1918.  
Vol. 5: Report of Standard Gauge Railway, n.p., November, 1918.  
Vol. 5: Light Railway School, n.p., 1918.  
Vol. XX: Standard Railway School, November 1918: pp.32-33.  
Vol. XX: Light Railway School, November 1918: pp.52-56.

United States Department of the Interior, National Park Service (USDOI). 1997 National Register Bulletin: How to Complete the National Register Form. Government Printing Office, Washington, DC.

U.S Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings, "Context Study of the United States Quartermaster General Standardized Plans 1866-1942", November 1997, p. 358.

Virginia Department of Historic Resources [VDHR]. Architectural Evaluations U.S. Army Garrison Fort Belvoir, Virginia, 2002 Facility No. 3137. VDHR No. 029-0209-0271. Data Share System (DSS).

Williams, Gerald P., Col. 1992 Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Railroad Tracks Project Summary, 31 August (revised February 3, 1993).

Virginia Department of Historic Resources. n.d. "Record for FBMRR Track Bed." Accessed March 17, 2015. <https://vcris.dhr.virginia.gov/>.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

**Repositories:**

Environmental and Natural Resource Division Library (ENRD). Construction Documents, As Built Drawings, Revisions, and Alterations. In addition to plans, elevations, sections and details; collection includes written and pictorial documentation. Directorate of Public Works and Logistics (DPWL), US Army Garrison, Fort Belvoir, VA.

Fort Belvoir Archives (FBA). Written and pictorial documentation. Resources include: Aerial photographs, Maps, and Reports. Collection of the Post Historian, Van Noy Library, US Army Garrison, Fort Belvoir, VA. Real Property Office (RPO).

Fort Belvoir GIS Center. 2008 GIS Data for Fort Belvoir. Directorate of Public Works and Logistics (DPWL), U.S. Army Garrison Fort Belvoir, Virginia.

Real Property Records, Directorate of Installation Support, US Army Garrison, Fort Belvoir, VA.

**Unpublished Documents:**

Bulger, Col. 1985 Staff at Research and Development Center, U.S. Army Garrison Fort Belvoir, Virginia. Personal communication with Deputy Installation Commander/ Chief of Staff, October 10.

Cralle, Maury. Staff at U.S. Army Garrison Fort Belvoir, Virginia. Personal communication with Colonel Geloso, December 14, 1993.

Fort Belvoir, Section 106 Record for Building 1139 Renovations. US Army Garrison Fort Belvoir, Directorate of Public Works, November 30, 2010.

Geloso, Peter J., Col. Garrison Commander at U.S. Army Garrison Fort Belvoir, Virginia. Internal Memorandum for Commander of the Military District of Washington, Regarding Rail Service at Fort Belvoir, August 17, 1993.

Gonzalez, Julian. Staff at U.S. Department of Transportation. Personal communication with Adrienne Birge-Wilson, SES Aerostar Cultural Resource Manager, June 22, 2015.

Tate, Kevin W. 2003 Letter from Lieutenant Colonel, U.S. Army, Director of Installation Support, Department of the Army, U.S. Army Garrison, Fort Belvoir, letter to Marc E. Holma, Architectural Historian, Virginia Department of Historic Resources., February. Files of the Environmental and Natural Resource Division, US Army Garrison Fort Belvoir, VA.

---

**Previous documentation on file (NPS):**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

\_\_\_\_ designated a National Historic Landmark  
\_\_\_\_ recorded by Historic American Buildings Survey # \_\_\_\_\_  
\_\_\_\_ recorded by Historic American Engineering Record # \_\_\_\_\_  
\_\_\_\_ recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

☒ State Historic Preservation Office  
\_\_\_\_ Other State agency  
\_\_\_\_ Federal agency  
\_\_\_\_ Local government  
\_\_\_\_ University  
\_\_\_\_ Other

Name of repository: Department of Historic Resources, Richmond, VA

**Historic Resources Survey Number (if assigned):** DHR No. 029-5724

---

**10. Geographical Data**

**Acreage of Property** 85.2 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

	<b>Latitude</b>	<b>Longitude</b>
<b>1</b>	38.737565	-77.185822
<b>2</b>	38.732773	-77.184759
<b>3</b>	38.715602	-77.156049
<b>4</b>	38.709207	-77.155212
<b>5</b>	38.708614	-77.154166
<b>6</b>	38.703476	-77.148708
<b>7</b>	38.701251	-77.148488
<b>8</b>	38.698494	-77.146227
<b>9</b>	38.696597	-77.145556
<b>10</b>	38.685472	-77.140138
<b>11</b>	38.683182	-77.138261
<b>12</b>	38.682888	-77.140047
<b>13</b>	38.681561	-77.141018
<b>14</b>	38.684136	-77.140036
<b>15</b>	38.684609	-77.140385
<b>16</b>	38.685908	-77.142574

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

	Latitude	Longitude
17	38.687825	-77.141474
18	38.691883	-77.144065
19	38.695356	-77.145267
20	38.696796	-77.145959
21	38.705569	-77.151527
22	38.708558	-77.154424
23	38.709238	-77.156194
24	38.712919	-77.158538
25	38.718375	-77.166515
26	38.734548	-77.186562

Or

**UTM References**

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

**Verbal Boundary Description** (Describe the boundaries of the property.)

The FBMRRHC is confined entirely within the political boundaries of U.S. Army Garrison, Fort Belvoir, in Fairfax County, Virginia. The boundary includes the track bed in its entirety as well as supporting resources to the railroad. The boundary is drawn around where contributing structures, buildings, and/or sites are present and includes these resources as they are extant and retain a level of integrity. The track bed extends roughly five miles across Fort Belvoir. The track bed begins to the north of the installation in Newington at the original site of Accotink Station, where it previously connected with the Richmond-Fredericksburg & Potomac Railroad (RF&P). From the station site, the track bed continues south running closely adjacent to the Fairfax County Parkway (State Route 286), originally State Route 617.

The corridor proceeds south to the north of Accotink Village where the line crosses Beulah Street by the use of a concrete bridge (Facility No. 2298). The corridor expands in this area to include an old spur to a coal trestle and (back on the main line) railroad warehouse buildings. Then, 2/5 of a mile to the south the corridor is broken where it used to pass above Richmond Highway (U.S. Route 1) via a now-demolished concrete bridge (Facility No. 1433). This bridge was demolished in September of 2014 as part of the Route 1

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Improvements Project (VDHR File No. 2001-0007). This is one of two breaks which make the corridor discontinuous in its entirety. The corridor maintains its southerly route as it travels parallel with Gunston Road, where it expands to include a spur to a loading ramp and a spur to a heating plant. The second break is south of the corridor's intersection with Pohick Road, where the corridor is broken by Building No. 1135, an AAFES gas station and shoppette, built in 2013. It then passes through the installation's warehouse/industrial district where the majority of the railroad buildings are located. The final stretch of the corridor terminates south of 23rd Street where it first expands to include a coal trestle site and continues to the Engineer Research and Development Laboratories, now known as the Area 300, where it finally expands to include several railroad support buildings.

**Boundary Justification** (Explain why the boundaries were selected.)

The FBMRRHC encompasses the original (historic) right-of-way in which the railroad operated and all of the buildings, structures, and other resources associated with purpose of transporting freight or passengers by rail.

There are two breaks in the physical continuity of the district which make the corridor discontinuous in its entirety. The corridor is broken where it used to pass above Richmond Highway (U.S. Route 1) via a concrete bridge, Facility No. 1433 (VDHR File No. 029-5424). This bridge was demolished in September of 2014 as part of the Route 1 Improvements Project (VDHR File No. 2001-0007). The second break is south of the corridor's intersection with Pohick Road, the corridor is broken by Building No. 1135, an AAFES gas station and shoppette, built in 2013. The breaks in the corridor do not significantly impact the overall integrity. 99.88% of the historic area for the FBMRRHC remain after the losses due to the breaks.

---

**11. Form Prepared By**

name/title: Adrienne Birge-Wilson, Cultural Resources Manager  
organization: Aerostar SES Group prepared for U.S. Army Garrison Fort Belvoir  
street & number: 7217 Lockport Place, Suite 101  
city or town: Lorton state: VA zip code: 22079  
e-mail: abirge@gmail.com  
telephone: (202) 780-9077  
date: 11/13/2015

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Name of Property:** Fort Belvoir Military Railroad Historic Corridor

**City or Vicinity:** Fort Belvoir

**County:** Fairfax County **State:** VA

**Photographer:** Adrienne Birge-Wilson (unless notated otherwise in the log)

**Number, Date, Description of Photograph(s):**

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 81. Taken on April 24, 2015; Track bed at the Newington railhead; looking south.
- 2 of 81. Taken on April 24, 2015; Track bed at the Newington railhead; looking north.
- 3 of 81. Taken on April 24, 2015; FBMRR Phone Booth near the Newington railhead; looking south.
- 4 of 81. Taken on April 24, 2015; High line and low line split at the Newington railhead; looking north.
- 5 of 81. Taken on April 24, 2015; High line and low line near the Newington railhead; looking east.
- 6 of 81. Taken on April 24, 2015; High line and low line south of the Newington railhead; looking south.
- 7 of 81. Taken on April 24, 2015; High line and low line merge north of Facility No. 2486; looking west.
- 8 of 81. Taken on April 24, 2015; Facility 2486 Railroad Bridge going over Cinder Bed Road; looking south.
- 9 of 81. Taken on April 24, 2015; Track bed south of Facility No. 2486; looking north.
- 10 of 81. Taken on April 24, 2015; Track bed north of Facility No. 2486; looking north.
- 11 of 81. Taken on April 24, 2015; Break in the tracks at the cleared area shoulder north of the Telegraph Road right-of-way; looking northeast.
- 12 of 81. Taken on May 15, 2015; Cut in the tracks south of Kernan Run; looking north.
- 13 of 81. Taken on April 24, 2015; Track bed north of Kingman Road; looking north.
- 14 of 81. Taken on April 24, 2015; Track bed north of Kingman Road; looking south.
- 15 of 81. Taken on April 24, 2015; Track bed south of Kingman Road showing two concrete pillars used for storing extra rail for FBMRR; looking southeast.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

- 16 of 81. Taken on April 24, 2015; View from the top of Facility No. 2298, the railroad bridge over Beulah Road; looking north.
- 17 of 81. Taken on April 24, 2015; View of railroad corridor going between the 1900 Area warehouses, image taken east of Facility No. 1980; looking south.
- 18 of 81. Taken on April 24, 2015; Metal walking bridge on the east elevation railroad platform of Building No. 1977; looking northwest.
- 19 of 81. Taken on April 24, 2015; Track bed continuity broken due to this structure built in 2014, which connects Building Nos. 1976 and 1973; looking south.
- 20 of 81. Taken on April 24, 2015; Facility No. 1965; looking north.
- 21 of 81. Taken on April 24, 2015; Track bed continuity broken where Facility No. 1433 (the Route 1 railroad bridge) was demolished in September of 2014; looking south.
- 22 of 81. Taken on April 27, 2015; Track bed continuity broken where Facility No. 1433 (the Route 1 railroad bridge) was demolished in September of 2014; looking north.
- 23 of 81. Taken on April 27, 2015; Track bed and utility corridor north of Jackson Loop (North); looking south.
- 24 of 81. Taken on April 27, 2015; Track bed and utility corridor north of Pohick Road; looking south.
- 25 of 81. Taken on April 27, 2015; Track bed and utility corridor at Jackson Loop (North) intersection; looking south.
- 26 of 81. Taken on April 27, 2015; Railroad corridor view of the 1400 Area; looking south.
- 27 of 81. Taken on April 27, 2015; Railroad corridor view of the Pohick Road intersection; looking south.
- 28 of 81. Taken on April 27, 2015; Area 1100 warehouses and railroad corridor as seen from Building No. 1135; looking south.
- 29 of 81. Taken on April 27, 2015; The retaining wall separating the 1100 Area warehouses to the south from the Building No. 1135 parcel to the north; looking east.
- 30 of 81. Taken on April 27, 2015; The 1100 Area as seen from the corridor; looking south.
- 31 of 81. Taken on May 12, 2015; View of Building No. 707 from the railroad corridor, north of 21<sup>st</sup> Street; looking north.
- 32 of 81. Taken on April 17, 2015; View of the 300 Area tracks; looking south.
- 33 of 81. Taken on April 17, 2015; West elevation of Building No. 331 as viewed from the track bed; looking east.
- 34 of 81. Taken on April 17, 2015; West elevation of Building No. 331 as viewed from the track bed; looking northeast.
- 35 of 81. Taken on April 17, 2015; Southeast elevation of Building No. 331; looking northwest.
- 36 of 81. Taken on April 17, 2015; East elevation of Building No. 332; looking west.
- 37 of 81. Taken on April 17, 2015; North elevation of Building No. 332; looking south.
- 38 of 81. Taken on April 17, 2015; Facility No. 7332; looking south.
- 39 of 81. Taken on April 17, 2015; North elevation of Building No. 334; looking south.
- 40 of 81. Taken on April 17, 2015; Northeast of Building 334; looking southwest.
- 41 of 81. Taken on April 17, 2015; Northeast of Building No. 335; looking southwest.
- 42 of 81. Taken on April 17, 2015; Northwest of Building No. T347; looking southeast.



Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

- 43 of 81. Taken on April 17, 2015; Building Nos. 629 and 630 as seen from 21<sup>st</sup> Street; looking northwest.
- 45 of 81. Taken on April 17, 2015; Building Nos. 701 and 702, southwest elevation.
- 46 of 81. Taken May 2014 by Chris Daniel for Fort Belvoir. North elevation of Building No. 707.
- 47 of 81. Taken on September 2012 by Chris Daniel for Fort Belvoir. Northeast of Building No. 707; looking southwest.
- 48 of 81. Taken on April 13, 2015; East side of Building No. 708; looking northward.
- 49 of 81. Taken on April 13, 2015; South west corner of Building No. 708, showing Building No. 707 in the background; looking southeast.
- 50 of 81. Taken on April 13, 2015; East side of Building No. 709; looking northeast.
- 51 of 81. Taken on April 13, 2015; West side of Building No. 710; looking eastward.
- 52 of 81. Taken on April 13, 2015; West side of Building No. 711; looking southeast.
- 53 of 81. Taken on April 13, 2015; Northeast corner of Building No. 712 as viewed from 16<sup>th</sup> Street; looking southeast.
- 54 of 81. Taken on April 13, 2015; West side of the 1100 Area warehouses; looking northward.
- 55 of 81. Taken on April 13, 2015; South side of the 1100 Area warehouses as viewed from the north side of 16<sup>th</sup> Street; looking north.
- 56 of 81. Taken on April 13, 2015; Northeast elevation of Building No. 1422; looking southwest.
- 57 of 81. Taken on April 13, 2015; South corner of Building No. 1422 and Facility No. 1422-A; looking north.
- 58 of 81. Taken on April 13, 2015; East side of Building Nos. 1970, 1971, 1972, and 1973, as viewed from Iry Road; looking south.
- 59 of 81. Taken on April 13, 2015; View of the Meade Road side 1900 Area warehouses; looking north.
- 60 of 81. Taken on April 13, 2015; Building Nos. 1978, 1979, and 1979 as viewed from the track bed; looking southward.
- 61 of 81. Taken on April 13, 2015; Building No. 333; looking northwest.
- 62 of 81. Taken on April 13, 2015; Building No. 606; looking northward.
- 63 of 81. Taken on December 16 by Alison Talbot; Building No. 700; looking northwest.
- 64 of 81. Taken on December 16 by Alison Talbot; Building No. 1135; looking southeast.
- 65 of 81. Taken on December 16 by Alison Talbot; Building No. 1412; looking southeast.
- 66 of 81. Taken on April 13, 2015; Building No. 1981; looking southeast.
- 67 of 81. Taken on December 16 by Alison Talbot; Facility No. 600; looking north.
- 68 of 81. Taken on May 12, 2015; Facility No. 1422-A; looking north.
- 69 of 81. Taken on May 12, 2015; Facility No. 2298 as viewed from Beulah Road; looking north.
- 70 of 81. Taken on May 12, 2015; Facility No. 2298 as viewed from Beulah Road; looking south.
- 71 of 81. Taken on May 12, 2015; Facility No. 2486 as viewed from Cinder Bed Road; looking north.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

- 72 of 81. Taken on May 12, 2015; Facility No. 2486 as viewed from Cinder Bed Road; looking south.
- 73 of 81. Taken on April 24, 2015; Facility No. 2282; looking northwest.
- 74 of 81. Taken on May 12, 2015; Facility No. 602; looking south.
- 75 of 81. Taken on May 12, 2015; Facility No. 602; looking northwest.
- 76 of 81. Taken on April 23, 2015; Facility No. 604; looking south.
- 77 of 81. Taken on May 12, 2015; Facility No. 1435; looking east.
- 78 of 81. Taken on May 12, 2015; Facility No. 1435; looking north.
- 79 of 81. Taken on April 24, 2015; Facility No. 2280; looking southeast.
- 80 of 81. Taken on April 24, 2015; Facility No. 2280, remains of the wood railroad trestle; looking west.
- 81 of 81. Taken in 2009 by Louis Berger and Associates for the Architectural Survey and Evaluation U.S. Army Garrison, Fort Belvoir, Virginia, April 2009. Facility No. 703, no longer extant

### **Index of Figures: Historical Photographs and Maps**

**Name of Property:** Fort Belvoir Military Railroad Historic Corridor  
**City or Vicinity:** Fort Belvoir  
**County:** Fairfax County **State:** VA

### **Figure Number, Name of Photographer, Date and Description:**

#### **Figure 1**

Name of Photographer: Unknown, from the Library of Congress

Date of Photograph: 1942

Historical photograph of Building No. 1140, Fort Belvoir, Virginia. George Camblair leaving the warehouse to join other inductees for inspection.

Digital ID: (digital file from intermediary roll film) fsa 8d08339

<http://hdl.loc.gov/loc.pnp/fsa.8d08339>

Repository: Library of Congress Prints and Photographs Division Washington, D.C. 20540

<http://hdl.loc.gov/loc.pnp/pp.print> accessed: 02/24/2015.

**[Figures 2-28: Name of Photographer- Unknown, from the archives of the Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA: 2015]**

#### **Figure 2**

Date of Photograph: 1918

Historical photograph titled "Grading for Road, Q.M. section"; photographs of Fort Belvoir [then Camp. A.A. Humphreys]

#### **Figure 3**

Date of Photograph: 1918

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Historical photograph titled "Clearing for R.R., Mar. 25, 1918."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 4

Date of Photograph: 1918

Historical photograph titled "Track Assembly"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 5

Date of Photograph: 1918

Historical photograph titled "Industrial R.R. Locomotive."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 6

Date of Photograph: 1918

Historical photograph titled "Trestle No. 5. Mar. 26, 1918"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 7

Date of Photograph: 1918

Historical photograph titled "Industrial R.R. Incline"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 8

Date of Photograph: 1918

Historical photograph titled "Clearing Trestle #6"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 9

Date of Photograph: 1918

Historical photograph titled "R.R. Fill near Accotink"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 10

Date of Photograph: 1918

Historical photograph titled "Ballasting Road"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 11

Date of Photograph: 1918

Historical photograph titled "Construction Ind. R.R. to Belvoir, Mar. 7, 1918."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 12

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Date of Photograph: 1918

Historical photograph titled "Birds-eye view of camp looking North [West stricken through] from Fire Tower"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 13

Date of Photograph: 1918

Historical photograph titled "Trestle #5, Apr. 17, 1918.", showing Accotink Village in the background, looking north; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 14

Date of Photograph: 1918

Historical photograph titled "R.R. Crossing at Telegraph Road"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 15

Date of Photograph: 1918

Historical photograph titled "'Camp Humphreys Junction Near Accotink Station", showing the high line and low line split, looking north"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 16

Date of Photograph: 1918

Historical photograph titled "Q.M. Stores Railhead"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 17

Date of Photograph: 1918

Historical photograph titled "Freight Cars in Q.M. Section"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

Figure 18

Date of Photograph: 1918

Historical photograph titled "Railroad construction near Accotink Village"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**[Figures 19 - 47: Name of Photographer- Unknown, from the ©Daniel and Clarence Alton Seymour Collection]**

Figure 19

c. 1950; taken at Fort Belvoir of the FBMRR steam engine. First-hand accounts of this confirm that the steam engine owned by Fort Belvoir was #6924 (not the engine #6998, as shown). The two-story brick building in the background was an engine house (located adjacent to Facility #1465; a concrete loading/unloading ramp) in the 1400 Area.

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Figure 20

c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle, view from the trestle deck, looking northeast.

Figure 21

c. 1988; taken at Fort Belvoir of the Area 1900 warehouses and central siding, looking north. The green, metal bridges allowed personnel to walk from one row of warehouses to another (when connected). The bridges operated via electric jacks. The typical concrete platforms were used for unloading/loading boxcars.

Figure 22

c. 1988; taken at Fort Belvoir of Facility No. 1435, railroad loading ramp, view from the tracks, looking north.

Figure 23

c. 1988; taken at Fort Belvoir of the railroad corridor, showing the 700 Area warehouses, looking south.

Figure 24

c. 1988; taken at Fort Belvoir of the railroad corridor, showing the main line of the railroad corridor from the 700 Area, looking south.

Figure 25

c. 1988; taken at Fort Belvoir of the railroad corridor, showing the 700 Area warehouses, looking south.

Figure 26

c. 1985; taken at Fort Belvoir, Facility No. 604, the 21st Street loading ramp and view of the railroad corridor main line, looking south.

Figure 27

c. 1988; taken at Fort Belvoir of Facility No. 1435, railroad loading ramp, looking east.

Figure 28

c. 1985; taken at Fort Belvoir, railroad crossing at the Caples Road and Warren Road intersection, looking northeast.

Figure 29

c. 1982; taken at Fort Belvoir, Kingman Road railroad crossing, looking northeast. Pictured on the front of the engine (left to right) are, Kirk Culligan, two unidentified enlisted men (GIs), and Dan Seymour. In the cab is an unidentified enlisted man (GI).

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Figure 30

c. 1988; taken at Fort Belvoir of Facility No. 2486, Cinder Bed Road, looking west.

Figure 31

c. 1988; taken at Fort Belvoir of Facility No. 2298, the Beulah Street railroad bridge, view from the 1900 Area, looking north.

Figure 32

c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle.

Figure 33

c. 1988; taken at Fort Belvoir of Facility No. 2298, Beulah Road, looking north.

Figure 34

c. 1982; taken at Fort Belvoir, Facility No. 2280, coal trestle; pictured (from left to right: [unidentified man], Mark Brockner, Don Liller).

Figure 35

c. 1978; taken at Fort Belvoir, Building No. 707, north elevation.

Figure 36

c. 1985; taken at Fort Belvoir, Area 1100 Warehouses.

Figure 37

c. 1988; taken at Fort Belvoir, at the railhead at Newington, showing railroad telephone booth, looking north.

Figure 38

c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle.

Figure 39

c. 1985; taken at Fort Belvoir, Facility No. 604, the 21st Street loading ramp, looking north.

Figure 40

c. 1988; taken at Fort Belvoir, Telegraph Road railroad crossing, looking south.

Figure 41

c. 1980; taken at Fort Belvoir, Telegraph Road railroad crossing, looking north. Mark Seymour is flagging traffic at the crossing. The train is coming from Newington and is a 2G 80-ton locomotive. The engine is pulling 100-ton coal hoppers.

Figure 42

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

c. 1980; taken at Fort Belvoir of the railroad corridor from the 1100 Area Warehouses, looking north.

Figure 43

c. 1965; taken at Fort Belvoir, Accotink Station [labeled as "RF&P RR STA."] at Newington Road, aerial.

Figure 44

c. 1968; taken at Fort Belvoir of Facility No. 2486, Cinder Bed Road bridge, looking south.

Figure 45

c. 1980; taken for the annual Armed Forces Day caboose rides. The gentleman in the cab of the engine was a GI brakeman. Enlisted men, and one civilian, operated the FBMRR until c.1980; taken at Fort Belvoir.

Figure 46

c. 1974. This was a special event for Armed Forces Day. Under the engine cab can be seen two stars, recognizing that a two-star general was aboard the train. The white flag on the front of the engine indicates that it was a special car likewise. The engine shown in this picture is a SW8, last located in the Oklahoma Railroad Museum; taken at Fort Belvoir.

Figure 47

c. 1958; taken at Fort Belvoir, loading/unloading ramp, Facility No. 1465, while in use. The flatcar is a DoD 6-axle, heavy duty (not standard). Included in the freight (bottom right side of the cargo) is a fuel truck.

Figures 48-51: Name of Photographer- Unknown, from the archives of the Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA: 2015

Figure 48

"Troops Proceed to Flood Area" in 1937.

Figure 49

Children Taking a Caboose Ride from the May 15, 1959 Belvoir Castle newspaper.

Figure 50

1938 image of Building No. 1139.

Figure 51

Name of Photographer- Unknown, from the ©Daniel and Clarence Alton Seymour Collection.

c. 1977 image of Clarence Alton Seymour, Post Engineer from 1941-1980 (left) and Col. Jackson (right);

Fort Belvoir Military Railroad Historic Corridor  
Name of Property

Fairfax County, VA  
County and State

Figure 52

Name of Photographer- Unknown, from the ©Daniel and Clarence Alton Seymour Collection

c. 1958 image of overturned crane north of Facility No. 2486 (Cinder Bed Road Bridge). The derail the gentleman is pointing to was used as a safety measure. Because the track is on a hill/incline, the derail was positioned so that if a cars brakes failed or tampered with, it would derail the car, versus going all the way to the main post; picture looking south.

Figure 53

2015 Map with 1918 Light/Industrial Railroad Overlay; ©Environmental and Natural Resource Division GIS (ENRD).

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

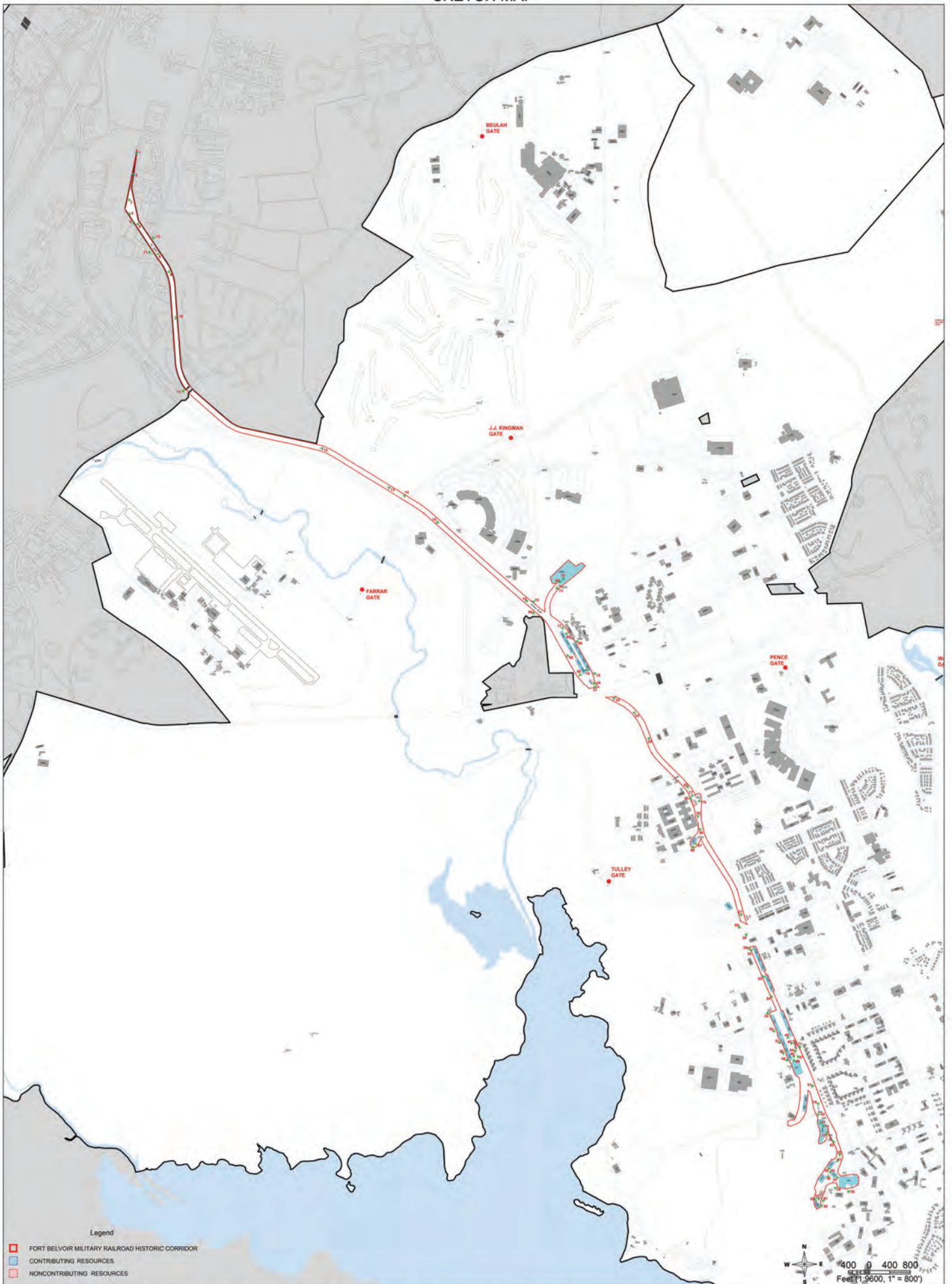
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.







# SKETCH MAP



UNCLASSIFIED FOUO

FORT BELVOIR MILITARY RAILROAD HISTORIC CORRIDOR, FAIRFAX COUNTY, VA

DHR No. 029-5724

Directorate of Public Works





# Fort Belvoir Military Railroad Historic Corridor Fairfax County, 029-5724

Created by: D. Bascone April 27, 2016  
Sources: VDH 2015, ESRI 2015, VBMP 2011  
Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation data and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses. The map may contain errors and is provided "as-is". Contact DHR for the most recent information as data is updated continually.



1 in = 3,000 ft



**DHR**  
Department of Historic Resources

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    1



*Figure 1: 1942 photograph of Building, No. 1140, Fort Belvoir, Virginia. George Camblair leaving the warehouse to join other inductees for inspection.*



*Figure 2: 1918 photograph titled "Grading for Road, Q.M. section"; photographs of Fort Belvoir.*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

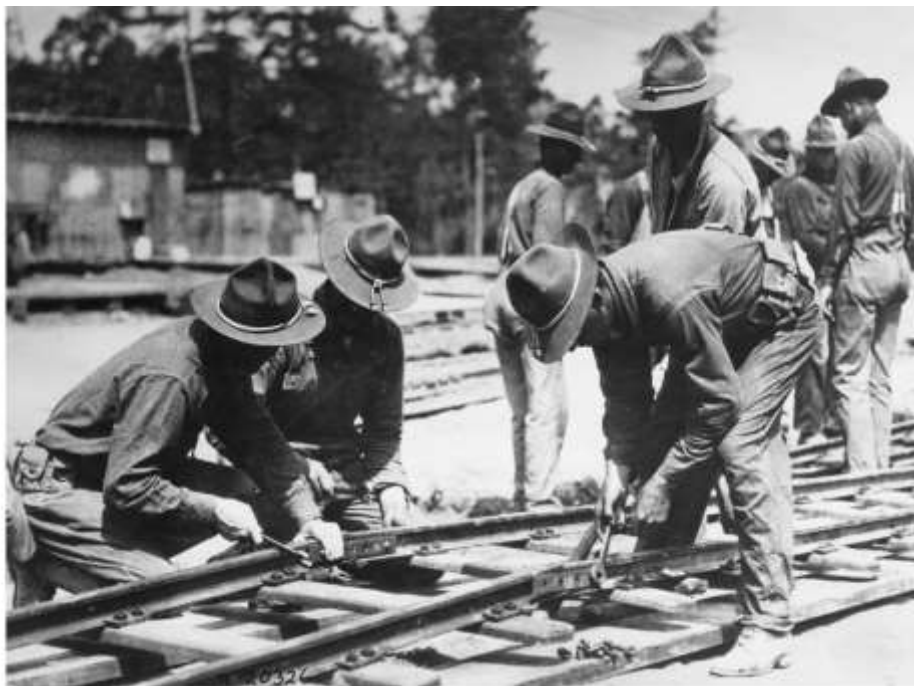
Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      2



*Figure 3: 1918 photograph titled "Clearing for R.R., Mar. 25, 1918."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].*



*Figure 4: 1918 photograph titled "Track Assembly"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    3



Figure 5: 1918 photograph titled "Industrial R.R. Locomotive."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 6: 1918 photograph titled "Trestle No. 5. Mar. 26, 1918"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    4



Figure 7: 1918 photograph titled "Industrial R.R. Incline"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 8: 1918 photograph titled "Clearing Trestle #6"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      5

---



Figure 9: 1918 photograph titled "R.R. Fill near Accotink"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 10: 1918 photograph titled "Ballasting Road"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    6



Figure 11: 1918 photograph titled "Construction Ind. R.R. to Belvoir, Mar. 7, 1918."; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

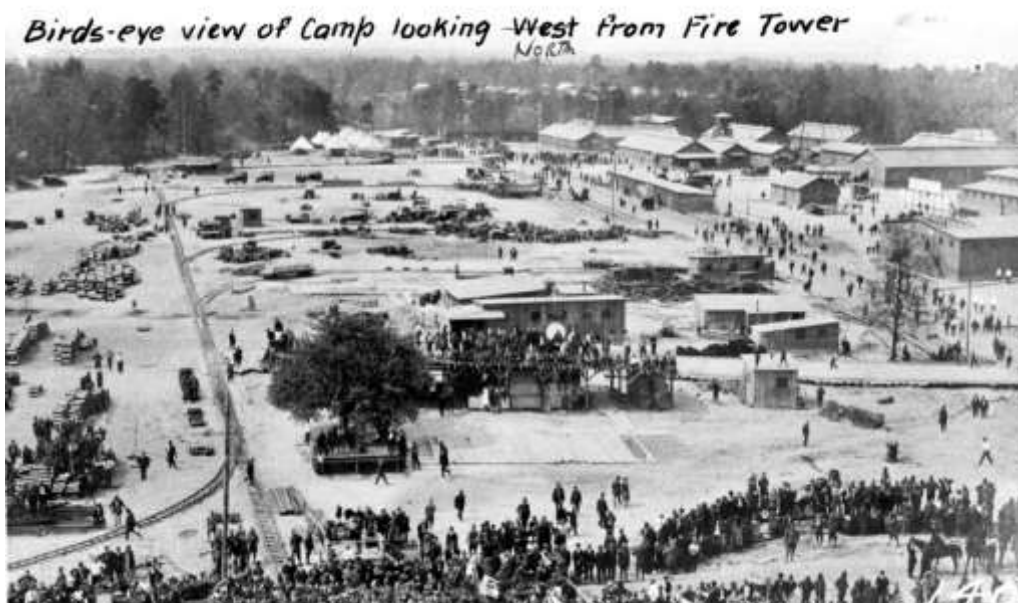


Figure 12: 1918 photograph titled "Birds-eye view of camp looking North [West stricken through] from Fire Tower"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    7



Figure 13: 1918 photograph titled "Trestle #5, Apr. 17, 1918.", showing Accotink Village in the background, looking north; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 14: 1918 photograph titled "R.R. Crossing at Telegraph Road"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      8



Figure 15: 1918 photograph titled ““Camp Humphreys Junction Near Accotink Station”, showing the high line and low line split, looking north”; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 16: 1918 photograph titled “Q.M. Stores Railhead”; photographs of Fort Belvoir [then Camp. A.A. Humphreys].

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      9



Figure 17: 1918 photograph titled "Freight Cars in Q.M. Section"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



Figure 18: 1918 photograph titled "Railroad construction near Accotink Village"; photographs of Fort Belvoir [then Camp. A.A. Humphreys].



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    10



*Figure 19: c. 1950; taken at Fort Belvoir of the FBMRR steam engine. First-hand accounts of this confirm that the steam engine owned by Fort Belvoir was #6924 (not the engine #6998, as shown). The two-story brick building in the background was an engine house (located adjacent to Facility #1465; a concrete loading/unloading ramp) in the 1400 Area. ©Daniel and Clarence Alton Seymour Collection*



*Figure 20: c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle, view from the trestle deck, looking northeast. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    11



*Figure 21: c. 1988; taken at Fort Belvoir of the Area 1900 warehouses and central siding, looking north. The green, metal bridges allowed personnel to walk from one row of warehouses to another (when connected). The bridges operated via electric jacks. The typical concrete platforms were used for unloading/loading boxcars.*  
©Daniel and Clarence Alton Seymour Collection



*Figure 22: c. 1988; taken at Fort Belvoir of Facility No. 1435, railroad loading ramp, view from the tracks, looking north.* ©Daniel and Clarence Alton Seymour Collection



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    12



*Figure 23: c. 1988; taken at Fort Belvoir of the railroad corridor, showing the 700 Area warehouses, looking south. ©Daniel and Clarence Alton Seymour Collection*



*Figure 24: c. 1988; taken at Fort Belvoir of the railroad corridor, showing the main line of the railroad corridor from the 700 Area, looking south. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    13



*Figure 25: c. 1988; taken at Fort Belvoir of the railroad corridor, showing the 700 Area warehouses, looking south. ©Daniel and Clarence Alton Seymour Collection*



*Figure 26: c. 1985; taken at Fort Belvoir, Facility No. 604, the 21st Street loading ramp and view of the railroad corridor main line, looking south. ©Daniel and Clarence Alton Seymour Collection*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    14



*Figure 27: c. 1988; taken at Fort Belvoir of Facility No. 1435, railroad loading ramp, looking east. ©Daniel and Clarence Alton Seymour Collection*



*Figure 28: c. 1985; taken at Fort Belvoir, railroad crossing at the Caples Road and Warren Road intersection, looking northeast. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    15



*Figure 29: c. 1982; taken at Fort Belvoir, Kingman Road railroad crossing, looking northeast. Pictured on the front of the engine \_left to right) are, Kirk Culligan, two unidentified enlisted men (GIs), and Dan Seymour. In the cab is an unidentified enlisted man (GI). ©Daniel and Clarence Alton Seymour Collection*



*Figure 30: c. 1988; taken at Fort Belvoir of Facility No. 2486, Cinder Bed Road, looking west. ©Daniel and Clarence Alton Seymour Collection*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    16



*Figure 31: c. 1988; taken at Fort Belvoir of Facility No. 2298, the Beulah Street railroad bridge, view from the 1900 Area, looking north. ©Daniel and Clarence Alton Seymour Collection*



*Figure 32: c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    17



*Figure 33: c. 1988; taken at Fort Belvoir of Facility No. 2298, Beulah Road, looking north. ©Daniel and Clarence Alton Seymour Collection*



*Figure 34: c. 1982; taken at Fort Belvoir, Facility No. 2280, coal trestle; pictured (from left to right: [unidentified man], Mark Brockner, Don Liller). ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    18

---



*Figure 35: c. 1978; taken at Fort Belvoir, Building No. 707, north elevation. ©Daniel and Clarence Alton Seymour Collection*



*Figure 36: c. 1985; taken at Fort Belvoir, Area 1100 Warehouses. ©Daniel and Clarence Alton Seymour Collection*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    19



*Figure 37: c. 1988; taken at Fort Belvoir, at the railhead at Newington, showing railroad telephone booth, looking north. ©Daniel and Clarence Alton Seymour Collection*



*Figure 38: c. 1988; taken at Fort Belvoir, Facility No. 2280, coal trestle. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      20

---



*Figure 39: c. 1985; taken at Fort Belvoir, Facility No. 604, the 21st Street loading ramp, looking north. ©Daniel and Clarence Alton Seymour Collection*



*Figure 40: c. 1988; taken at Fort Belvoir, Telegraph Road railroad crossing, looking south. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    21



*Figure 41: c. 1980; taken at Fort Belvoir, Telegraph Road railroad crossing, looking north. Mark Seymour is flagging traffic at the crossing. The train is coming from Newington and is a 2G 80-ton locomotive. The engine is pulling 100-ton coal hoppers. ©Daniel and Clarence Alton Seymour Collection*



*Figure 42: c. 1980; taken at Fort Belvoir of the railroad corridor from the 1100 Area Warehouses, looking north. ©Daniel and Clarence Alton Seymour Collection*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    22



*Figure 43: c. 1965; taken at Fort Belvoir, Accotink Station [labeled as "RF&P RR STA."] at Newington Road, aerial. ©Daniel and Clarence Alton Seymour Collection*



*Figure 44: c. 1968; taken at Fort Belvoir of Facility No. 2486, Cinder Bed Road bridge, looking south. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    23



*Figure 45: c. 1980; taken for the annual Armed Forces Day caboose rides. The gentleman in the cab of the engine was a GI brakeman. Enlisted men, and one civilian, operated the FBMRR until c.1980; taken at Fort Belvoir. ©Daniel and Clarence Alton Seymour Collection*



*Figure 46: c. 1974. This was a special event for Armed Forces Day. Under the engine cab can be seen two stars, recognizing that a two-star general was aboard the train. The white flag on the front of the engine indicates that it was a special car likewise. The engine shown in this picture is a SW8, last located in the Oklahoma Railroad Museum; taken at Fort Belvoir. ©Daniel and Clarence Alton Seymour Collection*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    24



*Figure 47: c. 1958; taken at Fort Belvoir, loading/unloading ramp, Facility No. 1465, while in use. The flatcar is a DoD 6-axle, heavy duty (not standard). Included in the freight (bottom right side of the cargo) is a fuel truck.  
©Daniel and Clarence Alton Seymour Collection*



*Figure 48: "Troops Proceed to Flood Area" in 1937. From the archives of the Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA: 2015.*



**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page                      25



Figure 49: Children Taking a Caboose Ride from the May 15, 1959 Belvoir Castle newspaper. From the archives of the Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA: 2015.



Figure 50: 1938 image of Building No. 1139. From the archives of the Directorate of Public Works (DPW), US Army Garrison, Fort Belvoir, VA: 2015.

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    26



*Figure 51: c. 1977 image of Clarence Alton Seymour, Post Engineer from 1941-1980 (left) and Col. Jackson (right); ©Daniel and Clarence Alton Seymour Collection.*



*Figure 52: c. 1958 image of overturned crane north of Facility No. 2486 (Cinder Bed Road Bridge). The derail the gentleman is pointing to was used as a safety measure. Because the track is on a hill/incline, the derail was positioned so that if a cars brakes failed or tampered with, it would derail the car, versus going all the way to the main post; picture looking south; ©Daniel and Clarence Alton Seymour Collection.*

**United States Department of the Interior**  
National Park Service

National Register of Historic Places  
Continuation Sheet

Fort Belvoir Military Railroad Historic  
Corridor  
Name of Property

Fairfax County, Virginia  
County and State

Section number    FIGURES    Page    27

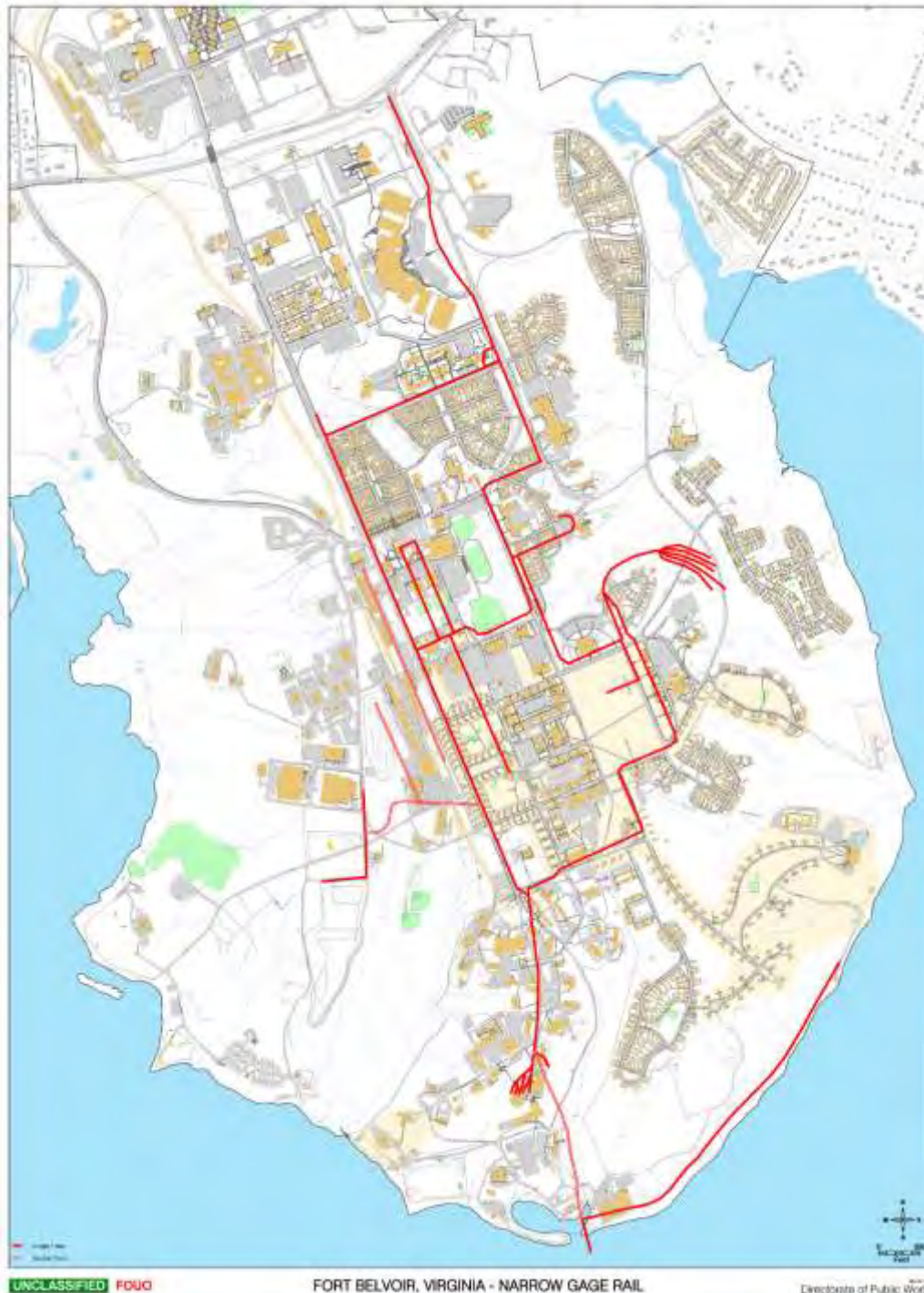


Figure 53: 2015 Map with 1918 Light/Industrial Railroad Overlay; © Environmental and Natural Resource Division GIS (ENRD).