



# Phase II and Phase III Archaeological Database and Inventory

Site Number: 18AN1167

Site Name: Lyons Creek Station

Prehistoric

Other name(s) Fischer's Station

Historic

Unknown

Brief Description:

early 20th century railroad station site

## Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 9

SCS soil & sediment code

Latitude 38.7704

Longitude -76.6689

Physiographic province Western Shore Coastal

Terrestrial site

Underwater site

Elevation 12 m

Site slope

Ethnobotany profile available

Maritime site

Site setting

-Site Setting restricted

-Lat/Long accurate to within 1 sq. mile, user may need to make slight adjustments in mapping to account for sites near state/county lines or streams

### Topography

- Floodplain
- Hilltop/bluff
- Interior flat
- Upland flat
- Ridgetop
- Terrace
- Low terrace
- High terrace
- Rockshelter/cave
- Hillslope
- Unknown
- Other

### Ownership

- Private
- Federal
- State of MD
- Regional/county/city
- Unknown

### Nearest Surface Water

Name (if any) Lyons Creek

#### Saltwater

Ocean

Estuary/tidal river

Tidewater/marsh

Spring

Minimum distance to water is 92 m

#### Freshwater

Stream/river

Swamp

Lake or pond

## Temporal & Ethnic Contextual Data:

Paleoindian site

Woodland site

Archaic site

MD Adena

Early archaic

Early woodland

Middle archaic

Mid. woodland

Late archaic

Late woodland

Unknown prehistoric context

Contact period site

ca. 1820 - 1860

ca. 1630 - 1675

ca. 1860 - 1900

ca. 1675 - 1720

ca. 1900 - 1930

ca. 1720 - 1780

Post 1930

ca. 1780 - 1820

Unknown historic context

Unknown context

### Ethnic Associations (historic only)

Native American

Asian American

African American

Unknown

Anglo-American

Other

Hispanic

Y=Confirmed, P=Possible

## Site Function Contextual Data:

### Prehistoric

- Multi-component
- Village
- Hamlet
- Base camp
- Rockshelter/cave
- Earthen mound
- Cairn
- Burial area
- Misc. ceremonial
- Rock art
- Shell midden
- STU/lithic scatter
- Quarry/extraction
- Fish weir
- Production area
- Unknown
- Other context

### Historic

Urban/Rural? Rural

#### Domestic

- Homestead
- Farmstead
- Mansion
- Plantation
- Row/townhome
- Cellar
- Privy

#### Industrial

- Mining-related
- Quarry-related
- Mill
- Black/metalsmith
- Furnace/forge
- Other

Furnace/forge

Other

#### Transportation

- Canal-related
- Road/railroad
- Wharf/landing
- Maritime-related
- Bridge
- Ford

#### Educational

#### Commercial

- Trading post
- Store
- Tavern/inn

#### Military

Battlefield

Fortification

Encampment

#### Townsite

#### Religious

- Church/mtg house
- Ch support bldg

#### Burial area

Cemetery

Sepulchre

Isolated burial

#### Bldg or foundation

Possible Structure

Post-in-ground

Frame-built

Masonry

Other structure

#### Slave related

#### Non-domestic agri

#### Recreational

#### Midden/dump

#### Artifact scatter

#### Spring or well

#### Unknown

#### Other context

railroad station, warehouse

## Interpretive Sampling Data:

### Prehistoric context samples

Soil samples taken

Flotation samples taken

Other samples taken

### Historic context samples

Soil samples taken

Flotation samples taken

Other samples taken



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## Diagnostic Artifact Data:

Projectile Point Types		Koens-Crispin	
Clovis	<input type="checkbox"/>	Perkiomen	<input type="checkbox"/>
Hardaway-Dalton	<input type="checkbox"/>	Susquehana	<input type="checkbox"/>
Palmer	<input type="checkbox"/>	Vernon	<input type="checkbox"/>
Kirk (notch)	<input type="checkbox"/>	Piscataway	<input type="checkbox"/>
Kirk (stem)	<input type="checkbox"/>	Calvert	<input type="checkbox"/>
Le Croy	<input type="checkbox"/>	Selby Bay	<input type="checkbox"/>
Morrow Mntn	<input type="checkbox"/>	Jacks Rf (notch)	<input type="checkbox"/>
Guilford	<input type="checkbox"/>	Jacks Rf (pent)	<input type="checkbox"/>
Brewerton	<input type="checkbox"/>	Madison/Potomac	<input type="checkbox"/>
Otter Creek	<input type="checkbox"/>	Levanna	<input type="checkbox"/>

### Prehistoric Sherd Types

Marcey Creek	<input type="checkbox"/>	Popes Creek	<input type="checkbox"/>	Shepard	<input type="checkbox"/>	Keyser	<input type="checkbox"/>
Dames Qtr	<input type="checkbox"/>	Coulbourn	<input type="checkbox"/>	Townsend	<input type="checkbox"/>	Yeocomico	<input type="checkbox"/>
Selden Island	<input type="checkbox"/>	Watson	<input type="checkbox"/>	Minguannan	<input type="checkbox"/>	Monongahela	<input type="checkbox"/>
Accokeek	<input type="checkbox"/>	Mockley	<input type="checkbox"/>	Sullivan Cove	<input type="checkbox"/>	Susquehannock	<input type="checkbox"/>
Wolfe Neck	<input type="checkbox"/>	Clemson Island	<input type="checkbox"/>	Shenks Ferry	<input type="checkbox"/>		
Vinette	<input type="checkbox"/>	Page	<input type="checkbox"/>	Moyaone	<input type="checkbox"/>		
				Potomac Crk	<input type="checkbox"/>		

### Historic Sherd Types

Earthenware		Ironstone	Staffordshire	Stoneware	
Astbury	<input type="checkbox"/>	Jackfield	<input type="checkbox"/>	English Brown	<input type="checkbox"/>
Borderware	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Eng Dry-bodied	<input type="checkbox"/>
Buckley	<input type="checkbox"/>	North Devon	<input type="checkbox"/>	Nottingham	<input type="checkbox"/>
Creamware	<input type="checkbox"/>	Pearlware	<input type="checkbox"/>	Rhenish	<input type="checkbox"/>
				Wt Salt-glazed	<input type="checkbox"/>
				Tin Glazed	<input type="checkbox"/>
				Whiteware	4 <input type="checkbox"/>
				Porcelain	1 <input type="checkbox"/>

All quantities exact or estimated minimal counts

## Other Artifact & Feature Types:

Prehistoric Artifacts		Other fired clay	
Flaked stone	3 <input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Ground stone	<input type="checkbox"/>	Modified faunal	<input type="checkbox"/>
Stone bowls	<input type="checkbox"/>	Unmod faunal	<input type="checkbox"/>
Fire-cracked rock	<input type="checkbox"/>	Oyster shell	<input type="checkbox"/>
Other lithics (all)	<input type="checkbox"/>	Floral material	<input type="checkbox"/>
Ceramics (all)	<input type="checkbox"/>	Uncommon Obj.	<input type="checkbox"/>
Rimsherds	<input type="checkbox"/>	Other	<input type="checkbox"/>

### Prehistoric Features

Mound(s)	<input type="checkbox"/>	Storage/trash pit	<input type="checkbox"/>
Midden	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>
Shell midden	<input type="checkbox"/>	Ossuary	<input type="checkbox"/>
Postholes/molds	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
House pattern(s)	<input type="checkbox"/>	Other	<input type="checkbox"/>
Palisade(s)	<input type="checkbox"/>		
Hearth(s)	<input type="checkbox"/>		
Lithic reduc area	<input type="checkbox"/>		

### Lithic Material

Fer quartzite	<input type="checkbox"/>	Sil sandstone	<input type="checkbox"/>
Jasper	<input type="checkbox"/>	Chalcedony	<input type="checkbox"/>
Chert	<input type="checkbox"/>	Ironstone	<input type="checkbox"/>
Rhyolite	<input type="checkbox"/>	Argilite	<input type="checkbox"/>
Quartz	<input type="checkbox"/>	Steatite	<input type="checkbox"/>
Quartzite	<input type="checkbox"/>	Sandstone	<input type="checkbox"/>
		European flint	<input type="checkbox"/>
		Basalt	<input type="checkbox"/>
		Unknown	<input type="checkbox"/>
		Other	<input type="checkbox"/>

Dated features present at site

Features associated with an early 20th century railroad

Historic Artifacts		Tobacco related	
Pottery (all)	5 <input type="checkbox"/>	Activity item(s)	5 <input type="checkbox"/>
Glass (all)	93 <input type="checkbox"/>	Human remain(s)	<input type="checkbox"/>
Architectural	88 <input type="checkbox"/>	Faunal material	<input type="checkbox"/>
Furniture	<input type="checkbox"/>	Misc. kitchen	6 <input type="checkbox"/>
Arms	1 <input type="checkbox"/>	Floral material	<input type="checkbox"/>
Clothing	1 <input type="checkbox"/>	Misc.	77 <input type="checkbox"/>
Personal items	2 <input type="checkbox"/>	Other	<input checked="" type="checkbox"/> rail spikes, cinder ballast

### Historic Features

Const feature	<input type="checkbox"/>	Privy/outhouse	<input type="checkbox"/>	Depression/mound	<input type="checkbox"/>	Unknown	<input type="checkbox"/>
Foundation	<input type="checkbox"/>	Well/cistern	<input type="checkbox"/>	Burial(s)	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>
Cellar hole/cellar	<input checked="" type="checkbox"/>	Trash pit/dump	<input type="checkbox"/>	Railroad bed	<input checked="" type="checkbox"/>	concrete piers,	
Hearth/chimney	<input type="checkbox"/>	Sheet midden	<input type="checkbox"/>	Earthworks	<input type="checkbox"/>		
Postholes/molds	<input type="checkbox"/>	Planting feature	<input type="checkbox"/>	Mill raceway	<input type="checkbox"/>		
Paling ditch/fence	<input type="checkbox"/>	Road/walkway	<input checked="" type="checkbox"/>	Wheel pit	<input type="checkbox"/>		

All quantities exact or estimated minimal counts

## Radiocarbon Data:

Sample 1:  +/-  years BP Reliability  Sample 2:  +/-  years BP Reliability  Sample 3:  +/-  years BP Reliability

Sample 4:  +/-  years BP Reliability  Sample 5:  +/-  years BP Reliability  Sample 6:  +/-  years BP Reliability

Sample 7:  +/-  years BP Reliability  Sample 8:  +/-  years BP Reliability  Sample 9:  +/-  years BP Reliability

Additional radiocarbon results available



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Historic

Brief Description: early 20th century railroad station site

Unknown

## External Samples/Data:

Collection curated at MAC

Additional raw data may be available online

## Summary Description:

The Lyons Creek Station (18AN1167), or Fischer's Station site, is the remains of an early 20th century railroad station and warehouse east of Jug Bay in rural Anne Arundel County and just above the county boundary line with Calvert County. The site and associated remnants of the old Chesapeake Beach Railway (18AN1168) are situated on a terrace above Lyons Creek. The site is surrounded by a landscape of cultivated fields, some residential development, a grain marketing facility, and two major highways. Soils on and around the site consist of Matawan loamy sand and patches of Mattapex silt loam.

The site was first identified in March of 2000 during a Phase I survey conducted in response to proposed reconstruction and reconfiguration of the intersection of Maryland Route 4 and Maryland Route 260, just east of the site. The highway project was federally funded. Thus, archeological work was conducted on behalf of the Federal Highway Administration in compliance with the National Historic Preservation Act of 1966, the Federal-Aid Highway Act of 1966, the National Environmental Policy Act of 1969, and the Maryland Historical Trust Act of 1985 (all as amended). This survey was the second Phase I survey associated with the highway improvement project, because changes to the project were made after the initial survey.

Phase I field investigations in 2000 consisted of shovel testing a road relocation alignment, and the area of a new wetland mitigation area. All shovel tests were approximately 40 cm in diameter and were excavated into sterile subsoil, or as deep as reasonable in fill areas. Shovel test pits (STPs) were excavated stratigraphically with all soils screened through hardware mesh. Soil profiles and artifact finds were recorded on standardized forms.

Three shovel test pits revealed either artifacts or features potential associated with the Lyons Creek Station and/or the Chesapeake Beach Railway (18AN1167 and 18AN1168). Both sites will be discussed together here for practical purposes. The circumstances of the recovery, both during Phase I and in a subsequent Phase II project make it difficult to disentangle the two sites. The synopsis report for 18AN1168 simply refers synthesis database users to this synopsis report.

One of the STPs revealed a probable former roadway at 24 cm below surface. This densely packed layer of pea gravel was overlain by soil that appeared to have been cultivated, and was underlain by a compact yellowish brown soil subsoil. The other two STPs were located on or immediately adjacent to what was clearly the old railroad bed (18AN1167). Both shovel tests were capped with a layer of gravelly humus that overlaid a thick compacted layer of slag, cinder, and coal that was obviously related to the railroad bed. One of these STPs also contained a feature (a soil discoloration bordered by a band of coal fragments) at the base of this coal/slag/cinder layer. The feature was not significantly exposed to determine its function, and after recording and photographing, it was backfilled pending further investigation.

Artifacts recovered from these three STPs include a piece of 19th-20th century lamp chimney glass, 5 probable nail fragments, 2 pieces of 19th-20th century amethyst glass, an oyster shell fragment, 2 pieces of coal and 1 piece of unidentified sharp metal. It was thought that these finds might be related to the early 20th century railroad station documented to have been near this location and a Phase II testing program was initiated.

A significant component of the Phase II project was background archival research focusing on the history of the railroad and the Lyons Creek Station. After the Civil War, Americans began a railroad building spree that continued for the rest of the century. Real estate development figured prominently in plans for building railroads across the United States.

The Washington City & Chesapeake Beach Railroad (WC&CB) was formed in 1883 with the intent of building a line from the District of Columbia to the Chesapeake Bay, and creating a beach resort community at the terminus of the line. An 1886 newspaper article claims that the WC&CB purchased and platted the farm of Julius E. Wilson at the mouth of Fishing Creek and procured 30,000 ties in 1883, but both the proposed railroad and the resort community came to naught. The town was likely to remain on paper "for many centuries to come", predicted the writer of the article. "The citizens of the upper portion of this county [Calvert], to whom the [rail]road if built would provide a great benefit, say they have no confidence in the building of the Washington City and Chesapeake Beach Railroad".

The Washington and Chesapeake Beach Railway Company (W&CB) was chartered in 1892, again with the idea of building an excursion line from the District of Columbia to Fishing Creek. Aside from promoting the railroad and development heavily, the W&CB accomplished very little before falling into bankruptcy in 1895-1896. Railroad interests based primarily in Colorado purchased the outstanding stock and reorganized the company as the Chesapeake Beach Railway Company in 1897. The founders organized an independent corporation, The Chesapeake Bay Construction Company, to acquire the right-of-way and build the railroad.

Construction began almost immediately, but inadequate capital, problems in procuring equipment and material, inclement weather, and difficulties acquiring easements delayed completion of the first leg to Upper Marlboro until October of 1898. Regular service between Upper Marlboro and Hyattsville, via a connection to the Baltimore & Ohio Railroad, began in December of that year. The stockholders and management of the railroad company anticipated completion of the entire line by July 1, 1898, the contract with the construction company providing for termination for non-compliance after that date. The line was not completed until 1900, and the official opening of the resort did not occur until January 9, 1900.

The Chesapeake Beach Railway (CBR) remained in operation until April 1935, by which time its rocky finances, coupled with the generally poor economy of the Great Depression, led to bankruptcy, closure, and sale of all assets, including (apparently) the steel rails. Passenger fares and haulage rarely exceeded annual expenses, and the increasingly popular automobile afforded greater flexibility in moving people, produce, and parcels. Completion of Southern Maryland Boulevard by the State Roads Commission in July, 1930, made the automobile trip from Washington faster and more comfortable, while steamboats readily served excursionists departing from Baltimore.

The management of the CBR considered several innovations, some soon after opening the line, to reduce costs and improve service. At least two experiments were conducted to test inventions for exchanging mail between railway cars and stations and for anti-derailment devices. President of the company, Otto Mears, had intended to electrify the line, dispensing with coal which was dirty, expensive to handle, and a constant source of concern for fires along the tracks. He had also planned on installing telephones as safety measure and convenience for passengers. Mears also ordered the installation of a swing span bridge over the Patuxent River. This device allowed passage of steamships without the expense of erecting high embankments and piers in this low and marshy area.



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Historic

Brief

Description:

early 20th century railroad station site

Unknown

Perhaps the CBR's most daring initiative, and most spectacular failure, was the purchase of a Brill gas-electric combination passenger and baggage car for \$40,000. This self-propelled futuristic vehicle could attain high speeds and with less noise and danger of fire than the conventional coal-fired steam locomotives. Mixed service, requiring stops at many of the intermediary stations, prevented the company from making full use of this equipment, and the motors lacked the power to haul additional cars during the peak summer months.

A railroad station was first established in the vicinity of 18AN1167 sometime between 1900 and 1904. The initial station must not have been a very permanent facility, perhaps only a decommissioned rail car to serve as a ticketing office or a temporary platform of some sort. A letter dated October 31, 1904 from George D. Fischer, a US postal employee, to the general manager of the railroad states that Mr. Preston Harris was currently the agent at Lyons Creek Station. Mr. Harris was at that time planning to give up his appointment as Station Manger and Mr. Fischer was making application for the job. Mr. Fischer's letter states that he was willing to build a combination store and waiting room at his own expense if he were to receive the appointment. The letter states that the station would be sited on land purchased from Mr. John Drury, the owner of the tract containing 18AN1167 in the late 19th/early 20th century. Mr. Fischer's position as a postal employee would have suggested to the general manager of the railroad that he could help execute mail delivery contracts with the CBR.

Mr. Fischer and his evidently family built the station, which appears on a 1905 quadrangle map as the Lyons Creek Station. Subsequent maps bear the names Lyons Creek and Fischer's Station. A 1910 Calvert Journal Article states that the station name was changed to "Fischer" due to confusion with a nearby wharf that shared the name "Lyon's Creek". Sometime after 1910, a road from the east was extended all or part of the way to the station and named Fischer's Station Road. The station parcel was sold in June of 1912 to a John Shepherd by the Fischers.

Whether or not Shepherd operated the station or leased it out to someone else is not known. He eventually sold the parcel to James F. Faust in August of 1921. He also owned the surrounding farm tract. Mr. Faust and his wife sold the station parcel to Reverdy N. and Irene B Nicholson on 20 November 1922, just a year after their purchase from Shepherd. The Nicholsons sold the parcel less than a year later (August 27th, 1923) to J. Ferdinand Leitch and Lula M. Leitch.

Ferdinand Leitch died in 1924 and the mortgage went into default. The property was surrendered to a sheriff's sale on February 11th, 1925. The handbill for the sale described their property as consisting of a dwelling with outbuildings, and a framed store and a framed warehouse, both with metal roofs. A local informant states that the two structures were linked, forming a long continuous building.

James Washington Higgins and Mattie L. Higgins purchased the Lyons Creek Station parcel at the sheriff's sale. The management of the Chesapeake Beach Railway appears to have been dissatisfied with their operation of the station in 1929. Mattie died in August of 1930. The CBR had been paying the Higgins family \$25 per month to operate the station, although CBR records indicate that business was very poor. In his will, dated November 5, 1938, Higgins left the parcel to his grandson, James Allen Higgins, who appears not to have survived to majority. James F. Faust may have assumed control over the station in 1930 by means of a lease until the abandonment of the railroad in the Spring of 1935, at which time Faust's store on the newly opened Southern Maryland Boulevard (180 m to the northeast) provided groceries and gasoline to locals and travelers.

The railroad station closed by April 1935 when the rail line was abandoned. The drop in ridership and freight, occasioned by the increasingly widespread use of automobiles and the opening of Southern Maryland Boulevard, doomed the station. However, the structure erected by the Fischers remained standing for several decades. A local informant stated that the buildings had no cellars and that there was a pot-bellied stove in the waiting room at the west end of the complex.

Phase II archeological fieldwork began with gridding of the site into 1.524 m (5 ft) squares with a transit and engineering tape. Surface features were mapped both with a tap and with a transit and ranging pole. Surface mapping proved especially important since the Phase II field crew was able to define the extent of the station and warehouse building and establish that the actual structures lay completely outside of although directly adjacent to, the proposed right-of-way (ROW).

A series of shovel test pits (STPs) were then excavated in the study area stratigraphically. Eleven STPs, each approximately 40 cm in diameter, were excavated with a combination of a digging bar (due to extensive gravel) and a round shovel to subsoil across the study area in a roughly H-shaped pattern. None of the shovel tests were screened. They were used primarily to assess stratigraphy.

Four excavation units were then excavated in the study area. Two were situated to investigate the soil discoloration/intrusion feature identified in one of the Phase I STPs, and the other two units were situated near a household garden to more thoroughly test the ROW. The shovel tests, although providing useful stratigraphic data, failed to identify any promising deposits that might warrant intensive sampling with additional test units. The STPs merely demonstrated that much of the area in the ROW adjacent to the store and warehouse was paved with cinders.

The excavation units also failed to yield information on anything other than the overall site stratigraphy and a fifth unit was deemed unnecessary. All of the test units were 91.444 X 91.44 cm (3 X 3 ft) and were excavated stratigraphically to subsoil. The subsoil was then augered to a depth of 15 cm to ensure that subsoil had been reached. All soils were screened through hardware cloth and soil descriptions and artifact finds were described on standardized forms. Cinders, coal, coal ash, and oyster shells were noted and discarded.

The two units excavated in the area of the purported Phase I feature were situated within what appeared to be the railroad siding. These units and associated artifacts are probably better associated with 18AN1168. The other two units were probably associated with 18AN1167, but were likely peripheral. All artifacts and units have been included in the discussion here as the "boundary" between the sites was difficult to define before-hand and the excavations were, by design, really geared towards investigating the impact area for the highway project, not towards one specific site or the other. Again, the synopsis report for 18AN1168 simply refers users here.

Archeological fieldwork better defined the building complex on the ground and suggested that the station building(s) were situated just outside the new ROW. Archival evidence puts the construction of the station, a replacement of a decommissioned rail car and platform, at ca. 1905. The structure may have stood until the 1960s, but a firm demolition date could not be determined. Excavation revealed the location of the railroad bed or siding bed, marked by cinder ballast on top of a prepared clayey sand bed, and demonstrated that the ties and rails had been removed. Track demolition probably occurred soon after the Chesapeake Beach Railway closed in April 1935, the rails and ties removed for resale to cover some of the company's debts. Excavation also documented an



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expansive cinder pavement on at least two sides of the station complex and a gravel layer on the west side of the station that may represent either a pavement or, perhaps more likely, a reported stone ballast pile that produced material for repair of the railroad bed. Shovel tests and excavation units indicate that the area had been graded in preparation for the railroad bed. Shovel tests and excavations indicate that the area had been graded in preparation for the railroad bed and the station. The station areas probably originally served as a staging area during the construction of an embankment and trestle over Lyons Creek.

Historic artifacts recovered during the course of the Phase II archeological testing of the Lyons Creek Station area included 4 activity items, 83 architectural artifacts, 1 clothing item, 99 kitchen-related artifacts, 2 personal artifacts, 1 arms item, and 74 miscellaneous objects. The activity items were a railroad spike, a piece of lantern chimney glass, and 2 iron wires. Architectural artifacts were approximately 22 brick fragments, 2 pieces of window glass, 5 cut nails, 50 wire nails, 3 staples, and a copper alloy wire fragment. The clothing object was a copper alloy grommet. Kitchen-related artifacts were 4 whiteware sherds, 1 porcelain sherd, 3 glass lid liners, 83 vessel glass fragments, 3 bottle fragments, 2 metal can seams, a flask base, a mammal bone and a bird bone. The personal items were possible lens glass fragments. The arms item was a .22 caliber shell and the miscellaneous objects were all unidentified iron fragments. In addition to these historic artifacts, a quartzite flake and 2 pieces of quartz shatter were recovered. These are likely incidental prehistoric finds.

The Phase II study demonstrated that the Phase I researchers had encountered features related to the railroad siding, not to the Lyons Creek Station itself. Archival research and informant interviews established the station's dates of operation, owners and operators, general construction details, and approximate date of demolition. The mapped limits of the Lyon's Creek Station and Warehouse (based on the mapping of the above-ground landscape), or Fischer's Station, lie outside of the ROW and would not be impacted by the highway construction.

It was determined that 18AN1167 might yield important information on the history of land development, transportation, and commerce in Southern Maryland during the period from 1870-1930. The State Highway administration was advised to preserve the site in place by establishing secure fencing around 18AN1167. The site should still be preserved and should be considered to have significant research potential. Site 18AN1168, likely replicates data that is well documented elsewhere.

## External Reference Codes (Library ID Numbers):

97000414, 97000411