Survey No. AA57

Maryland Historical Trust
Inventory of Historic Properties Form
Maryland Route 32 At NSA East of Maryland 295 to East of Airfield Road

1. Name (indicate preferred name)

historic Annapolis and Elkridge/Washington, Baltimore and Annapolis Railroads Prism

and/or common

2. Location

street & number Maryland Route 32 ___ **not for publication**

city, town Fort Meade X **vicinity** **congressional district** 4th

state Maryland **county** Anne Arundel County

3. Classification

Category	Ownership	Status	Present Use	
___district	___public	___occupied	___agriculture	___museum
___building(s)	X private	x unoccupied	___commercial	___park
___structure	___both	___work in progress	___educational	___private residence
X site	**Public Acquisition**	**Accessible**	___entertainment	___religious
___object	x in process	___yes: restricted	___government	___scientific
	___being considered	x yes: unrestricted	___industrial	x transportation
	___not applicable	___no	x military	___other:

4. Owner of Property (give names and mailing addresses of all owners)

name United States Government

street & number Fort George G. Meade **telephone no.** (301) 677-6261

city, town Fort Meade **state and zip code** Maryland 20405

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel Tax Assessor **liber**

street & number Church Street **folio**

city, town Annapolis **state** Maryland

6. Representation in Existing Historical Surveys

tle N/A

date ___federal ___state ___county ___local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___excellent	_x_deteriorated	___unaltered	_X_original site
___good	___ruins	_X_altered	___moved date of move _____
___fair	___unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The MD 32 project area is situated on the northeast side of the Little Patuxent River immediately north of the now defunct Tipton Airfield in Anne Arundel County, Maryland. The project area is on the property of Fort Meade and the National Security Administration (NSA).

Current land use of the project area is mixed. Portions of the project area south of MD 32 are wooded, though a former railroad line (Annapolis and Elkridge/Washington, Baltimore and Annapolis and B&O) crossed the project area paralleling the former alignment of MD 32. The railroad line has been removed leaving portions of the prism. Tipton Air Field, which borders the project area to the south, was placed back into operation on a commercial basis on November 1, 1999, after extensive cleanup. The area around the airfield had been used as a dump for contaminated soils and as a munitions testing ground. Areas north of MD 32 are a mix of wooded terrain as well as areas bordering existing roadways. Rail and cross tie remnants as well as nails, and coal fragments were noted in the area south of the prism, but no ties or rails were located *in situ* on top of the prism.

Contributing Resources: 0

8. Significance

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Period Areas of Significance - Check and justify below

__prehistoric	__archeology-prehistoric	__community planning	__landscape architecture	__religion
__1400-1499	__archeology-historic	__conservation	__law	__science
__1500-1599	__agriculture	__economics	__literature	__sculpture
__1600-1699	__architecture	__education	__military	__social/ humanitarian
__1700-1799	__art	__engineering	__music	
X 1800-1899	__commerce	__exploration/settlement	__philosophy	__theater
X 1900-	__communications	__industry	__politics/government	x transportation
		__invention		__other(specify)

Specific dates 1840-1960

Builder/Architect Annapolis and Eridge/Washington, Baltimore and Annapolis Railroads.

Applicable Criteria: __A __B __C __D

and/or

Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Constructed circa 1840-1914, the property is listed on the 1842 Morse and Bruse *Map of Maryland and Delaware*, the 1860 Johnson *Map of Delaware and Maryland*, the 1865 and 1885 Martenet *Map of Maryland*, the 1878 Hopkins *Atlas of Anne Arundel County*, various early nineteenth century railroad maps and historic maps of Fort Meade.

Summary:

The first railroad to lay track within the project area was the Annapolis and Elkridge Steam Railroad (A. & E.). The Annapolis and Elkridge, organized in 1837, was the second railroad built in Maryland, the Baltimore and Ohio being the first (Figure 3.6) (O'Malley1988:15). The line was opened in 1840 and extended eight miles to Annapolis Junction where it joined the B&O Railroad's western line (Harwood 1979:213). the A. W. & B. was purchased by the Washington, Baltimore and Annapolis Electric Railroad (W. B. & A.). The W. B. & A. had been created from the Potomac and Severn Electric Railway Company in 1900. In 1908, the Washington, Baltimore and Annapolis Electric Railway acquired the deed to the Annapolis, Washington and Baltimore Railroad (A. W. & B.), thus creating the first joint steam and electrified operation in the United States (Merriken 1993).

In 1916, after learning that the United States Government was seeking a site for a cantonment centrally located to Baltimore and Washington, Bishop secured leases and purchase agreements on 115 farms in the area to be known as Camp Admiral. With the government's agreement on the site, the original 7,500 acres Bishop had purchased was later expanded to 9,600 acres and sublet to the Government. In his negotiations with the Camp Site Board, Bishop agreed to construct six miles of new track to be built around Camp Admiral. This would be in addition to the existing six miles of electric rail line already running west from Odenton along the southern boundary of the proposed cantonment (Merriken 1993:45).

The W. B. & A., however, continued its double track service to Camp Admiral until 1921 when the camp was ordered closed. That same year the W. B. & A. merged with the Annapolis Short Line, a partnership that would last until the W. B. & A. was dissolved in 1935 (Harwood 1979). . In 1930 the W. B. & A. filed notice to terminate its government freight agreement with the Baltimore and Ohio Railroad and in response the B&O removed four-and-a-half miles of track from Annapolis Junction to Admiral. The Washington, Baltimore and Annapolis Electric Railroad Company was finally dissolved in 1935. The B&O continued under contract to the United States Government after the dissolution of the Washington, Baltimore and Annapolis Electric Railroad Company. Maps dating after this period label the abandoned W.B. & A tracks as the Baltimore & Ohio Railroad. The B&O's subsidiary, the West Virginia Transportation Company, provided shuttle buses to carry soldiers from Fort Meade to B&O connections at Jessup and Laurel. The Fort Meade line was discontinued by the B&O in the 1960s (Harwood 1979).

Note: An in-depth history of the railroads, associated with the prism is presented in URS Greiner Woodward Clyde, Inc.'s *Background Research Report Maryland Route 32 at NSA East of Maryland 295 to East of Airfield Road Anne Arundel County, Maryland* (March 2000)

Evaluation:

The historic railroads that crossed the project area included the Annapolis and Elkridge Railroad (A. & E.), which was subsequently purchased by the Washington, Baltimore and Annapolis (W. B. & A.). The tracks for the A. & E. may date to the establishment of this line in 1837. Historical research on the sections of these railroads within the project area indicated that no significant elements associated with these rail lines were built in the project area, such as major bridges, stations, yards, support facilities, workers housing, etc. Further, when the rail lines were no longer in use, the tracks were removed and sold for scrap in 1936. What remains within the project area is the prism for these rail lines. No tracks or ties were present *in situ* on top of the extant prism. Given these factors, and the short length of the lines within the project area, in comparison to the overall length of the entire rail lines, URSGWC does not recommend the remains of the Annapolis and Elkridge/ Washington, Baltimore and Annapolis railroads within the project area as eligible for listing in the National Register. This remaining rail prism 1) does not represent nor convey events that have made a significant contribution to the broad patterns of history (National Register Criterion A), 2) is not associated with the lives of significant historical individuals (Criterion B), nor 3) does it embody the distinctive characteristics of nineteenth and early twentieth-century railroad construction methods. Further, given that only the prism remains, this historic resource would not have the potential to provide important information in history (Criterion D).

MARYLAND HISTORICAL TRUST

Eligibility recommended _____ **Eligibility not recommended** X

Comments

Reviewer, OPS: [signature] **Date:** 10/18/00

Reviewer, NR Program: [signature] **Date:** 10/18/00

9. Major Bibliographical References

Survey No. AA57

Anonymous
1916 Map of Respass City Lots. Map on file at Fort Meade Archives.

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1921 *General Plan of Camp Meade Reservation – Intelligence Tank Center*

Bradford, James C., Editor
1977 *Anne Arundel County, Maryland: A Bicentennial History, 1649-1977.* Anne Arundel County and Annapolis Bicentennial Committee.

Griffith, Dennis
1794 *Map of the State of Maryland.* Map on File at Maryland Historic Trust.

Harwood, Herbert H., Jr.
1979 *Impossible Challenge: The Baltimore and Ohio Railroad in Maryland.* Barnard, Roberts and Company, Inc.

Hopkins, G.M.
1878 *Atlas of Anne Arundel County, Maryland.* G.M. Hopkins, Philadelphia.

Hungerford, Edward
1928 *The Story of the Baltimore and Ohio Railroad 1827-1927.* G.P. Putnam's Sons: New York and London.

Johnson, Robert
1999-2000 Oral interviews with Robert Johnson, Fort George G. Meade Archivist.

Johnson and Browning
1860 *Johnson's Map of Maryland and Delaware.* Johnson and Browning, New York.

Kelly, Jacques and James P. Gallagher
1992 *Trackside Maryland from Rail Yard to Main Line.* Greenburg Publishing Company Inc., Sykesville, Maryland.

Martinet, Simon J.
1860 *Map of Maryland, Maryland.* Simon J. Martenet, Baltimore

1885 *Map of Maryland, Maryland.* Simon J. Martenet, Baltimore.

Maryland Historic Trust Site Survey Forms. Maryland Historic Trust: Crownsville, MD

Matthews, Edward Bennett
1917 *Camp Meade-Admiral Maryland.* Maryland Geological Survey.

Merriken, John E.
1993 Charter History of the Washington, Baltimore and Annapolis Electric Railroad Company from John E. Merriken *Every Hour on the Hour: A Chronicle of the Washington, Baltimore and Annapolis Electric Railroad.* Bulletin 130 of the Central Electric Rail Fans Association. LeRoy O. King, Jr,: Dallas, Texas.

Molter, Nelson J.
1988 *Severn Park and Anne Arundel County, Maryland: A History of the Area.* Severna Park, Maryland.

Morse and Bruse
1842-45 *Maryland and Delaware*. Map on file at Maryland State Archives

O'Malley, Catherine L.
1988 *Odenton: The Town a Railroad Built*. Revere Printing Inc, Odenton, Maryland.

Riley, Elihu
1905 *A History of Anne Arundel County in Maryland*. Charles G. Feldmeyer Publishers, Annapolis, Maryland.

Stover, John F.
1989 *History of the Baltimore and Ohio Railroad*. Purdue University Press: Indiana.

United States Geological Survey
nd *USGS Map of Camp Meade circa 1927*. Map on file at Fort Meade Archives.

Warren, Marion E. and Mae Warren
1976 *An Annapolis Portrait 1859-1910 – "The Train's Done Been and Gone."* M.E. Warren, Annapolis, Maryland.

10. Geographical Data

Acreage of nominated property 9,400
Quadrangle name Laurel **Quadrangle scale** 1 to 24,000
UTM References ***do NOT complete UTM references***

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title: Marvin Brown (Senior Architectural Historian)/ E. Madeleine Scheerer (Historian)

organization: URS Griner Woodwrad Clyde, Inc. date: March 2000

street & number: 561 Cedar Lane telephone: (609) 499-3447

city or town: Florence state: New Jersey

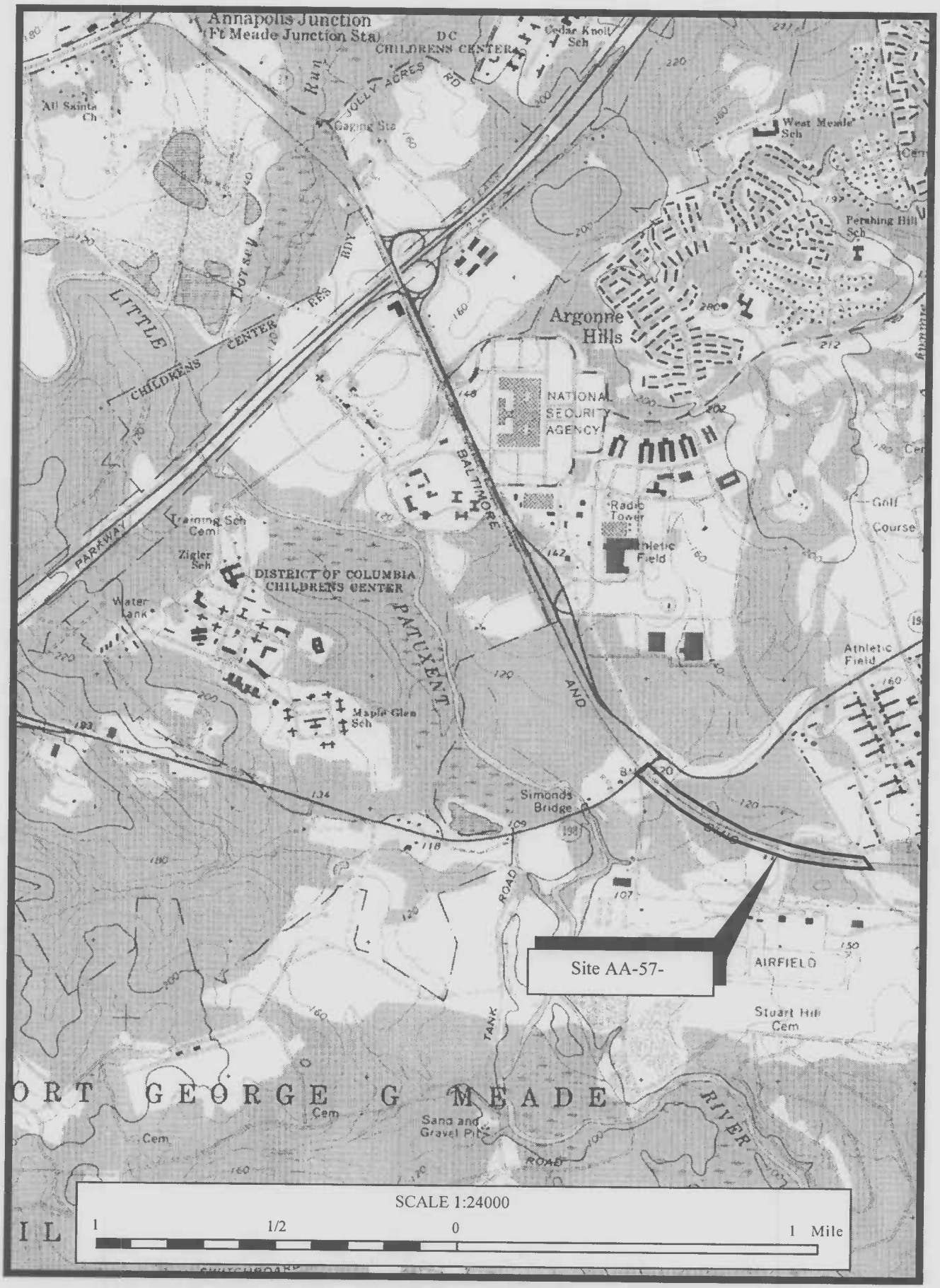
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposed only and do not constitute any infringement of individual property rights.

Return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historic Preservation Plan Historic Contexts:

Geographic Organization:	Piedmont
Chronological/Development Periods:	Industrial-Urban Dominance - AD 1870-1930 Modern Period – AD 1930-present
Historic Period Themes:	Transportation/Military
Resource Types:	Railroad Prism



USGS Topographic-Portion of Laurel Quadrangle Photo Revised 1979

[illegible]

AAD+

Annapolis: E[illegible], Washington, Baltimore and Annapolis Railroads Prism

Anne Arundel County, MD

E. Madeline Shearer

March 2000

[illegible]

Railroad prism (background) looking south from MD route 32

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