

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

1990 Ebright, C.A.
Archeological Testing at the Romsburg Site, Allegany County, Maryland.
Submitted to the Maryland State Highway Administration
Library ID No: 00000081 Catalog/Shelving ID: AG 25

Research Firm/Institution:

Maryland Historical Trust
Shaw House, 21 State Circle
Annapolis, MD 21401

Sites examined:

18AG183

Project Details:

Phase I

Phase II

Phase III

Project Justification:

This project was undertaken because major portions of the Romsburg site (18AG183) lie within the right-of-way of an alignment corridor that was proposed for re-routing and improvement to the National Freeway (now I-68). Construction of the new alignment and approach for the bridge over Town Creek will result in the destruction of the site. In addition, the former Gilpin Tannery manager's house (on the MIHP) was located nearby and it was thought that the remains of the tannery itself may have been within the same right-of-way.

MAC Accession: 1987.001, 1993.049

Project Objectives:

-Determine basic site parameters, including horizontal boundaries and the vertical extent of deposits.

-Determine the presence or absence of intact sub-plowzone prehistoric or historic deposits and features to assess site significance (in terms of National Register of Historic Places criteria).

-Determine the number and type of components present and their distribution within the site area.

-Verify the presence or absence of the Gilpin Tannery or related operations on the Romsburg site and establish the basic data about this industry.

Research Potential:

Results of testing indicate that the Gilpin Tannery (18AG183) is not present at the site and it was subsequently identified south of the property. The site itself seems to be a very shallow prehistoric site of Middle-Late Archaic occupation. The excavation work indicates that the overwhelming majority of prehistoric artifactual material is confined to the plowzone. The very low prehistoric artifact density, combined with the general lack of intact subsoil deposits indicates that this site has little potential to yield additional important information. Much of the southern portion of the site (at the least) would have been destroyed by highway construction.