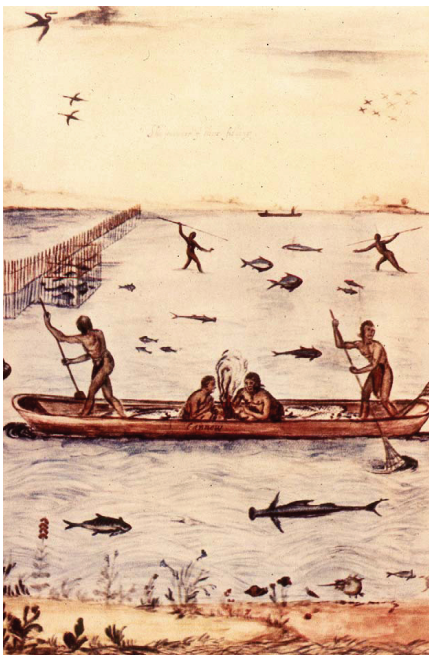


Potomac Yard History

The History of Potomac Yard: A Transportation Corridor through Time

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The area that became Potomac Yard has a long history of serving as a trade and transportation corridor. From prehistoric times through the present, these level terraces paralleling the Potomac River provided a north/south pathway for moving people and goods. While the modes of transportation changed - from foot to horse and stagecoach, then to canal boats, and later to trains and automobiles, the landform remained an important link in the route connecting people and places throughout the course of history.



Native American Occupation

The word “Potomac” is thought to derive from an Algonquian Indian term meaning “where things are brought in” or a place for trade (National Museum of the American Indian 2008). Thus, even before the arrival of Europeans, the area was recognized as a transportation hub and center for the exchange of goods. While the river itself served as the major natural transportation corridor for Native Americans in their canoes, an old Indian trail purportedly followed the ridge from the Rappanhannock to the Potomac and developed into present-day Telegraph Road in the local area (Netherton et al. 1978:20).

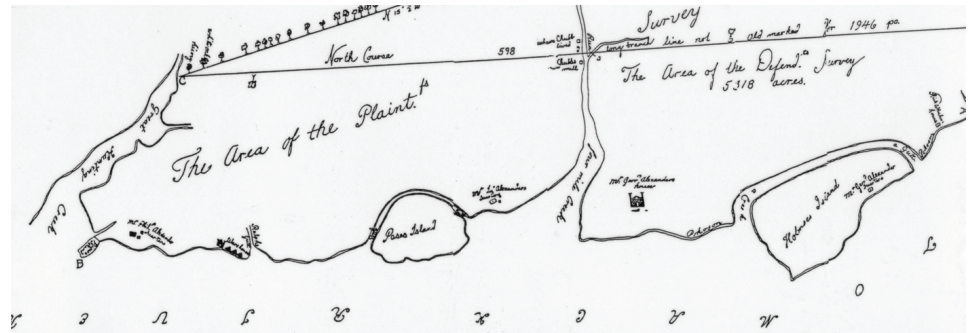
Bands of Native American hunters and gatherers may have traversed the area that became Potomac Yard as early as 13,000 years ago. More intensive occupation undoubtedly began about 5000 years ago when anadromous fish became abundant in the Potomac (Bromberg 1987). In addition, the nearby marshes, which formed as the glaciers melted, provided a wide variety of resources. Temporary encampments to exploit the marsh resources and take advantage of the reliable spring fish runs probably continued on the Potomac Yard terraces into the historic period, which begins with John Smith’s voyage up the Potomac River in 1608. At that time, Smith recorded the locations of two nearby agricultural hamlets, Nameraughquend to the north (on what is now National Airport) and Assaomeck to the south (near Belle Haven), from which foraging parties could have departed for exploitation of the swamp and fish resources of the Potomac Yard property (Smith 1608).

Tobacco Plantations, Farms, Towns And Turnpikes, 1669-1830

The area that became Potomac Yard was part of a 6,000-acre grant awarded to ship captain Robert Howsing (Howson) for the transport of 120 settlers to the Virginia colony in 1669. Not a settler himself, Howsing wasted no time in converting his property to the currency of the time, and sold the acreage to John Alexander, a planter residing in what is now King George County, for 6 hogsheads (6,000 pounds) of tobacco (Miller 1992a:107; Walker and Harper 1989:3-4; Mullen 2007:28). From the 1670s until the 1730s, John Alexander and his descendants leased the property to tenants. Thus, the earliest historical settlement of the

land that became Potomac Yard consisted of tenant farms on large landholdings owned by absentee landlords (Walker and Harper 1989:3-4; Mullen 2007:28). In the 1730s, members of the Alexander family began subdividing the property and established plantations on it (Mullen 2007:28). John Alexander's great grandson John and his wife Susannah Pearson Alexander set up a quarter in the northern section of what was to become Potomac Yard. It is likely that enslaved African Americans lived in the quarter and worked the tobacco fields under the supervision of an overseer (Mullen 2007:30). Other plantations were established on adjacent properties by Alexander's descendants, including the Dade plantation to the southeast and Abingdon north of Four Mile Run. It is likely that John and Susannah's son Charles built the Preston plantation house in the 1750s or 1760s, in roughly the same location as the original quarter (Mullen 2007:30). The family cemetery was situated nearby (Miller 1992a:109). The river still served as a transportation artery, and the large landholdings had been subdivided to allow each plantation frontage on the Potomac.

Historic Waterfront



Overland travel also linked the early plantations. A branch off the old Indian trail running closer to the river became known as the Potomac Path and developed into the present-day Route 1 (Netherton et al. 1978:20). In 1749, Alexandria was established south of the Potomac Yard property on a portion of Alexander's land around a tobacco warehouse and inspection station built to facilitate shipment of the cash crop to England. With the formation of the town, roads such as the Potomac Path took on new importance as stage and post roads.

Sometime during the second half of the eighteenth century, a road was extended north from Alexandria, incorporating portions of what is now Route 1, to the vicinity of present-day Rosslyn. There, a ferry shuttled passengers and goods across the Potomac to Georgetown. Known as the Georgetown Road, it was the route taken by the French army, led by Comte de Rochambeau, on their way to and from Yorktown to fight with the Americans against the British in 1781. A sketch map indicates that a portion of the French army camped adjacent to the road, probably near the southern end of what was to become Potomac Yard (Mullen 2007:32).

As the eighteenth century progressed, farmers abandoned the cultivation of tobacco for wheat, and the large plantations were subdivided into smaller farms. The growth of the town of Alexandria, along with the establishment of Washington, D.C., in 1791, created markets for the foods that could be cultivated on these smaller farmsteads and necessitated additional improvements in the transportation corridor. Wealthy townspeople also kept gardens, orchards and small farms on the outskirts of the town. One such farm, owned by the Fendalls, who resided in town on Oronoco Street, extended into the area that was to become Potomac Yard. In 1805, it was leased to innkeeper John Gadsby, who undoubtedly carted the produce to town for use in his tavern and hotel (Miller 1992:110; Mullen 2007:31).

Recreational and institutional facilities arose along this transportation corridor in the rural community to serve the growing town. In the late 18th and early 19th centuries, a horse-racing track was located north of town, and around 1800,

Alexandria constructed an alms house at the northwest corner of present-day Monroe Avenue and Route 1, just outside of the property that would become the rail yard. The poorhouse provided shelter, food and clothing to indigent residents of town and functioned as a work house and farm. In addition, local courts sentenced petty criminals to serve time in the work house (Mullen 2007:31).

Good roads through the area that would become Potomac Yard became crucial to the town's economy; however, most were haphazardly constructed and poorly maintained. In 1785, a group of Alexandrians received permission from the Virginia General Assembly to erect toll gates on the Georgetown Road in order to raise money for road maintenance. This strategy proved inadequate, and by the 1790s, some local residents began forming private companies to build turnpikes to raise capital for road maintenance and improvements. In 1808, the Washington and Alexandria Turnpike Company received a charter to build a turnpike between Alexandria and Washington, and the turnpike opened in 1809. It began on Washington Street in Alexandria, then headed north following the route of the Georgetown Road, and continued along the present-day path of Route 1 toward a new bridge constructed over Four Mile Run. The toll house was situated on the south side of the bridge (Mullen 2007:33; Miller 1992a:114-115).

Transportation Improvements: Canal and Railroads, The Civil War, and the Seeds of Suburbanization, 1830-1905

Despite the construction of the turnpikes, overland travel remained slow. The level terraces that were eventually developed into Potomac Yard became the site of transportation innovations that connected Alexandria to the north, west, and south--first cutting through the rural landscape and then helping to transform it into suburban communities.

The Alexandria Canal

As cities and towns on the east coast began to grow, competition for trade with the agricultural lands to the west intensified, and merchants became anxious to improve navigation around the falls along the Potomac River. For Alexandrians, competition with Georgetown was always an issue. With plans for the construction of the Chesapeake and Ohio Canal connected to



Georgetown on the Maryland side of the river, Alexandrians became concerned that trade would bypass their wharves and that the town would lose its connection to the west, which was so vital to its economic interests. To connect Alexandria with the Chesapeake and Ohio, the Alexandria Canal Company was chartered in 1830, and the canal opened for navigation in 1843. It crossed the Potomac via an aqueduct bridge, an amazing feat of engineering for its time, with a 1,000 foot-long trough resting on 8 masonry piers. Canal boats were then pulled for 7 miles along the flat ground that would later become Potomac Yard, and lowered to the level of the Potomac through four lift locks at the north edge of town. With the completion of the canal, business flourished for a time with wheat, corn, flour and whiskey carried downstream and fish, salt, plaster, and lumber transported on the upstream journeys. After 1850, when the C&O Canal reached Cumberland, Maryland, coal became the major commodity for downstream transport. When the coal reached Alexandria's port, much of it was loaded onto

seagoing vessels for export to cities along the east coast and in Europe (City of Alexandria n.d.; Mullen 2007:34).

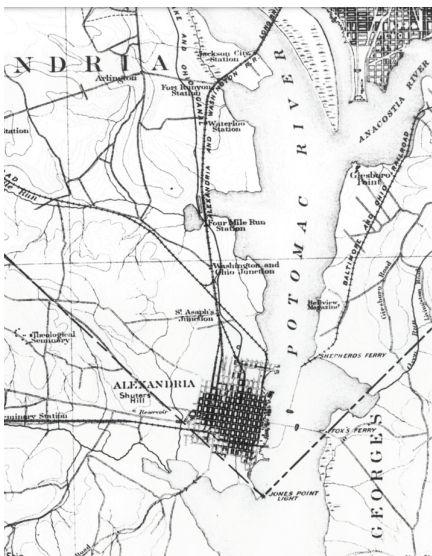
The Railroad Era Begins

While the canal was successful for a while, it was no match for the railroads, and ceased operation in 1886. Towns like Baltimore, which had invested in the railroad industry in the early nineteenth century, became the industrial centers of the northeast. Rail transportation finally came to Alexandria in 1851 with the opening of the Orange and Alexandria rail line, which headed west along tracks that ran parallel to Duke Street.

The first line to traverse the Potomac Yard property was built to link Alexandria and Washington. Completed in 1857, the Alexandria and Washington Railroad had six trains daily, leaving from a station on St. Asaph Street. Passengers found it a fast and convenient way to travel between the two cities and to connect with trains headed north. In addition, food and other products could be transported by rail for sale in Washington or transferred to northbound trains in the capital (Mullen 2007:34).

Plans for another railroad had begun to take shape in 1853, when a group of local residents, hoping to help Alexandria compete with Baltimore for trade with the west, secured a charter for the Alexandria, Loudoun and Hampshire railroad. Construction began in 1855, and trains began running between Alexandria and Leesburg in 1860, crossing from the southeast toward the northwest through what would become Potomac Yard (Mullen 2007:34, 39).

Historic street grid with context



The Civil War: Rail Connections Improved

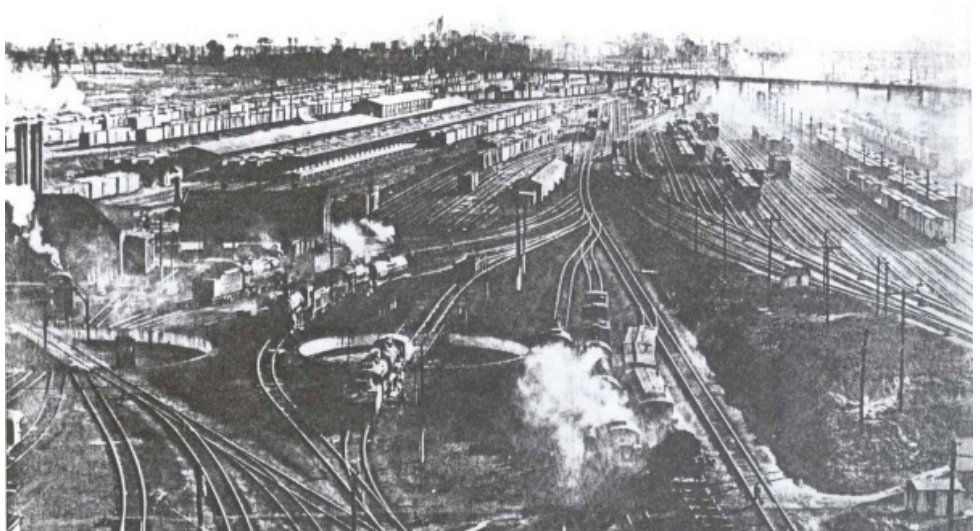
The connection of the north and south railroad lines through Alexandria occurred as a result of the Civil War. On March 24, 1861, the day after Virginia seceded from the Union, Federal troops entered by city, and it remained an occupied town throughout the course of the war. Tens of thousands of soldiers passed through the area, and during the early years of the war, the 5th Massachusetts may have camped on what would become Potomac Yard property (Mullen 2007:40-41). Control of the railroads leading out of Alexandria to the west and south probably served as the major impetus for this occupation. Alexandria became a major depot for shipment of supplies and troops to the front as well as a hospital and convalescent center for those injured. The U.S. Military Railroad complex, a secure and stockaded 12-block area enclosing the facilities of the Orange and Alexandria, was constructed. The three rail lines to enter the city were connected and expanded during the occupation, and the rail connection with the North was made complete when tracks were laid across Long Bridge to the Baltimore & Ohio Railroad (Mullen 2007:39-40).

Post-War Seeds of Suburbanization

Throughout the nineteenth century, land use in the area that would become Potomac Yard remained largely agricultural. The Swanns, descendants of the Alexanders, lived near the former location of Preston Plantation, which was burned down during the Civil War. The Daingerfields owned much of the land, and Susan Barbour, daughter of Henry Daingerfield and wife of U.S. Congressman and then Senator John Barbour, erected a house on the property in the 1870s. A small community, which included a school house by 1878, grew up near the intersection of what is now Monroe Avenue (Poorhouse Lane) and the turnpike. In 1894, two planned residential developments, Del Ray and St. Elmo, were established on the west side of the turnpike and laid the groundwork for the suburbanization that was to occur around Potomac Yard in the succeeding century. The proximity to the railroads made it possible for residents to commute to jobs in Alexandria and Washington. On the A&W rail line, St. Asaph Junction station served the community of Del Ray, and the Washington and Ohio station served St. Elmo (Mullen 2007:40-47).

Potomac Yard, 1906-1987

In the late nineteenth and early twentieth centuries, the Washington, D.C. area became a major point for the transfer of freight between northern and southern rail networks. The railroads carried perishable goods, such as fruits, vegetables, and livestock, from the southern states to urban markets in the North, and transported manufactured goods from northern factories to the South. With multiple rail companies serving each region at the turn of the twentieth century, there was no central location for the transfer of freight between the northern and southern lines (Mullen 2007:47). The situation was particularly difficult in Alexandria, where a significant bottleneck occurred with all these rail lines trying to pass through town. East/west City streets were blocked, as 20 to 30 trains per day came through on Fayette and Henry streets. With the rising volume of rail traffic, the system became increasingly unwieldy, and a movement to beautify Washington took up the cause to get the railroads out of the cities (Griffin 2005). The solution took shape as an unusual business undertaking, when six competing railroads agreed to band together to construct the rail yard and facilitate the movement of freight between the northern and southern rail lines. Potomac Yard, known as the “Gateway Between the North and the South,” became the largest railroad yard for freight car interchange on the east coast. When Potomac Yard opened on August 1, 1906, it had 52 miles of track that could handle 3,127 cars. The yard grew to a maximum of 136 miles of track crammed into a 2 ½ to 3 mile stretch of land. At its peak, it serviced 103 trains daily (Griffin 2005; Carper 1992; Mullen 2007:47, 49).



The yard was divided into two main areas—a northbound classification yard and a southbound classification yard. In the northbound yard, freight destined for the north came into the yard, was classified and made up into trains for the northern markets. The routine was the same in the southbound yard. Trains would come in, climb what was called the hump, and be directed toward the appropriate track to form outbound trains by the throwing of switches. Initially, gravity took the cars down the hump with brakemen riding on the sides of the cars and manually putting on the brakes (Griffin 2005; Mullen 2007).

While the main function was freight classification, the yard had numerous support buildings and facilities. These included an 800-foot long transfer shed to consolidate freight from cars that were not full, facilities for pit inspection of the cars, a 12-stall round house and engine house for repairs and maintenance, and a 135-foot high coal tipple that could load over 1500 tons of coal per day to satisfy the needs of the steam locomotives. There were also facilities for feeding and resting livestock in transit. In addition, a huge icing facility could service 500 cars of perishable goods per day with ice manufactured by the Mutual Ice Company of Alexandria. As the twentieth century progressed, the yard changed

with increased mechanization and the advent of electric and diesel electric trains (Griffin 2005; Carper 1992; Miller 1992; Mullen 2007; Walker and Harper 1989).

To operate the classification yard and associated facilities, Potomac Yard employed approximately 1200 people in 1906 and about 1500 at its peak. Employees included mechanics and carpenters who worked on the rail cars, car inspectors, brakemen, switch operators, and locomotive engineers, as well as clerks who managed the huge amount of paperwork associated with the freight transfer. The work force consisted of both whites and African Americans, but the yard enforced racial segregation in employee facilities. In the early twentieth century, the workers were primarily male, but by mid-century African American women, and perhaps white women, had become part of the labor force (Mullen 2007:49).

By the 1970s, the heyday of the railroad era began to wane and the need for a classification yard between the North and South lessened. Technological improvements in the rail cars allowed for longer periods of use without maintenance. There was a decrease in the flow of agricultural goods from south to north, and competition from the trucking industry took its toll. By 1987, a decision was made to route freight trains around Washington, and Potomac Yard officially ceased operations (Miller 1992:115). Metro and Amtrak trains still carry passengers through this corridor, and with the development of the linear park, walkers, joggers and bikers will continue to travel the north-south transportation corridor that was first traversed by Native Americans thousands of years ago.



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