

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Old National Pike Milestone 53 Inventory Number: F-4-074
 Address: In planting strip in front of 305 W. 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: Middletown Historic District
 Inventory Number: F-4-039 Eligible: yes no Listed: yes no

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 53 is provided in MIHP form F-4-074.

Milestone 53 is one of the Old National Pike Milestones that were listed in the National Register of Historic Places on March 27, 1975. The listing consists of the 69 milestones between Baltimore and Cumberland located by Edwin Darby Nye during survey conducted in 1973. The milestones are significant under Criterion A for their association with the Old National Road comprising the Baltimore and Fredericktown Turnpike and Cumberland Turnpike. The period of significance is identified in the nomination as 1806 to 1818. A more appropriate period of significance for the milestones is 1807 to 1910, when the Baltimore and Fredericktown Turnpike and Cumberland Turnpike operated as private, tolled facilities. The milestones served the historically significant function of marking the distance from Baltimore along the turnpikes.

Milestone 53 is associated with the Baltimore and Fredericktown Turnpike, part of a historically significant trend of building privately-funded turnpikes during the early nineteenth century. Maryland was a regional leader in the Mid-Atlantic States in financing and building turnpikes. The Baltimore and Fredericktown Turnpike was the most prominent of these roads. Milestone 53 is not one of the original milestones cut from stone and carved to indicate the number of miles to Baltimore. Rather, it is a concrete replacement that likely dates from the latter stages of the turnpike company's management of the road. Although made of

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

MHT Comments: CONTRIBUTES TO HISTORIC DISTRICT

John J. [Signature]
 Reviewer, Office of Preservation Services

8/21/2015
 Date

[Signature]
 Reviewer, National Register Program

9/2/15
 Date

concrete, Milestone 53 is directly associated with the turnpike era and dates from within the period of significance. The car accident that damaged the milestone and resulted in its subsequent relocation negatively impacted the resource's integrity of location, feeling and design. As a listed historic object that has been moved without prior approval from the State Review Board and the Office of the Keeper, in accordance with 36 CFR 60.14(b)(4) Milestone No. 53 should no longer be listed in the National Register of Historic Places. The implementing regulations continue that the National Park Service must be informed about moved properties by the agency that nominated the property.

Milestone 53 is located within the Middletown Historic District (F-4-039), which was listed in the National Register of Historic Places on December 23, 2003. In addition to Criterion B, the historic district is eligible under Criterion A for its association with the Old National Pike and Criterion C for its architecture and as an example of a turnpike town. Milestone 53 has never been evaluated as a contributing resource within the historic district. This is because the nomination was prepared in 1992 and the milestone was in storage at the Middletown Valley Historical Society at that time.

In order to assess Milestone 53 as a contributing or non-contributing resource within the Middletown Historic District, one must apply Criterion Consideration B: Moved Properties. Milestone 53 has been moved approximately 1200 feet west from its historical location. Integrity of location is paramount for an object such as a milestone. It no longer marks the specific intended location along the Baltimore and Fredericktown Turnpike of 53 miles from Baltimore Street and Paca Street in Baltimore. The minutes of the Baltimore and Fredericktown Turnpike Company document widening projects early in the history of the road. It is a reasonable expectation that waymarking features along the side of the road would be moved to accommodate such widening. However, Milestone 53 was not moved perpendicular to the road. Rather, the milestone was moved parallel to it, long after the milestone's period of significance.

The milestone remains in the proper orientation and distance from the north side of Old National Pike, within Middletown, and along the 53rd mile from Baltimore. These elements construct a strong contextual environment compatible with the milestone's integrity of setting. The milestone also retains integrity of design and materials. Further, the milestone is the singular surviving feature within the Middletown Historic District that demonstrates a direct association with the Baltimore and Fredericktown Turnpike.

Despite being relocated, Milestone 53 retains sufficient integrity to express its association with the Baltimore and Fredericktown Turnpike and is eligible under Criterion A as a contributing resource within the Middletown Historic District. The historic boundary for Milestone 53 consists of the quadrilateral that is created by the plane that extends perpendicular from the north side of US 40 ALT to the edge of the turnpike right-of-way and extends from its current location to its historical location, containing approximately .3 acres.

A relocated property, the historic boundary consists of two discontinuous locations. The vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at an approximate distance of 53 miles from the beginning of the Baltimore and Frederick Turnpike at the corner of Baltimore Street and Paca Street in Baltimore and the vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at the current position of Milestone 53. Combined, the historic boundary contains approximately 200 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

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. F-4-074

1. Name of Property (indicate preferred name)

historic Old National Pike Milestone Number 53 (preferred)
 other Baltimore and Fredericktown Turnpike Milestone 53; Milestone 53

2. Location

street and number 305 W. Main Street ___ not for publication
 city, town Middletown ___ vicinity
 county Frederick

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration
 street and number 707 N. Calvert Street telephone 410-545-0300
 city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber N/A folio N/A
 city, town N/A tax map N/A tax parcel N/A tax ID number N/A

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	_____ buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	_____ sites
<input checked="" type="checkbox"/> object		<input type="checkbox"/> education	_____ structures
		<input type="checkbox"/> funerary	1 _____ objects
		<input type="checkbox"/> government	1 _____ Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			1

7. Description

Inventory No. F-4-~~0~~74

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 53 is an object associated with the Frederick to Boonsboro segment of the Baltimore and Fredericktown Turnpike. Located in Middletown, Frederick County, the milestone is situated within SHA right-of-way in front of the Middletown Valley Historical Society at 305 W. Main Street. The milestone was moved to this location after it was damaged in a traffic accident at its original location at the northeast corner of US 40 ALT and MD 17.

The Baltimore and Fredericktown 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 near the center of Middletown in Frederick County, the milestone is situated in front of the Middletown Valley Historical Society at 305 W. Main Street. The milestone is situated in the grass planting strip between the curb and sidewalk, approximately two feet from the current edge of pavement and within the 66-foot turnpike right-of-way established in 1820. A car accident at the intersection of MD 17 and US 40 ALT in the late 1980s sheared the milestone at ground level. The milestone was recovered by the Middletown Valley Historical Society and moved approximately 1200 feet west to its current to protect it from further damage.

Milestone 53 is a made of concrete, weather-worn to a grayish brown. The concrete consists of a sandy mixture with a few small pieces of aggregate. All elevations feature a smooth pebble finish that has worn so that the surface is pockmarked. The milestone measures 12 inches wide and 7 ¼ inches thick with 24 inches exposed above ground level. The exact location of the bottom portion of the milestone is unknown. It may have been discarded after the traffic accident or buried under the parking lot at that location. The original height of the milestone is unknown. The dimensions and materials of Milestone 53 are identical to a variety of milestones on the turnpike in Frederick County, including nearby stones at miles 46, 54, 55, and 57. These milestones likely were cast from the same mold and installed during the late 19th century by the Baltimore and Fredericktown Turnpike Company.

8. Significance

Inventory No. F-4-~~0~~74

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 checked="" 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 type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates c. 1807 - 1910

Architect/Builder

Construction dates c. 1890

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 53 is among the Old National Pike Milestones that were listed in the National Register of Historic Places (NRHP) on March 27, 1975. This listing includes all milestones located by Edwin Darby Nye during a roadside survey conducted in 1973. Milestone 53 is associated with the historically significant trend of building privately-funded turnpikes during the early nineteenth century. However, Milestone 53 was relocated from its historical position after a traffic accident during the 1980s. As a listed historic object that has been moved without prior approval from the State Review Board and the Office of the Keeper, in accordance with 36 CFR 60.14(b)(4) Milestone No. 53 should no longer be listed in the NRHP. Despite being relocated and de-listed from the NRHP, Milestone 53 retains sufficient integrity to express its association with the Baltimore and Fredericktown Turnpike and is eligible under Criterion A as a contributing resource within the Middletown Historic District.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-4-~~674~~

Name Old National Pike Milestone Number 53
Continuation Sheet

Number 8 Page 1

Object History

The exact age of these concrete milestones is subject to conjecture. Rory Phillipson, division chief of the Concrete Technology Division at the Maryland State Highway Administration, conducted a visual analysis of Milestone 54, which is of comparable age and material to Milestone 53, in an attempt to determine the age of this class of milestones. Phillipson identified the aggregate used in the milestone as alluvial quartz, also known as pea gravel, which was extracted from a nearby waterway and used without being refined.ⁱ The distribution of the coarse and fine aggregate is uneven and incomplete compaction of this material suggests an unscientific approach to making concrete. The milestone also exhibits considerable weathering and carbonation. 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 of the carbonation process. In Phillipson's assessment, the condition of the concrete, the unscientific nature of the mixture, and extensive carbonation indicate the milestone was cast in the latter part of the 1800s. A petrographic analysis of the concrete could marginally improve this estimate.ⁱⁱⁱ

The milestone was in its historical location at the northeast corner of the intersection of US 40 ALT and MD 17 in 1973 when amateur historian Edwin Nye surveyed milestones along Old National Pike. Nye's survey recorded the location of 69 milestones along the 136 mile route between Baltimore and Cumberland. Nye adapted a 1973 article he wrote for the Baltimore Sun 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 53 is to its geographic coordinates: 39° 26' 38" N, 77° 32' 42" W.^{iv} This position places the milestone in the parking lot of the business at the northeast corner of US 40 ALT and MD 17, historically known as the Square Corner. Owing to changes over time in the width of US 40 ALT as well as changes to the surrounding landscape, Milestone 53 has likely been moved several times.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-4-~~0~~74

Name Old National Pike Milestone Number 53
Continuation Sheet

Number 8 Page 2

Twenty years after Nye catalogued the milestones along Old National Pike, Frederick County resident Kenneth Starr conducted another survey. A retired professor of anthropology with a passion for the field of surveying and boundary markers of all types, Starr meticulously recorded the location, dimensions, condition, inscription, and material 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. During the course of his survey Starr discovered Milestone 53 in a barn owned by the Middletown Valley Historical Society.^v In a slide image dated May 20, 1995, the milestone rests on its back on a wood plank floor.^{vi} A second slide labeled spring 1996 captures the milestone after it has been installed at its current location.

Context

The Baltimore and Fredericktown Turnpike Company was one of three turnpikes chartered by the Maryland General Assembly in the same act in 1805.^{vii} 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 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."^{viii} 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.^{ix} Of these required waymarking devices, only milestones remain in place.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. F-4-074

Name Old National Pike Milestone Number 53
Continuation Sheet

Number 8 Page 3

The first segment was completed at a cost of \$9,000 per mile and opened to tolled traffic on April 23, 1807.^x The next 17 miles were contracted for \$7,000 per mile.^{xi} 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.^{xii}

The original location of Milestone 53 is not well documented. Although milestones along rural stretches of Old National Pike were captured and identified by surveyors, Milestone 53 does not appear on Bond's 1858 map or Titus's 1873 atlas of Frederick County. This may be because of limited available space to identify the variety of stores and property owners in Middletown. The milestone also does not appear on the typically detailed Sanborn Fire Insurance Maps from 1899, 1904, 1910, 1922 and 1934. A photograph in possession of the Town of Middletown shows the milestone at its historical location.^{xiii} Secondary information indicates the image dates to between 1904 and 1922. No additional images from the collection of the Middletown Valley Historical Society, Maryland Historical Society, or Pratt Library depict Milestone 53.

The private turnpike company continued to operate the road through December 1910, when the facility was sold for \$100,000 to the newly formed State Roads Commission (SRC).^{xiv} Upon taking over the road, the SRC immediately ceased toll collection. The segment of Old National Pike where Milestone 53 is located was paved between 1911 and 1918.^{xv} The road was first widened in 1925, though as-built plans for this and a variety of subsequent road projects along US 40 ALT and MD 17 do not document the presence of Milestone 53.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. F-4-~~0~~74

Name Old National Pike Milestone Number 53
Continuation Sheet

Number 8 Page 4

A longtime employee of the Town of Middletown and member of the Middletown Valley Historical Society independently confirmed the milestone was moved after a car accident.^{xvi} The milestone was placed in front of the historical society in spring 1996 and has remained there since that time.

See DOE form National Register of Historic Places eligibility evaluation.

9. Major Bibliographical References

Inventory No. F-4-~~74~~

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 .0046 (200 square feet)
Acreage of historical setting .0046 (200 square feet)
Quadrangle name Middletown

Quadrangle scale: 1:24,000

Verbal boundary description and justification

A relocated property, the historic boundary consists of two discontinuous locations. The vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at an approximate distance of 53 miles from the beginning of the Baltimore and Frederick Turnpike at the corner of Baltimore Street and Paca Street in Baltimore and the vertical plane within SHA right-of-way that extends perpendicular to US 40 ALT at the current position of Milestone 53.

11. Form Prepared by

name/title	Jon Schmidt, Senior Architectural Historian		
organization	Consultant for Maryland 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-4-074

Name Old National Pike Milestone 53
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, "Old National Pike Milestones," Maryland Inventory of Historic Properties No. F-4-073,
August 1973, accessed March 28, 2015, Medusa Cultural Resource Information System.

^v 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.

^{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} 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.

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

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

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

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

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

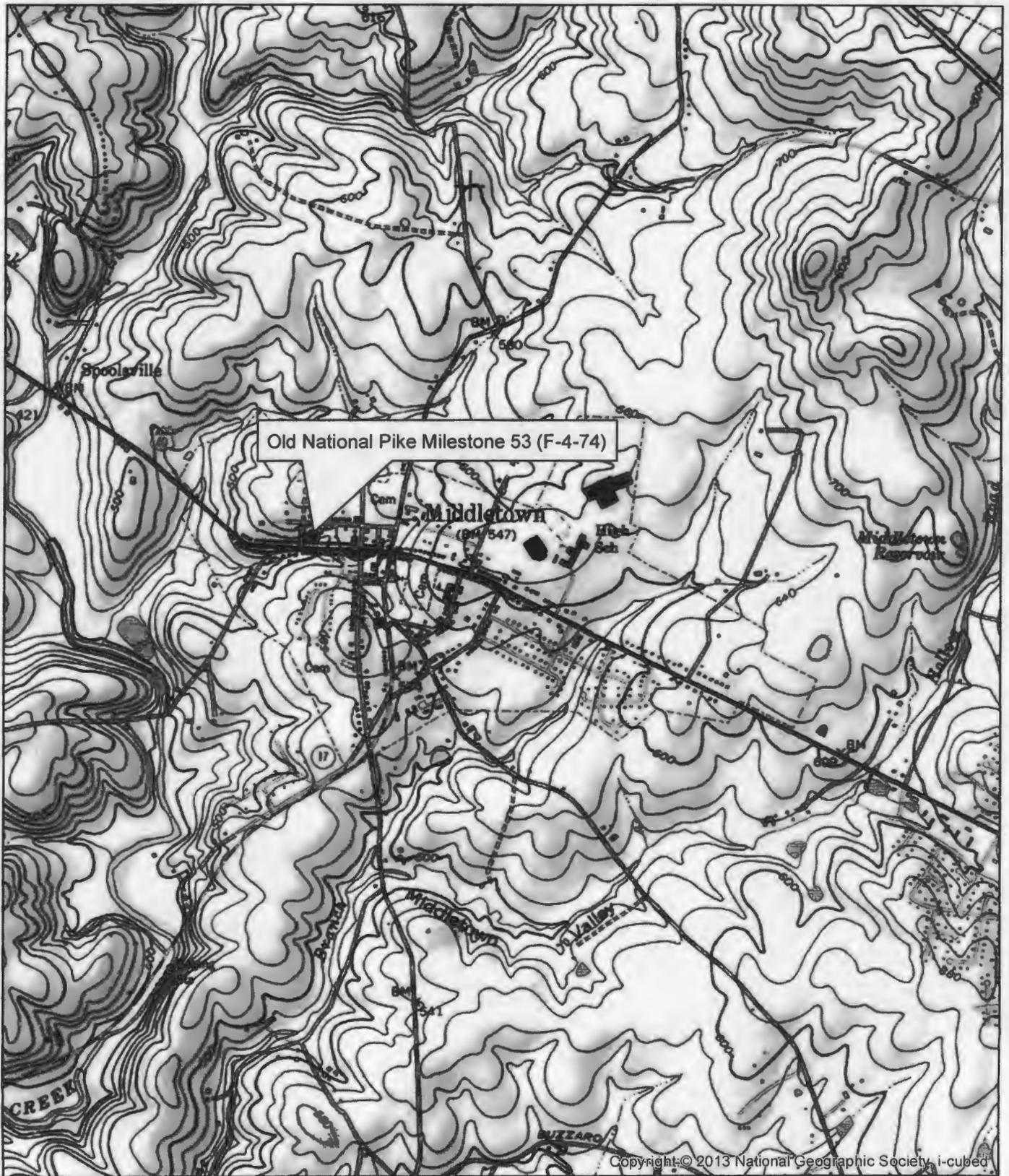
^{xiii} Bruce Carbaugh, email message to author, May 6, 2015.

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

^{xv} Maryland State Roads Commission. 1927. *Annual reports of the State Roads Commission for the years 1912
to 1927*. (Baltimore, MD, 1927).

^{xvi} Devra Boesch, Personal Interview, March 19, 2015.

Cultural Resources Map



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↑ Old National Pike Milestone 53
Frederick County
USGS Middletown Topo Quad

July 24, 2015

1:24,000

0 1,250 2,500 5,000 Feet



Cultural Resources Map



Old National Pike Milestone 53 (F-4-74)

Old National Pike Milestone 53
Frederick County
USGS Middletown Topo Quad

July 24, 2015
1:24,000



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

Project No.: FR350D21

Project Name: Middletown Urban Reconstruction

MIHP No.: F-4-074

MIHP Name: Old National Pike Milestone 53

County: Frederick

Photographer: Jon Schmidt

Date: July 22, 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-4-074_2015-07-22_001	View of the south and east faces of Milestone 53, looking northwest.
F-4-074_2015-07-22_002	View of the east and north faces, looking south.
F-4-074_2015-07-22_003	View of the west face of the milestone, looking east.



F-4-074 Old National Pike Milestone Number 53

Frederick County

Photo by Jon Schmidt

7/22/2015

Digital File at MD SHA

View of south and east faces of milestone
53 looking northwest.

F-4-074-2015-07-22-001.TIF

1 of 3



F-4-074 Old National Pike Milestone Number 53

Frederick County

Photo: Jan Schmidt

7/22/2015

Digital File at MD SIDA

View of east and north faces, looking south

F-4-074-2015-07-22-002.TIF

2 of 3



F-4-074 Old National Price Milestone Number 55

Fredericks County

Photo by Jon Schmidt

7/22/2015

Digital File at MD SHA

View of west face, looking east

F-4-074_2015-07-22_03.tif

3043

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: 1315
 DATE:

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

II. 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				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0	'	"	0	'	"	0	'	"
NE	0	'	"	0	'	"	0	'	"
SE	0	'	"	0	'	"	0	'	"
SW	0	'	"	0	'	"	0	'	"

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

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

NATIONAL REGISTER VERIFICATION

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

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

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

MAR 20 1974

(Continuation Sheet) #1

(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"

12/28-542409041

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"

17/354361/4348300

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"

18/312646/4357000

Milestone 27

Lat. 39° 20' 34"
Long. 77° 05' 37"

F-4-71 through F-4-78

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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' ³⁰50"
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

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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

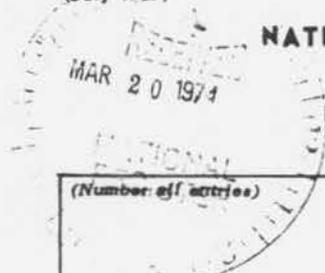
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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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"