Phase II and Phase III Archaeological Database and Inventory

MARYLAND HISTORICAL TRUST

Site Number: 18HO35 **Site Name:** B&O Round Table at Ellicott C.

Other name(s)

Prehistoric ☐ Historic ☑ Unknown ☐

Brief Description: 19th century railroad station roundtable

Site Location and Environmental Data:

Latitude 39.2743 Longitude -76.7891

Elevation 48 m Site slope 0%

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

Maryland Archaeological Research Unit No. 14 SCS soil & sediment code Mo

Physiographic province Eastern Piedmont Terrestrial site ☑ Underwater site ☐

Ethnobotany profile available ☐ Maritime site ☐

Topography

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

Ownership

Private	☑
Federal	☐
State of MD	☐
Regional/ county/city	☐
Unknown	☐

Nearest Surface Water

Name (if any) Patapsco River

Saltwater		Freshwater	
Ocean	☐	Stream/river	☑
Estuary/tidal river	☐	Swamp	☐
Tidewater/marsh	☐	Lake or pond	☐
		Spring	☐

Minimum distance to water is 16 m

Temporal & Ethnic Contextual Data:

Paleoindian site		Woodland site		Contact period site		ca. 1820 - 1860	P
Archaic site		MD Adena		ca. 1630 - 1675		ca. 1860 - 1900	P
Early archaic		Early woodland		ca. 1675 - 1720		ca. 1900 - 1930	
MIddle archaic		Mid. woodland		ca. 1720 - 1780		Post 1930	
Late archaic		Late woodland		ca. 1780 - 1820			

Unknown prehistoric context ☐ Unknown historic context ☐ Unknown context ☐

Ethnic Associations (historic only)

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

Y=Confirmed, P=Possible

Site Function Contextual Data:

Prehistoric

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

Other context ☐

Historic

Urban/Rural? Urban

Domestic	☐	Furnace/forge	☐	**Military**	☐	Post-in-ground	☐
Homestead	☐	Other	☐	Battlefield	☐	Frame-built	☐
Farmstead	☐	**Transportation**	☑	Fortification	☐	Masonry	☑
Mansion	☐	Canal-related	☐	Encampment	☐	Other structure	☐
Plantation	☐	Road/railroad	☑	**Townsite**	☐	**Slave related**	☐
Row/townhome	☐	Wharf/landing	☐	**Religious**	☐	**Non-domestic agri**	☐
Cellar	☐	Maritime-related	☐	Church/mtg house	☐	**Recreational**	☐
Privy	☐	Bridge	☐	Ch support bldg	☐	**Midden/dump**	☐
Industrial	☐	Ford	☐	**Burial area**	☐	**Artifact scatter**	☐
Mining-related	☐	**Educational**	☐	Cemetery	☐	**Spring or well**	☐
Quarry-related	☐	**Commercial**	☐	Sepulchre	☐	**Unknown**	☐
Mill	☐	Trading post	☐	Isolated burial	☐	**Other context**	☐
Black/metalsmith	☐	Store	☐	**Bldg or foundation**	☑		
		Tavern/inn	☐	Possible Structure	☐		

Interpretive Sampling Data:

Prehistoric context samples		Soil samples taken	
Flotation samples taken		Other samples taken	

Historic context samples		Soil samples taken	N
Flotation samples taken	N	Other samples taken	

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Diagnostic Artifact Data:

Projectile Point Types

Clovis		Koens-Crispin	
Hardaway-Dalton		Perkiomen	
Palmer		Susquehana	
Kirk (notch)		Vernon	
Kirk (stem)		Piscataway	
Le Croy		Calvert	
Morrow Mntn		Selby Bay	
Guilford		Jacks Rf (notch)	
Brewerton		Jacks Rf (pent)	
Otter Creek		Madison/Potomac	
		Levanna	

All quantities exact or estimated minimal counts

Prehistoric Sherd Types

Marcey Creek		Popes Creek		Shepard		Keyser	
Dames Qtr		Coulbourn		Townsend		Yeocomico	
Selden Island		Watson		Minguannan		Monongahela	
Accokeek		Mockley		Sullivan Cove		Susquehannock	
Wolfe Neck		Clemson Island		Shenks Ferry			
Vinette		Page		Moyaone			
				Potomac Crk			

Historic Sherd Types

Earthenware		Ironstone		Staffordshire	
Astbury		Jackfield		Tin Glazed	
Borderware		Mn Mottled		Whiteware	
Buckley		North Devon		**Porcelain**	
Creamware		Pearlware			
Stoneware					
English Brown					
Eng Dry-bodied					
Nottingham					
Rhenish					
Wt Salt-glazed					

Other Artifact & Feature Types:

Prehistoric Artifacts

Flaked stone		Other fired clay	
Ground stone		Human remain(s)	☐
Stone bowls		Modified faunal	
Fire-cracked rock		Unmod faunal	
Other lithics (all)		Oyster shell	☐
Ceramics (all)		Floral material	☐
Rimsherds		Uncommon Obj.	
		Other ☐	

Prehistoric Features

Mound(s)		Storage/trash pit	☐
Midden	☐	Burial(s)	☐
Shell midden	☐	Ossuary	☐
Postholes/molds	☐	Unknown	☐
House pattern(s)	☐	Other	☐
Palisade(s)	☐		
Hearth(s)	☐		
Lithic reduc area	☐		

Lithic Material

Fer quartzite	☐	Sil sandstone	☐		
Jasper	☐	Chalcedony	☐	European flint	☐
Chert	☐	Ironstone	☐	Basalt	☐
Rhyolite	☐	Argilite	☐	Unknown	☐
Quartz	☐	Steatite	☐	Other	☐
Quartzite	☐	Sandstone	☐		

☑ **Dated features present at site**

19th century railroad turntable

Historic Artifacts

Pottery (all)	10	Tobacco related	2
Glass (all)	10	Activity item(s)	
Architectural	10	Human remain(s)	☐
Furniture		Faunal material	☐
Arms		Misc. kitchen	
Clothing		Floral material	☐
Personal items		Misc.	10
		Other ☐	

Historic Features

Const feature	☐	Privy/outhouse	☐	Depression/mound	☐
Foundation	☑	Well/cistern	☐	Burial(s)	☐
Cellar hole/cellar	☐	Trash pit/dump	☐	Railroad bed	☐
Hearth/chimney	☐	Sheet midden	☐	Earthworks	☐
Postholes/molds	☐	Planting feature	☐	Mill raceway	☐
Paling ditch/fence	☐	Road/walkway	☐	Wheel pit	☐
				Unknown	☐
				Other	☑

turntable apparatus, cobble floor

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

☐ Additional raw data may be available online

Summary Description:

Site 18HO35 consists of the archeological remains associated with the Baltimore and Ohio Railroad (B&O) roundtable facility at Ellicott City in Howard County. The site is situated adjacent to the southern end of the Ellicott City Railroad Station (now the Ellicott City B&O Railroad Station Museum) on the west bank of the Patapsco River. Soils at the site are primarily Manor-Bannertown sandy loams.

The Ellicott City Station, the oldest surviving passenger railroad station in the United States, was the first terminus of America's first railroad. The B&O, the first chartered railroad in the United States, was conceived as a trade route from the east coast to the Ohio Valley. A spiritual child of Albert Gallatin's vision of a North America interconnected by roads and canals, the railroad was as well a product of local interest, inspired by the necessity of competing with the Erie Canal and the Chesapeake and Ohio Canal for a share of the western trade.

The formation of the Baltimore & Ohio Railroad Company was Baltimore's response to its exclusion from participation in the construction of the newly conceived Chesapeake and Ohio (C&O) Canal, which was to be constructed in the Potomac River valley. The C&O, widely regarded as Maryland's best response to the opening of the Erie Canal would naturally siphon off a share of the trade currently coming into Baltimore via the National Road. From the vantage point of the merchants at Ellicott's Mills, the prospect of a canal along the Potomac threatened to isolate the town that had, up to that time, thrived by routing transport and trade through its center. The possibility of building a connecting canal to the C&O was dismissed as too costly. Rather than constructing a competing canal in the Patapsco River valley, the merchant community, after hearing a presentation on the success of railways in England and Wales, opted to implement this innovative strategy in the United States. The Patapsco Valley, having the most suitable grade for this construction, became the setting for the first segment of the original main line of the B&O. Interestingly, the B&O Railroad and the C&O Canal companies both broke ground on July 4th, 1828. President John Quincy Adams turned the first spade of earth for the C&O, while Charles Carroll of Carrollton (one of the railroad's most prominent investors and directors) did similar honors on behalf of the B&O.

Ellicott City, then known as the town of Ellicott's Mills, was for a time the end of the B&O's rail line, pending further construction westward from that point. The Ellicott City station occupies land deeded to the B&O by George, Samuel, Andrew, and John Ellicott in 1830. Annual reports of the B&O show that the station was a stone building designed to receive produce and that the building incorporated a car house and offices. The 1831 annual report shows that construction was underway, and the 1832 annual report shows that construction had been completed.

B&O documentation shows that the railroad had intended from the outset to build a depot at Ellicott's Mills. Track had been laid through the town in 1828-1829. Design plans for the line drafted prior to the laying of the tracks show proposed depots at Point of Rocks and at Ellicott's Mills. This location was suitable for a number of reasons. A stage line to Frederick already passed through this community. In addition, stone quarries nearby were a ready source of quality raw materials for railroad bridges and viaducts, and even for a segment of the rail bed south of the town. Granite was so cheap and so plentiful that the B&O laid its tracks on stone blocks and wood stringers for just over 5 miles south of Ellicott's Mills. The foundry at the mills produced tools, nails, and other metal goods for us by the railroad. The Ellicotts' donation of land for the depot thus secured a great deal of business for the Ellicott's Mills in general, and was certainly and astute business decision.

The Ellicott's Mills depot initially was intended to serve as an equipment storehouse, a repair facility, and a temporary headquarters for the B&O's Superintendent of Construction, as well as a freight area for the short-term storage of produce. Lithographs of the station during this period show two large doors on the south end of the building. Although the B&O began conducting public relations excursions to Ellicott's Mills in 1830, the depot was not initially designed to accommodate passengers. The B&O was planned as a commercial route to secure a portion of the western trade, and the company's officers did not anticipate a demand for passenger service. The railroad responded to this demand by arranging to accommodate waiting passengers at the Patapsco Hotel.

By 1847, steam engines had grown to a size that was too large for the car house at Eillicott's Mills. Also, by that time, repair facilities were available at Baltimore, Frederick, Harper's Ferry, Cumberland, and Washington. By the middle of the 19th century, then, there was no longer a need to effect repairs at Ellicott's Mills. Furthermore, engines en route to Baltimore or to points farther west did not need to be turned at Ellicott City. But, during the 1840s and 1850s the station began to book more passenger service. During these years, the Ellicott Mills station handled approximately 20% of the railroad's eastbound passenger traffic. The station was finally refitted for passenger accommodations in 1856-1857. The doors in the southern end of the station were removed and windows were installed as part of this refitting.

The freight warehouse now standing to the south of the turntable was constructed in 1885, and other changes to the station were made between 1885 and 1895. The track beds at the station have also been ballasted and realigned several times over the years, resulting in the gradual elevation of the rail bed as succeeding generations of ties and rails were laid above the previous track beds. The ground floor of the station house, in fact, incorporates several superimposed layers of flooring, installed to keep the station floor level with the tracks.

In 1863, the B&O installed a "turnabout" or turntable, an experimental turning system, at the Ellicott City Station. Little specific documentation regarding the size and configuration of this particular turntable has been located. In general a turntable consisted of a rotating bridge and track extending over a circular pit. Designed to occupy a minimum amount of space in the station yard, turntables were used to efficiently direct rolling stock (engines and train cars) from one section of track to another, to reverse the direction of a locomotive for a return trip from the terminus , or to conduct engines into a roundhouse or other structure for maintenance and repair. The turntable's most important function during its 19th century heyday was to provide an efficient means of orienting the engine in a forward direction. Although steam locomotives could run in reverse when necessary, they were primarily designed to move forward. Therefore, to maintain efficiency and control fuel costs, it was necessary to physically turn the engine for its return trip. Although the construction and operation of a turntable required more maintenance than wyes or spurs, and although they incurred the risk of occasional breakdowns, they quickly came to be regarded as a necessity at railroad terminals where traffic moved in heavy volume, or where space was restricted. By the early 19th century, turntables were commonplace elements of English railways and so it was only natural that they would be essential infrastructure components of the early American rail lines.

Turntable designs may be classified into three major types: center-balanced, center hinged (or articulated), and continuous girder (or three-point) design. The center-balanced design was the earliest and would have been used at Ellicott City. The design for the articulated turntable was not patented until 1894, and the design for the continuous girder turntable was developed in 1896. These later 19th century designs allowed builders to install smaller, more streamlined

center pivots and pilings within shallower turntable pits. Only the center-balanced form used at Ellicott's Mills will be described below.

The elements of the center-balanced turntable are a single center pivot and a circular rail mounted beneath the turntable surface, both within a circular pit. During rotation, the weight of the turntable and engine are borne almost entirely by the massive center pivot. At the outer edge of the pit's interior, flangeless wheels rest on the circular rail. The wheels and rail perform two corrective functions: they help prevent the turntable from tipping excessively when the train enters and leaved the table, and they bear a minimal portion of the weight of the turntable and locomotive during rotation, compensating for less than perfect balance. The metal center pin, which rested atop the center pivot, was threaded and screwed into a metal collar. The height of the table could be adjusted by rotating the collar to compensate for settling. A properly balanced turntable could be rotated by humans (using push poles) or animals with minimal effort.

Turntables were either constructed as through-type platforms or as decks. The through-type platform design incorporated a bridge-like superstructure on the surface of the table to support part of the weight. The deck design, which became increasingly popular as the 19th century progressed, required the supporting structure of the table to be completely beneath the surface. Deck designs necessitated the excavation of deeper pits.

Below ground, the interior of the pit consisted of a massive array of pilings to support the center pivot, an interior lining to help stabilize the pit walls, and a drainage system to prevent settling. Center pivots were initially supported on large pilings, generally sunk to bedrock. At Ellicott City, the center pivot rested on a piling composed of mortared granite blocks. These pits were originally lined with earth, then later with timber and eventually with steel. At Ellicott City, the turntable was lined with granite (again, which was available locally at low cost), and the inner circular rail rested on a granite track wall. Finally, a drainage system was necessary to minimize the likelihood of a turntable settling. Excavation demonstrate that at Ellicott City, drainage was furnished by a floor of granite cobbles set in permeable sand over a bed of recycled ash. The subsoil below this ash layer is also a well-drained silty sand.

The turntable is known to have been in place by 1863, but there is persistent speculation that an earlier turntable was installed when the station was originally constructed in the 1830s. This earlier turntable, if it existed, would have been considerably smaller than the 50 foot (15.24 m) diameter turntable pit present today. The earlier turntable would have been designed to accommodate the early "grasshopper" style engines, which had a wheel span of less than 3 meters (10 ft). In his 1836 Appeal to the Legislature of the State of Maryland, the inventor James Stimpson accuses the management of the B&O railroad of using a number of his inventions without compensation or credit, one of which was an improved pivoting turntable. It is clear from the text of Stimpson's appeal that several of his inventions were being tested at Ellicott's Mills between 1830 and 1836, but the text does not reveal if the disputed turntable is being used at Ellicott City or elsewhere on the line. Intensive documentary research suggests that no turntable was present until 1863. No turntable is illustrated on a detailed 1860 map of Ellicott City, nor does it appear on earlier cartographic images of Ellicott's Mills. A turntable does, however begin appearing on maps in the 1870s.

The first known archeological work at the site occurred in 1974 under the auspices of the Catonsville Community College (CCC). At that time, a number of historic preservation groups, including Historic Ellicott City, were working towards the restoration of the B&O station. The notes and records of this effort, maintained in the files of the Maryland Historical Trust, chronicle first and foremost an ongoing effort to acquire and develop the station as a museum and tourist attraction. Embedded in this process, however, is a deeper realization of the station's historical importance as well as its local historical significance. The first archeology at the Ellicott City turntable took place in this optimistic social climate.

The interior of the Ellicott City turntable was excavated during the summer and early fall of 1974. The effort was led by R. Pennington Smith, an instructor in physical anthropology at CCC who had led several previous archeological digs as part of the college's anthropology curriculum. Smith was assisted by Reynolds J. Horpel, a high school teacher who had collaborated with Smith on some of his earlier excavations.

The surviving records of the excavations include an interim field report filed with the MHT in July of 1974, and photographs of the excavation in progress. Some of the artifacts recovered during 1974 were retained by the Ellicott City B&O Museum. The bulk of the collection and noted from the 1970s have not been located and, unfortunately, both Smith and Horpel have since passed away.

The text of the preliminary report indicates that the 1974 excavations took place as a summer seminar. The seminar began on June 15th, 1974, with a field view, a discussion of project goals, and a preliminary strategy discussion. A site grid was laid out on June 22nd, and excavation began shortly thereafter. The work was apparently still in progress when Smith drafted his preliminary field report on July 18th. The second session began on August 24th, 1974 and concluded on October 26th of that year.

The field crew laid out a 1.524 m (5 ft) square grid, oriented to the cardinal points of the compass. In order to prepare for grid construction, students cleared weeds and surface collected the study area. The crew began by excavating a series of 1.524 m squares in the southwest quadrant of the turntable. A plan map depicts these units as "preliminary excavations". Provenience data transcribed from the existing 1974 artifact bags indicate that the field crew used 15 cm (6 in) arbitrary levels. The report indicates that the preliminary excavations sampled a mixture of cinder, ash, and clinkers, in sand and clay fill. The report notes the presence of hand-forged nails as well as red clay fire-bricks scattered within the fill throughout the site and not concentrated in any way.

After two weeks of excavation, Smith obtained a backhoe on loan from Howard County, and cut two trenches through the turntable fill, in the northwest quadrant of the site. On July 11th, 1974, a backhoe trench was cut from the northernmost edge of the turntable pit to the approximate center of the turntable. Smith's backhoe trenching uncovered "iron ingots…and large bolts and nuts" in a matrix of "reddish organic loam" at a depth of 1.21 m (4 ft). Underlying this stratum was a large wooden beam measuring 30.5 cm X 30.5 cm (1 ft X 1 ft). The beam was in a poor state of preservation and was kept moist. At 1.8 meters (6 ft), the backhoe trench encountered "two large sections of wooden beam with bolts and braces which were removed intact". Both were soaked and wrapped in plastic. Other artifacts recovered from the backhoe trench included redware, creamware, a pipe made of glazed clay, and "numerous iron fittings, spikes, nails and braces". Unfortunately, no information currently has been located on the stratigraphic position of any of these materials.

The floor of the turntable was exposed at a depth of 2.3 m (7.5 ft) beneath the surface of the fill. This surface was described as a cobbled floor, with the cobbles set in sand or rotted sand mortar. The 'sand' was flecked with numerous shards of blue-green tinted and white glass ranging in size from 0.3-5.1 cm. Lantern chimneys, window glass, bottle glass, and glass insulators were represented.

The backhoe trenching continued on July 12th, 1974 revealing what was describes as "possible timber crib work" at the center of the turntable. An assortment of iron artifacts was retrieved from a matrix of ashes and clay. A felt derby of bowler hat was also recovered, compressed and preserved by the cool damp ashes and clay. However, a Mr. Edward Williams, the current Director of the Railroad Museum related that this hat had been planted and was not actually part of the site assemblage. The backhoe trenches also revealed the inner track wall. Grooves were noted in the surface of the track wall and it was hypothesized

that the grooves indicated the presence of a wheel or support which rested or rolled on it.

On July 13th, the crew apparently descended into the trenches and cleaned to the surface of the cobblestone floor. The top of the turntable's center pivot support was exposed during the cleaning. This feature is described as, "a 4 ft X 4 ft stone block, rising some four inches above the cobbled floor and indented centrally with a 'rounded' square about ½ inches deep and 1 foot on each side. The surface of this indentation was pocked with corroded iron bolt stubs and remnants of two fittings (iron) about 4 feet tall, and apparently used to attach the turntable to this fixed base". These iron fittings were left in situ until more of the fill could be removed and their relationship to the larger structure could be determined.

On July 17th, 1974 power equipment was brought back to the site to clear fill from the southwestern quadrant of the turntable. The fill matrix of ash, clinkers, and sandy coil in this part of the pit was too poorly consolidated to allow the crew inside the turntable. Material removed from the bottom of the excavation in this quadrant included kaolin pipe stems, iron spikes, braces, bolts, and a large wooden beam. The beam abutted the support block of the center pin and extended from it in a southwesterly direction. This beam was studded with bolts and braces and numerous corroded iron nodules of unknown function. Pipe stems, sherds, and iron fittings from this fill date to roughly the 1820s-1830s. The interim report also mentions one sawn bone fragment which probably came from a ham. A likely oil or grease storage tank was also encountered on the extreme southern edge of the circle.

On July 18th, Howard County supplied a Gradall to clear ash and clinkers from the northwest quadrant of the pit. This bank of fill could not be reached using the backhoe, and was apparently too tough to clear by hand. This material, underlaying a previously removed moist layer, had hardened to the consistency of concrete. Underlying this material at the same level as the previously identified ledge, a section of curved rail was encountered, fitted with brackets for bolts and aligned perfectly with the groove found earlier on this ledge.

Numerous ceramic sherds were recovered from this quadrant of the turntable. The recovered ceramics included the remains of a square-necked stoneware jug (ca. 1850), and a ca. 1830 ceramic pitcher. Examples of blown glass bottles and decanters were also recovered. This quadrant yielded virtually no iron artifacts other than the section of rail recovered from the inner ledge. A section view drawn on July 18th, when excavations were suspended, shows that the crew had cleared to the base of the cobblestone floor in the western half of the turntable pit. The excavation extended slightly into the eastern half of the pit, sufficient to expose the top stone of the center picot support.

The CCC's second field session at 18HO35 began at the end of August 1974. A short article in the Howard County News for September 26th, 1974 observed that excavation was in progress and would continue into the fall. During this session, the fill left in place at the end of the first session was removed. Photos of the excavation in progress show that this work proceeded eastward to approximately the location now occupied by a walkway across the easternmost edge of the turntable pit.

CCC archeologists also pried up the cobblestone floor, and began to excavate beneath the floor in several places. Photos of the excavation in progress show excavation units proceeding through the cobblestone floor along the northern edge of the track wall, and at the northern and western sides of the center pivot brace. Additionally, the photos show that the eastern side of the turntable pits had apparently been cleared below the level of the cobblestone floor.

Mr. Andrew Cascio (a historic preservation consultant in the employ of Historic Ellicott City, Inc.) was present at the site during the second CCC session and reported in 1997 that nearly all archeological deposits and features of interest at the site were removed in 1974. His recollections appear to be corroborated by the photographic evidence. Mr. Cascio also asserted that the excavations around the center pivot were more extensive than portrayed in the available photographs. According to Mr. Cascio, one of the final goals of the Fall 1974 excavation was to located the bottom of the pier that supported the center pin. Mr. Cascio stated that he had to order one particularly enthusiastic archeologist out of an un-shored trench that had penetrated to a depth of approximately 1.8 m (6 ft) below the surface.

Additional excavations were not carried out at 18HO35 until 1997. The work was conducted on behalf of the Howard County Department of Public Works which was planning for the restoration and rehabilitation of the roundtable as part of the larger effort to restore the B&O depot to its original appearance. The effort would include the partial reconstruction of the turntable's cobblestone floor and the construction of a retaining wall along the eastern side of the turntable, abutting the walkway that passed over the easternmost side of the structure. The work was conducted in compliance with Section 106 of the National Historic Preservation Act due to the public funding of the work.

During late April and early May of 1997, archeologists excavated two trenches (each measuring 2.5 X 1 m), into the interior fill of the turntable pit. Excavations proceeded through the soil in arbitrary 10 cm levels, within natural or cultural levels. The composition, color, texture, and inclusion of each level were recorded using standardized methods and nomenclature. Excavated soils were sifted through hardware cloth to standardize conditions for artifact recovery. Representative profile sections of the trench walls were drawn and photographed in black-and-white and in color.

Trench 1 exposed the southern edge of an intact remnant of the cobblestone floor, and also exposed a small portion of the circular builder's trench that was excavated to seat the pit's track wall. The granite cobbles were set in a layer of loose sand, overlying a bed of recycled coal ash and sand that was installed during construction to support the floor. The coal ash layer contains 19th century soft-paste whitewares and redwares that predate the construction of the turntable floor.

Probing was conducted in the northwestern quadrant of the turntable, in the vicinity of the cobblestone floor to determine the approximate boundaries of said floor. A small test pit measuring 50 X 50 cm was then excavated to expose the remains of the cobblestone floor. The intact remains of the floor were encountered at a depth of 18 cm below the surface. Immediately above the stone floor in this test pit was a thin layer of black silt and coal ash containing brown embossed bottle glass.

Trench 2 was excavated immediately south of the center pivot, and was positioned to expose the southwestern corner of the pivot and the piling beneath the pivot. These excavations penetrated through over 1 meter of reworked fill containing a mixture of 19th and 20th century materials.

The 1997 researchers also took auger soundings into a pile of backfill that stood in the eastern half of the turntable pit and rose diagonally to the base of a wooden fence that cordoned off the aforementioned walkway. Auger soundings were taken with a vertical bucket auger, commencing at the base of the fill pile and continuing upwards to within the base of a fence that sets off the turntable pit from the walkway crossing its easternmost extent. The fill pile was initially sampled at 1 m intervals, except for (in two cases) where the auger's progress was impeded by obstruction. The cores taken at this interval uniformly showed three episodes of fill. Because of the uniformity of the results, and because photographic evidence showed that the fill pile had been introduced into the

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Other name(s)

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turntable pit after the conclusion of the 1974 excavations, this coring procedure was discontinued.

No summary table of the artifact types recovered during the 1997 excavations is provided in the full site report.

Based on these findings, the 1997 research team suggested that the restoration of the turntable 1) avoid further impacting the intact remnant of cobblestone flooring in the northwestern quadrant of the turntable and 2) that the removal of the fill in the eastern half of the turntable pit be monitored by a qualified archeologist in case intact deposits or stratigraphic profiles were preserved beneath this post 1970s-era fill. The remainder of the turntable appears to have been excavated to a level beneath the cobblestone floor and its bedding. The site is unlikely to yield additional useful archeological information.

External Reference Codes (Library ID Numbers):

00005892