



Phase II and Phase III Archaeological Database and Inventory

Site Number: 18BA398

Site Name: Martin State Airport Locus 2

Prehistoric

Other name(s) Locus Two, Historic 19-20th Century

Historic

Brief Description: Mid-19th to Mid-20th century farmstead

Unknown

Site Location and Environmental Data:

Maryland Archaeological Research Unit No. 7

SCS soil & sediment code EFA,KuB

Latitude 39.3156

Longitude -76.4125

Physiographic province Western Shore Coastal

Terrestrial site

Underwater site

Elevation m

Site slope 0-5%

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
- Coastal lowland

Ownership

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

Nearest Surface Water

Name (if any) Stansbury Creek

- | Saltwater | | Freshwater | |
|---|--|---------------------------------------|--------------------------------|
| Ocean <input type="checkbox"/> | Estuary/tidal river <input type="checkbox"/> | Stream/river <input type="checkbox"/> | Swamp <input type="checkbox"/> |
| Tidewater/marsh <input checked="" type="checkbox"/> | Lake or pond <input type="checkbox"/> | Spring <input type="checkbox"/> | |
| Minimum distance to water is 61 m | | | |

Temporal & Ethnic Contextual Data:

- Paleoindian site
- Archaic site
- Early archaic
- Middle archaic
- Late archaic
- Woodland site
- MD Adena
- Early woodland
- Mid. woodland
- Late woodland
- Unknown prehistoric context

- Contact period site
- ca. 1820 - 1860
- ca. 1630 - 1675
- ca. 1675 - 1720
- ca. 1720 - 1780
- ca. 1780 - 1820
- Unknown historic context
- Unknown context
- ca. 1820 - 1860
- ca. 1860 - 1900
- ca. 1900 - 1930
- Post 1930
- Y
- Y
- Y

Ethnic Associations (historic only)

- Native American
- African American
- Anglo-American
- Hispanic
- Asian American
- Unknown
- Other

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
 - 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

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

Historic Sherd Types		Ironstone		Staffordshire		Stoneware	
Earthenware		16					
Astbury	<input type="checkbox"/>	Jackfield	<input type="checkbox"/>	Tin Glazed	<input type="checkbox"/>	English Brown	<input type="checkbox"/>
Borderware	<input type="checkbox"/>	Mn Mottled	<input type="checkbox"/>	Whiteware	138	Eng Dry-bodied	<input type="checkbox"/>
Buckley	<input type="checkbox"/>	North Devon	<input type="checkbox"/>	Porcelain	5	Nottingham	<input type="checkbox"/>
Creamware	<input type="checkbox"/>	Pearlware	<input type="checkbox"/>			Rhenish	<input type="checkbox"/>
						Wt Salt-glazed	<input type="checkbox"/>

All quantities exact or estimated minimal counts

Other Artifact & Feature Types:

Prehistoric Artifacts		Other fired clay	
Flaked stone	4	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"/>
Midden	<input type="checkbox"/>
Shell midden	<input type="checkbox"/>
Postholes/molds	<input type="checkbox"/>
House pattern(s)	<input type="checkbox"/>
Palisade(s)	<input type="checkbox"/>
Hearth(s)	<input type="checkbox"/>
Lithic reduc area	<input type="checkbox"/>
Storage/trash pit	<input type="checkbox"/>
Burial(s)	<input type="checkbox"/>
Ossuary	<input type="checkbox"/>
Unknown	<input type="checkbox"/>
Other	<input type="checkbox"/>

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

Dated features present at site

Historic Artifacts		Tobacco related	
Pottery (all)	355	Activity item(s)	17
Glass (all)	1403	Human remain(s)	<input type="checkbox"/>
Architectural	2330	Faunal material	<input checked="" type="checkbox"/>
Furniture	1	Misc. kitchen	218
Arms	5	Floral material	<input type="checkbox"/>
Clothing	3	Misc.	691
Personal items	16	Other	<input type="checkbox"/>

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

Collection curated at MAC

Additional raw data may be available online

Summary Description:

Site 18BA398 is a historic 19th and 20th century domestic site located on the Martin State Airport property in Baltimore County, Maryland. The site is situated on a flat landscape that drops off in both directions to adjacent tributary creeks of Middle River. When the site was first examined by archeologists, it was covered by grasses, weeds, and a few willow trees. Earlier forest vegetation had been removed. The site was situated on poorly drained Lenoir-Belleville loams.

The site was first identified during the course of a Phase I survey conducted in 1989. The work was carried out at the behest of the Maryland State Aviation Administration. The Aviation Administration was proposing a significant expansion to the Martin State Airport, and Section 106 compliance was mandated to determine if archeologically or historically significant resources lay in the path of development. Plans at the airport called for runway and "clear zone" expansion, hangar construction, the planting of vegetative covering, and the creation of storm water retention basins.

Phase I work began with a walkover reconnaissance to assess all areas of the site for their archeological potential. Some areas of the property had been subjected to subsurface disturbance by grading and prior construction activities. Subsurface testing was conducted in areas which did not appear to be graded and had moderate to high archeological potential. In the area within which 18BA398 would ultimately be identified, shovel test pits (STPs) were excavated in transects spaced 61 m (200 ft) apart. A typical shovel test measured approximately 35.56 cm (14 in) in diameter and was dug sufficiently deep to encounter sterile subsoil or as deep as could be reached with a shovel (about 91 cm). All soil from the STPs was screened through hardware mesh and basic stratigraphy was recorded on standardized forms. A total of 58 STPs were excavated during the Phase I program carried out in late 1989.

Twelve of the STPs produced historic artifacts. Based on these findings, additional shovel testing at close intervals was carried out in 1990 as the final stage of the Phase I project. An additional 48 STPs were excavated at 4.57 m (15 ft) intervals in cardinal directions surrounding the original positive STPs. The concentration of historic artifacts identified as a result of this work was subsequently designated Site 18BA398.

A wide variety of artifacts were recovered from the site during Phase I work, indicating that the site may have been occupied as recently as the second half of the 20th century. This was based on automobile parts aluminum scraps, plastic toys, and other modern materials recovered. A number of other artifacts indicate that the site was occupied during the middle to late part of the 19th century, and perhaps as early as 1840. An 1850s map indicates a house in this general location.

Artifacts recovered during Phase I work include 358 architectural objects (268 miscellaneous building materials and 90 examples of hardware, including nails), 207 kitchen-related artifacts (including 56 ceramic sherds, 31 pieces of bottle glass, 18 shell fragments, and 2 animal bones), 11 personal items (including an 1859 Canadian penny), 2 tobacco-related artifacts (pipe stem fragments) 92 miscellaneous historic/modern objects (31 unidentified glass items and 61 unidentified objects), and 3 prehistoric artifacts. Based on these findings, Phase II testing was recommended if the site could not be avoided during development.

As part of the Phase I study, extensive archival research was warranted. Archival research supplemented the Phase I fieldwork and helped to place the site in some historical context. Prior to the 19th century, most of the region within which the site is located was farmland. The land surrounding the modern airport was subdivided, but always remained sparsely populated. A number of maps were made of the area during this period which aid in identifying the landowners and the locations of their dwellings. A house shown on an 1850 map of the county appears to have been in the right general vicinity, with an owner listed as B. Jones.

Around that time, development began to occur to the southwest of the airport site where the village of Middle River lay. The population increased gradually and most of the settlement occurred along both sides of the railroad track for the Philadelphia, Wilmington, and Baltimore Railroad. During the 1830s, three companies had been able to get the necessary property rights for laying down the railroad tracks. In 1838, the railroad tracks were completed with an investment of \$2,250,000, offering a direct route to the northeast for the inhabitants of the region. By 1850, it offered a daily service of 61 trains. The stations maintained were at Bayview, Stemmer's Run, Middle River, Chase, and Harewood. As most of the outlying area was farmland, there was only one spur built for industry. That was at Stemmer's Run, where the Locust Grove Iron Furnace operated.

At the close of the 19th century, Middle River was developing into a vacation resort. There were two convenient ways to reach this area from the city of Baltimore. One was to take Eastern Avenue, or the "shell road" as it was popularly called (because of its oyster shell surface), and the other was to take the electric train which went to Sparrow's Point and Middle River. A small road leads off of Eastern Avenue toward the site. A house belonging to Mortina and Wentz is shown along the road on an 1877 map. This house may be a little further downstream in relation to the one depicted in the 1850 map. In an 1898 atlas, J.B. Wentz is listed as the occupant of the house. By 1915, there is a new occupant, W.E. Wilburn. A total of 5 structures are indicated on a 1915 topographic map.

At the turn of the century, there were only 25 homes in the town of Middle River, with only around 100 residents who lived there year-round. The population increased in the summers when vacationers came to stay in rented or personally owned cottages located on the waterfront. In addition, a great number of yachting and hunting clubs had been built in the area. This tourist trade brought significant money into the community.

Approximately 30 years later, the established character of Middle River was profoundly changed by a man living in a distant state. Glenn L. Martin, a young engineer, finished his first airplane and learned how to fly it in 1909. In 1929, Martin sent W.A. Crenning, an Ohio native, to the Middle River area in order to buy a piece of property suitable for an airplane factory to be called "The Martin Company". Crenning purchased a 1,260 acre parcel in Middle River, which included the site.

The first buildings of the airplane factory were completed in 1929 and had a total of 278,000 square feet of factory space. This new industry had a dramatic effect on the town. Planes built there for the military (BM-2 Dive Bombers, PM-1 Navy Patrol Flying Boats, and the B-10 Bomber) earned the town a new sobriquet as "Aircraft Center of the East". Most of the local community was employed by the Martin Company and many outsiders re-located to Middle River at this time.



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Unknown

The population increased dramatically and it was necessary to develop facilities to accommodate the newcomers. Housing was very limited and the Martin Company responded by building housing complexes for their employees. The Federal government did the same, since it was in their interest that production continue at full speed with three shifts of workers every day. Private investors also built housing structures in order to capitalize on the company's success. The factory brought new prosperity to the town, enough so that the depression years had little effect. The demand for airplanes during World War II kept production at peak levels. At this time there were 53,000 employees. Once the war was over, however, production declined and resulted in widespread unemployment. In 1950, the labor force was down to 7,000 and by 1977 there were only 800 employees.

The Phase II study was finally carried out in 1998, when it became clear that development plans required a storm water management pond in the precise location of 18BA398. Since the site had been identified as potentially eligible to the National Register of Historic Places, Phase II investigations were necessary to determine if the adverse effects to the site would require avoidance or mitigation measures.

Phase II field investigations began with a reconstruction of the 1989 Phase I grid. Initial excavation consisted of 14 STPs placed in the western portion of the site, and four STPs placed in the northeastern portion of the site. The western STPs covered a portion of the site not tested during the Phase I project, while the others were situated to establish a more accurate northern site boundary. All STPs were excavated according to natural soil strata, with fill soils excavated as single units if possible. All excavated soils were screened through hardware mesh with cultural materials collected. Only representative samples of coal, brick, and some large building materials were retained.

The excavation data from these supplemental STPs was combined with mapped data from the Phase I project in order to choose appropriate test unit locations. Test Unit locations targeted areas of dense artifact concentration which included more than one functional class of materials. Domestic materials and ceramic concentrations were considered especially likely to provide useful information.

The STPs revealed that the western portion of the site was covered with a thick layer of fill and rock rubble ranging from 30 to 65 cm in depth. Based on these findings, test unit strata had to be subdivided into 10 cm arbitrary levels during excavation of these thick fill deposits. Otherwise, test unit excavation proceeded by natural levels. A total of seven 1 X 1 m test units were excavated with soils screened through hardware cloth. Features within test units were excavated fully or left completely intact.

Phase II field investigations confirmed the presence of archaeological deposits associated with the mid 19th through 20th century use of the site. Investigation of these deposits indicates that they are located in a single layer immediately beneath the grass cover, and appear to be mixed throughout the 100 plus years of occupation. The test unit excavated in the southeastern portion of the site revealed that this area was basically marsh and probably never occupied (no artifacts were recovered). The evidence from the western portions of the site clearly demonstrates extensive grading and filling activities, including a feature consisting of a bulldozer track preserved under fill. A stone foundation located in one of the test units, augmented by later concrete additions was determined to be the remains of the domestic structure occupied at the site.

Detailed artifact descriptions from the STPs are not provided in the full site report, but general categories are described. A total of 31 architectural artifacts were recovered along with 18 kitchen-related artifacts, 1 personal artifact, and 10 modern or miscellaneous objects. Much more detailed information is available for the test unit excavations. Artifacts recovered from the 6 positive 1 X 1 m test units and excavated features include 17 activity items, 1,941 architectural artifacts, 3 clothing objects, 1 furniture item, 598 kitchen-related artifacts, 4 personal items, 3 tobacco-related objects, 5 arms objects, 589 miscellaneous historic or modern items, and 1 prehistoric object (a quartz flake). The activity items were a rubber toy truck wheel, 3 pencil lead fragments, 3 spark plug caps, and 10 piece of terra cotta pottery (likely flower pot). Architectural artifacts were 1,104 pieces of window glass, 618 fragments of brick, 45 floor tiles, 44 asphalt/tar shingle pieces, 44 pieces of iron hardware (including cut, wire, and unidentified nails), and 86 other architectural objects. The clothing items were all buttons; one of milk glass, one brass, and 1 Bakelite or plastic. The furniture item was a handle or pull. The kitchen assemblage consisted of 282 ceramic sherds (1 coarse earthenware, 3 whiteware, 13 refined earthenware, 1 semi-porcelain, 5 porcelain, 16 ironstone, 138 whiteware, 48 yellowware, 3 Rockingham, 38 redware, 15 miscellaneous stoneware, and 1 unidentified ceramic), 236 pieces of kitchen glass, a canning jar screw lid, 18 animal bones, 40 oyster shell fragments, and 21 other objects. The personal objects include a glass and rubber medicine dropper, a 1909 penny, an iron knife handle, and a jewelry part. The tobacco-related artifacts were 3 kaolin pipe fragments. Arms objects include 3 brass rifle cartridges, a shotgun shell, and 1 other object. The miscellaneous items were 258 pieces of unidentifiable metal, a green glass lump, 37 modern items, 279 pieces of coal/slag/clinkers, a snail shell, and 13 unidentified objects.

All information from the site indicates that the site represents usage from the middle of the 19th century through the middle of the 20th century, as represented in some foundations and one intact but mixed artifact bearing layer just beneath the sod. This site is not very unusual, and is representative of any number of recently torn-down mid-19th century sites, as well as still standing 19th century buildings with associated artifact layers in their yards. All such sites would have equal potential to answer questions of rural life in Baltimore County from the 19th century to present. The site does not show particular potential to provide important information on Maryland history. The information gathered, analyzed, and reported during Phase II work more than adequately addresses any importance this site might contribute. The site was largely destroyed following Phase II work, by the subsequent construction of the aforementioned storm water management pond(s).

External Reference Codes (Library ID Numbers):

00005474, 00007056