

746

NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service



OMB No. 1024-0018

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name Orange & Alexandria Railroad Hooff's Run Bridge

other names: NA

site number: DHR #100-149

2. Location

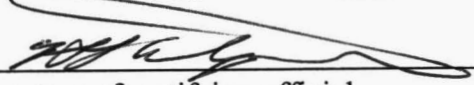
street & number Jamieson Avenue at Hooff's Run not for publication N/A city or town Alexandria

vicinity N/A state Virginia code VA county Alexandria (Independent City) code 510

zip code 22314

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ 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 ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)


Signature of certifying official

6/4/03
Date

Virginia Department of Historic Resources

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.
(☐ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☒ entered in the National Register

☐ See continuation sheet.

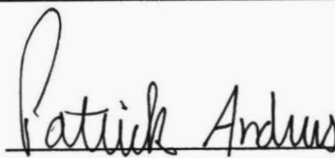
☐ determined eligible for the National Register

☐ See continuation sheet.

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain): _____



Signature of Keeper

Date of Action 8/7/2003

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

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>0</u>	<u>0</u> sites
<u>2</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>2</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing NA

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: railroad

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: stone-arch railroad bridge

Materials (Enter categories from instructions)

foundation	<u>STONE: sandstone</u>
walls	<u>STONE: sandstone</u>
roof	<u>NA</u>
other	<u></u>

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 a grave.
- ☐ D. a cemetery.
- ☐ E. a reconstructed building, object, or structure.
- ☐ F. a commemorative property.
- ☐ G. less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ECONOMICS

MILITARY

Period of Significance 1856-1943

Significant Dates 1856, 1872, ca. 1885-1895

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder

Engineer: T. C. Atkinson

Builder: Not known

9. Major Bibliographical References

Bibliography (See footnotes in Architectural Description and Statement of Significance Sections.)

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
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: _____

10. Geographical Data

Acree of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	18	321210 4296710	2	_____	_____
3	_____	_____	4	_____	_____

_____ See continuation sheet.

Verbal Boundary Description

Alexandria, VA: Map 073.04, Block 02, Lot 03.

Boundary Justification

The boundary includes the physical area covered by the bridge.

11. Form Prepared By

name/title James C. Massey and Jere Gibber, updated by Barbara B. Ballentine for the Office of Historic Alexandria

organization City of Alexandria date November 1993, updated October 2001

street & number P.O. Box 178 telephone 703-838-4554

city or town Alexandria state VA zip code 22313

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Orange & Alexandria Railroad Hooff's Run Bridge
Alexandria, VA

7. ARCHITECTURAL DESCRIPTION

SUMMARY PARAGRAPH

The Orange and Alexandria Railroad Hooff's Run Bridge, located at Hooff's Run and Wolfe Street extended, just south of the juncture of Duke and Dangerfield streets, Alexandria, Virginia, is a round-arch bridge constructed in 1856 of gray sandstone and subsequently widened (ca. 1885-1895) by a sixteen-foot-wide red sandstone, round-arch addition on the south side. It is the second of four separate railroad bridges, including one trestle, at this location. No trace of the first bridge, constructed in 1851, remains. Of the third structure, a stone-arch bridge constructed in 1872, one surviving arch abutment, with wing walls and two courses of the arch stone, lies 42 feet to the north of the existing bridge. The original 28-foot-wide section of the 1856 bridge was probably built to accommodate two tracks; the 1885-1895 addition carried one track. All the tracks were removed in 1990. A wooden trestle that was constructed between the two stone bridges ca. 1895-1905 is now evidenced only by the disturbed masonry spandrel and wings of the original 1856 arch bridge on which it rests. The 1856 bridge is in good condition. Hooff's Run, a small stream that runs in a generally northwest-southeast direction and empties into Hunting Creek near its confluence with the Potomac River, was once navigable but now serves mainly to convey storm water. Adjoining the nominated property on the southeast quadrant is the Alexandria National Cemetery. To the west of the bridge are the remains of the once-extensive Southern Railroad roundhouse and shops. The Black Baptist Cemetery, a small cemetery begun in 1885, is nearby along the west bank of Hooff's Run. North of the trackage are modern industrial and commercial buildings. The nearest street, 370 feet to the north, is Duke Street. There are two contributing structures, no noncontributing structures, no buildings, and no sites associated with the property.

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Orange & Alexandria Railroad Hooff's Run Bridge
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ARCHITECTURAL DESCRIPTION (continued)

1856 O&ARR Bridge

The surviving bridge, constructed in 1856, was once part of a group of three separate railroad spans, including a wooden trestle, that crossed Hooff's Run at this point and that were used concurrently in the first half of the twentieth century. (An earlier bridge, probably built of timber, is believed to have been in use in the same location ca. 1851-1856, but no trace of it remains.) The trestle, constructed ca. 1895-1905 on the north face of the existing 1856 bridge, and a stone-arch bridge constructed 1872, located north of the existing bridge, were both removed ca. 1948, except for the east abutment of the 1872 stone bridge.

The surviving, 1856 stone bridge was built in two sections. The first portion of the bridge, 28'-3" wide, was constructed in 1856; a sixteen-foot wide addition was erected on the south face ca. 1885-1895. It is not known whether the original 1856 tracks were the standard gauge 4'-8-1/2" or the 5'-0" gauge frequently used in the south.

Both the original bridge and the addition are round-arch bridges with an identical clear span of 21'-1-1/2". The spandrel face of the north arch of the 1856 bridge is in smooth and rock-faced gray sandstone laid in random-range ashlar. The gray sandstone walls may have come from the Little Falls of the Potomac. However, Orange & Alexandria's engineer, Thomas Atkinson, notes in an earlier (1850) report to the superintendant that there had been a "disappointment in the supply,"¹ of stone from that source, so the stone may well have come from elsewhere

¹Thomas Atkinson, May 15, 1850. Cited in Cressey.

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Alexandria, VAARCHITECTURAL DESCRIPTION (continued)

in the area. The thirty-three voussoirs of the arch are in rockfaced ashlar with a slightly larger keystone. The spring of the arch is on an abutment 3'-2" above the creek bed, which is now paved in concrete that is believed to be modern. An evaluation sketch prepared for the Interstate Commerce Commission in 1916 suggests that the foundations extend six feet below the springline. The individual voussoirs average two or four feet deep in alternating courses, to tie in the brick of the arch ring. The stonework above the arch keystone appears disturbed, suggesting that it has been repaired and partially relaid, and the 1916 I.C.C. report confirms this visual evidence. At the top is a concrete beam 1'-8" high across the length of the arch bridges, with projecting struts on top; probably this and the disturbed masonry on the arch face and the wing walls are a result of the installation and later removal of the one-track wooden trestle that adjoined the arch ca. 1900-1948. The wing walls are also rock-faced random-range ashlar. Each side of the lower part of the wall has been covered over in angled stone and cement, either as bracing or flood control. There are also clear indications at the top courses of the wing walls that the walls have been rebuilt and altered, probably as a result of the wooden trestle which was added at this point and which partially rested on the wing walls.

The arch itself has a rise of 10 feet, six inches and with a span of 21 feet, one-and-one-half inches, can be considered a true round or semicircular arch. It probably has sunk a bit since construction. The soffit, or intrados, of the arch ring is a brick barrel vault. It rests on a stone abutment three feet, two inches above the creek bed, with a projecting base. The stonework is irregular but is closest to being random-range ashlar. The red-brick soffit of the barrel vault is laid in all-stretcher bond; the thickness of the vault is not known.

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Orange & Alexandria Railroad Hooff's Run Bridge
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ARCHITECTURAL DESCRIPTION (continued)

Ca. 1885-1895 Addition to the 1856 O&ARR Bridge

The stone voussoirs of the original south end face arch can be seen on the soffit of the south end of the existing original twenty-eight-foot section of the 1856 bridge. (See Photo 2.) The sixteen-foot wide addition (probably ca. 1885-1895) abuts the original section on the south but is not tied into it. The 1905 plot plan shows the addition as having been built over the south wing walls, which were left in place. Although this construction technique cannot be verified, it would be probable in any event, both for simplicity of construction and for structural stability. The addition was built in order to provide for a third track on the bridge and almost certainly predates the addition of the wood trestle to the north face. Similar in design and construction to the surviving 1856 original portion of the bridge, the addition was constructed at a time when massive stone arch railroad bridges and viaducts had once more come into prominent use after a period when iron construction was more common. The Washington-Southern Railroad, which built the addition to the Hooff's Run bridge, was controlled by the Pennsylvania Railroad, which was noted for its use of stone arch bridges at the end of the nineteenth century. The face is constructed in red sandstone, believed to be red Seneca sandstone. The arch face is in 33 rock-face ashlar voussoirs, with a face size of one foot by one-and one-half feet and a larger keystone; the depth of the stones alternates between two feet and three feet. The spandrel walls are laid in rock-face red sandstone in broken-range ashlar; the wing walls are laid in random range. The spandrel and wings are capped by a heavy capstone one foot, two inches thick and projecting slightly over the spandrel wall face.

The stone in the arch addition is similar to that used in the walls enclosing the adjacent military cemetery, although the cemetery wall does not appear to be identically laid. The east wing descends on top of part of the cemetery wall, and the

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ARCHITECTURAL DESCRIPTION (continued)

cemetery wall on the Hooff's Run side is laid in rubble ashlar, with stones of taller aspect, as befits a non-load-bearing wall. The soffit of the barrel-vault is laid in red brick in all-stretcher bond, as in the original portion. The thickness of the soffit is not known.

On the south side of the bridge, the creek bed is paved in concrete, but the banks are sloped in earth rather than in masonry as on the north side, except for a small section of the east wing wall.

Roadbed of the 1856 Bridge and Addition

The tracks and ties on the top of the bridge were removed in 1990, and a new layer of gravel was laid, converting the bridge into a vehicle surface. The two-foot, eight-inch-wide capstone course on the south arch stands six inches above the gravel. The age-worn capstones bear graffiti in the form of names and initials (see Photo 8); holes in the capstones are the only visible evidence of an original iron railing, long missing. To the east of the bridge, the south side of the former roadbed slopes downward toward the cemetery wall. The roadbed on top of the arch, below the top of the parapet course on the south, is well above the top of the stone north face; it is brought to the railroad grade by the 1'-8" high concrete parapet. Thus it seems probable that the original north portion of the bridge was initially built at a lower grade and that the grade was raised at the time the south addition was constructed or later. Allowing for the height of a parapet, the early grade must have been at least two feet below the present one. A Civil War photograph looking west toward the bridge in the distance shows a definite depression at Hooff's Run; probably the grade raising was intended to level that depression. (See Photo 10.)

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ARCHITECTURAL DESCRIPTION (continued)

1872 Baltimore & Potomac Bridge

North of the existing stone-arch bridge lie the remaining east abutment and one wing wall of a second stone-arch bridge, built in 1872 for a new line of the Baltimore and Potomac Railroad (Photo 9). Surviving along with the north wing wall of the second bridge over Hooff's Run are the stone base and two

courses of the arch. The south wing wall probably exists under the modern, sloped base of concrete and stone along the creek. The stonework is reddish-brown sandstone, perhaps red Seneca sandstone.

There is also a modern, concrete reinforcement between the arch abutment and the wing wall, the same height as the abutment. The abutment is six courses high, with a projecting top layer. It is somewhat irregularly laid in rock-face, range or coursed ashlar; the horizontal joints are not uniformly parallel, giving more the appearance of random range. The top layer, with slightly larger stones, has a slightly sloped, or skewback, top, indicating that the original arch was segmental rather than round. Surmounting the skewback course are two courses of the arch itself, laid in dressed ashlar. The north wall of the wing and the very small portion of the south wall that shows are laid in rock-faced, random-range, ashlar, reddish-brown stone. There is no surviving abutment or wing wall on the west side of Hooff's Run, although the 1905 plat plan of the creek shows the form of the abutment and wing walls that once existed. As survivors of the 1872 Baltimore & Potomac Railroad bridge, the remaining abutment and wing walls are importantly related to the 1856 bridge to the south.

Wood Trestle ca. 1900-1905

The last of the bridges built in the Hooff's Run series was a timber trestle, constructed between the original Orange &

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ARCHITECTURAL DESCRIPTION (continued)

Alexandria Railroad bridge and the later Baltimore & Potomac Railroad bridge to the north. It adjoined the north face of the original 1856 bridge, and rested, in part, on its wing walls. The trestle was sixteen feet wide, with a sixty-five-foot span trestle and seven intermediate bents. Its location is confirmed by the 1905 plot plan and the type of construction by the 1916 I.C.C. document.

8. STATEMENT OF SIGNIFICANCE

The Orange & Alexandria Railroad Hooff's Run Bridge, across Hooff's Run at Wolfe street extended, Alexandria, Virginia, is significant under Criteria A and C in the economic, transportation, and military history of the city of Alexandria and the state of Virginia. The bridge, which was constructed in 1856, is the oldest extant bridge in Alexandria and a major remnant of Alexandria's early railroad history. It was originally built by the Orange & Alexandria Railroad, the first railroad to serve Alexandria and northern Virginia. The O&ARR played a substantial role in enhancing Alexandria's significance as a port city in the mid-nineteenth century. The bridge carried a single track across Hooff's Run, the first of many waterways crossed by the Orange & Alexandria line as it stretched from Alexandria's waterfront, past the roundhouse at the corner of Henry and Wolfe Streets in Alexandria, and west to Manassas Junction, Gordonsville, and eventually Lynchburg, Virginia. The Hooff's Run bridge was active during the Civil War, when the O&ARR was taken over by the U. S. Military Railroads to provide rail access and a supply route west and south into the war zone. Except for the surviving Wilkes Street railroad tunnel, the bridge is the only relic remaining in Alexandria of the O&ARR. No other stone structures associated with O&ARR are known

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Orange & Alexandria Railroad Hooff's Run Bridge
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STATEMENT OF SIGNIFICANCE (continued)

elsewhere in Virginia², although other stone bridge abutments of presumably early origin do survive on the original railroad line.

Historical Background

Alexandria's Potomac River port was eclipsed in the 1840s by a deeper port at Baltimore, one capable of accommodating the new, large, seagoing steamships designed to carry goods to and from foreign shores and between points on the country's major rivers. Once-promising schemes for developing canals to funnel inland trade from Virginia's western areas to Alexandria were also abandoned, despite Alexandria's connection to the Chesapeake & Ohio Canal by a canal branch to Georgetown in the District of Columbia. As railroads quickly established dominance in overland transportation, Alexandria businessmen and politicians turned toward the development of rail lines to sustain the city's faltering economy.

The Orange & Alexandria Railroad was incorporated by an act of the Virginia General Assembly on March 27, 1848.³ One of five rail lines planned in the late 1840s to link Alexandria with

²Joseph White, Virginia Department of Historic Resources

³Joyce Wilkinson, "The Early Orange and Alexandria Railroad, 1849-1854," Pioneer America, Vol. 1, No. 2, July 1969, pp. 46-53 (48-9).

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STATEMENT OF SIGNIFICANCE (continued)

the rest of the country,⁴ the ninety-mile, single-track line was the first railroad to serve Alexandria and one of the most important in Virginia.

After its incorporation, the Orange & Alexandria Railroad moved to elect officers, appoint a competent engineer to lay out possible routes, and raise the funds needed to begin construction on the first leg of the line, which would extend from the Alexandria waterfront, at the present juncture of Union and Duke Streets, to Gordonsville. Thomas C. Atkinson was selected as chief engineer, and the work within the city of Alexandria was awarded to Malone and Crockett. A bidding competition for the job of building the tracks from Alexandria to Culpeper resulted in a contract, signed on April 19, 1850, between the O&ARR and a group comprised of William Eggleston, John B. Matthews, I. H.

⁴William E. Griffin, Jr., describes the various projects in One Hundred Fifty Years of History along the Richmond, Fredericksburg and Potomac Railroad (n.p.: Richmond, Fredericksburg and Potomac Railroad Company, n.d.), p. 117: "First, was a project to build a railroad linking Alexandria with the west through the gap in the mountains at Harpers Ferry. The second was a railroad to link Alexandria with the south by way of Orange and Lynchburg. The third was to open a line to the Valley of Virginia through Manassas Gap. There was also a project to extend a rail line south of Alexandria to join the Richmond, Fredericksburg, and Potomac Railroad at Aquia creek. Finally, there was project to link Washington and Alexandria by rail. The fourth and fifth projects involved the construction of RF&P predecessor companies in Alexandria." Although the O&ARR was not the first project chartered, it was the first actually put into operation.

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STATEMENT OF SIGNIFICANCE (continued)

Deckee, James McDonald, and N. H. Deckee.⁵ When the Eggleston group abandoned the project in November 1850, a replacement crew took over, and the first engine was placed on O&ARR track on May 5, 1851. Service between Alexandria and Culpeper began in November 1851. Over the next three years, tracks were laid and service opened to other Virginia destinations: to Warrenton in December 1851; Orange in late 1853; Gordonsville (the end of line) in March 1854. In 1855 O&ARR began a line to Lynchburg, where it joined other lines leading to New Orleans. The linkage of short lines such as the Orange & Alexandria made rail travel possible most of the way from Boston to Richmond before the Civil War, and, as Joyce E. Wilkinson notes in a brief history of the Orange and Alexandria, "The iron tracks of these small railroad companies were to be instrumental in shaping the destiny of this country as they spread across the country binding town to town and state to state."⁶

⁵ "Articles of Agreement - made and concluded ... between William Eggleston, N. H. Dockee, John B. Mathews, James McDonald, I. H. Dockee... and the Orange and Alexandria Railroad Company," April 19, 1850. Contract for construction of first 58 miles of trackage. Collections of Virginia State Library, Board of Public Works Division. (Copy in Alexandria Library, Lloyd House.)

⁶ Joyce E. Wilkinson, "The Early Orange and Alexandria Railroad, 1849-1854," Pioneer America, vol. 1, no. 2, July 1969, p. 51.

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STATEMENT OF SIGNIFICANCE (continued)

At the peak of its activity in 1860, the Orange & Alexandria extended 148 miles and had \$7,180,201 of capital.⁷ In the decade prior to the Civil War, the railroad greatly improved Alexandria's economic fortunes by diverting trade from other markets and increasing the city's share of interior trade.⁸ At the outset of the war, the federal government seized the O&ARR and other Alexandria railroads and formed the U. S. Military Railroads, which played a significant logistical role in the first major war to make extensive, coordinated use of railroads to move men and materiel. Brigadier General Herman Haupt, in charge of the Virginia portions of the U.S. Military Railroads from 1862 until 1863, utilized the Orange & Alexandria Railroad and, of necessity, the Hooff's Run Bridge as an important means of supplying and transporting Union forces in Virginia.

Chronology of Bridge Construction Over Hooff's Run

The following chronology of railroad-bridge building over Hooff's Run is based on historical evidence, maps, and photographs. No pre-Civil War photographs exist that show the bridge and line. An elevated view, ca. 1862-1865, looking west from the Alexandria railroad yards is not totally clear, but

⁷Charles Turner, "Virginia Railroad Development: 1845-1860." Historian, Autumn 1947:57.

⁸David Hardin, "The Orange & Alexandria Railroad in Antebellum Virginia: a Study in Economic History." Ms. on file at Lloyd House Library, Alexandria, Virginia, 1985, p. 16.

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STATEMENT OF SIGNIFICANCE (continued)

tends to confirm the chronology suggested here.⁹ An examination of early track spacing practices described in nineteenth-century railroad-building publications aided in determining the number of tracks and the spacing pattern that the O&ARR might reasonably be presumed to have used.¹⁰

Hooff's Run, a small creek that runs northward along the western edge of Alexandria, empties into Hunting Creek, on its way to the Potomac River. Once a navigable stream, the run now serves mainly as a carrier of waste water. It may have been named for Lawrence Hooff, an early landowner in the area known in the nineteenth century as West End, north of the present Duke Street and east of the run. The stream is referred to in a 1792 deed conveying property consisting of 88 acres to Hooff from John

⁹The existing literature on the bridge does not take into account the abutment remnants to the north of the existing two-part stone bridge.

¹⁰Track spacing is defined as being the width of one set of tracks plus the space between two adjacent tracks. The width of a standard-gauge set of tracks was 4'-8-12", or, in the south, 5'-0". Early track spacing was approximately ten feet. Since early passenger cars were approximately eight feet wide, it is clear that there would have been little space left between two trains passing each other. By 1904 the distance between tracks was widened to twelve feet. On modern high-speed lines, the distance between tracks is thirteen to fifteen feet. Modern passenger cars are approximately ten feet wide. See George L. Vose, Handbook of Railroad Construction for the Use of American Engineers (Boston and Cambridge: James Munroe and company, 1857).

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STATEMENT OF SIGNIFICANCE (continued)

West as Gladden's Run. Hooff was a butcher who operated one of the several slaughterhouses that were located in West End.¹¹

A bridge of some sort built by the O&ARR surely spanned Hooff's Run by July 4, 1851, when Richard Marshall Scott, of nearby Bush Hill, west of Hooff's Run, recorded in his journal:

We witnessed for the first time today, a train passing over the Orange and Alexandria Railroad carrying about 600 people who were going on excursion up the road to Backlick, a distance of 11 miles from Alexandria and the present termination of the rails-- as seen from the north windows (6 in number) passing through our meadow with their gay passengers, presented a very pretty sight and to me one of great interest.¹²

The 1851 bridge was probably a wooden trestle or truss bridge, or possibly even a stone bridge that proved unsatisfactory in some way and was subsequently replaced. Early in its history, the railroad had a general policy of erecting temporary wooden structures at water crossways; the timber bridges were rebuilt in masonry during the 1850s. Although the building of a structure as substantial as this 28-foot-wide bridge in the initial phase of the Orange & Alexandria Railroad,

¹¹Cressey, p. 46.

¹²Wilkinson, 52.

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Orange & Alexandria Railroad Hooff's Run Bridge
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STATEMENT OF SIGNIFICANCE (continued)

only five years after its incorporation, was surely a rare occurrence, the company's annual report documents the completion of a stone bridge prior to a stockholders' meeting on October 1, 1856. The General Superintendent reported:

The arch Culvert at Hooff's Run has been finished, and the trestle work at the 5th, 6th, and 7th miles have been replaced with covered culverts of stone. But a few points of unfinished work of this nature remain, and at convenient times they¹³ can be replaced with masonry at a slight expense.

The superintendent's report also notes the construction of the still-existing "tunnel at Alexandria," located nearby on Wilkes Street between Royal and Lee Streets, which gave access to the Potomac River docks. In fact, the tunnel was already in operation in May 1851,¹⁴ although it is possible that it was then only an open cut.

Built in gray sandstone with wing walls, the 1856 Hooff's Run Bridge survives as only the northern part of the existing stone-arch bridge. Although its 28-foot width would have been

¹³Vandegrift, H.W. "Report of General Superintendent," 1 Oct. 1956. Proceedings of the Seventh Annual Meeting of the Orange & Alexandria Railroad Company Held in Alexandria October 30, 1856. Alexandria Gazette, 1856, pp. 27-28.

¹⁴The Alexandria Gazette reported on May 6, 1851, that the first O&ARR locomotive had been run the day before from the north end of Union Street "to the tunnel on Wilkes Street." (Quoted in Wilkinson, p.49.)

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STATEMENT OF SIGNIFICANCE (continued)

ample for two tracks, the bridge initially carried only one track. A Civil War photograph taken from the roundhouse cupola at Henry Street looking west shows the U. S. Military Railroads engines, cars, and structures that comprised this busy Civil War rail center. However, in the distance, a single track at the end of the yard extends past Hooff's Run. A U.S. military map of 1865 confirms the presence of a single track as the line approached Hooff's Run. Although a track symbol in some other maps of the period might indicate merely that a railroad line existed in the location shown, the depiction of tracks in this map is quite specific. The width of the bridge is unusual, because railroad bridges of the era were usually built for a single track in order to conserve scarce capital, and funding was short for the O&ARR. It is probable that the railroad was allowing for the future construction of an additional track, or for an extension of the yard, which stopped just east of the bridge.

In 1870 the Baltimore and Potomac Railroad was chartered as a subsidiary of the Pennsylvania Railroad to build a new route south from Alexandria. The line was built north of and parallel to the O&ARR (now reorganized and renamed the Virginia Midland Railroad), as it left Alexandria westward. For the new B&P line, a separate stone arch bridge at Hooff's Run was built 42 feet north of the earlier span. Of this stone arch bridge, only the eastern abutment, portions of the wing walls, and two courses of the arch survive. Close as the B&P and the Virginia Midland were to each other, each railroad maintained its own single-track routes. This fact is confirmed in the 1872 Hopkins map, which names the lines separately and shows them set well apart from each other, not close together as in a double-track railroad. The B&P bridge was demolished before 1951, since it does not show

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STATEMENT OF SIGNIFICANCE (continued)

on the aerial photograph of that date.¹⁵ The demolition probably occurred around 1948, when a third bridge, a wooden trestle between the two stone bridges, was removed. The B&P bridge and the trestle were still in use in 1905, when an extant plot plan of the Hooff's Run area was drawn.

The Sanborn maps consulted show only two tracks in the 1885, 1891, 1896, 1902, 1907, 1912, and 1921 editions, but since it is known from the plot plan that there were five tracks in all by 1905, it may be assumed that the base map for the railroad was not revised, although the buildings depicted were. The 1931 Sanborn map shows four tracks and the 1940 shows five tracks.

The original stone-arch O&ARR bridge was widened to accommodate one new track during the late nineteenth century, at an unknown date between 1885 and 1895. The sixteen-foot-wide addition first shows conclusively on a 1905 plot plan of the Hooff's Run area and was built before a post-1907 map that shows a total of five tracks. A 1916 Interstate Commerce Commission valuation refers to both sections, calling the northern section probably original and the southern sixteen-foot addition "probably 25 years old," indicating that it had not been recently constructed.

Physical evidence of the addition is revealed in the joint between the two sections in the soffit of the arch vault. The addition was built with a base of red, rather than gray, sandstone, although the brickwork inside the arch vault itself is similar to the original construction.

¹⁵ Fairchild Aerial Surveys, Inc. Photos in City of Alexandria Engineering Office.

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The estimated construction date of 1885-1895 for the Virginia Midland Bridge is supported by the 1905 plot plan, which shows the trestle added to the north face of the bridge. In addition, the quality of the masonry construction of the addition is typical of the late nineteenth century, when the use of stone-arch bridges for railroads was renewed after a hiatus in building such bridges. The Virginia Midland Railroad later became the Washington Southern Railway, then the Southern Railway, and finally the Norfolk Southern. This changing list of titles charts the descent of railroad company names down to the year 1990, the date of the removal of the last two tracks. One of these tracks rested on the addition and had a switch at its west end leading off to the newer Southern Railways shops and roundhouse.

The final portion of the bridge complex, the wooden, seven-bent trestle, was erected adjoining the north face of the 1856 bridge on top of its wing walls, as noted in the 1916 I.C.C. valuation and indicated graphically on the 1905 plot plan of the run. A construction date ca. 1895-1905 may be assumed for the trestle, as it is presumed to have been built after the stone-arch addition. The stonework of the arch spandrel and wing walls of the 1856 bridge shows disturbance indicating rebuilding in this area, as well as the addition of an eighteen-inch concrete beam parapet to the bridge. The trestle was removed about 1948. It was noted in the valuation document that year as "retired," and its value was subtracted from the railroad's assets.

The Hooff's Run Bridge is the oldest bridge or culvert (a small span structure designed to carry a track over a waterway)

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surviving in Alexandria.¹⁶ Another stone bridge that once crossed Hooff's Run at Duke Street is no longer extant. The existing bridge and the Wilkes Street Tunnel are the only two structures associated with the Orange & Alexandria Railroad which exist in Alexandria today.

The railroad probably did not expand its tracks to the south because to the close proximity of two cemeteries. The Hooff's Run Bridge site adjoins both the Alexandria National (Soldiers') Cemetery, established in 1862, on the eastern bank of Hooff's Run and the Black Baptist Cemetery on Holland Lane, begun in 1885 on the western edge of the stream. The southeastern wing wall of the intact two-part stone bridge joins the National Cemetery wall, which replaced an early wood fence in 1871. The National Cemetery has been declared eligible for nomination to the National Register of Historic Places.

The Hooff's Run Bridge has been called "a rare survivor in America" by G. Gray Fitzsimons, Historic American Engineering Record, National Park Service. It exemplifies the development of railroad engineering, from the pioneering years of Virginia's first railroads into the active post-bellum expansionist era. When viewed in relationship to the cemeteries and Hooff's Run, the bridge unifies and enhances this pastoral setting at the edge of the historic town of Alexandria.

¹⁶T&ES Bridge List.

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Andrew J. Russell photograph: "Soldier's Cemetery, Alexandria." Plate No. 104, Russell's Civil War Photographs (Dover Publications, Inc., 1982). This view of Soldier's (National) Cemetery shows the south face of the railroad bed and of the original bridge eastern wing wall southern exposure, dated ca. 1862-65.

Andrew J. Russell photograph: "View from the Roundhouse of the Orange and Alexandria Railroad at Alexandria." Photographic copy

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in collection of William Francis Smith, Alexandria, Va. (Published as Plate No. 107, Russell's Civil War Photographs, Dover Publications, Inc., 1982). This view west of the roundhouse shows the single track and railway embankment over Hooff's Run; dated ca. 1862-65.

10. GEOGRAPHICAL DATA

Description of Boundary

The boundary is based on the center line of Hooff's Run. From a point 80' northeast along the center line of Hooff's Run from the north face of the bridge, the north boundary extends perpendicular to the center line 40' northwest and 40' southeast. From the northeast corner, the east boundary extends southwest 40' east of the center line of Hooff's Run, measured perpendicular to the center line, to the north wall of the Alexandria National Cemetery, thence west along the wall to the northwest corner of the cemetery wall, thence southwest along the cemetery wall to a point 40' south of the south face of the bridge, measured along the center line. The south boundary extends northwest from the cemetery wall perpendicular to the Hooff's Run center line and 40' south of the south face of the bridge to a point 40' west of said center line. The west boundary extends northeast from this point in a line 40' west of the center line of Hooff's Run, measured perpendicular to the center line, to a corner with the north boundary. This boundary is shown on the attached "Map of Orange and Alexandria Railroad Hooff's Run Bridge, Alexandria, VA," by J. C. Massey, 1993.

Boundary Justification

Since the railroad tracks have been removed from the bridge, and there are no longer railroad yard and shop facilities that formerly existed both east and west of the bridge, the boundaries have been drawn as a simple parallelogram enclosing the bridge, wing walls,

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GEOGRAPHICAL DATA (continued)

and the 1872 abutment. The parallelogram is based on the center line of Hooff's Run, with 40' on each side of the center line and extending 80' north of the bridge to include the 1872 abutment and 40' south of the bridge excepting a small corner of the Alexandria National Cemetery as defined by its stone walls, which has the separately been determined to be eligible for the National Register. The area surrounding the bridge property consists of open space and a modern development of commercial buildings. The quadrant generally southwest of the bridge has been selected by the city as the site of the Alexandria African American Heritage Park, and the former railroad right-of-way will be protected from building on both east and west.

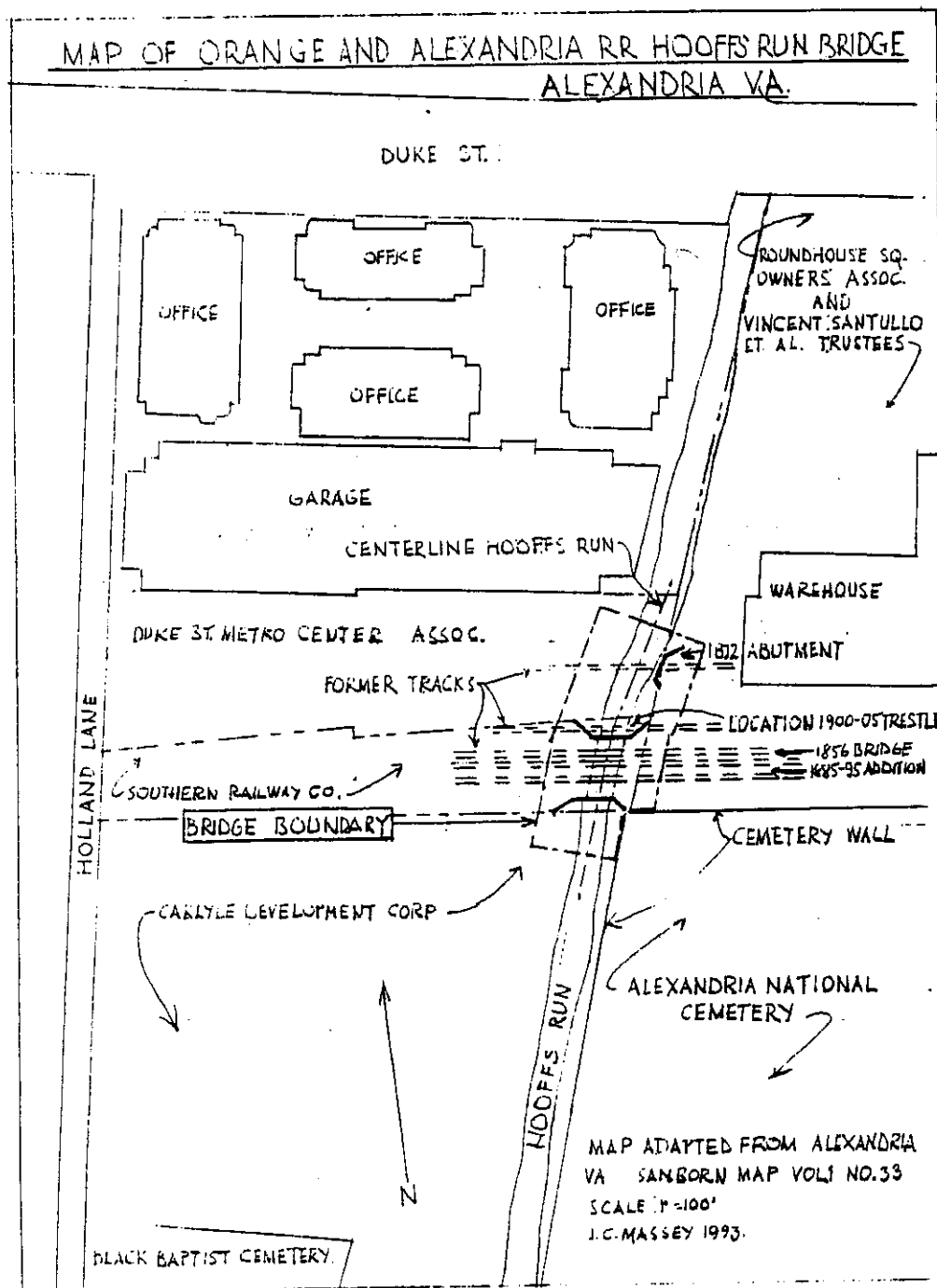
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SITE PLAN 27

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CONTINUATION SHEET

Section PHOTO Page 1

All photographs are of:

ORANGE & ALEXANDRIA RAILROAD HOOFF'S RUN BRIDGE

Alexandria, Virginia

VDHR File Number: 100-149

NEGATIVE NO.: 19450

All Photographs by Al Cox, September 2001

All negatives are stored in the archives of the Department of Historic Resources in Richmond, Virginia.

VIEW OF: 1856 bridge looking south
PHOTO 1 of 4

VIEW OF: 1885 bridge looking north
PHOTO 2 of 4

VIEW OF: Joint between 1856 bridge and 1885
addition looking east
PHOTO 3 of 4

VIEW OF: 1872 abutment looking southeast
PHOTO 4 of 4

