



21ST STREET CROSSING

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

THE 4.51-MILE, STANDARD-GAUGE RAILROAD WAS BUILT LARGELY BY SOLDIERS. FROM JANUARY TO JULY OF 1918 THEY LAID TRACK FROM THE RAILHEAD JUNCTION NEAR NEWINGTON TO THE CENTER OF CAMP.

THE WAREHOUSE DISTRICT BUILDINGS AND FACILITY NOS. 707 & 604, JUST NORTH OF THIS LOCATION, WERE ORIENTED IN A LINEAR LAYOUT FOR RAILROAD ACCESSIBILITY. THESE BUILDINGS WERE DIRECTLY ASSOCIATED WITH THE SUPPLY STORAGE, REPAIR, AND MAINTENANCE OF THE RAILROAD. TO THE SOUTH OF THIS LOCATION, RAILROAD FACILITIES WERE USED BY BELVOIR RESEARCH, DEVELOPMENT AND ENGINEERING CENTER TO TEST RAIL EQUIPMENT BY SIMULATING VARIOUS SHOCK TYPES THAT WOULD BE PLACED ON IT DURING RAILROAD YARD SWITCHING PROCEDURES.

THE FBMRR PASSENGER SERVICE WAS DISCONTINUED AFTER THE KOREAN WAR, BUT THE RAILROAD REMAINED IN USE MOVING SUPPLIES UNTIL THE LAST LOCOMOTIVE LEFT FORT BELVOIR IN 1993.



FACILITY 1433, RAIL BRIDGE

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

ENGINEER TROOPS BEGAN WORK FOR THE 4.51-MILE, STANDARD-GAUGE RAILROAD IN JANUARY 1918 BY CLEARING HEAVILY WOODED AREAS BEFORE BUILDING WOODEN TRESTLES TO SPAN LOW-LYING AREAS. FACILITY NO. 1433 REPLACED WOODEN TRESTLE NO. 5, WHICH FIRST CARRIED FBMRR ABOVE U.S. ROUTE 1. THE 102ND ENGINEERS, UNDER COLONEL CORNELIUS VANDERBILT, BUILT TRESTLE NOS. 5 AND 6 IN 1918. FACILITY NO. 1433, A SINGLE-SPAN, CONCRETE, SINGLE-TRACK RAILROAD BRIDGE MEASURING 14 FEET IN WIDTH, WAS CONSTRUCTED IN 1928. THE BRIDGE WAS REMOVED IN 2014 FOR ROAD WIDENING.



FACILITY 2298, RAIL BRIDGE

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

ENGINEER TROOPS BEGAN WORK FOR THE 4.51-MILE, STANDARD-GAUGE RAILROAD JANUARY 1918 BY CLEARING HEAVILY WOODED AREAS BEFORE BUILDING WOODEN TRESTLES TO SPAN LOW-LYING AREAS. FACILITY NO. 2298, OR BRIDGE NO. 4, A RAILROAD BRIDGE WITH CONCRETE ARCHES, WOOD DECKING, AND REINFORCED CONCRETE STRINGERS, PIERS, AND ABUTMENTS, WAS CONSTRUCTED IN 1928 TO REPLACE THE ORIGINAL 1918 WOODEN TRESTLE. IT SPANS BEULAH STREET.

THE FBMRR PASSENGER SERVICE WAS DISCONTINUED AFTER THE KOREAN WAR BUT THE RAILROAD REMAINED IN USE MOVING SUPPLIES UNTIL THE LAST LOCOMOTIVE LEFT FORT BELVOIR IN 1993.



JOHN J. KINGMAN ROAD CROSSING

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

THE 4.51-MILE, STANDARD-GAUGE RAILROAD WAS BUILT LARGELY BY SOLDIERS. FROM JANUARY TO JULY OF 1918 THEY LAID TRACK FROM THE RAILHEAD JUNCTION NEAR NEWINGTON TO THE CENTER OF CAMP.

THOUGH PARTS OF FBMRR WERE EVENTUALLY DECOMMISSIONED, MUCH OF THE MAIN LINE REMAINED IN USE UNTIL THE LAST LOCOMOTIVE LEFT THE INSTALLATION IN 1993. FORT BELVOIR HOUSED THE ENTIRE COAL SUPPLY FOR THE MILITARY DISTRICT OF WASHINGTON FOR THE GENERAL SERVICES ADMINISTRATION AND STORED IT IN FACILITY NO. 2280, A COAL YARD, SOUTH OF KINGMAN ROAD.



POHICK ROAD CROSSING

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

THE 4.51-MILE, STANDARD-GAUGE RAILROAD WAS BUILT LARGELY BY SOLDIERS. FROM JANUARY TO JULY OF 1918 THEY LAID TRACK FROM THE RAILHEAD JUNCTION NEAR NEWINGTON TO THE CENTER OF CAMP. THE RAILROAD INCLUDED THREE INDUSTRIAL SIDINGS FOR MORE EFFICIENT LOADING AND UNLOADING. SOUTHEAST OF THIS SPOT, THE LARGEST SIDING RAN PARALLEL TO THE MAIN LINE AND SERVED THE WAREHOUSE DISTRICT. IT EXTENDED APPROXIMATELY .75 MILE TO END JUST NORTH OF 21ST STREET.



TELEGRAPH ROAD CROSSING

THE FORT BELVOIR MILITARY RAILROAD (FBMRR) WAS CONSTRUCTED IN 1918 WHEN CAMP A.A. HUMPHREYS WAS MADE A SEMI-PERMANENT CANTONMENT AS THE U.S. ENTERED INTO WORLD WAR I. THE TWO MAIN OBJECTIVES FOR FBMRR WERE TO BRING SUPPLIES AND TROOPS TO CAMP, MAKING RAPID CONSTRUCTION AND WAR MOBILIZATION POSSIBLE, AND TO TRAIN ENGINEER TROOPS, IMPERATIVE TO THE U.S. WAR EFFORT IN FRANCE.

THE 4.51-MILE, STANDARD-GAUGE RAILROAD WAS BUILT LARGELY BY SOLDIERS. BY JULY 1918, THEY LAID TRACK FROM THE RAILHEAD JUNCTION NEAR NEWINGTON TO THE CENTER OF CAMP.

NORTH OF THIS LOCATION, NEAR THE RAILHEAD, WAS NEWINGTON STATION, DUBBED ACCOTINK STATION FOR MILITARY PURPOSES. THIS WAS THE POINT OF ARRIVAL AND DEPARTURE FOR THOUSANDS OF SOLDIERS BEGINNING IN 1918. THE RICHMOND, FREDERICKSBURG, AND POTOMAC RAILROAD WAS AUTHORIZED TO CLOSE THE STATION IN 1971. THOUGH PARTS OF FBMRR WERE EVENTUALLY DECOMMISSIONED, MUCH OF THE MAIN LINE REMAINED IN USE UNTIL THE LAST LOCOMOTIVE LEFT THE INSTALLATION IN 1993.

