ARCHEOLOGICAL OBSERVATIONS AT THE TOWNES AT SLATER'S VILLAGE ALEXANDRIA, VIRGINIA

John Milner Associates
Architects • Archeologists • Planners

ARCHEOLOGICAL OBSERVATIONS AT THE TOWNES AT SLATER'S VILLAGE ALEXANDRIA, VIRGINIA

by
Charles D. Cheek, Ph.D.
Dana B. Heck

Prepared for
The Holladay Corporation
3499 Idaho Avenue, N.W.
Washington, D.C. 20016

John Milner Associates, Inc.

309 North Matlack Street
West Chester, PA 19380

5250 Cherokee Avenue, Suite 410
Alexandria, VA 22312

1996

PUBLIC SUMMARY

The Holladay Corporation of Washington, D.C., retained John Milner Associates, Inc. (JMA), to record archeological observations at the site of the Townes at Slater's Village, Alexandria, Virginia, a portion of the former Potomac Yards. The purposes of the archeological observations were to assess whether original soil horizons related to the historic or prehistoric occupation of the area were preserved and to provide management recommendations.

The field team recorded a stratigraphic column profile of each of the 31 soil test units excavated with a backhoe. The profile of each 5-by-5-ft-square unit was recorded in a scale drawing of a section of one wall and in color photographs. The profiles were examined for evidence of the presence or absence of natural soil horizons.

Historic maps show that the Alexandria Canal crossed the southwestern corner of the property. The historic canal may be located under proposed roads. The maps also indicated that buildings associated with property owned by the Daingerfield family were probably located in the center of the area proposed for housing. The Daingerfields, according to evidence from the maps, occupied this area from before the Civil War until the last decades of the nineteenth century. The maps also showed that the Alexandria, Loudon, and Hampshire Railroad line (which become the Washington and Old Dominion Railroad) extended through the southwestern portion of the property.

In 1901 the railroads that used the Richmond-Washington rail corridor joined to found the Richmond-Washington Company to control all railroad traffic between the two cities. Potomac Yards opened in 1906. This yard enabled the different rail companies to efficiently recombine freight trains and send cars and their freight to the right destination. Almost all of the rail complex was to the west of the project area. Historic maps show a single curved track associated with the railyard located in the southwestern edge of the project area. This track was still in use in the 1980s. Between 1951 and 1977 a track and an engine house for electrical engines were built next to the Washington and Old Dominion line. The rail company did not use the project area for its classification yard.

A 1937 aerial photograph shows that the southern two-thirds of the project area was seriously disturbed by earth moving activity in the 1930s. This activity is clear in the archeological soil profiles and in the reconstructed original ground surface elevations from the 1860s. The southern area had been stripped from 3 to 11 ft below the projected 1860s ground surface. The depth of this disturbance was greatest near the southern edge where there may have been a natural slope. The ground surface seems to have been leveled at about 37 to 38 ft above sea level. Then 1 to 10 ft of fill were placed over this leveled area to create a gradual slope from south to north.

The surface of the northern one-third may have been lowered also, but this is more difficult to ascertain from the existing data on elevations. The natural sediments below the 3 to 10 ft of fill are a moist gray silt. A map from 1951 indicates that this surface still had its original contours. Artifacts in the fill over the gray silt date after 1960.

The archeological observations concluded that the original ground surface has been removed along with all trace of the strata that may have contained evidence of these historic occupations or of prehistoric occupations. Therefore, it is recommended that no additional archeological research be undertaken in this project area.

ABSTRACT

John Milner Associates, Inc. (JMA) was retained by the Holladay Corporation of Washington, D.C., to conduct archeological observations at the site of the Townes at Slater's Village, Alexandria, Virginia, a portion of the former Potomac Yards. The purpose of the archeological observations was to record the stratigraphic information revealed by 31 mechanically excavated soil test units to assess the presence or absence of preserved original soil horizons related to the historic or prehistoric occupation of the area and to provide management recommendations.

Fieldwork consisted of recording a column profile of each soil test unit (in scale drawing and photographs) and of assessing the presence or absence of natural soil horizons. Archeological observations were conducted November 27 and 28, 1995, by a two-person team of archeologists.

Although the observations identified a variety of stratigraphic conditions, no historic or prehistoric soils were identified in the sediments examined. No normal soil horizon was found in any unit. The operations at the railyard apparently entailed the removal of the topsoil and much, if not all, of the B horizon. The resulting surface was then covered with fill that varied in depth from 1 to 8 ft. The mid-nineteenth-century land surface was approximately 5 to 10 ft above most of the project area. It is not likely that any preserved soil horizons containing archeological material from the historic or prehistoric period are preserved under the modern fill. Therefore, no additional work is recommended.

TABLE OF CONTENTS

Public Summary

Abstract

List of Figures

List of Plates

1.0 INTRODUCTION 1

2.0 RESEARCH METHODS 2
- 2.1 Field Observations 2
- 2.2 Review of Historic Maps 2

3.0 RESULTS OF THE OBSERVATIONS 3
- 3.1 General Overview 3
- 3.2 Area Descriptions 4
  - 3.2.1 North Area 4
  - 3.2.2 North-Central Area 5
  - 3.2.3 Central Area 5
  - 3.2.4 South-Central Area 5
  - 3.2.5 South Area 6
- 3.3 Interpretation 6

4.0 SUMMARY AND MANAGEMENT RECOMMENDATIONS 8

6.0 REFERENCES CITED 9

Figures

Plates

Appendix I: Color Photographs of the Units.

LIST OF FIGURES

Figure 1. Location of project area. Detail of *Alexandria, VA-DC-MD, 7.5 Minute Quadrangle* (USGS 1965, photorevised 1983).

Figure 2. Project area showing location of units, and projected locations of contours, historic buildings, and Alexandria Canal (Holland Engineering 1995).

Figure 3. Project vicinity. Detail of *U.S. Coast Survey Map of Ground of Occupation and Defence of the Division of the Army in Virginia in command of Brig. Gen. Irwin McDowell* (USCS 1861).

Figure 4. Project vicinity. Detail of *Hopkin's Map of the Vicinity of Washington D.C.* (Hopkins 1894).

Figure 5. Project vicinity. Detail of *Baist's Real Estates* (Baist 1918).

Figure 6. Project area. Detail of *Alexandria, VA-D.C.-MD, 7.5 Minute Quadrangle* (USGS 1951).

Figure 7. North-south profile through project area.

Figure 8. East-west profile through project area.

Figure 9. Unit profiles of upper north area: units 25-27.

Figure 10. Unit profiles of lower north area: unit 28-32.

Figure 11. Unit profiles of north-central area: units 4, 16, 19, 21-24.

Figure 12. Unit profiles of central area: units 2, 3, 14, 15, 17, 18, 20.

Figure 13. Unit profiles of south-central area: units 9, 11-13.

Figure 14. Unit profiles of south area: units 1, 5, 6, 8, 10.

LIST OF PLATES

Plate 1. Profile of unit 27.

Plate 2. Profile of unit 21.

Plate 3. Profile of unit 14.

Plate 4. Profile of unit 11.

Plate 5. Profile of unit 8.

1.0 INTRODUCTION

John Milner Associates, Inc. (JMA), was retained as a consultant to the Holladay Corporation of Washington, D.C., to conduct archeological observations at the site of the planned development of the Townes of Slater's Village (Figure 1). A series of thirty-two 5-x-5-foot (ft) units were planned by the Holladay Corporation to examine the structural conditions of the soil under each block of construction. The City of Alexandria, through Alexandria Archaeology, determined that potentially significant archeological resources may be present under the modern surface (Cressey and Shepard 1995) and required that an archeologist be present when the units were excavated to record the profiles of the sediments, examine their nature, and assess the area's potential to contain significant archeological resources.

The project area encompasses the southeast section of the Potomac Yards. The modern surface is devoid of buildings and has a surface of gravel used as road ballast. The only visible surface indications of buildings is in the far southeast corner where a concrete foundation indicates a former railroad building, possibly for electric engines (Rowell 1995). The Metro's above-ground tracks and tunnel run along the west edge of the property. One of the proposed units (unit 7) was located over the tunnel. Research in the archives at Metro indicated that the tunnel was cut and then covered with fill (Rowell 1995). Since there was no potential for this location to contain archeological resources, no soil testing was carried out. Therefore, the total number of units excavated and recorded was 31.

This report is divided into several sections. Section 1.0 is this introduction to the goals of the project. Section 2.0 is a brief review of research methods, and section 3.0 presents the results of the field observations. Section 4.0 is the summary and management recommendations. The report is concluded with the references cited, figures and plates, and Appendix I, which includes the color photographs of the soil profiles.

2.0 RESEARCH METHODS

2.1 Field Observations

The 31 test units were plotted on the map of the project area in anticipation of the field work (Figure 2). Each unit excavated by a backhoe was approximately 5 ft by 5 ft square and initially 4 to 5 ft deep. The field team cleaned a section of one wall of each test unit and recorded the stratigraphic data on graph paper. When the sediments at the bottom of the units were natural and not fill, color and black-and-white photographs were taken of the cleaned section. When fill was at the bottom or it was unclear whether the bottom sediments were natural or fill, the unit was excavated to a total of depth of 9 to 11 ft. Color and black-and-white photographs were taken of the wall of each of the deep units also.

The observations were conducted from November 27 through November 28, 1995, by a two-person team of archeologists. Information recorded for each unit included the soil stratigraphy, Munsell soil color designations, soil texture, and identification of each stratum as natural or cultural. The profiles were recorded using the actual elevations provided by the Holladay Corporation. This facilitated the comparison of a series of units to observe if similar deposits occurred at similar depths or if earlier historic grades might be present. Due to safety considerations, the archeologists did not enter units deeper than 5 ft, but made observations from the surface. Although the field team was prepared to collect diagnostic artifacts from the walls of the units, only modern artifacts were observed. Therefore, artifacts were noted, not collected.

2.2 Review of Historic Maps

A project team member reviewed the historic maps in Alexandria Archaeology's collection. Maps that showed the project area in sufficient detail were carefully examined for evidence of historic buildings and structures that may have been within the area under study. The project area was marked on selected maps that showed buildings and structures.

3.0 RESULTS OF THE OBSERVATIONS

3.1 General Overview

Several historic maps show buildings or structures likely to be within the project area. The Alexandria Canal (Figures 2 and 3) cuts through the far southwest corner of the project area outside of the housing construction area and under an area of road improvements. The 1861 U.S. Coast Survey map shows what appear to be roads and two clusters of buildings. Successive historic maps (Boschke 1864; Hopkins 1879, 1894) all show one or more building in the same approximate locations. The 1879 and 1894 Hopkins maps of the area show one building, which is identified as the property of Eliza Dangerfield [Daingerfield] (Figure 4). This building appears to be in the same location as the eastern cluster of buildings on the 1861 coast survey map (Figure 3) and the 1864 Boschke map. The Dangerfield building does not appear on the 1918 Baist map, however (Figure 5).

Around the turn of the century, the railroads that carried freight between Washington and Richmond saw the need for an integrated traffic control system and created the Richmond-Washington Company in 1901 to handle all railroad traffic between the two cities (Walker and Harper 1989:5). Between 1901 and 1906, when the new Potomac Yard opened, the initial system of tracks was laid. A 1918 map of the rail yard (Figure 5) shows no buildings, structures, or railroad tracks in the project area except for an arc of railroad tracks and the tracks of the Washington and Old Dominion Railroad Company, originally the Alexandria, Loudon, and Hampshire Railroad whose line ran diagonally into Alexandria (Williams 1977:64). Both tracks are located in the southwest portion of the project area. A historic aerial photograph from 1937 (USDA 1937) continues to show the previous track and the area devoid of buildings; however, the southern half shows extensive surface disturbance as if much soil had been removed. No buildings or structures appear in the project area on the 1951 United States Geological Survey (USGS) map except for the previously mentioned tracks, although an unpaved road appears in the project area (Figure 6). Between 1951 and 1977 a spur line parallel and northeast of the Washington and Old Dominion line was built which led to a building labeled as an engine house (Sanborn 1977). The 1983 USGS map shows unchanged conditions from 1951 to 1983 with the exception of the engine house.

Thus, a review of the historic maps indicated four cultural features within the project area. One is the Alexandria Canal that crossed the southwest corner of the project area. The second is the cluster of buildings associated with the Daingerfield estate. By projecting Bellefont and Mt. Ida Avenues into the project area from the 1861 and 1894 maps and plotting the historic buildings and the modern V-shaped apartment complex buildings to the east, the historic Daingerfield building locations appear to be in the vicinity of unit 19. The third cultural feature location is the railroad tracks associated with the Alexandria, Loudon, and Hampshire Railroad (known during its final incarnation as the Washington and Old Dominion Railroad) and with the Potomac Yard. The last features, which are not historic, are an unpaved road, an engine house, and associated tracks.

Soil profiles were examined to assess the potential for preserved historic ground surfaces that might included archaeological resources associated with the historic building and structure locations identified on the maps. The original topography of the project area seems to have been highest on the south end dropping relatively quickly to the north. As the north edge of the project area is approached, the grade dropped another 10 ft (Figure 7). The transect from east to west seems to

show a nearly level interface between the fill and the subsoil (Figure 8). Historic elevations were taken from the Boschke (1864) map and plotted on the project area map by Holland Engineering (1995). Figure 2 shows elevations at 20-ft intervals. The contour lines were plotted onto north-south and east-west cross sections by interpolating a smooth sloping contour across the project area. This may not have been the case since some historic maps indicate that the southern area dropped off sharply at some unknown point to the north. Figures 7 and 8 show that only units 10 and 26 were close to the original ground surface given this projection.

Comparison of the profiles in the field and study of the profiles and photographs in the laboratory indicated that there were groups of contiguous units that had similar profiles evidencing modifications. Some of these areas could be further grouped by the natural soil that underlay the cultural deposits.

In general, complete soil profiles could not be identified. The units on the east side of the project area retained sediments that might be a B horizon. This is not certain since a normal B horizon would have been removed if 5 to 10 ft had been removed. This possible B horizon rested on bedded sands or gray silt deposits that were obviously natural. The northern area seems to have been cut and filled relatively recently. The natural sediments in this area (moist gray silt) were covered by fill which contained an aluminum Schiltz beer can, a heavy sheet-plastic wrapper imprinted with UPS (United Parcel Service), hollow brick blocks, and plywood

3.2 Area Descriptions

3.2.1 *North Area*

The north area, composed of units 25 to 32 (Figures 9 and 10; Appendix I), seems to have been filled relatively recently, perhaps in the last 20 to 30 years. It is not as clear that it has been stripped. The original elevations in this area as depicted on Figure 7 are problematical, since the 20-ft contour is projected to be at unit 27 and the location of the 1860s 10-ft contour is unknown. It seems likely based on the 1951 USGS map (Figure 6) that the slope was somewhat steeper than depicted on the figure. Fill lies directly on top of either a moist gray silt which extends below the entire north area or, on the east, over a clay silt that is probably a natural sediment, possibly a B horizon, on top of the gray silt. The modern elevation drops 25 ft from south to north and the interface between the gray silt and the overburden drops about 10 ft. This hypothesis is supported by comparing the 1951 USGS map (Figure 6) with the 1983 USGS map. The earlier map shows the northern part of the project area as having two contours, the later map has none, suggesting this area was filled between these dates.

The three higher units on the south end are units 25, 26, and 27 (Figure 9). In units 26 and 27 there is minimal fill between the ballast surface of the railroad yard and the gray silt (Plate 1). Units 25 and 27 have a thin yellow-brown fill between the silt and the ballast.

Among the units at lower elevations (units 28-32), the three western units in this group (28, 29, and 31) have 8 to 10 ft of fill of various kinds resting directly on the gray silt (Figure 10). In this fill were the UPS plastic bag and concrete, brick, and plywood, with the plywood being just above the gray silt in unit 29; the aluminum Schiltz can, within 2 ft of the surface in unit 31; and concrete chunks in unit 28. Nothing indicates more than one fill episode, although a band of more gravely

fill of variable thickness and containing brick fragments occurs midway in the profiles of all three units.

The units on the east side (units 32 and 30) have only about 4 ft of fill. One of these, unit 30, contains a yellow-brown clayey silt with light gray clay mottles. This stratum was typical of the units on the east side of the project area and is a natural sediment, possibly a B horizon. However, in other areas the light gray clay occurs primarily as vertical, branching formations. If this is the B horizon, then the B horizon overlay two kinds of parent material, this gray silt and the bedded sands found to the south.

3.2.2 *North-Central Area*

The north-central area is composed of units 4, 16, 19, 21, 22, 23, and 24 (Figure 11). It is characterized by relatively thin fill deposits, typically about 1 to 2 ft, primarily composed of ballast, over a B horizon which, in turn, rests on multicolored bedded sands (Appendix I). This B horizon as discussed briefly above is a yellow-brown clayey silt with intrusions of light gray clay, usually vertical and linear (Plate 2); in at least some units the light gray clay intrusions extend into the bedded sands (e.g., units 21 and 4). These are obvious in units 4, 16, 19, and 21, but less obvious in units 22 to 24. In unit 4, hollow tile blocks were observed among the brick resting on the surface of the B horizon.

The north-central area is the projected location of the historic clusters of buildings associated with the Daingerfield occupation. However, Figure 7 shows that the natural sediments are approximately 5 ft below the projected elevation of the 1860s. This implies that the majority, if not all, of the cultural features have been removed by the stripping of the original sediments.

3.2.3 *Central Area*

The central area (units 2, 3, 14, 15, 17, 18, and 20) is more complicated (Figure 12; Appendix I). All the units are underlain by the bedded sands. Above the bedded sands is generally a darker horizon (Plate 3). Where it could be directly examined (as in unit 20), it was obviously fill, partially composed of small black gravel or cinders. In other units (units 14, 15, 18), brick was visible. The layer of decayed wood in unit 17, at the natural-fill interface, is probably construction debris. This interface is approximately 10 ft below the projected 1860s elevation. Above this stratum are varying amounts of fill. Some strata directly under the ballast are composed of mixed ballast and yellowish brown silt or clayey silt.

3.2.4 *South-Central Area*

The south-central area is represented by a small group of units (units 9, 11, 12, and 13) similar to those in the central area (Figure 13; Appendix I). These are distinguished from the central area by the mostly undifferentiated fills resting on the bedded sands (Plate 4). The fills are separated from the bedded sands by a thin band of what appears to be gray silt or clay at a depth of approximately 38 ft, 7 to 10 ft below the modern surface. Units 12 and 13 are similar in that there are small pockets of dark ballast in the fill. The sediments typical of the possible B horizon with the light gray mottling may occur near the interface with the bedded sands in each of these latter

units. Unit 9 is unusual because the interface between the fill and the sands was a vegetation mat composed of what appeared to be decaying, short, coarse, plant stems laying flat in the matrix. White feathers were observed in the matrix; no artifacts were noted. Although no dateable artifacts were recovered from the fill unit, a large piece of concrete was observed close to the bottom of the fill in unit 9. The natural-fill interface is approximately 11 ft below the projected 1860's elevation.

3.2.5 *South Area*

The south area is composed of units 1, 5, 6, 8, and 10 (Figure 14; Appendix I). The units most similar to each other are 5 and 8; they also share a layer of stained soils on top of the natural stratum with 6. A complicated layering of ballast and other fills occurs on top of a B horizon (Plate 5) that is similar to that found on the east side of the project area and also possibly in unit 13 on the west side. Unit 10 has the highest elevation of the natural-fill interface, 6 ft higher than the nearest other unit (unit 6). Unit 10 was adjacent to the concrete slab of the former engine house. One wall of the unit abutted the building and half of the unit was in what was probably a repair pit for electric engines, now filled with gravel. The profile in the other half of the unit was interpreted to have a layer of ballast over natural sediments. A layer of sandy gravel with cobbles of various sizes separated a lighter and a darker sediment. No cultural material of any type was observed in these strata.

The natural-fill interface is approximately 3 ft below the original 1860s ground surface. Historic maps indicate that this area was adjacent to the road bed of the Washington and Old Dominion Railroad that was begun in the 1840s. This roadbed continued in existence up into the 1970s and it is not unexpected that this portion of the site would maintain an elevation close to the one established when the railroad was built. However, it is also possible that the "natural" sediments in the lower portion of the profile are actually clean fill brought in to elevate the area with the engine house.

Unit 1 is located on the far southeast corner of the project area and intersected a large concrete pipe at approximately 4.5 ft. This unit has a layer of sandy fill over a thin dark horizon on top of a subsoil. No artifacts were observed.

3.3 Interpretation

The underlying natural sediments in the project area are composed primarily of bedded sands in the south, south-central, central and north-central areas and gray silt in the north area. Two units in the south area, units 10 and 1, were not excavated to the level of the bedded sands, because they were much higher than the other areas and because natural sediments were encountered relatively high in the profiles. The transition between the natural and the fill sediments throughout most of the project area is generally between 37 and 38 ft, with the exception of the northern and southern areas. The elevation of the transition interface in the project area drops from 48 ft in unit 10 to 44 and 42 feet in units 5, 6, and 8 and then to 38 ft in the central areas. In the northern area, the interface in the southern three units starts around 37 ft from where it drops to 34 ft, then 24 feet, and finally 20 ft.

The projected elevations, as provided by Holland Engineering, indicate that from 3 to 11 ft had been removed in the past. This transition interface is interpreted both as reflecting, in some manner, the original ground surface and the elevation to which the original surface was reduced during the preparation of the railroad yard. This removal and filling in the north-central, central, south-central and south areas may have taken place in the 1930s, judging from the USDA aerial photo. Apparently the surface was removed, often to a point below the possible B horizon, and then other fills were added. Those areas which still retain the possible B horizon were probably relatively close to the desired grading level. These would be the eastern and northwestern edges as well as the central area.

The possible B horizon did not appear in the south-central area. If this area sloped up to the south, the possible B horizon would have been at a relatively high elevation. If the grading was carried into the slope, the grade elevation would be below the possible B horizon and into the bedded sands, as in the south-central units. Although these are complicated units, the simplest explanation of these bands and the organic material is that the units were exposed for some undetermined time before filling. The strata between the gray bands have brick in them in units 14 and 15 supporting this interpretation.

The north area seems to have maintained its natural contours until the 1950s (Figure 6). The aluminum Schiltz can in the fill indicates the area was filled after 1959 when aluminum cans were first introduced, or, perhaps more likely, after 1969 when ten percent of beer cans were aluminum (Busch 1981:101). However, there is no evidence that this area contained historic occupations.

4.0 SUMMARY AND MANAGEMENT RECOMMENDATIONS

The examination of the soil test units at the site of the proposed Townes of Slater's Village revealed that the development of the rail yard had serious effects on the original surface of the land. The majority of the area had been lowered and then filled. In some areas a possible B horizon remained. In others, it had been removed and the underlying bedded sands and gray silt were exposed. The archeological observations also identified changes in grade decreasing from south to north and suggested that in one area, the south-central area, a slope had been graded away during the ground preparation. The northern area may have just been filled and not graded. However, the grey silt does not look like topsoil unless this area was continuously saturated with water, which does not seem to have been the case according to the 1951 USGS map. Historic maps indicate that roads and buildings existed in the north-central portion of the project area in the nineteenth century (Figures 3-6), including some associated with the Daingerfield estate (Cressey and Shepard 1995). However, all trace of the strata which may have contained evidence of these historic occupations has been removed during the alteration of this portion of the railroad property.

Based on the observations in the field, no additional archeological research is recommended in the project area. It is unlikely that any archeological resources, either prehistoric or historic, could remain in the project area.

6.0 REFERENCES CITED

Baist, G.W.

1918 *Baist's Real Estate Atlas.* G.W. Baist, Philadelphia. Map on file, Alexandria Archaeology, Alexandria, Virginia.

Boschke, A.

1864 Map of 1857 Washington, with fortifications added March 1864, signed by Brigadier General E.R.S. Canby, A.A.G. War Department, April 14 1864. Map on file, Cartographic and Architectural Branch, National Archives and Record Administration, College Park, Maryland.

Busch, Jane

1981 An Introduction to the Tin Can. *Historical Archaeology* 15(1):95-104.

Cressey, Pamela J., and Steven J. Shephard

1995 Letter to Tony Morse of Holland Engineering.

Holland Engineering

1995 *Site Plan: Townes of Slaters Village.* Holland Engineering. Map on file, John Milner Associates, Inc. Alexandria, Virginia.

Hopkins, G.M.

1879 Alexandria County, Virginia. In *G.M. Hopkins' Atlas of Fifteen Miles Around Washington.* Compiled by G.M. Hopkins, C.E., Philadelphia. Map on file, Geographic and Map Division, Library of Congress, Washington, D.C.

1894 *Map of the Vicinity of Washington D.C.* G.M. Hopkins, C.E., Philadelphia. Map on file, Alexandria Archaeology, Alexandria, Virginia.

Miller, T. Michael

1992 The History of Potomac Yards: The Alexandria Canal. In *The Fireside Sentinel* 6(11):105-116. On file, Alexandria Archaeology, Alexandria, VA.

Rowell, Dick

1995 Personal Communication, Project Manager, Construction Division, The Holladay Corporation.

Sanborn Map Company

1977 *Insurance Maps of Alexandria, Virginia.* Sanborn Map Company, New York. Map on file, Alexandria Archeology, Alexandria, Virginia.

United States Coastal Survey (USCS)

1861 *U.S. Coast Survey Map of Ground of Occupation and Devence of the Division of the U.S. Army in Virginia in Command of Brig. Gen. Irwin McDowell.* USCS, A. D. Bache, Superintendent. Map on file, National Archives and Records Administration, College Park, Maryland.

United States Department of Agriculture (USDA)
1937 Aerial Photograph FG 118 162. On file, Alexandria Archaeology, Alexandria, VA.

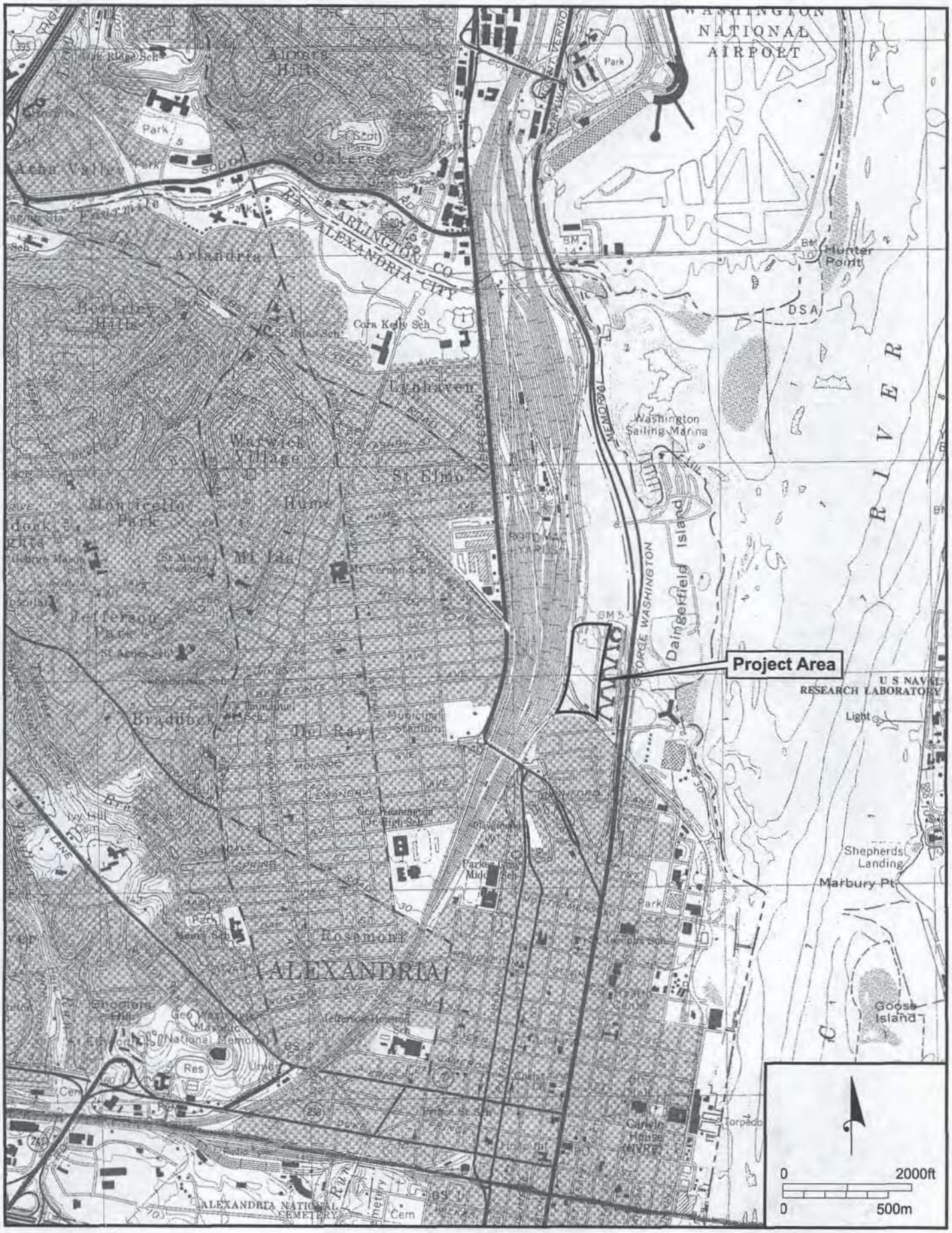
United States Geological Survey (USGS)
1951 *Alexandria Quadrangle, Virginia-District of Columbia-Maryland.* USGS, Washington, D.C. Map on file, Geography and Map Division, Library of Congress, Washington, D.C.

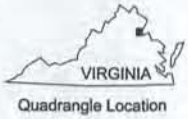
1983 *Alexandria Quadrangle, Virginia-District of Columbia-Maryland.* USGS, Reston, Virginia.

Walker, Mark, and Marilyn Harper
1989 Potomac Yard, Inventory of Cultural Resources. Prepared by Engineering Science, Washington, D.C. Submitted to HOH Associates, Inc., Alexandria, VA.

Williams, Ames W.
1977 Transportation. In *Alexandria: A Towne in Transition, 1800-1900*, edited by John D. Macoll, pp. 49-75. Alexandria Bicentennial Commission, Alexandria Historical Society, Alexandria, VA.

FIGURES





Quadrangle Location

Figure 1. Location of project area. Detail of *Alexandria, VA-DC-MD, 7.5 Minute Quadrangle* (USGS 1965, photorevised 1983).

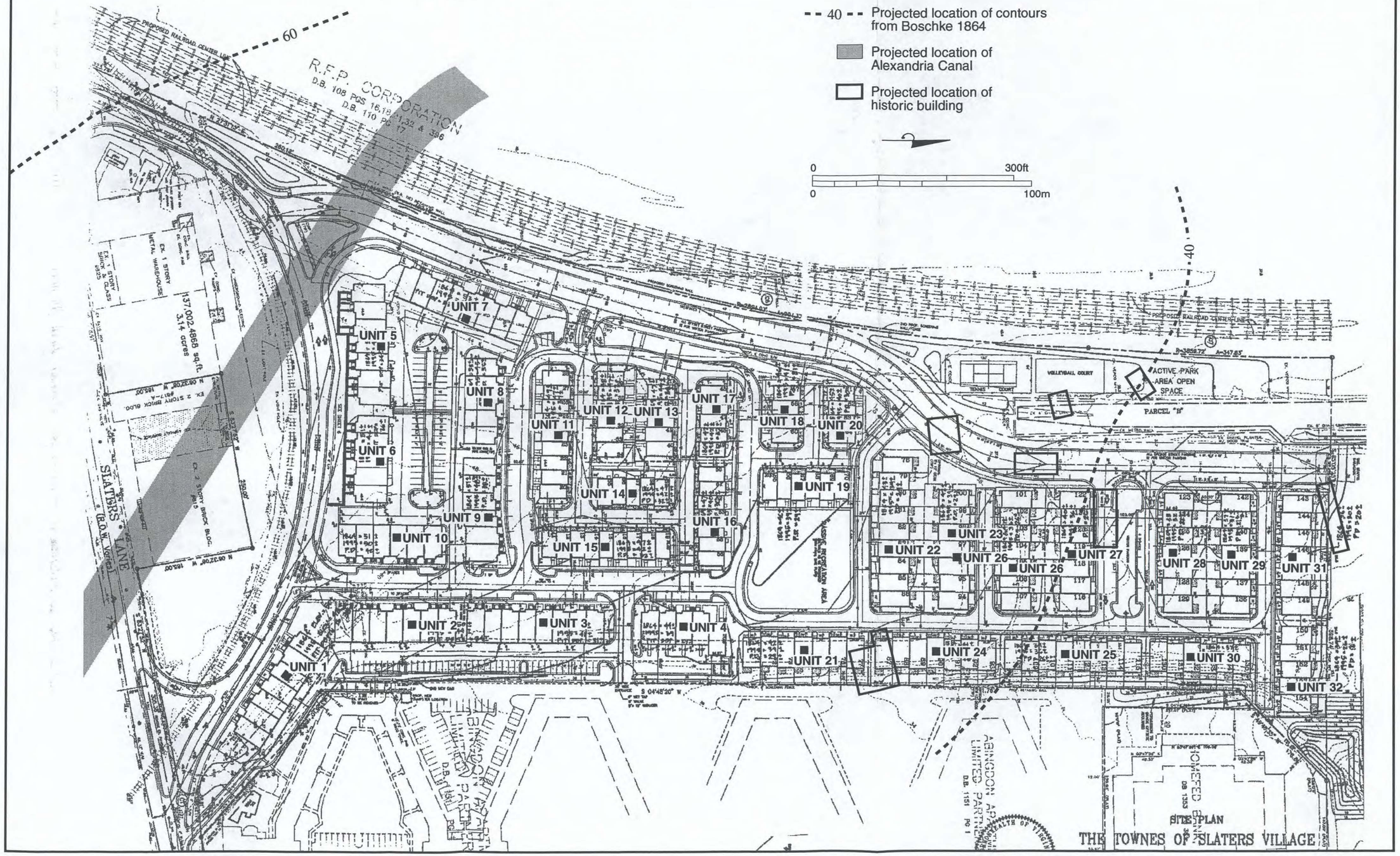


Figure 2. Project area showing location of units, and projected location of contours, historic buildings, and Alexandria Canal (Holland Engineering 1995). The subsurface soil change between units 23 and 26 suggests the southern edge of the historic buildings may actually have been located approximately 200 feet further south.

Figure 3. Project vicinity. Detail of *U.S. Coast Survey Map of Ground of Occupation and Defence of the Division of the Army in Virginia in command of Brig. Gen. Irwin McDowell* (USCS 1861).

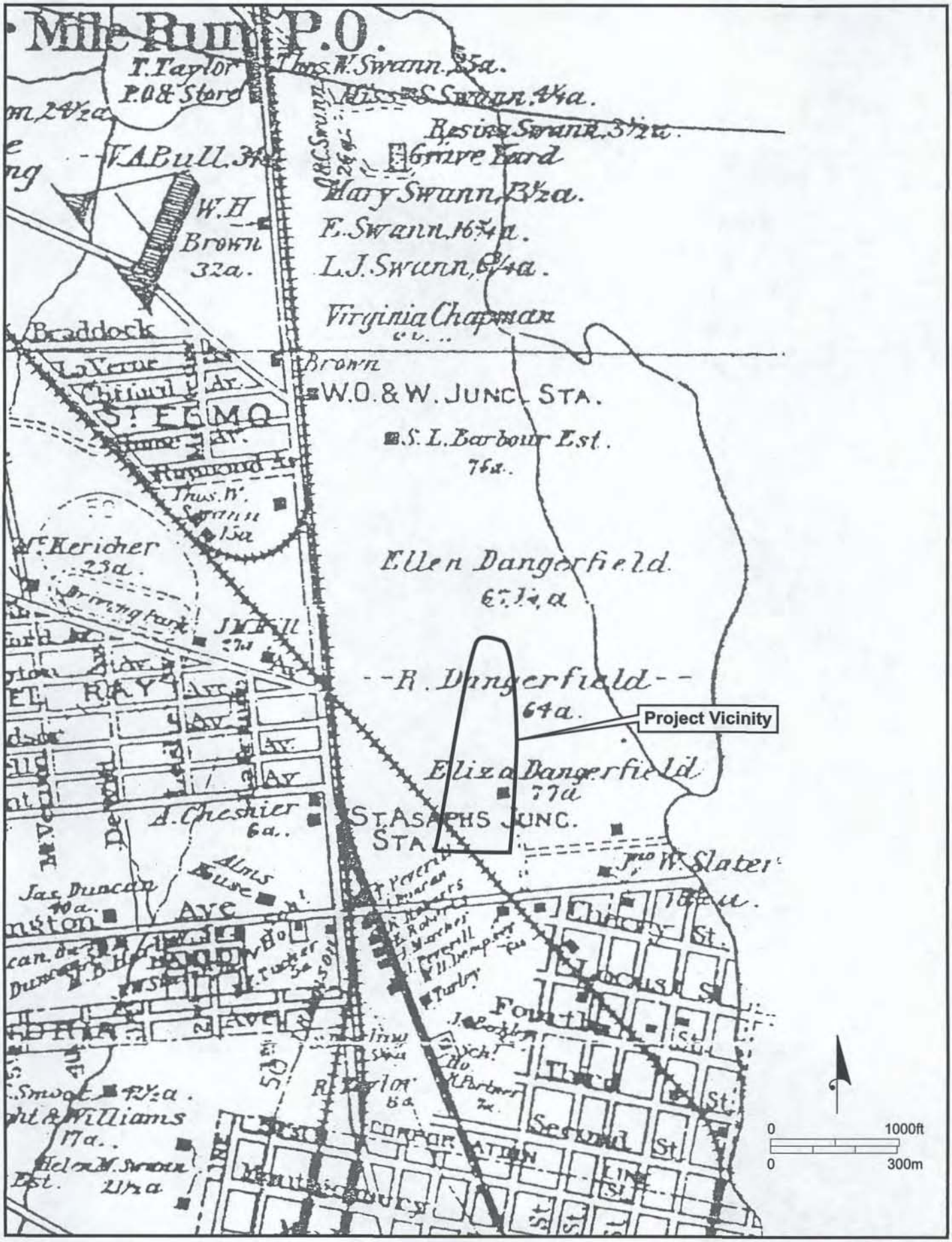


Figure 4. Project vicinity. Detail of *Hopkin's Map of the Vicinity of Washington D.C.* (Hopkins 1894).

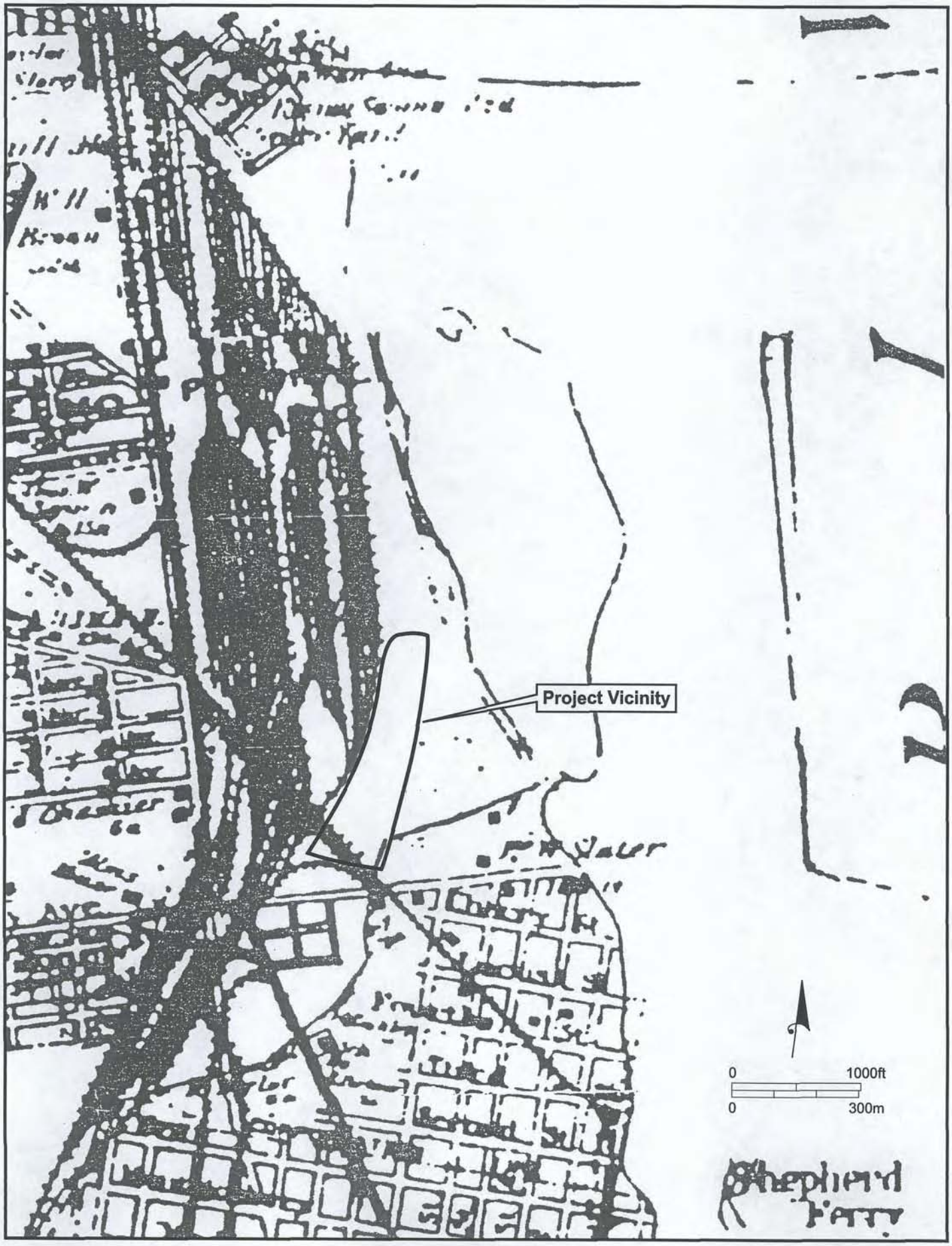


Figure 5. Project vicinity. Detail of *Baist's Real Estate Atlas* (Baist 1918).

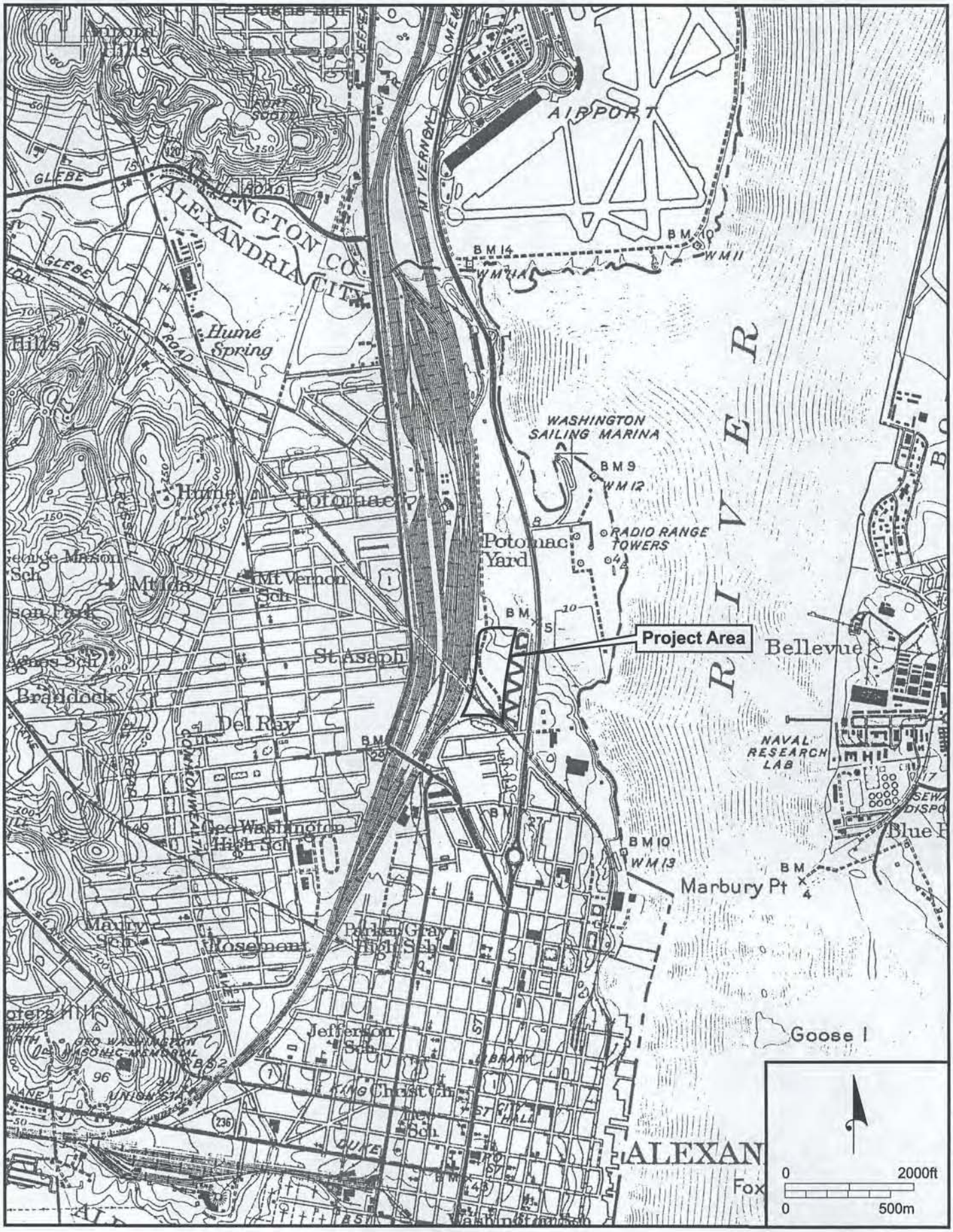
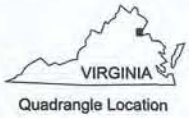


Figure 6. Project area. Detail of *Alexandria, VA-D.C.-MD, 7.5 Minute Quadrangle* (USGS 1951).



Quadrangle Location

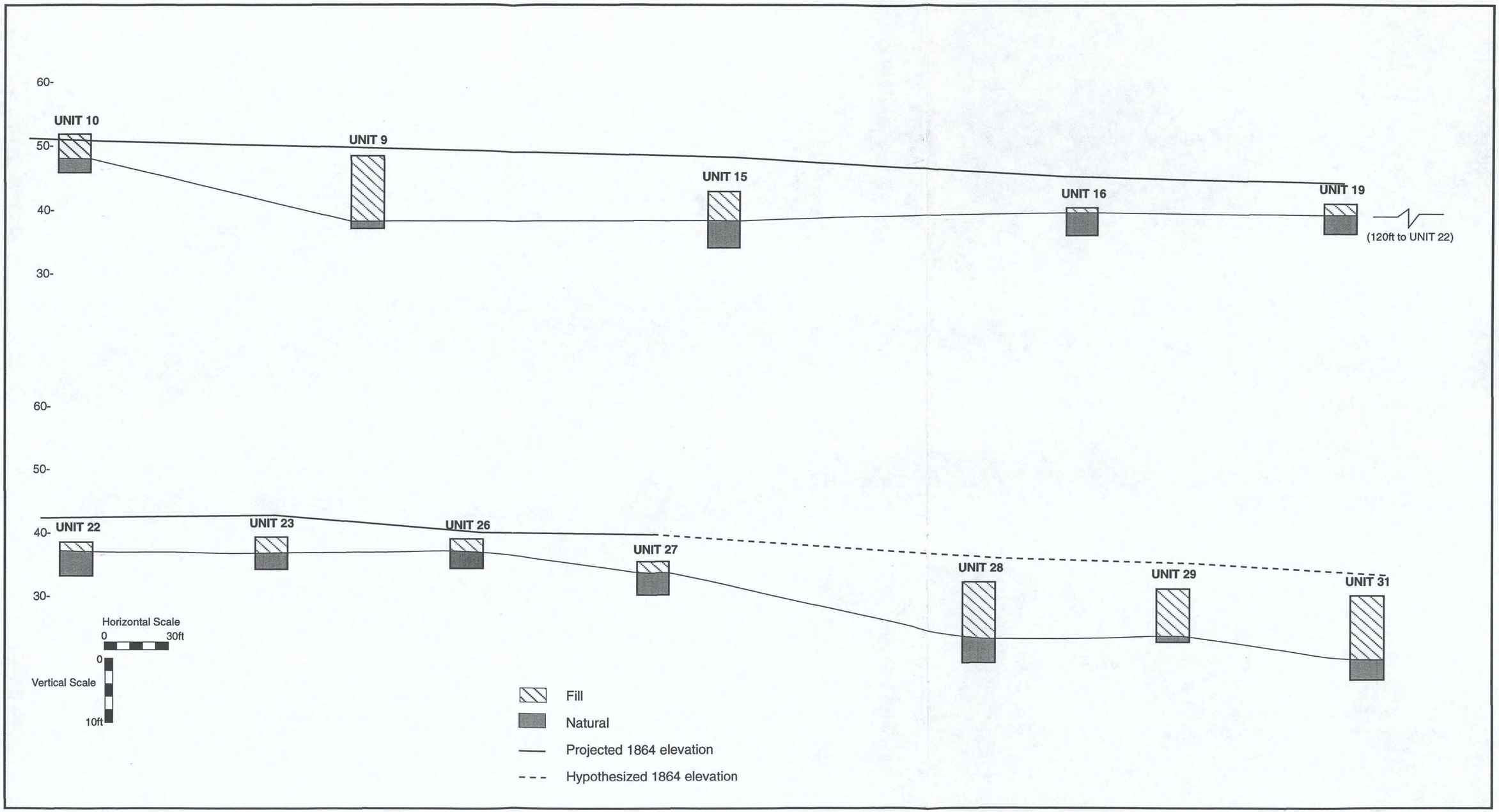


Figure 7. North-south profile through project area.

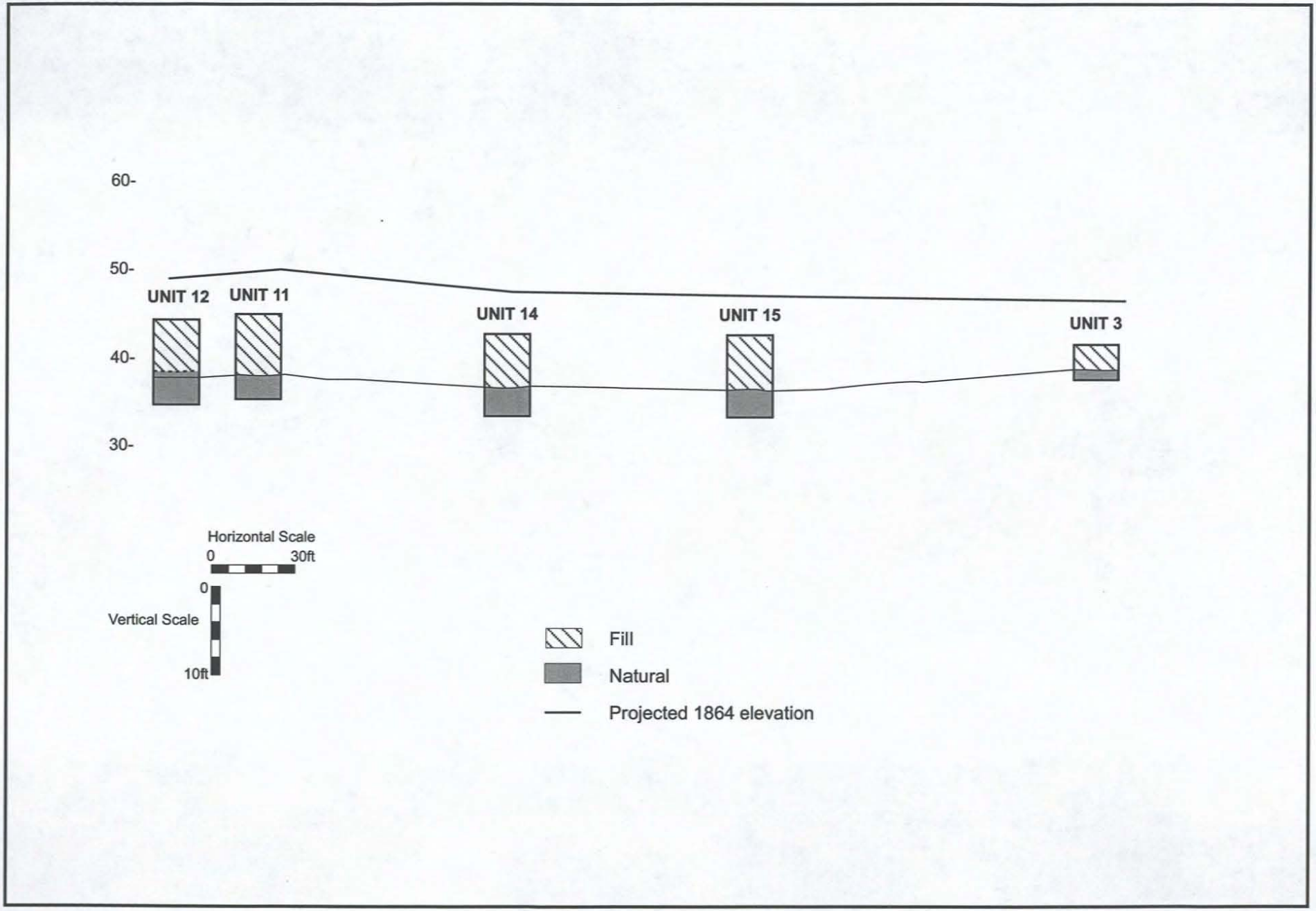


Figure 8. East-west profile through project area.

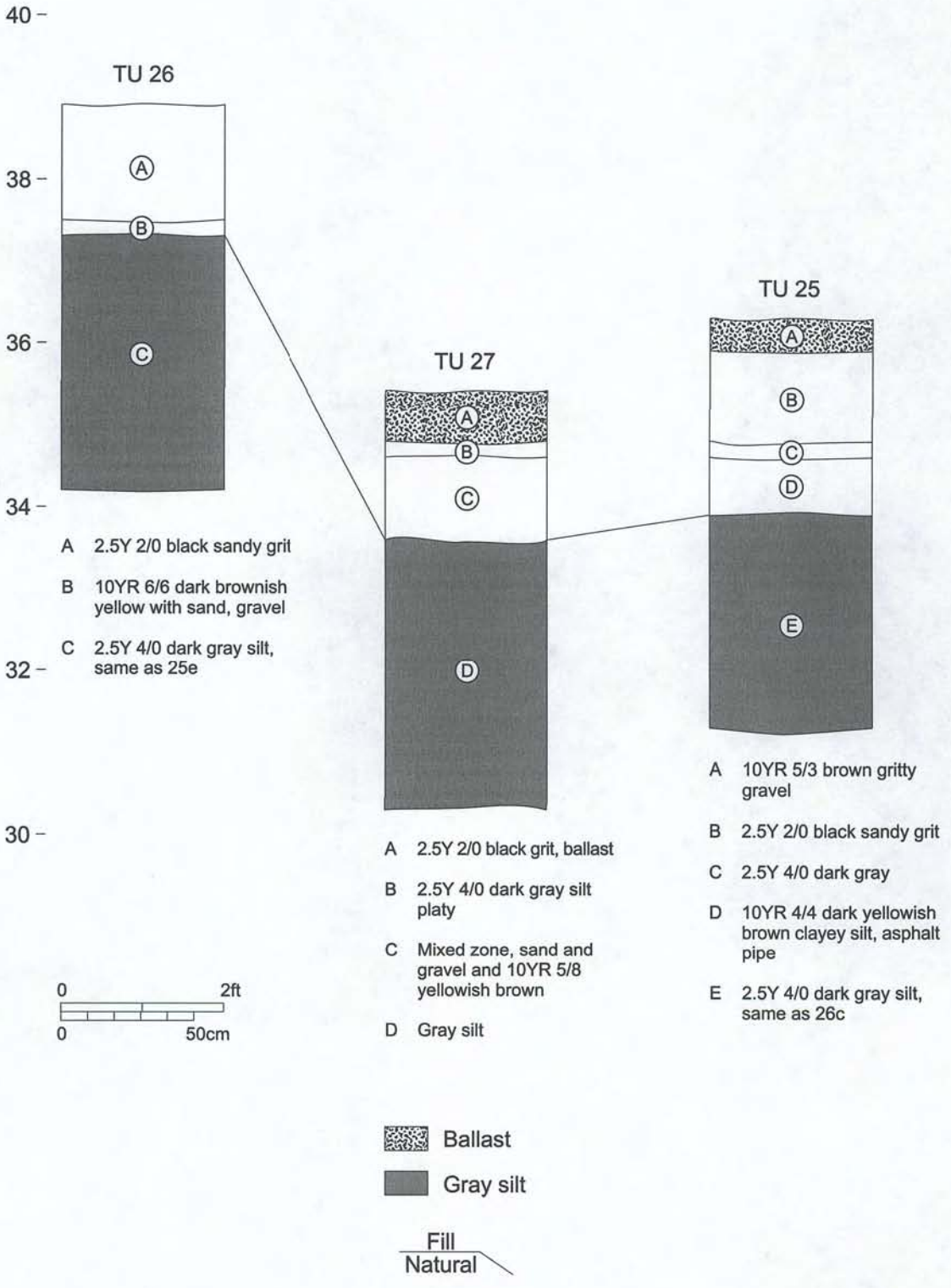


Figure 9. Unit profiles of upper north area: units 25-27 .

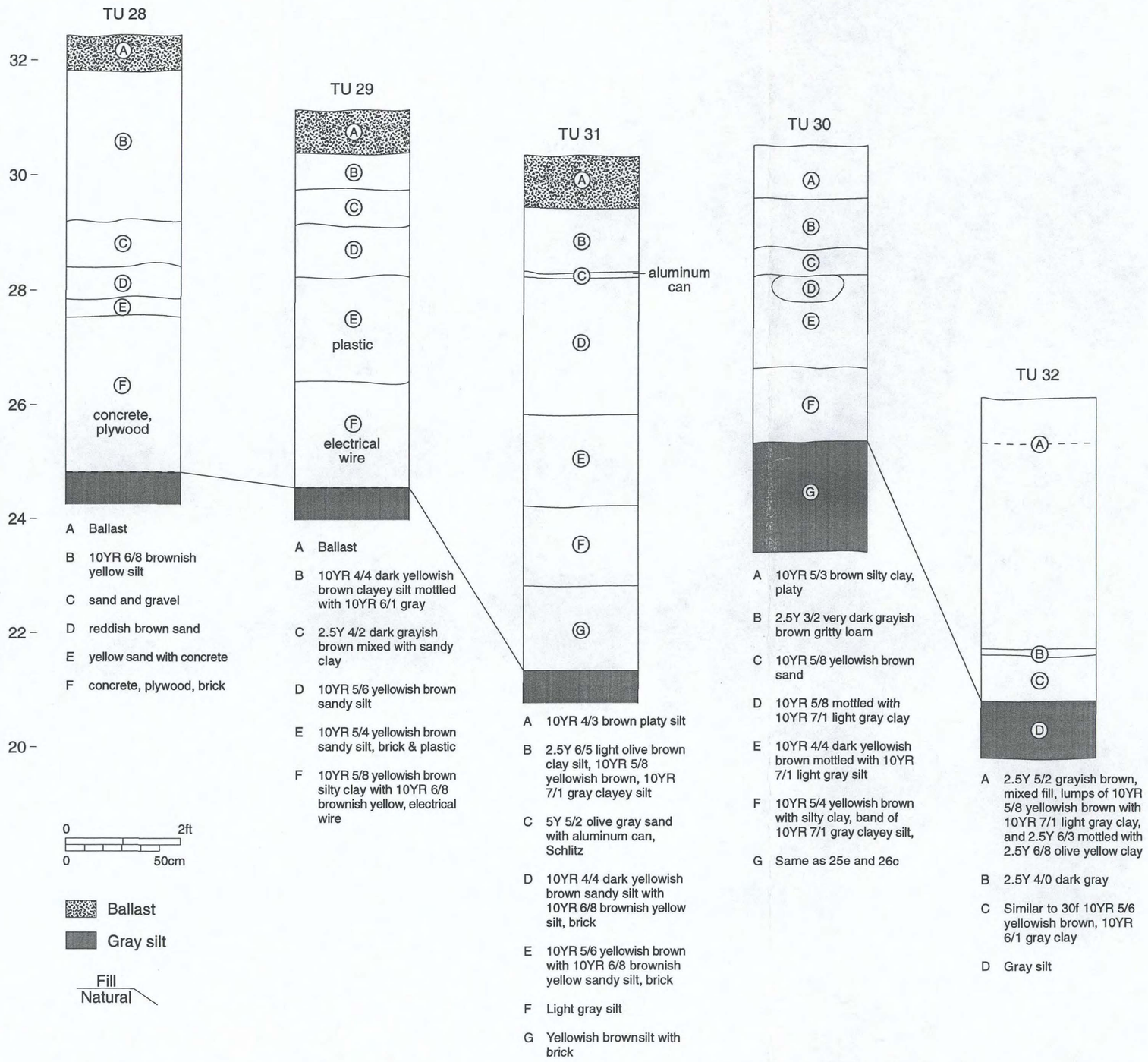


Figure 10. Unit profiles of lower north area: units 28-32.

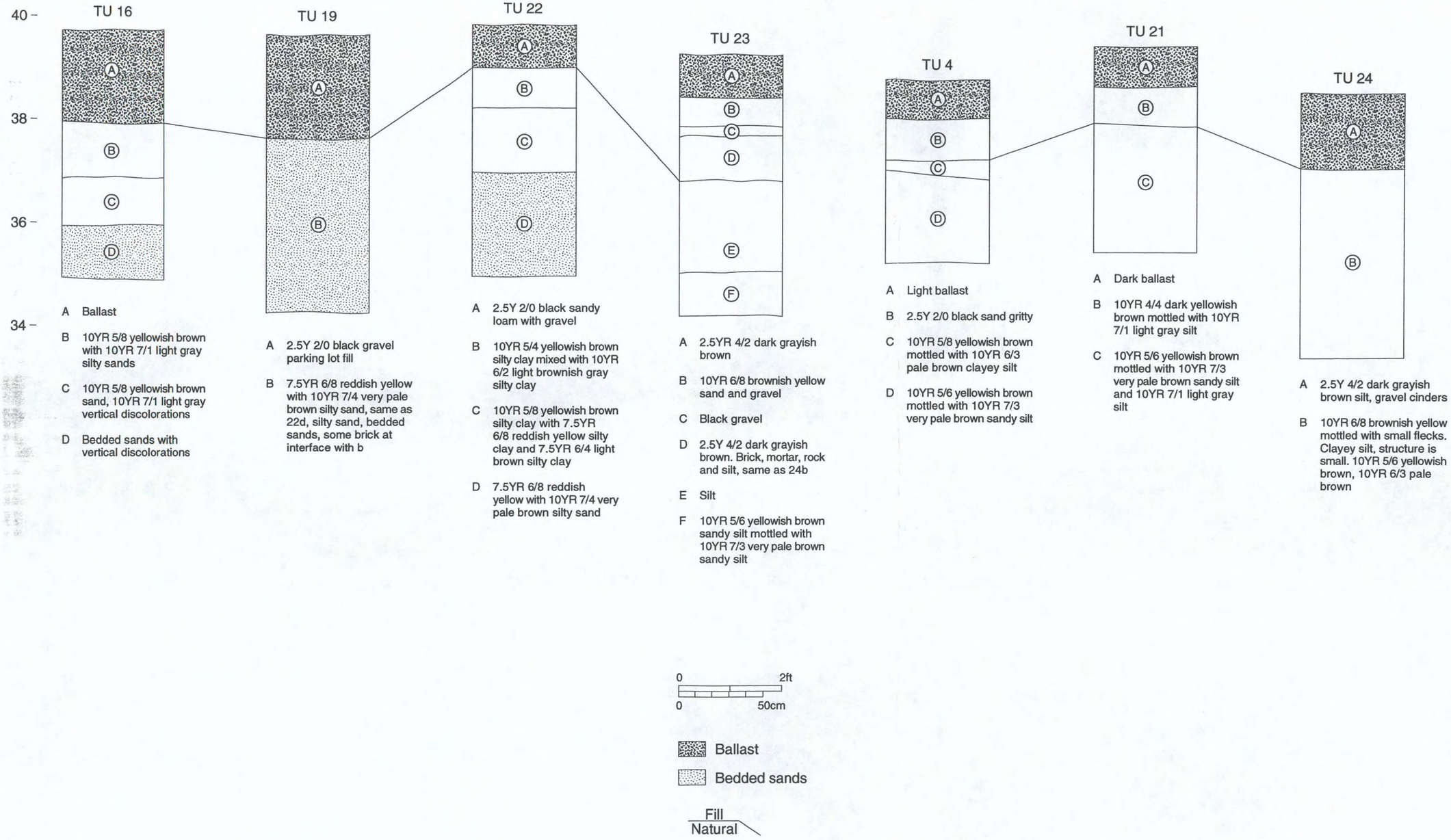
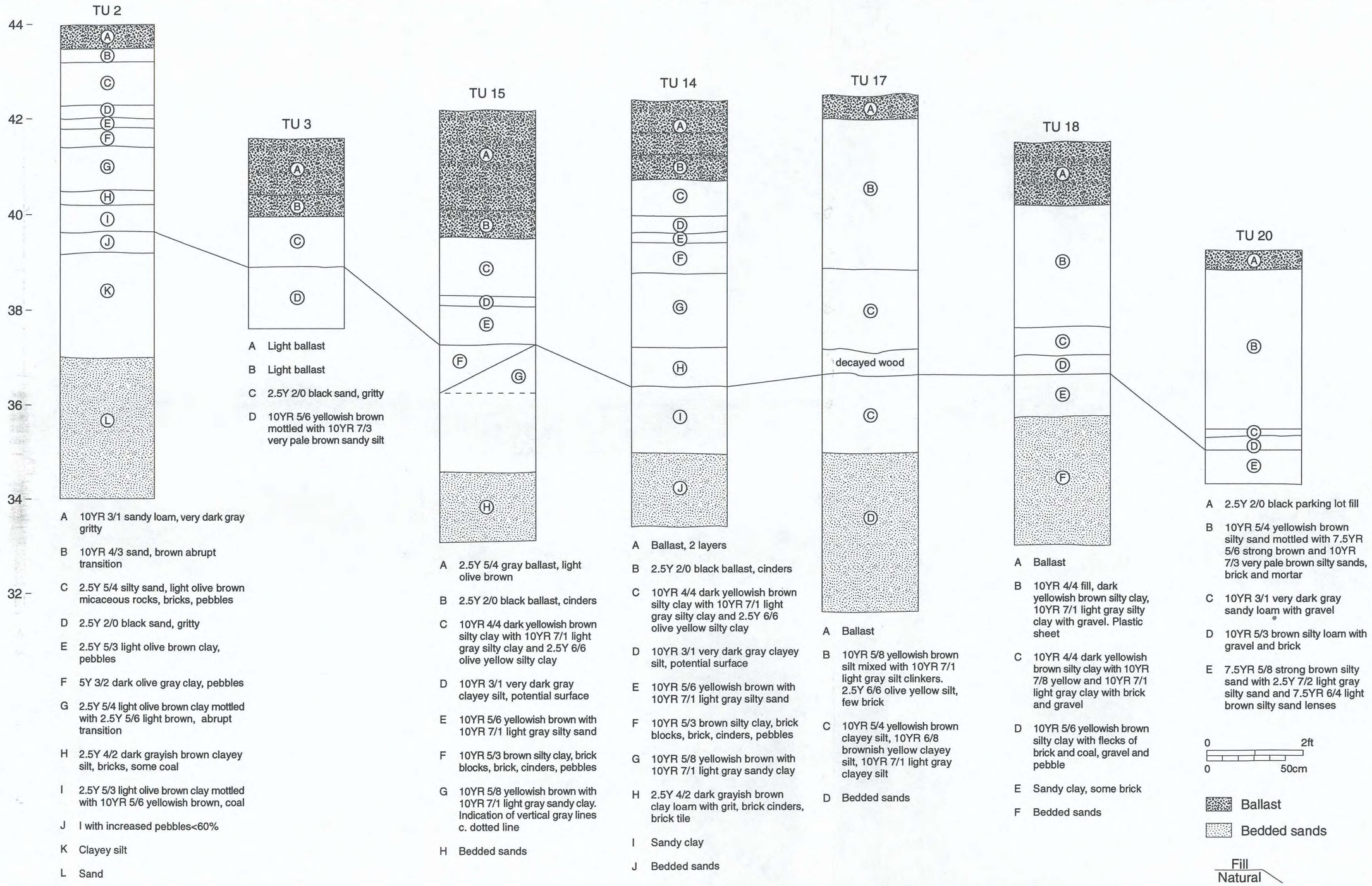


Figure 11. Unit profiles of north-central area: units 4, 16, 19, 21-24.



A Light ballast

B Light ballast

C 2.5Y 2/0 black sand, gritty

D 10YR 5/6 yellowish brown mottled with 10YR 7/3 very pale brown sandy silt

A 10YR 3/1 sandy loam, very dark gray gritty

B 10YR 4/3 sand, brown abrupt transition

C 2.5Y 5/4 silty sand, light olive brown micaceous rocks, bricks, pebbles

D 2.5Y 2/0 black sand, gritty

E 2.5Y 5/3 light olive brown clay, pebbles

F 5Y 3/2 dark olive gray clay, pebbles

G 2.5Y 5/4 light olive brown clay mottled with 2.5Y 5/6 light brown, abrupt transition

H 2.5Y 4/2 dark grayish brown clayey silt, bricks, some coal

I 2.5Y 5/3 light olive brown clay mottled with 10YR 5/6 yellowish brown, coal

J I with increased pebbles<60%

K Clayey silt

L Sand

A 2.5Y 5/4 gray ballast, light olive brown

B 2.5Y 2/0 black ballast, cinders

C 10YR 4/4 dark yellowish brown silty clay with 10YR 7/1 light gray silty clay and 2.5Y 6/6 olive yellow silty clay

D 10YR 3/1 very dark gray clayey silt, potential surface

E 10YR 5/6 yellowish brown with 10YR 7/1 light gray silty sand

F 10YR 5/3 brown silty clay, brick blocks, brick, cinders, pebbles

G 10YR 5/8 yellowish brown with 10YR 7/1 light gray sandy clay. Indication of vertical gray lines c. dotted line

H Bedded sands

A Ballast, 2 layers

B 2.5Y 2/0 black ballast, cinders

C 10YR 4/4 dark yellowish brown silty clay with 10YR 7/1 light gray silty clay and 2.5Y 6/6 olive yellow silty clay

D 10YR 3/1 very dark gray clayey silt, potential surface

E 10YR 5/6 yellowish brown with 10YR 7/1 light gray silty sand

F 10YR 5/3 brown silty clay, brick blocks, brick, cinders, pebbles

G 10YR 5/8 yellowish brown with 10YR 7/1 light gray sandy clay

H 2.5Y 4/2 dark grayish brown clay loam with grit, brick cinders, brick tile

I Sandy clay

J Bedded sands

A Ballast

B 10YR 5/8 yellowish brown silt mixed with 10YR 7/1 light gray silt clinkers. 2.5Y 6/6 olive yellow silt, few brick

C 10YR 5/4 yellowish brown clayey silt, 10YR 6/8 brownish yellow clayey silt, 10YR 7/1 light gray clayey silt

D Bedded sands

A Ballast

B 10YR 4/4 fill, dark yellowish brown silty clay, 10YR 7/1 light gray silty clay with gravel. Plastic sheet

C 10YR 4/4 dark yellowish brown silty clay with 10YR 7/8 yellow and 10YR 7/1 light gray clay with brick and gravel

D 10YR 5/6 yellowish brown silty clay with flecks of brick and coal, gravel and pebble

E Sandy clay, some brick

F Bedded sands

A 2.5Y 2/0 black parking lot fill

B 10YR 5/4 yellowish brown silty sand mottled with 7.5YR 5/6 strong brown and 10YR 7/3 very pale brown silty sands, brick and mortar

C 10YR 3/1 very dark gray sandy loam with gravel

D 10YR 5/3 brown silty loam with gravel and brick

E 7.5YR 5/8 strong brown silty sand with 2.5Y 7/2 light gray silty sand and 7.5YR 6/4 light brown silty sand lenses

0 2ft

0 50cm

Ballast

Bedded sands

Fill

Natural

Figure 12. Unit profiles of central area: units 2, 3, 14, 15, 17, 18, 20.

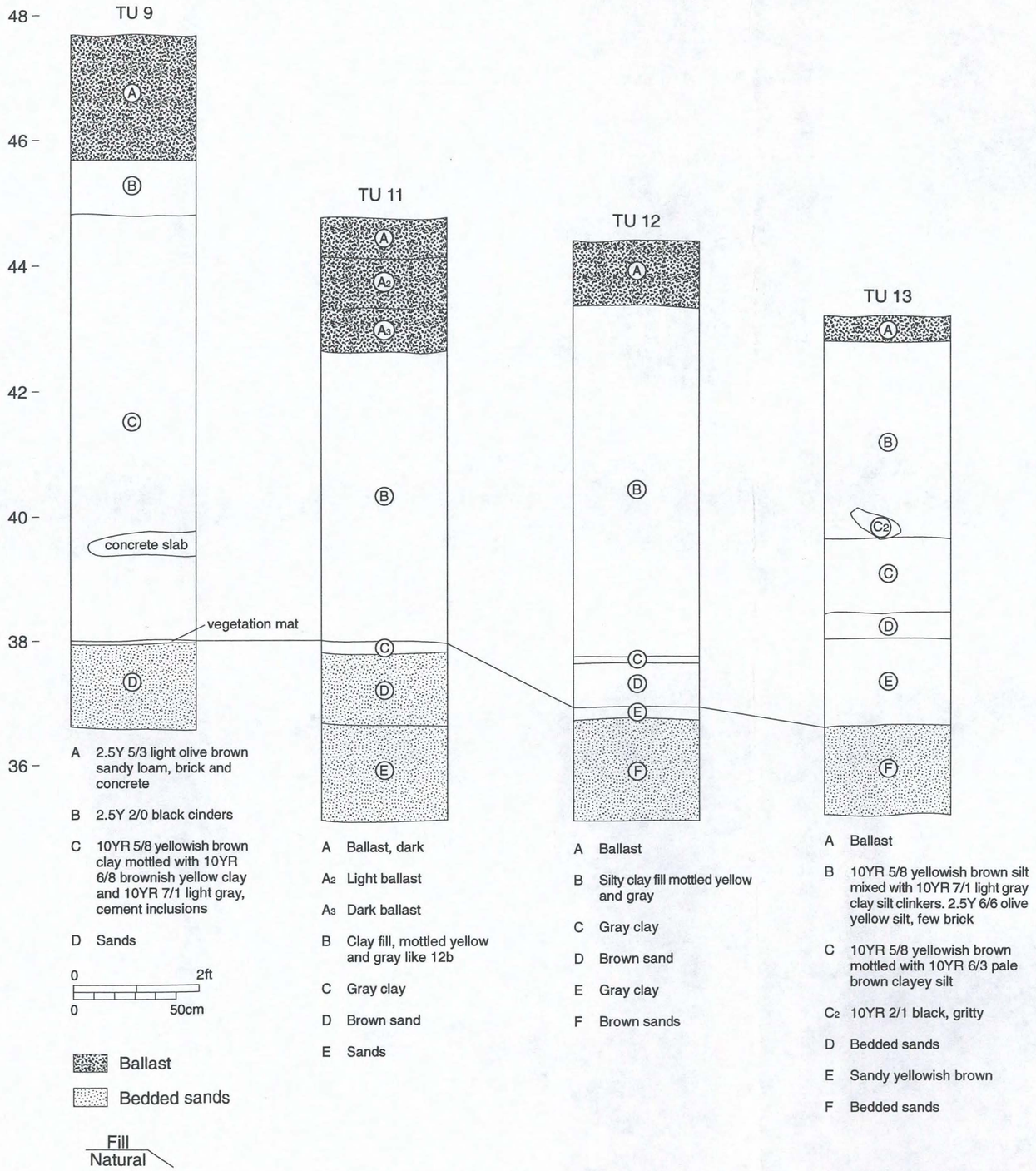


Figure 13. Unit profiles of south-central area: units 9, 11-13.

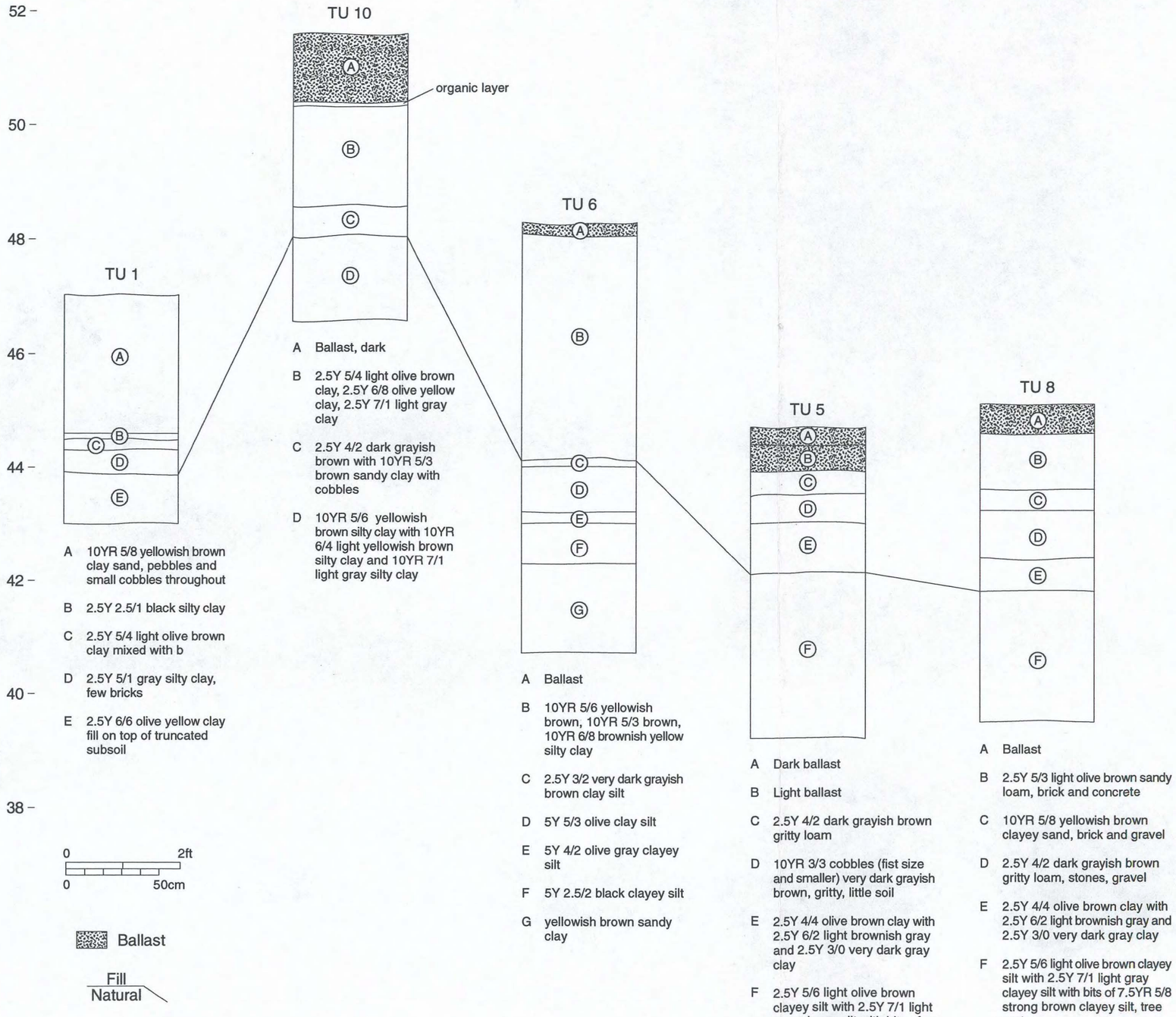


Figure 14. Unit profiles of south area: units 1, 5, 6, 8, 10.

PLATES

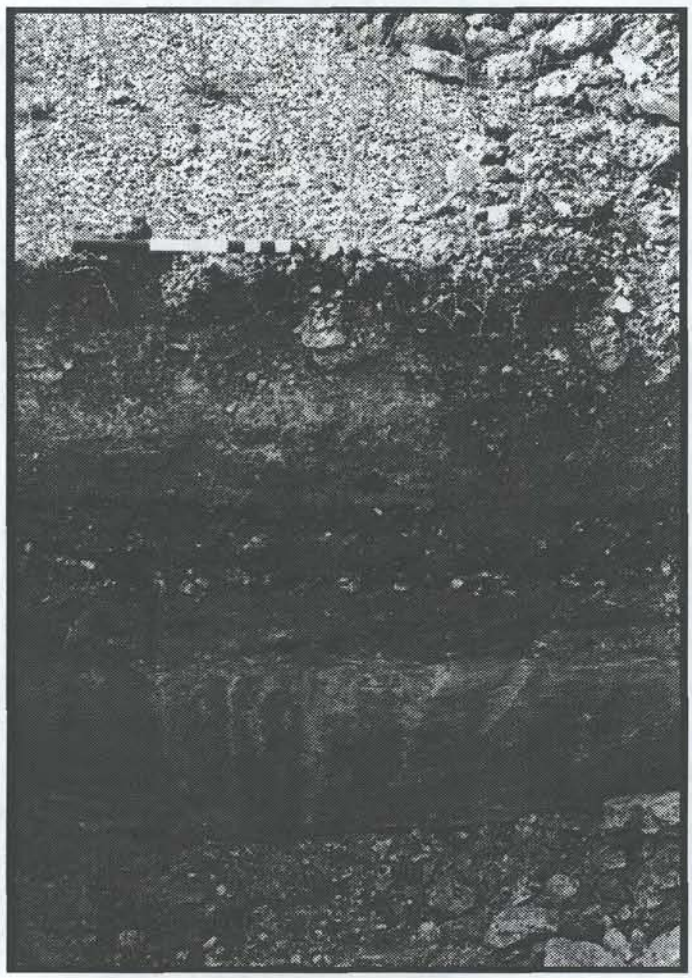


Plate 1. Profile of unit 27.

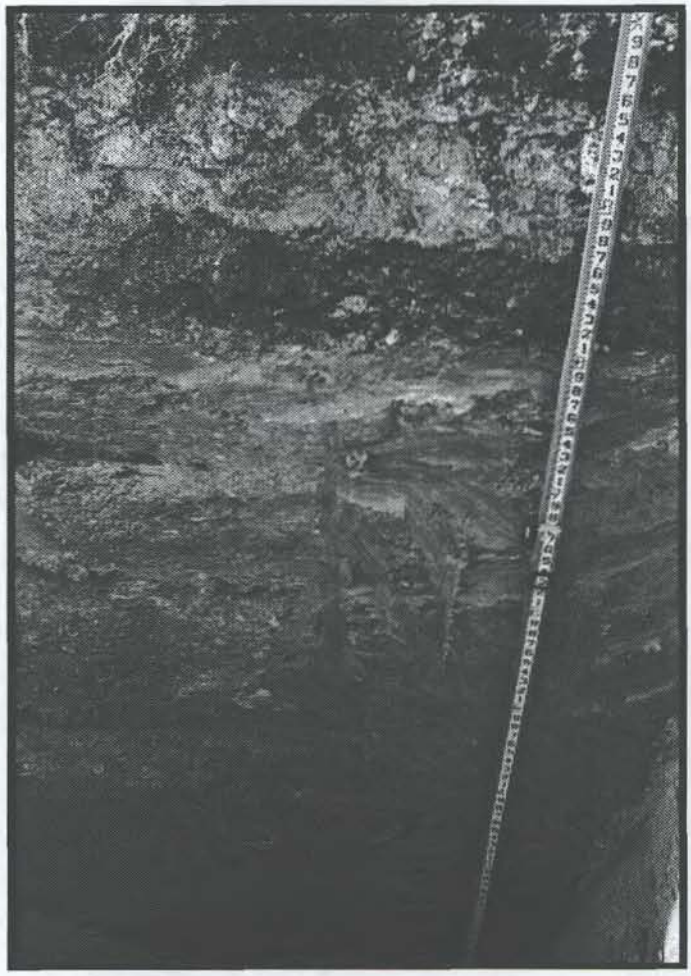


Plate 2. Profile of unit 21.

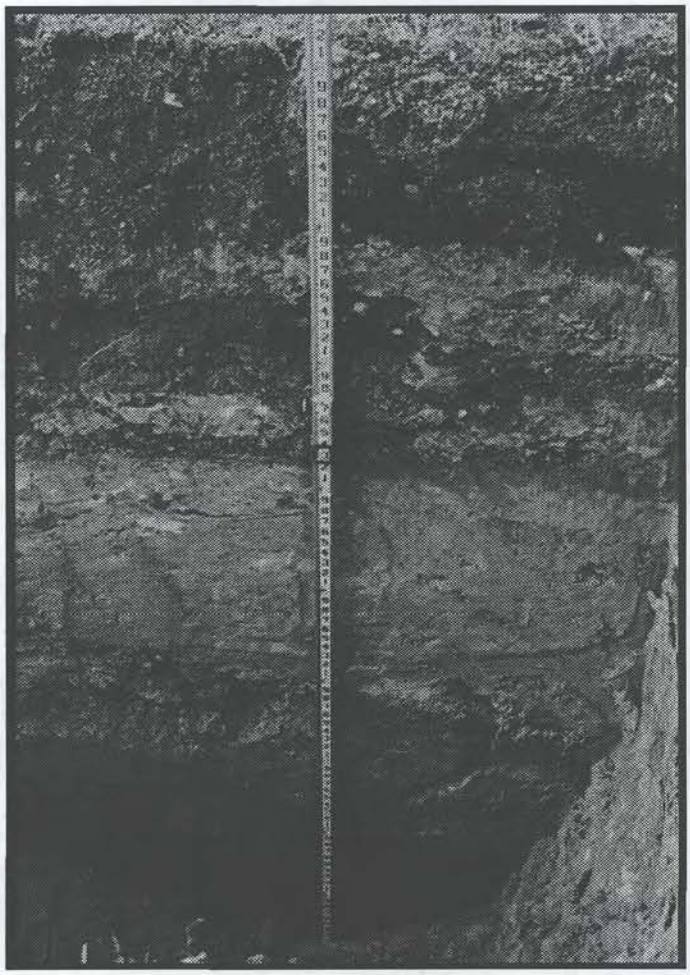


Plate 3. Profile of unit 14.

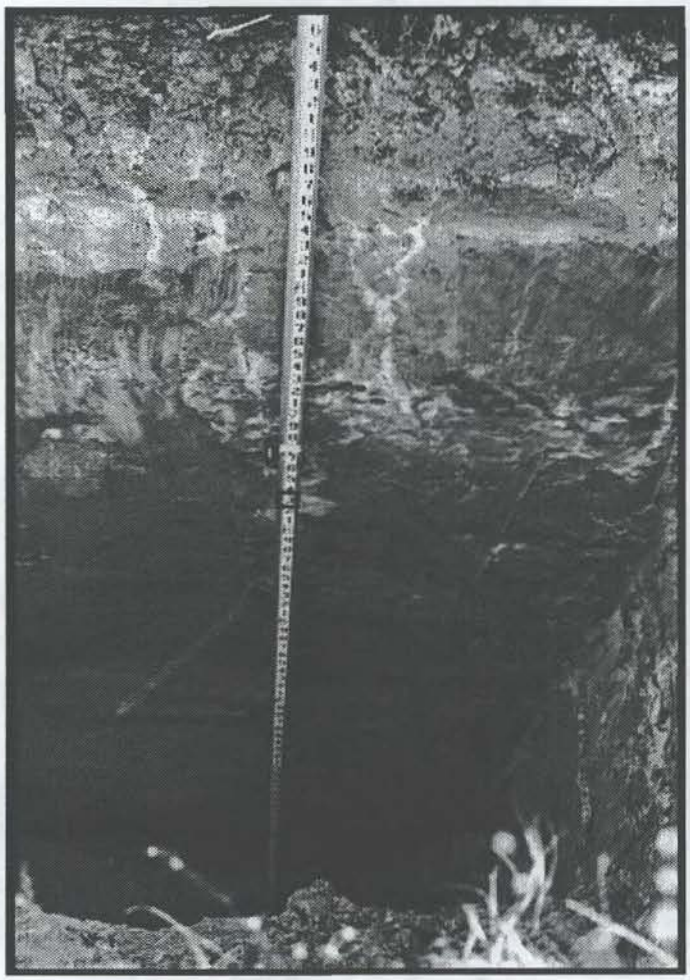


Plate 4. Profile of unit 11.

APPENDIX I

Color Photographs of the Units.

Unit 1

Unit 2

Unit 3

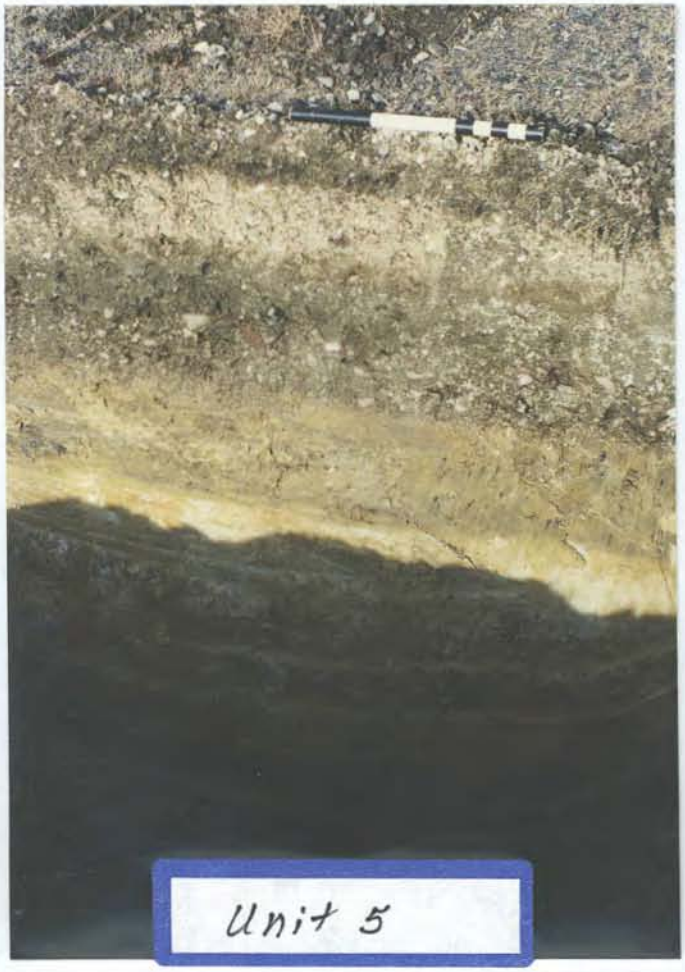
Unit 4

EPIC 0496L023294 4111 N N N 22

EPIC 1195L021651 4111 N N N-1 2
Slater
#1

Slater
#4
EPIC 1195L131651 4111 N N N-1 2

Slater
#3
EPIC 1195L130651 4111 N N N-1 2



Unit 5

Unit 6

Unit 8

Unit 9

Slater
#6

EPIC 1195[14]656 4111 N N N N2

Slater
#5

EPIC 1195[11]656 4111 N N N N2

Slater
#9

EPIC 1195[07]656 4111 N N N N2

Slater
#8

EPIC 1195[10]656 4111 N N N N2

Unit 10

Unit 11

Unit 12

Unit 13

Slater
#11
EPIC 1195(04)656 411(N-N-N-12

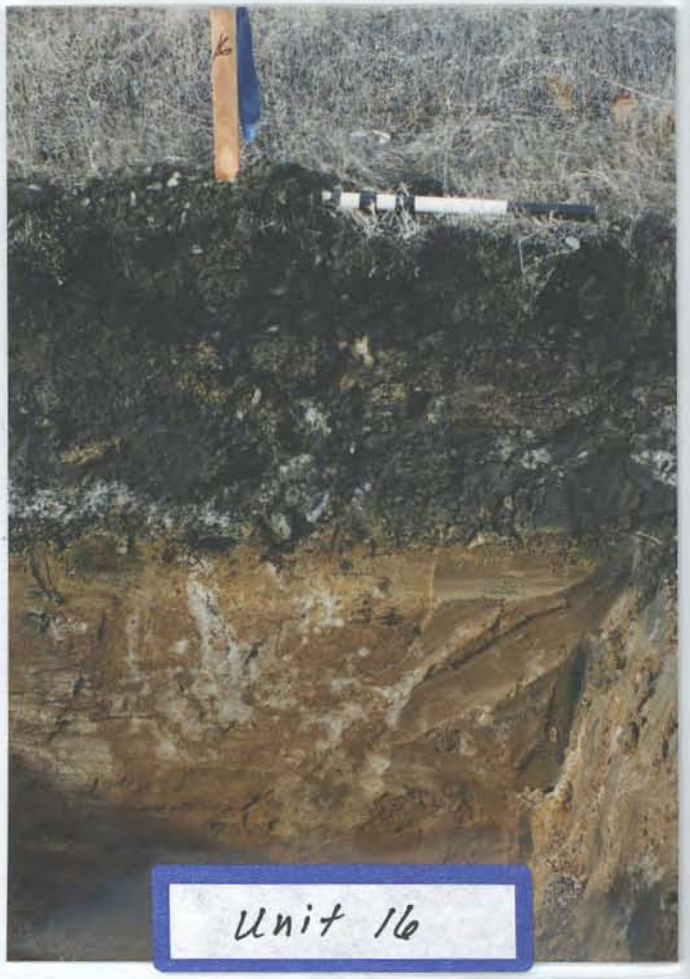
Slater
#10
EPIC 1195(16)656 41

Slater
#13
EPIC 1195(22)664 411(N N N N 2

Slater
12
EPIC 1195(25)664 411 N N N N 2

Unit 14

Unit 15



Unit 16

Unit 17

Slater
#15

EPIC 1195[06]656 4111 N N N N2

Slater
#14

EPIC 1195[02]656 4111 N N N-1 2

Slater
#17

EPIC 1195[20]664 4111 N N N N2

Slater
#16

EPIC 1195[24]664 4111 N N N N2

Unit 18

Unit 19

Unit 20

Unit 21

Slater
#19
EPIC 1195[14]664 4111 N N N N2

Slater
#18
EPIC 1195[18]664 4111 N N N N2

Slater
#21
EPIC 1195[12]651 4111 N N N-12

Slater
#20
EPIC 1195[15]664 4111 N N N N2

Unit 22

Unit 23

Unit 24

Unit 25

Slater

#23

EPIC 1195120651 4111 N N N-1 2

Slater

#22

EPIC 1195111064 4111 N N N N2

Slater

#25

EPIC 1195122651 4111 N N N-1 2

Slater

#24

EPIC 1195117651 4111 N N N-1 2

Unit 26

Unit 27

Unit 28

Unit 29

Slater
#27

EPIC 1195009]664 4111 N N N N2

Slater
#26

EPIC 1195024]651 4111 N N N-12

Slater
#29

EPIC 1195105]664 4111 N N N N2

Slater
#28

EPIC 1195107]664 4111 N N N N2

Unit 30

Unit 31

Unit 32

Slater
#31

EPIC 1195L04J664 411[illegible] N N N N2

Slater
#30

EPIC 1195L26J651 411[illegible] N N N-1 2

Slater
#32

EPIC 1195L01J664 411[illegible] N N N N2

John Milner Associates

Architects • Archeologists • Planners