

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Old National Pike Milestone 52 Inventory Number: F-4-073
 Address: Situated in sidewalk just east of 713 E. Main Street Historic district: yes no
 City: Middletown Zip Code: 21769 County: Frederick
 USGS Quadrangle(s): Middletown
 Property Owner: Maryland State Highway Administration Tax Account ID Number:
 Tax Map Parcel Number(s): Tax Map Number:
 Project: Middletown Urban Reconstruction Agency: Maryland State Highway Administration
 Agency Prepared By: Consultant for MD SHA
 Preparer's Name: Jon Schmidt Date Prepared: 07/24/2015

Documentation is presented in: MIHP Form
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:
 Inventory Number: Eligible: yes Listed: yes

Site visit by MHT Staff: yes no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

A description and contextual history of Milestone 52 is provided in MIHP form F-4-073.

Milestone 52 is among the Old National Pike Milestones that were listed in the National Register of Historic Places on March 27, 1975. This listing includes all milestones located by Edwin Darby Nye during a roadside survey conducted in 1973.

Milestone 52 was historically associated with the Baltimore and Fredericktown Turnpike, part of a historically significant trend of building privately-funded turnpikes during the early nineteenth century. The Baltimore and Fredericktown Turnpike was the most prominent of these roads. However, Milestone 52 is one of four concrete replacement milestones that were installed between 1968 and 1973 by the State Roads Commission at a time when the road was a public transportation facility. The location of the original milestone is unknown. This means at the time Milestone 52 was listed in the National Register of Historic Places, it was less than 5 years of age.

The replacement Milestone 52 is made out of concrete and does not bear the inscription of the original. For these reasons, the milestone does not meet the requirements to be considered eligible under Criterion Consideration E: Reconstructed Properties.

Milestone 52 does not meet the standard of exceptional importance established under Criterion Consideration G. The replacement

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: A B C D	Considerations: A B C D E F G
MHT Comments: <i>ca. 1970 replacement, outside period of significance</i>	
<i>Jim Tullman</i> Reviewer, Office of Preservation Services	8/21/2015 Date
<i>[Signature]</i> Reviewer, National Register Program	9/2/15 Date

concrete marker was set in place by an employee of the State Roads Commission along the Old National Pike while road was being publicly maintained. The significance of the Old National Pike Milestones is derived from their original stone material and association with the road during its turnpike era. The replacement milestone is neither stone nor does it date to the turnpike era. As a class of resources, milestones are neither fragile nor unusual at any age.

As a resource that is not yet fifty years of age, Milestone 52 is not eligible for the National Register of Historic Places. The historic boundary of the milestone is identified as the vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at an approximate distance of 52 miles from the beginning of the Baltimore and Frederick Turnpike at the corner of Baltimore Street and Paca Street in Baltimore, containing approximately 120 square feet.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended							Eligibility not recommended						
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
Reviewer, Office of Preservation Services							Date						
Reviewer, National Register Program							Date						

7. Description

Inventory No. F-4-~~6~~73

Condition

excellent deteriorated
 good ruins
 fair altered

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

Old National Pike Milestone 52 is an object associated with the Frederick to Boonsboro segment of the Baltimore and Frederick Turnpike. Located at the eastern town limit of Middletown in Frederick County, the milestone is situated within SHA right-of-way in front of a private residence at 713 E. Main Street. The milestone is a replacement marker cast c. 1970 by State Roads Commission District 7 Engineer Thomas G. Mohler.

Old National Pike Milestone 52 is an object associated with the Frederick to Boonsboro segment of the Baltimore and Frederick Turnpike. The turnpike was one of a series of privately financed turnpike roads built during the first three decades of the nineteenth century with the goal of connecting Baltimore with Cumberland, the start of the federally funded National Road. Located at the eastern town limit of Middletown in Frederick County, the milestone is situated in front of a residence at 713 E. Main Street within the 66-foot turnpike right-of-way established in 1820. The milestone is set between the curb and sidewalk, approximately eight inches from the current edge of pavement. Research indicates it has been in this position since the mid-1990s when the sidewalks were installed.

Milestone 52 is a replacement made of reinforced concrete. It measures 14 inches wide, 10 ¾ inches thick with 17 ¾ inches exposed above the sidewalk. The full height of the marker is unknown. The utilitarian design refers to no distinct style or material culture influence. The dimensions and materials of Milestone 52 are identical to three other replacements in Frederick County: Milestones 48, 56, and 58. These milestones likely were cast from the same mold and installed circa 1970 by State Roads Commission District Engineer Thomas G. Mohler. The State Roads Commission (SRC) was the predecessor agency to the State Highway Administration (SHA).

8. Significance

Inventory No. F-4-~~673~~

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates	1807- 1910; c. 1968 - 1973	Architect/Builder	Thomas G. Mohler
Construction dates	c. 1968-1973		

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Significance Summary

Milestone 52 is among the Old National Pike Milestones that were listed in the National Register of Historic Places on March 27, 1975. This listing includes all milestones located by Edwin Darby Nye during a roadside survey conducted in 1973. Milestone 52 is associated with the historically significant trend of building privately-funded turnpikes during the early nineteenth century. However, Milestone 52 is one of four concrete replacement milestones installed between 1968 and 1973 by the State Roads Commission. The replacement Milestone 52 has no inscription. The National Register nomination, written in 1973, does not reveal that Milestone 52 was less than five years of age at the time it was written.

Object History

The age of Milestone 52 has been derived through material and documentary evidence. Rory Phillipson, division chief of the Concrete Technology Division at the Maryland State Highway Administration, conducted a visual analysis of Milestone 52 in an attempt to determine its age. In his assessment, the crushed limestone comprising the concrete in the milestone is found in two active quarries near Frederick.ⁱ That the limestone is crushed, uniformly sized, and contains a good distribution of coarse and fine aggregate indicates a fairly modern and scientific mixture of concrete. The stone exhibits light weathering but is not heavily carbonated. Carbonation is the process by which the carbon dioxide in the air penetrates the concrete and causes discoloration and weakness.ⁱⁱ Concrete can be dated roughly by evaluating the penetration depth the carbonation process. In Phillipson's assessment, the good condition of the concrete, the scientific nature of the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-4-~~0~~73

Name Old National Pike Milestone 52
Continuation Sheet

Number 8 Page 1

mixture and minimal carbonation indicate a post-World War II installation. A petrographic analysis of the concrete would only marginally improve this estimate.ⁱⁱⁱ

Documentary research more accurately identifies that Milestone 52 was cast and installed between 1968 and 1973. The milestones were in place by the time amateur historian Edwin Nye conducted a survey of the extant milestones along Old National Pike in 1973. In the article "Rewards of a Roadside Quest" that appeared in the June 17, 1973 edition of the Baltimore Sun, Nye explains the origin of the concrete milestones.

Thomas G. Mohler, a roads commission engineer, has a fine regard for the milestones and has replaced two or three missing ones west of Frederick. He and his neighbor poured concrete into a wooden mold and made markers. While they bear no inscription, they stand where stones should stand.^{iv}

Nye's survey recorded the location of 69 milestones along the 136 mile route. Milestone 52 is identified among the surviving stones. All of the concrete markers were documented as surviving in the survey. Nye did not identify them as replacements when he adapted his article into a National Register nomination. Although no scholarly research was completed in support of the inventory and nomination, the Old National Pike Milestones were listed in the National Register of Historic Places (NRHP) on March 27, 1975.

The only reference in the nomination to Milestone 52 is to its geographic coordinates: 39° 26' 17.5" N, 77° 31' 40" W.^v This position places the milestone in the middle of the driveway to a municipal water plant, approximately 56 feet north of its current location. Owing to changes over time in the width of US 40 ALT as well as changes to the surrounding landscape, Milestone 52 has likely been moved several times before and since it was replaced

Twenty years after Nye catalogued the Old National Pike Milestones, Frederick County resident Kenneth Starr conducted his own survey. A retired professor of anthropology with a passion for surveying boundary markers of all types, Starr meticulously recorded the location, dimensions, condition, inscription, and material

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Name Old National Pike Milestone 52
Continuation Sheet

Number 8 Page 2

composition of each milestone on Old National Pike in Frederick County. In many instances he made rubbings, took detailed slide photographs, and made sketches. His papers are in the collection of the Historical Society of Frederick County. Starr's notes on Milestone 52 match its current dimensions, material and location. A slide image dated May 20, 1995 indicates the milestone has been repaired with a new finish coat of concrete since that time.^{vi}

Starr's papers confirm that the Old National Pike Milestones were inventoried under Thomas G. Mohler and that he was responsible for the concrete replacement markers.^{vii} Mohler worked at the SRC from 1929 to 1976. He served as the first district engineer when District 7 was created in 1952, comprising Carroll, Frederick, and Howard counties.^{viii} Starr's notes indicate that he spoke with Mohler in the late summer of 1995. Mohler was 87 and in declining health at the time of their conversation and had no recollection of the milestones. He died September 27, 1997.^{ix}

Starr spoke with a variety of SHA employees who indicated that Mohler's interest in the milestones was spurred during a 1968 project to widen US 40 in the vicinity of Milestones 47 (now missing) and 48 (a concrete replacement) at the western side of Frederick. This area has been known as the Golden Mile since the now-defunct Fredericktowne Mall opened in 1974. Rodney Kelly, who current works as a constructability reviewer for SHA District 7, confirmed that the project was built in 1968. He served as the contractor's construction engineer on the project.

Context

The Baltimore and Fredericktown Turnpike Company was one of three turnpikes chartered by the Maryland General Assembly in the same act in 1805.^x The turnpike company was to improve the existing road from Baltimore to Boonsboro in Washington County. The company quickly organized, holding a lottery and selling shares of stock to raise capital. Bids were solicited and contractors were hired to clear, level, and stone the first

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Name Old National Pike Milestone 52
Continuation Sheet

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20 miles of the road. Section 31 of the turnpike's charter refers to the road's waymarking requirements. The company "shall cause milestones to be placed at the side of the road or roads, beginning at the distance of one mile from the bounds of the City of Baltimore and extending thence to the termination of each or either of the said respective roads, whereon shall be marked, in plain legible characters, the respective number of miles which each stone is distant from the City of Baltimore aforesaid."^{xi} The company was also required to place toll gates and signs that marked the distance to and from various roads and towns of note along the turnpike.^{xii} Of these required waymarking devices, only milestones remain in place.

The first segment was completed at a cost of \$9,000 per mile and opened to tolled traffic on April 23, 1807.^{xiii} The next 17 miles were contracted for \$7,000 per mile.^{xiv} The road reached Frederick at 45 miles distance by 1808. The turnpike extended 62 miles from Baltimore to Boonsboro by 1812.

The minutes of the Baltimore and Fredericktown Turnpike Company extensively document the contracts to level, stone, and build bridges along the road. The hiring of gate keepers and wages paid to surveyors and laborers are also neatly kept. Unfortunately, the contracts to survey the road and cut and place milestones along the route are not among the surviving company records. The milestones were likely set in place shortly after the turnpike company organized. The earliest reference to any milestone in the company minutes is in October 1807 when a contractor was hired to level and widen a segment of the road beginning at the sixth milestone.^{xv}

Milestone 52 appears on Isaac Bond's 1858 Map of Frederick County. Titus's 1873 Atlas of Frederick County inconsistently documents milestones along Old National Pike and Milestone 52 was not captured. Nor does the milestone appear on Sanborn Maps of Middletown or the 1910 Antietam NE USGS Quadrangle. Metes and bounds for property deeds at this location going back to the 1839 fail to mention the milestone.^{xvi} In 1896, the Frederick and Middletown Railway Company obtained an easement to lay railroad tracks through the land where the milestone is currently located, but the milestone is not mentioned in the deed transaction.^{xvii}

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Name Old National Pike Milestone 52
Continuation Sheet

Number 8 Page 4

The private turnpike company continued to operate the road through December 1910, when the facility was sold for \$100,000 to the newly formed SRC.^{xviii} Upon taking over the road, the SRC immediately ceased toll collection. The segment of Old National Pike where Milestone 52 is located was paved between 1911 and 1918.^{xix} The road was first widened in 1925, though as-built plans for this and a variety of subsequent road projects do not document the presence of Milestone 52. It is not clear when the original Milestone 52 went missing. In 1953, the Town of Middletown acquired the property directly north of the milestone.^{xx} According to Middletown Town Engineer Bruce Carbaugh, the town operated a maintenance shed on the property prior to constructing the water filtration plant and pumping station in the 1970s.

The concrete milestone is documented near its current location on a 1990 subdivision plat of 713 E. Main Street.^{xxi} Starr photographed the milestone at its current location on May 20, 1995. Carbaugh stated that during the mid-1990s Middletown installed a 12-inch water line parallel to US 40ALT near the location of the milestone. Sidewalks were installed along US 40ALT at the conclusion of the project. The milestone has been in its current position since that time.

See DOE form for National Register of Historic Places eligibility evaluation.

9. Major Bibliographical References

Inventory No. F-4-073

Bond, Isaac. Map of Frederick County. Baltimore: E. Sachse & Co., 1858.

Cashell, Harry D. *The History of the Turnpike Roads in Maryland*. Archival Material, 1928.

Harlowe, Jerry L. 2005. *The mile markers of the Baltimore and Frederick-Town Turnpike Road, 1805-2005: a finder's guide & historical sketches*. Catonsville: Patapsco Falls Press, 2005.
(See Continuation Sheet 9.1)

10. Geographical Data

Acreage of surveyed property .0028 (120 square feet)
Acreage of historical setting .0028 (120 square feet)
Quadrangle name Middletown Quadrangle scale: 1:24000

Verbal boundary description and justification

The historic boundary of the milestone is identified as the vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at an approximate distance of 52 miles from the beginning of the Baltimore and Frederick Turnpike at the corner of Baltimore Street and Paca Street in Baltimore. This encompasses the approximate historical location of the original stone Old National Pike Milestone 52.

11. Form Prepared by

name/title	Jon Schmidt, Senior Architectural Historian		
organization	Consultant for MD State Highway Administration	date	28 July 2015
street & number	707 N. Calvert Street	telephone	410.545.2899
city or town	Baltimore	state	MD

The Maryland Inventory of Historic Properties 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 purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. **F-4-073**

Name Old National Pike Milestone No. 52
Continuation Sheet

Number 9 Page 1

Hollifield, William. *Difficulties Made Easy: History of the Turnpikes in Baltimore City and County*. Baltimore: Baltimore Historical Society, 1978.

Lake, D.J. Atlas of Frederick County. Philadelphia: C.O. Titus & Co., 1873.

Miller, Orloff G. *Maryland National Road Historic Context*. Cincinnati, OH: Gray & Pape, Inc., 2005.

Richardson, Roger F. *Maryland Milestones: A Survey of Markers on The National Road*. Vol. 1. Baltimore, MD: Roger F. Richardson.

Sanborn Map Company. *Middletown, Frederick County, Maryland*. New York: Sanborn-Perris Map Co., Various Dates.

ⁱ John "Rory" Phillipson, email message to author, July 7, 2015.

ⁱⁱ "Carbonation of Concrete," last modified August 21, 2006, accessed July 7, 2015, <http://www.concrete-experts.com/pages/carb.htm>

ⁱⁱⁱ John "Rory" Phillipson, email.

^{iv} Edwin Darby Nye, "Rewards of a Roadside Quest: a chance conversation was the start of an adventure for Edwin Nye, hunter and recorder of milestones along the old Baltimore to Columbia Turnpike," *Baltimore Sun*, June 17, 1973, accessed July 20, 2015, ProQuest Historical Newspapers.

^v Edwin Darby Nye, "Old National Pike Milestones," Maryland Inventory of Historic Properties No. F-4-073, August 1973, accessed March 28, 2015, Medusa Cultural Resource Information System.

^{vi} Slide Collection, 20 May 1995, MS 41, LM 3237, Volume 1 Photos, Section B. Dr. Kenneth Starr Papers, Historical Society of Frederick County.

^{vii} Notes on Old National Pike Milestones, 29 August 1995, MS 41, LM 3237, Series 1, Folder 7. Dr. Kenneth Starr Papers, Historical Society of Frederick County.

^{viii} Obituary of Mr. Thomas Mohler, *Frederick News Post*, September 29, 1997, accessed July 7, 2015, www.newspaperarchive.com

^{ix} Obituary of Mr. Thomas Mohler.

^x Maryland, William Kilty, Thomas Harris, and John N. Watkins. 1820. *The laws of Maryland from the end of the year 1799...* "Chapter 51. An Act to incorporate Companies to make several Turnpike Roads through Baltimore County, and for other purposes." Volume 192, Page 417. Accessed July 7, 2015, Archives of Maryland Online.

^{xi} Minutes of Baltimore and Fredericktown Turnpike Company, MS 46, Item Q200060313. Baltimore and Frederick Turnpike Company Records, Historical Society of Maryland.

^{xii} Minutes of Baltimore and Fredericktown Turnpike Company.

^{xiii} William Hollifield, *Difficulties made easy: history of the turnpikes of Baltimore City and County*. (Cockeysville, Md: Baltimore County Historical Society, 1978), 16.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. **F-4-073**

Name Old National Pike Milestone No. 52
Continuation Sheet

Number 9 Page 2

^{xiv} Hollifield, *Difficulties made easy*, 16.

^{xv} Minutes of Baltimore and Fredericktown Turnpike Company.

^{xvi} George Smith to John S. Motter, May 22, 1839. Frederick County Recorder of Deeds, Book HS 7, Page 89.

^{xvii} Lewis F. and Joanna V. G. Kefauver to Frederick and Middletown Railway Company, May 20, 1896.

Frederick County Recorder of Deeds, Book JLJ 14, Page 485

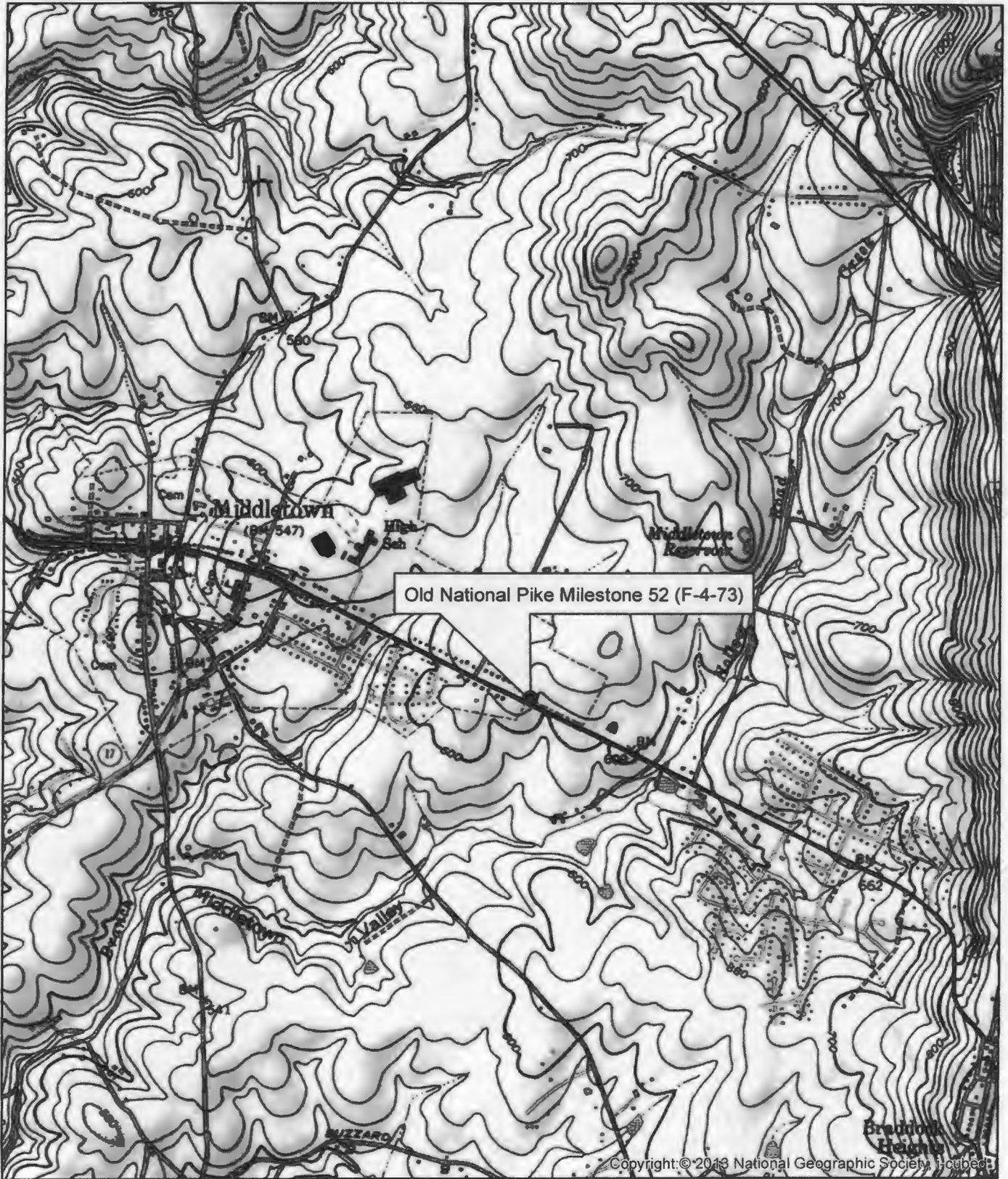
^{xviii} Hollifield, *Difficulties made easy*, 22.

^{xix} Maryland, Samuel Moor Shoemaker, William Bullock Clark, and Charles B. Lloyd. 1912. *First, Second, Third and Fourth annual reports of the State roads commission for the years 1908, 1909, 1910 and 1911 to the General assembly of Maryland*. (Baltimore, MD, 1912), 36.

^{xx} Jefferson Patterson and Mary Marvin Breckenridge Patterson to Burgess and Commissioners of Middletown, December 15, 1953. Frederick County Recorder of Deeds, Book 525, Page 5.

^{xxi} Fulton Parcel 'A' Addition to Coblenz Farm Limited Partnership, October 24, 1990. Frederick County Recorder of Deeds, Book 46, Page 89.

Cultural Resources Map



↑ Old National Pike Milestone 52
Frederick County
USGS Middlestown Topo Quad

July 24, 2015
1:24,000

0 1,250 2,500 5,000 Feet

Cultural Resources Map



Old National Pike Milestone 52 (F-4-73)

Old National Pike Milestone 52
Frederick County
USGS Middletown Topo Quad

July 24, 2015
1:24,000

0 1,250 2,500 5,000 Feet



**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: FR350D21

Project Name: Middletown Urban Reconstruction

MIHP No.: F-4-073

MIHP Name: Old National Pike Milestone 52

County: Frederick

Photographer: Jon Schmidt

Date: March 19, 2015

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

CD/DVD: Verbatim, CD-R, Archival Gold

Image File Name	Description of View
F-4-073_2015-03-19_001.tif	View of the east face of Milestone 52, looking west.
F-4-073_2015-03-19_002.tif	View of the west and south faces, looking northeast.
F-4-073_2015-03-19_003.tif	View of the south and east faces and surrounding landscape, looking northwest.



F-4-273 Old National Pike Milestone Number 153

Frederick County

Photoby Jon Schmidt

3/19/2015

Digital File: MD SHA

View of east face of milestone, looking west.

F-4-273-2015-03-19_001.TIF

1 of 3



F-4-073 Old National Pike Milestone Number 53
Frederick County

Jon Schmidt

3/19/2015

Digital File: MD SHA

View of west and south faces, looking
northeast

F-4-073-2015-03-19-002.TIF

2 of 3



F-4-073 Old National Pike Milestone Number 53

Frederick city

Jon Schmitt

3/19/2015

Digital File : MTD SHA

View of south and east faces and
surrounding landscape, looking northwest.

F-4-073-2015-03-19-003.TIF

30-3

F-4-71 - Milestone #50
 F-4-72 - Milestone #51
 F-4-73 - Milestone #52

F-4-74 - Milestone #53
 F-4-75 - Milestone #54
 F-4-76 - Milestone #56

F-4-77 - Milestone #57
 F-4-78 - Milestone #58

Form 10-300
 (Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY - NOMINATION FORM**

(Type all entries complete applicable sections)

STATE: Maryland
COUNTY: Maryland
See continuation sheet FOR NPS USE ONLY
ENTRY DATE: MAR 27 1974

1. NAME

COMMON:
 * * * **Old National Pike Milestones**

AND/OR HISTORIC:
National Road Milestones - National Trail Milestones

2. LOCATION

STREET AND NUMBER:
Maryland 144, U.S. 40, Alternate U.S. 40, Maryland 165, Senic U.S. 40.

CITY OR TOWN:
See continuation sheet

CONGRESSIONAL DISTRICT:
See continuation sheet

STATE: Maryland	CODE: 24	COUNTY: See continuation sheet	CODE:
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) measure distance

4. OWNER OF PROPERTY

OWNER'S NAME:
Administration

STREET AND NUMBER:
State of Maryland, Department of Transportation, State Highway /

CITY OR TOWN:
Office of the Secretary, Friendship International Airport

CITY OR TOWN:
Baltimore

STATE:
Maryland

CODE:
24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hall of Records

STREET AND NUMBER:
St. Johns College Campus

CITY OR TOWN:
Annapolis

STATE:
Maryland

CODE:
24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS

STATE: Maryland
 COUNTY: SCG
 continuation sheet
 ENTRY NUMBER: 10/15
 DATE: MAR 27 1974
 FOR NPS USE ONLY

E-4-71 through F-4-78

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The stones were located beginning at the Baltimore courthouse, spaced one mile apart and placed on the north side of Maryland Route 144 primarily, but found also along sections of Route 40, Alternate Route 40, Maryland Route 165, and "Scenic 40" west of Hancock.

Owned by the state of Maryland on the edge of the right-of-way they are completely accessible to the public.

Dimensions of the stones vary from section to section. Generally they are about twelve inches wide, eight inches deep and project about thirty inches above grade. The distance of the stone's facing the road; "58 M to B" (38 miles to Baltimore). The other three faces bear no inscription. The stone material also varies. The first thirty-nine stones are of Baltimore gneiss from the Ellicott City area. From West Friendship through Frederick to Boonesboro, the material is quartzite, plentiful along the Monocacy River. From Boonesboro to Funkstown, a very white limestone was used and also a different stone cutter whose lettering is very distinctive. West of Hagerstown, the stones are of a grey limestone. Sixty-nine stones remain on the route.

SEE INSTRUCTIONS

F-4-71 through F-4-78

2. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1806-1818

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

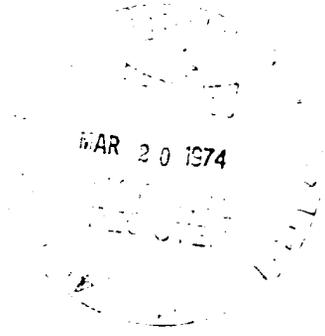
These milestones mark the original route of the old National Pike from Baltimore to Cumberland, Maryland.

The Baltimore-Fredericktown Turnpike Company was franchised by the state in 1805 to construct, maintain and collect tolls on sixty-two miles of toll road from Baltimore to Boonesboro, Maryland. The first tollgate was opened April, 1807.

Jonathan Ellicott, President of this company, was instrumental in having three other turnpikes formed which extended the road over the mountains to Cumberland where it met the federally funded National Road, opened in 1818. A group of banks, mostly from Baltimore, provided the capital for the construction. This made possible overland transportation all the way from Baltimore to St. Louis with the result that through the Cumberland Narrows passed over half of the emigrants and freight of our westward migration in its early days.

It is significant that Maryland was the first of the mid-Atlantic states to finance and maintain its roads with the turnpike system, and the method quickly spread throughout the eastern seaboard.

SEE INSTRUCTIONS



F-4-71 to F-4-78

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Durrenberger, Joseph A. Turnpikes A Study of the Toll Road Movement.
New York: John Edwards, 1931.

Laws of Maryland. 1804. Chapter 51.

Nye, Edwin Darby. "Rewards of a Roadside Quest." The Sunday Sun Magazine, Baltimore. (June 17, 1973), 8-12.

see continuation sheet

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	°	'	"
NE	°	'	"	°	'	"	°	'	"
SE	°	'	"	°	'	"	°	'	"
SW	°	'	"	°	'	"	°	'	"

See continuation sheet

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
Maryland	24	Baltimore	005
Maryland	24	Carroll	013
Maryland	24	Frederick	021
Maryland	24	Howard	027

11. FORM PREPARED BY

NAME AND TITLE:
Edwin Darby Nye

ORGANIZATION: _____ DATE: August, 1973

STREET AND NUMBER:
3112 Dogwood Street, N.W.

CITY OR TOWN: Washington, STATE: D.C. 20015 CODE: 11

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Orlando Ridout, IV
Orlando Ridout, IV

Title State Historic Preservation Officer

Date March 14, 1974

I hereby certify that this property is included in the National Register.

A. R. Wickett
Director, Office of Archeology and Historic Preservation

Date 3/27/75

ATTEST:
W. J. Smith
Keeper of The National Register

Date 3-27-75

SEE INSTRUCTIONS

F-4-71 thru F-4-78

Form 10-300a
(July 1969)

UNI STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

MAR 20 1974

(Continuation Sheet) #1

STATE	
Maryland	
COUNTY	
See below	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAR 27 1974

(Number all entries)

Old National Pike Milestones

Number 2. Location

County	-	Congressional District	-	Code
Baltimore	-	Second	-	005
Howard	-	Sixth	-	027
Carroll	-	Sixth	-	015
Frederick	-	Sixth	-	021
Washington	-	Sixth	-	043
Allegany	-	Sixth	-	001

Number 9. Major Bibliographical References Continued.

Scharf, John Thomas. Chronicles of Baltimore. Baltimore: Turnbull, Brothers, 1874.

Number 10. Geographical Data Continued.

State	Code	County	Code
Maryland	24	Washington	043
Maryland	24	Allegany	001

Number 10. Geographical Data.

Milestone 7

Lat. 39° 16' 12.5"
Long. 76° 44' 25"

17/349790/4347010

Milestone 6

Lat. 39° 16' 23"
Long. 76° 43' 38"

Milestone 5

Lat. 39° 16' 42"
Long. 76° 42' 35"

12/28-542/409041

Milestone 4

Lat. 39° 16' 54"
Long. 76° 41' 30"

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) #2

STATE Maryland	
COUNTY	
See continuation sheet #1 FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JAR	

(Number all entries)

Old National Pike Milestones

Number 10. Geographical Data continued.

Milestone 3

Lat. 39° 16' 54"
Long. 76° 40' 36"

17/355276/4349170

Milestone 14

Lat. 39° 16' 45.5"
Long. 76° 51' 57"

Milestone 13

Lat. 39° 16' 30"
Long. 76° 50' 54"

17/355290/4349700

Milestone 12

Lat. 39° 16' 21"
Long. 76° 49' 48"

Milestone 11

Lat. 39° 16' 10.5"
Long. 76° 48' 46"

17/355361/4348300

Milestone 10

Lat. 39° 16' 04"
Long. 76° 47' 43"

Milestone 21

Lat. 39° 18' 44"
Long. 76° 59' 20"

18/327514/4350120

Milestone 20

Lat. 39° 18' 28"
Long. 76° 58' 18"

Milestone 18

Lat. 39° 17' 54.5"
Long. 76° 56' 10"

18/33325/4351480

Milestone 17

Lat. 39° 17' 36.5"
Long. 76° 55' 05"

Milestone 16

Lat. 39° 17' 17"
Long. 76° 54' 05"

17/333604/4350250

Milestone 15

Lat. 39° 17' 01"
Long. 76° 53'

Milestone 28

Lat. 39° 20' 49.5"
Long. 77° 06' 42"

18/313646/4357000

Milestone 27

Lat. 39° 20' 34"
Long. 77° 05' 37"

F-4-71 through F-4-78

Form 10-300a
(July 1969)

UNI STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) #3

STATE Maryland	
COUNTY	
See continuation sheet 1 FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAR 27 1975

(Number all entries)

Old National Pike Milestones

Number 10. Geographical Data continued.

Milestone 26

Lat. 39° 20' 15"
Long. 77° 04' 35"

18/321080/4356100

Milestone 24

Lat. 39° 19' 42"
Long. 77° 02' 25"

18/324100/4355000

Milestone 25

Lat. 39° 19' 50"
Long. 77° 01' 25"

Milestone 33

Lat. 39° 22' 06"
Long. 77° 11' 55"

18/310600/4359740

Milestone 36

Lat. 39° 22' 54"
Long. 77° 14' 55"

18/306320/4361360

Milestone 42

Lat. 39° 23' 48"
Long. 77° 21' 30"

18/296910/4363270

Milestone 40

Lat. 39° 23' 34"
Long. 77° 19' 19"

18/300070/4362720

Milestone 25

Lat. 39° 19' 58"
Long. 77° 03' 29.5"

Milestone 23

Lat. 39° 19' 50"
Long. 77° 01' 25"

Milestone 22

Lat. 39° 19' 02"
Long. 77° 00' 25"

18/327030/4353620

Milestone 31

Lat. 39° 21' 50"
Long. 77° 09' 39"

Milestone 35

Lat. 39° 22' 35"
Long. 77° 13' 52"

Milestone 41

Lat. 39° 23' 45"
Long. 77° 20' 23"

Milestone 39

Lat. 39° 23' 17.5"
Long. 77° 18' 15"

F-471 through F-478

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) #4

STATE	Maryland
COUNTY	
See continuation sheet 1 FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAR 27 1975

MAR 20 1974

(Number all entries)

Old National Pike Milestone

Number 10. Geographical Data continued.

Milestone 38

Lat. 39° 23' 04"
Long. 77° 17' 09"

18/303140/4361720

Milestone 37

Lat. 39° 23'
Long. 77° 15' 59"

Milestone 50

Lat. 39° 25' 25"
Long. 77° 29' 59"

18/24814/4366570

Milestone 48

Lat. 39° 25' 11"
Long. 77° 27' 47"

Milestone 46

Lat. 39° 24' 50"
Long. 77° 25' 40"

18/291620/4365320

Milestone 45

Lat. 39° 24' 50.5"
Long. 77° 24' 34"

Milestone 44

Lat. 39° 24' 34"
Long. 77° 23' 32"

18/294020/4364720

Milestone 43

Lat. 39° 24' 07"
Long. 77° 22' 34"

Milestone 58

Lat. 39° 29' 32"
Long. 77° 37' 05"

18/274830/4373540

Milestone 57

Lat. 39° 28' 31"
Long. 77° 36' 23"

Milestone 56

Lat. 39° 27' 55"
Long. 77° 35' 25"

18/277150/4371400

Milestone 54

Lat. 39° 27'
Long. 77° 33' 42"

Milestone 53

Lat. 39° 26' 38"
Long. 77° 32' 42"

18/256750/4366910

Milestone 52

Lat. 39° 26' 17.5"
Long. 77° 31' 40"

F-4-71 through F-4-78

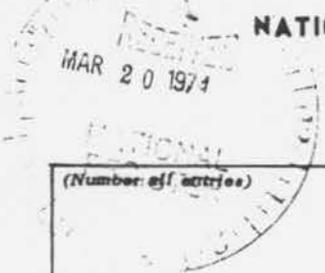
Form 10-300a
(July 1969)

UN. STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE	Maryland
COUNTY	see continuation sheet 1
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) #5



(Number of entries)

Old National Pike Milestone

Number 10. Geographical Data continued.

Milestone 51

Lat. 39° 25' 51"
Long. 77° 30' 40.5"

18/273366/4367460

Milestone 59

Lat. 39° 29' ⁴²32"
Long. 77° 38' 04.5"

18/273456/4374230

Milestone 67

Lat. 39° 35' 30.5"
Long. 77° 41' 59"

18/265210/4385720

Milestone 64

Lat. 39° 33' 06"
Long. 77° 40' 50"

18/269700/4321220

Milestone 61

Lat. 39° 30' 48"
Long. 77° 39' 22"

18/271660/4376810

Milestone 77

Lat. 39° 39' 22"
Long. 77° 50' 01"

18/266890/4393230

Milestone 83

Lat. 39° 39' 18"
Long. 77° 56' 46"

18/247220/4393420

Milestone 60

Lat. 39° 29' 59"
Long. 77° 38' 52"

Milestone 68

Lat. 39° 36' 20.5"
Long. 77° 42' 41"

Milestone 65

Lat. 39° 33' 52"
Long. 77° 4;' 15"

Milestone 63

Lat. 39° 32' 19"
Long. 77° 40' 19"

Milestone 78

Lat. 39° 39' 25"
Long. 77° 51' 07"

Milestone 76

Lat. 39° 39' 08"
Long. 77° 48' 54.5"

Milestone 81

Lat. 39° 39' 36"
Long. 77° 54' 29"

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) #6

STATE	Maryland	
COUNTY		
see continuation sheet FOR NPS USE ONLY		
ENTRY NUMBER		DATE
		MAR 27 1975

(Number all entries)

Old National Pike Milestones

Number 10. Geographical Data continued.

Milestone 80

Lat. 39° 39' 31"
Long. 77° 53' 22"

17/252130/4393600

Milestone 95

Lat. 39° 41' 33"
Long. 78° 8' 22"

17/745300/4397320

Milestone 93

Lat. 39° 41' 10"
Long. 78° 06' 16"

17/747290/4396710

Milestone 110

Lat. 39° 42' 19.5"
Long. 78° 21' 44"

17/722150/4392200

Milestone 102

Lat. 39° 41' 53"
Long. 78° 15' 27"

17/735160/4397650

Milestone 98

Lat. 39° 41' 57"
Long. 78° 11' 24"

Milestone 94

Lat. 39° 41' 18"
Long. 78° 7' 18"

Milestone 125

Lat. 39° 42' 27"
Long. 78° 35' 35"

17/706350/4397820

Milestone 104

Lat. 39° 41' 25"
Long. 78° 17' 55.5"