# Amendment to the Master Plan for Historic Preservation: Individual Resources

<table>
<thead>
<tr>
<th>Resource</th>
<th>Address</th>
<th>Status</th>
<th>HPC Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone Culverts and Railroad Bed</td>
<td>Harvest Glen Way/Father Hurley Blvd</td>
<td>Locational Atlas</td>
<td>Yes</td>
</tr>
<tr>
<td>Little Seneca Viaduct</td>
<td>Little Seneca Lake, Wisteria Dr</td>
<td>Locational Atlas</td>
<td>Yes</td>
</tr>
<tr>
<td>Germantown Presbyterian Church</td>
<td>19431 Walter Johnson Rd</td>
<td>Nomination</td>
<td>No</td>
</tr>
<tr>
<td>Burton Log House</td>
<td>15107 Birmingham Dr., Burtonsville</td>
<td>Nomination</td>
<td>Yes</td>
</tr>
<tr>
<td>Susan B. Chase House</td>
<td>4717 Drummond Ave, Chevy Chase</td>
<td>Nomination</td>
<td>Yes</td>
</tr>
<tr>
<td>Seymour Krieger House</td>
<td>6739 Brigadoon Dr, Bethesda</td>
<td>Nomination</td>
<td>Yes</td>
</tr>
<tr>
<td>Watson House</td>
<td>9206 Watson Road, Silver Spring</td>
<td>Nomination</td>
<td>Yes</td>
</tr>
</tbody>
</table>
(1) **Historical and cultural significance:**

The historic resource:

a. has character, interest, or value as part of the development, heritage or cultural characteristics of the County, State, or Nation;
b. is the site of a significant historic event;
c. is identified with a person or a group of persons who influenced society; or
d. exemplifies the cultural, economic, social, political or historic heritage of the County and its communities; or

(2) **Architectural and design significance:**

The historic resource:

a. embodies the distinctive characteristics of a type, period or method of construction;
b. represents the work of a master;
c. possesses high artistic values;
d. represents a significant and distinguishable entity whose components may lack individual distinction; or represents an established and familiar visual feature of the neighborhood, community, or County due to its singular physical characteristic or landscape.
#18/44 Little Seneca Viaduct
Railroad Bed, View South
Access Road on Railroad Bed,
View North
Railroad Bed, Access Road
Viaduct Supports: Piers and Abutment
Viaduct Abutment
Viaduct Approach
Little Seneca Dam
The opening of the Metropolitan Branch of the B&O Railroad, linking Washington and Point of Rocks, Maryland in 1873 created the community of Boyds. Transformed from a “howling wilderness” to a successful agricultural community, the railroad brought the necessary fertilizers to farmers and provided a means to transport their products to market. Tourists arrived by railroad as well, seeking relief from the summer heat of the city.

Crucial to the opening of the line was the construction of a wooden trestle bridge across Little Seneca Creek, considered at that time to be the longest railroad bridge in the world. Since this trestle required extensive maintenance and was under constant threat of fire from hot cinders thrown from the trains, a stone and metal bridge replaced it in 1896. In 1928, more track was added necessitating a move south to the present location to accommodate the expansion, thus making the old stone and steel bridge obsolete.

The old right-of-way forms a scenic path between the dam and the present railroad bridge across Little Seneca Creek. At the end of the path, the stone abutments are all that remain of the original single track railroad bridge.

Today, tourists have returned to the area, no longer transported by train to stay in the summer boarding houses that once existed, but by automobile and foot as nature and history lovers to enjoy Black Hill Regional Park.
#18/44 Environmental Setting; Criteria 1a, 1d, 2a
Stone Culverts and Railroad Bed
North Culvert
This hill was once a railway bed, and it includes some of the last original pieces of the Metropolitan Branch of the B&O Railroad in this area. The recreated culvert built into this hill represents an original culvert that was removed during the construction of the adjacent Stormwater Management Pond. The Black Rock stones used to erect this recreation were salvaged from the original culvert during its dismantling. If you travel further south on this path, you can visit another culvert in its original condition.
South Culvert
Single-Track Railroad Bed
Black Rocks from North Culvert
#19/40 Stone Culverts/Railroad Bed
Environmental Setting
Criteria 1a, 1d, 2a
PUBLIC HEARING
(PRELIMINARY) DRAFT AMENDMENT

TO THE
MASTER PLAN FOR HISTORIC PRESERVATION
IN MONTGOMERY COUNTY, MARYLAND

INDIVIDUAL HISTORIC RESOURCES

An amendment to the Master Plan for Historic Preservation; being also an amendment to the Germantown Master Plan (1989); Fairland Master Plan (1997); Bethesda-Chevy Chase Master Plan (1990); North and West Silver Spring Master Plan (2000); and an amendment to the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland- Washington Regional District Within Montgomery and Prince George’s Counties

Prepared By:

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
Isaac Burton House
North Façade (which faces Rt 198, Sandy Spring Road)
#35-160 Susan B. Chase House, Drummond
Southwest façade
Watson House