

**GREENBELT PARK,
NATIONAL CAPITAL PARKS-EAST,
HISTORIC RESOURCES STUDY**



FINAL

**Prepared for the National Park Service,
National Capital Region**

By Robinson & Associates, Inc.

In association with architrave p.c., architects

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INTRODUCTION

Purpose

Greenbelt Park is a 1,176-acre natural refuge south of the town of Greenbelt, Maryland. Administered by the National Capital Parks-East office of the National Park Service, it is located 12 miles from Washington, D.C., and 23 miles from Baltimore, Maryland. The Baltimore-Washington Parkway, also administered by the National Park Service, bisects Greenbelt Park. The park contains both forested areas and open meadow drained by two creeks, 174 campsites, three picnic areas, and four nature trails for year-round use. Ongoing educational programs are offered regarding the natural and historical environment of the park and the surrounding area. Visits of all kinds (camping, hiking, picnicking, bicycling) to Greenbelt Park during fiscal year 2003, the last year for which information is available, totaled 309,925.

The purpose of the Historic Resources Study for Greenbelt Park is fourfold: 1) to document the history of the area in which the park is located, 2) to document the development of the park and its resources, 3) to evaluate the park's potential eligibility for the National Register of Historic Places, either as a historic district in itself or as an addition to an already established historic district (Greenbelt, Maryland, or the Baltimore-Washington Parkway), and 4) to complete National Register documentation if appropriate. No comprehensive study of Greenbelt Park has previously been undertaken. The National Park Service seeks, in the HRS, information that will help administrators manage the park in the near and far term and will assist in the day-to-day operation and interpretation of the park's resources.

This study has been prepared by Robinson & Associates, Inc., in association with architrave pc, architects, for the National Park Service, National Capital Region.

Methodology

Discussions of the research necessary for the HRS began in October 2004 between Robinson & Associates and NPS historians Gary Scott and Frank Farragasso. After a project kickoff meeting that included a tour of Greenbelt Park and of the Town of Greenbelt on October 15, 2004, the NPS approved a research design prepared by Robinson & Associates. Since the primary goal of the study was to document the park's current resources and evaluate their eligibility for the National Register, primary research focused on those repositories that held material expected to shed light on those tasks. An early research task therefore involved documenting the park's legislative and funding history at the Law Library of the Library of Congress. A second early task was the review of National Register documentation for the Town of Greenbelt and for the Baltimore-Washington Parkway to provide background information on the park area's relation to these two properties.

Prior to beginning primary research, a review of secondary sources was undertaken; the review included online searches of library catalogs of the University of Maryland, the Prince George's County Memorial Library System, the University of Virginia, and the Martin Luther King, Jr., Memorial Library of the District of Columbia. Subsequent review of secondary materials took place in the library and files of Robinson & Associates, Alderman Library at the University of

Virginia, and the Greenbelt Branch of the Prince George's County Memorial Library system. Both primary and secondary resources were reviewed in the library of the Prince George's County Historical Society.

Review of primary materials began with research at Greenbelt Park itself, National Capital Parks-East headquarters at Anacostia Park, and the National Capital Regional offices. Documents at these locations included administrative materials from the park, dating from the 1960s to the present, that documented park planning and implementation. Greenbelt Park itself held numerous plans and drawings of plans for the park, both executed and unexecuted. Indexes at the National Capital Region offices provided information related to documents at the Washington National Records Center in Suitland, Maryland, a branch of the National Archives and Records Administration. These documents provided construction records, primarily consisting of correspondence, contracts for construction, and building specifications dating to the 1960s period, which was the first phase of Greenbelt Park's development. Land records including descriptions of acquisition proposals for two privately owned properties located adjacent to the park (the Jaeger and DiCamillo tracts) were also found.

Additional documents and maps were discovered in the Tugwell Room of the Greenbelt Branch of the Prince George's County Library; the Tugwell Room is dedicated to preserving documents related to the Town of Greenbelt. These maps identified owners of the land that became Greenbelt prior to federal acquisition, including land that subsequently became Greenbelt Park. The historic resources study made extensive use of the maps discovered during the research phase of the project to illustrate the changes that occurred in the area prior to its acquisition by the federal government. It should be noted that some of the maps gathered were photocopies reproduced numerous times, rendering them legible but of lesser quality than other maps. The maps were of such importance to the discussion of the area's history, however, that they were reproduced in the study despite their quality.

The land on which Greenbelt Park was developed was inhabited by native peoples during the prehistoric period. Excellent studies of the area provided information on this aspect of the park land's history. The area also witnessed settlement by European colonists who spread into the interior of the colony of Maryland to claim available farmland. Between this initial settlement and the acquisition of the land by the federal government for the Greenbelt project, dozens of people owned the land, worked and lived there, and passed it on to descendants or sold it to others. As far as could be determined, no evidence of this habitation remains above ground to be counted as park resources for the purpose of National Register eligibility, nor have potential archeological resources in the park been documented. For this reason, and due to the sheer number of subjects involved, primary research on the landowners, their families, servants, and, prior to the Civil War, enslaved workers, was not undertaken for this study. The consultants attempted to gather such information through U.S. Census research, family histories held at the Prince George's County Historical Society, and other secondary sources. The return on such research was small, providing one the recommendations for future research discussed in Chapter IX.

Current National Register Status

Greenbelt Park is neither currently listed in the National Register of Historic Places, nor has a determination of eligibility for the park been made. The nearby Greenbelt, Maryland, Historic District was listed in the National Register on November 25, 1980, and designated as a National Historic Landmark on February 18, 1997. The Baltimore-Washington Parkway was determined to be a contributing element to the Parkways of the National Capital Region Multiple Property documentation, which was listed in the National Register on May 9, 1991. None of these designations included Greenbelt Park within their boundaries.

Executive Summary

The area now occupied Greenbelt Park has a long and varied history. Archeological research suggests that native peoples lived in the Anacostia River valley in vicinity of the park for extensive periods of time during both the Archaic and Woodland periods – that is, from 8000 BC to 1600 AD. The site of a food processing station was discovered less than a mile northwest of the park (occupied during the Archaic period), and a brief archeological survey of Greenbelt Park in the 1970s recovered artifacts within park boundaries likely dating to the Woodland period. In the early years of European colonization, the area lay on the western border of land occupied by the Piscataway peoples, but also witnessed raids by the more warlike Iroquois whose primary residence lay farther north. In the early stages of European colonization, due to tensions between native peoples and English settlers, parties of colonial rangers patrolled in the area near Greenbelt Park. By the time Prince George's County was established from Charles and Calvert counties in 1696, however, tensions between colonizing and colonized peoples had begun to wane, and the native peoples had mostly disappeared from the area by 1715.

Northwestern Prince George's County, in which Greenbelt Park is located, remained the frontier of the Maryland colony early in the eighteenth century. Settlers acquired the land that makes up the park over the course of eight decades, in relatively small parcels, and it seems that one parcel was not patented during the colonial period. Several family names prominent in early Maryland history appear in deed records, including Snowden and Beall, although it appears that the parcels never became family seats where a prominent ancestor resided. Patenting of the land advanced more rapidly in the decades immediately preceding the Revolutionary War. Factors influencing this pattern included the need for new agricultural land for tobacco and the establishment of a port and then tobacco inspection station at Bladensburg in 1742 and 1761, respectively.

The parcels of land now occupied by the park were consistently sold from one owner to another between the American Revolution and the Great Depression, according to nineteenth- and twentieth-century maps of the area. The land generally seems to have remained divided into small parcels. While Prince George's County grew more tobacco than any other county in Maryland prior to the Civil War, the relation of the Greenbelt Park land to this production is unclear, given the constant turnover in landowners. The park area stood very near major improvements in transportation from the late eighteenth to the early twentieth century. A road between Georgetown and Baltimore (generally following the course of today's Route 1) was in place by 1794 and developed as a turnpike after 1812. The Washington Branch of the Baltimore & Ohio Railroad was in operation by 1835, and streetcars began linking Washington with the area

in the 1890s and expanded in the first decades of the twentieth century. All these transportation routes lay just a few miles west of what is now Greenbelt Park. Urban development followed these transportation routes, but tended to remain very close to the routes themselves and affected the park area only indirectly.

In the early twentieth century, a few farmers who sold their produce in Washington occupied the land in and around Greenbelt Park. By the time of the Depression, however, these farmers had apparently abandoned the area, allowing the federal government to acquire more than 11,000 of land considered “sub-marginal” for the creation of a new town, called Greenbelt, in the mid-1930s. Greenbelt was the most complete of the three new towns planned and built by the Resettlement Administration, a New Deal program to create better living conditions for the working poor that was developed by President Franklin Delano Roosevelt’s administration. The land occupied by Greenbelt Park lay in the undeveloped belt that encircled the town, which accepted its first residents in 1938. Planners envisioned the undeveloped belt used as a temporary park, a second residential area, and farmland. World War II interrupted these plans, however, and changing views on the role of government in the development of housing resulted in the privatization of Greenbelt after the war.

The land on which the park was later developed was transferred from the Public Housing Administration to the National Park Service in 1950, pursuant to Public Law 643, which authorized the completion of the Baltimore-Washington Parkway as well as the transfer of potential park land to the Interior Department. Although plans for the park were developed as early as 1949 and again in 1958, construction of Greenbelt Park did not begin until 1960, and many of the park’s facilities were completed by 1965. This early period of park planning and implementation was funded by the Mission 66 program of the National Park Service, an important initiative to upgrade NPS facilities across the country by 1966 (the fiftieth anniversary of the Park Service). Planning for the park continued, especially in preparation for the bicentennial anniversary of the United States and then again in the early 1980s, when it appeared that the NPS might seek to transfer the park to the state of Maryland. Greenbelt Park facilities were added to and upgraded during the late 1980s, but the basic purpose of the park – as a recreational area for a large urban population – has not changed since the plans were completed that guided the park’s initial construction.

While the area occupied by Greenbelt Park has been associated with important patterns of events in Maryland and United States history, this study has concluded that a National Register nomination of the park’s resources, either as a separate district or as an amendment to a current district, is not appropriate at this time. This determination generally results from the age of the park’s resources, all of which are less than fifty years old. The National Register requires that resources less than fifty years old demonstrate exceptional importance before they can be eligible for listing. Greenbelt Park’s resources, while important to the development of the park system for the National Capital Region, do not satisfy this requirement. Further, amending the National Register documentation – for either the Greenbelt, Maryland, Historic District or the Parkways of the National Capital Region multiple property listing, which includes the Baltimore-Washington Parkway – to include Greenbelt Park does not seem appropriate. While a park was one of the potential functions of this land in planners’ visions for Greenbelt, such a park was not implemented, and Greenbelt did not retain jurisdiction of the land on which the park was built

when the town was privatized. Neither does an amendment to the Baltimore-Washington Parkway documentation in the Parkways of the National Capital Region multiple property nomination seem appropriate. The B-W Parkway was deemed to satisfy Criterion G as a resource of exceptional importance less than fifty years old because it fulfilled parkway planning that had begun in the 1920s. These plans envisioned a stately ceremonial approach to the Nation's Capital from the north. That the park was not an integral part of the parkway can be seen in the legislation that authorized both: One section of Public Law 643 provided for the completion of the parkway while another authorized the Secretary of the Interior to accept land for the purpose of building a park. The former was not contingent on the latter, and the parkway was completed long before the park itself was begun. Further, Greenbelt Park never received a direct physical connection to the parkway, as had been planned early in the park's history.

Although nomination of Greenbelt Park to the National Register is not deemed appropriate at this time, this study recommends that the majority of the park's resources be reevaluated when they become fifty years old (in 2015). Potential historic contexts that might provide for the park's significance following its fiftieth anniversary include its status as an important part of the development of the National Capital Region's park system and as a park planned and executed mostly during the Mission 66 era.

List of Greenbelt Park Features

The following list summarizes features within the boundaries of Greenbelt Park and their dates of construction. (Figure 1)

<u>Buildings/Landscape Features</u>	<u>Date of Construction</u>
Park Central Road	ca. 1961
Campground driveway	ca. 1965
Maintenance Building/Park Headquarters	ca. 1964/1989
Park Police Headquarters	1965
Ranger Station	1989
Concert platform	ca. 1980
Comfort Stations	1964-66
Picnic areas at north loop	ca. 1964
Campgrounds	ca. 1965
Trails	between 1965 and 1970
Signage	1989
Trail blazes	1989
Site Spatial Organization	ca. 1965

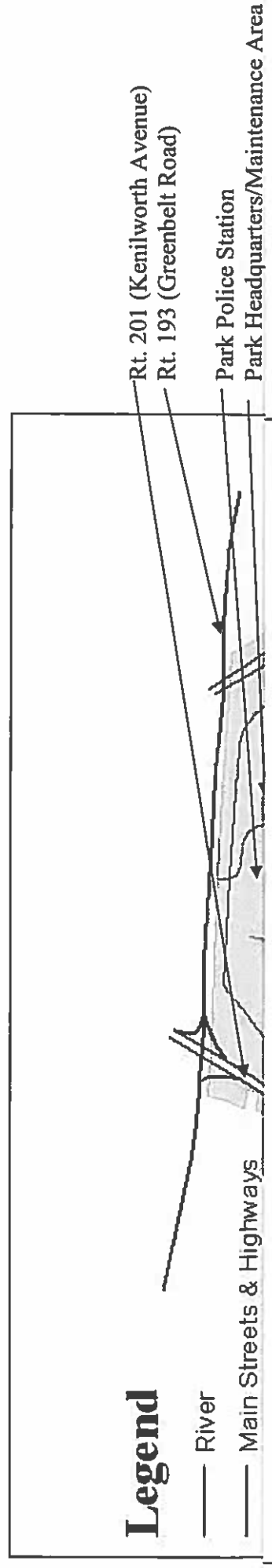


Figure 1 – Map of current resources at Greenbelt Park (map provided by the National Park Service, annotated by Robinson & Associates, Inc.)

CHAPTER I: The Native American Period, 8000 BC-1600 AD

Two studies have suggested that evidence of prehistoric peoples is likely to be found in Greenbelt Park. A brief archeological survey conducted in the 1970s discovered stone and ceramic remains along a stream in the western part of the park, but no in-depth archeological investigation of the entire park has taken place.¹ Varied research into prehistoric remains in the Maryland coastal plain has been conducted, however. This chapter synthesizes relevant studies in order to sketch the prehistoric context of Greenbelt Park and provide the rationale for potential areas of future research.

Archaic Period Habitation at Indian Creek, 8000-1000 BC

The habitation of the Middle Atlantic Coastal Plain by native peoples preceded the area's European colonization by nearly 10,000 years. Evidence of the first period of habitation of the region by Native Americans, known as the Paleoindian period (9500-8000 BC), is limited. However, archeologists have suggested that throughout the Atlantic Coastal Plain during this period, small, mobile bands of native peoples subsisted on a variety of hunted game (including some now extinct species), fish and shellfish, and edible vegetation gathered in forests dominated by spruce and other conifers.

While evidence of the Paleoindian period in Maryland is lacking, remains dating to two of the three subdivisions of the Archaic period (8000-1000 BC) are located in the vicinity of Greenbelt Park. Archeological investigation of a site called Indian Creek V – bounded by the Capital Beltway, Edmonston and Sunnyside avenues, and the Baltimore & Ohio Railroad, approximately three-quarters of a mile northwest of the Greenbelt Road entrance to the park – began in 1986 and concluded with a report issued in 1991. (figure 2) Based on radiocarbon dating of recovered projectile points, the report stated that initial occupation of the site occurred between 7800 and 5300 BC, during a period known as the Early Archaic era, and that a second period of occupation took place during the Late Archaic era (4000-1000 BC).²

The Early Archaic period had continuity with the Paleoindian period in several cultural expressions but began to differ toward its end in the diversity of food materials used for subsistence. Archeological remains suggest that Archaic peoples in the Middle Atlantic region migrated seasonally to secure and process available sources of food, and these procurement sites were reused year after year. Procurement stations differ from more permanent base camps of Early Archaic peoples. A fairly limited set of activities takes place for brief periods of time at a

¹ Barbara J. Little, *National Capital Area Archeological Overview and Survey Plan* (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Capital Area, 1995), 249-250; Robin D. Ziek, "Greenbelt Park Archaeological Background Research and Evaluation of Existing Data," U.S. Department of the Interior, National Park Service, Denver Service Center, Denver, Colorado, February 1979, 30-31.

² Charles H. LeeDecker and Brad Koldehoff, *Excavation of the Indian Creek V Site (18PR94), Prince George's County, Maryland: Final Report*, prepared by Louis Berger & Associates for Wallace Roberts & Todd and the Washington Metropolitan Area Transit Authority, December 1991, 269.

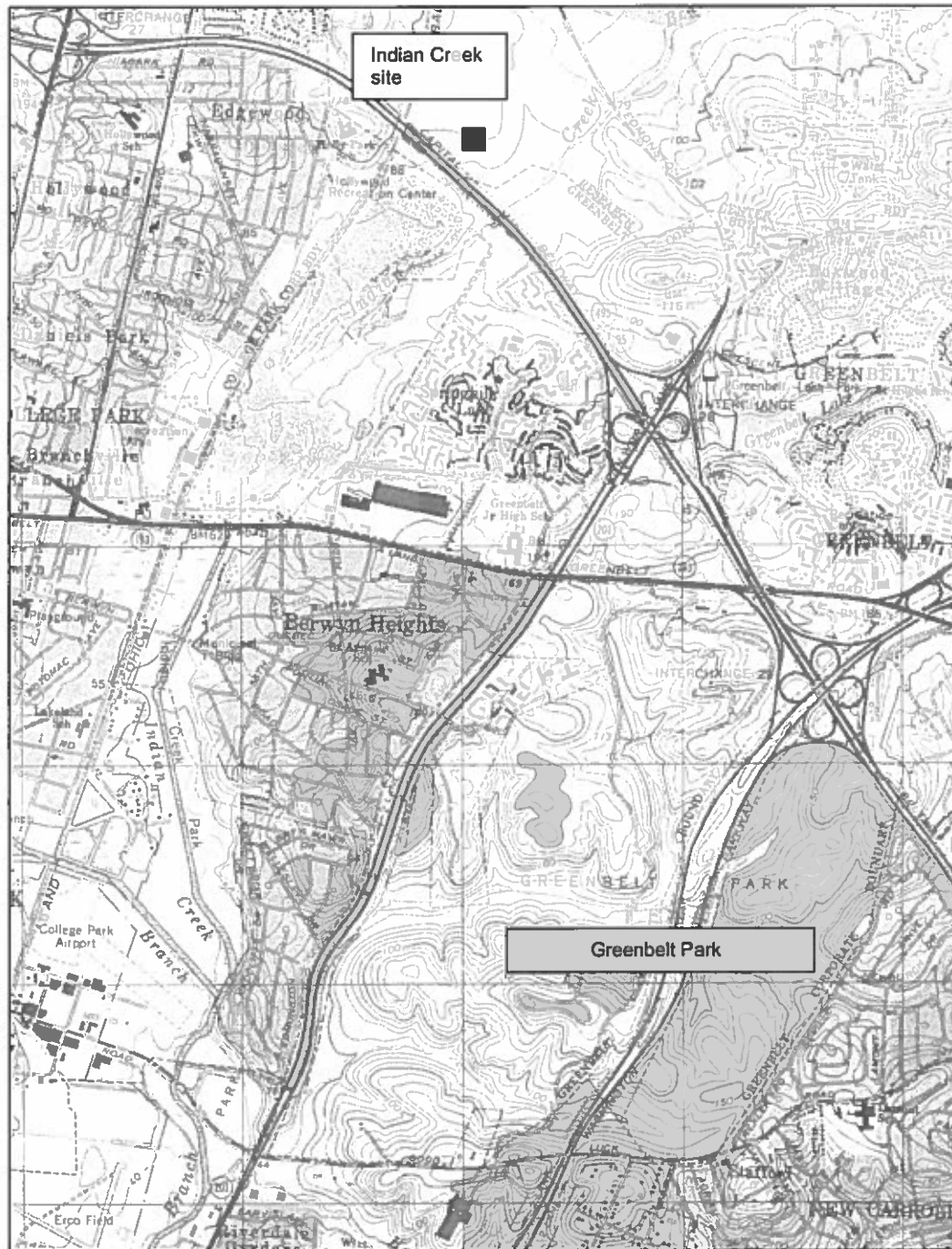


Figure 2 – The Indian Creek archeological site is approximately three-quarters of a mile northwest of Greenbelt Park. (Composite of USGS 7.5 minute maps, Beltsville and Washington, D.C.-East quadrangles)

procurement site, including sharpening projectile points, refitting weapons, and gathering and processing food. Evidence collected at Indian Creek V seems to confirm this characterization. Identification of blood residue on the recovered projectile points at Indian Creek V shows that the inhabitants hunted large mammals, such as deer, bison, and elk, as well as fish and smaller game (rabbit, bear, porcupine, beaver, squirrel, and dogs, for example). Botanical samples from the site indicate that fruit, tubers, starchy seeds, nuts, shoots, and leaves were also included in the native diet. Nearly all the recovered plant materials were charred, suggesting some degree of cooking. This interpretation is strengthened by the presence of fire-cracked rock in the recovered material. Further, since the type of stone used for making the recovered projectile points and tools (rhyolite) is not found in the Indian Creek area, the inhabitants likely made it a seasonal home – probably during the spring and fall when berries and other plant foods, as well as fish and game, were readily available. The site's location near the Fall Line made access to rhyolite easier than other sites closer to the coast.

While the archeological study of the Indian Creek V site did not determine the size of the groups that occupied it, analogy with the Montagnais-Naskapi (a group of native peoples still living in the Eastern Subarctic region) suggests that peak of occupation may have been as large as 50 to 100. Extraction of a pollen core from a stream bed at the site provided information on the vegetal record for the period: The coniferous forest of the Paleoindian period had begun by this time to give way to birch and oak trees, indicating that a warming trend had begun. The discovery of goldenrod in the pollen core might indicate that more open areas had developed in the forest than had been seen previously.

According to the archeological record, occupation of the Indian Creek site ceased during the Middle Archaic period (6000-4000 BC) for reasons that are not clear. It is not known whether the site was abandoned for another in the vicinity during this time or whether the aboriginal peoples moved out of the area altogether. Other archeological studies have noted the scarcity of materials dating from the period of 6000-5000 BC for the entire Maryland coastal plain.

The most intensive period of occupation of the Indian Creek V site took place during the Late Archaic period (4000-1000 BC). Activities remained the same during the Early and Late Archaic periods. The native peoples likely visited the site in the spring and fall, gathering the plant and animal resources available in the wetland environment, processed these resources for later use, and sharpened and repaired their weapons and tools. The dispersal of projectile points across the site was greater during the Late Archaic period than in the earlier period, suggesting that larger groups of inhabitants, perhaps composed of social units such as households or families, may have occupied the site at this time. Further, quartzite, a local stone, was used in greater quantities during the Late Archaic period and in a more concentrated manner. This latter finding indicates that segregation of activities had increased by this time. The climate and, therefore, the area's flora and fauna had also changed during the Late Archaic period. The area had become warmer and drier. Oak dominated the forest, and pine, hickory, and walnut trees increased their numbers, while spruce disappeared. Among smaller plants, blueberry, elderberry, arrowwood, and buckwheat were present. The Indian Creek site, however, was abandoned by the end of the Late Archaic period. No evidence was recovered during the archeological investigation of the site that

indicated occupation beyond 1000 BC. The Indian Creek archeological study did not suggest reasons why the site may have been abandoned.³

Woodland Period Occupation of Prince George's County, 1000 BC-1600 AD

The culture of native peoples in the Middle Atlantic region changed enough after 1000 BC for anthropologists to distinguish their lifeways from the previous Archaic period. The so-called Woodland period (1000 BC-1600 AD) was characterized by populations larger than those of the Archaic period, more complex societies, production of pottery, decreasing migration, and the beginnings of horticulture. The transition from the hunting and gathering occupations of Archaic peoples to the horticulture-based subsistence of the Woodland period is not clearly defined, and anthropologists remain divided on the parameters of the period's subdivisions. It is generally understood, however, that the transition from seasonal food-gathering movements – such as were represented at the Indian Creek site discussed above – did not give way to village life and horticulture until the Late Woodland period (800-1600 AD). Characteristic of the entire era is the production of ceramics, and the recovery of ceramic remains in the Washington, D.C., area is relatively common.⁴ The undocumented 1970s survey in Greenbelt Park also noted the presence of ceramic remains, implying the use of the area at some point during the Woodland period.⁵

Aboriginal sites associated with the Woodland period have been found throughout the Maryland coastal plain, including a location on a tributary of Paint Branch north of College Park.⁶ The vast majority of the sites that have been investigated, however, are well to the east and south of the area now occupied by Greenbelt Park. (figure 3) Evaluation of these sites suggests that, like their Late Archaic counterparts, native peoples of the Middle Woodland period (500 BC-800 AD) occupied more or less permanent base camps, but migrated seasonally to harvest available plant and animal resources. Evidence at the base camps demonstrates that the natives may have traveled anywhere from 6 to 25 miles to gather oysters and clams. By the Late Woodland period (800-1600 AD), native settlements began to focus on the floodplains of coastal rivers and streams. Along with the appearance of larger residential groups and the greater permanence of the settlements, the shift in location of native villages to floodplains suggests that horticulture may have begun as early as 900 AD, although it did not likely become the dominant approach toward subsistence until late in the Woodland period.⁷

All of the native peoples residing in coastal Maryland spoke the Algonquian language, but they were united only in a loose organization later called the Piscataway Confederacy by English

³ Ibid., 6-9, 269-282.

⁴ Ibid., 8.

⁵ Zeik, 30.

⁶ LeeDecker and Koldehoff, 9-10,

⁷ Dennis C. Curry and Maureen Kavanagh, "The Middle to Late Woodland Transition in Maryland," *North American Archaeologist* 12:1 (1991), 20-24.

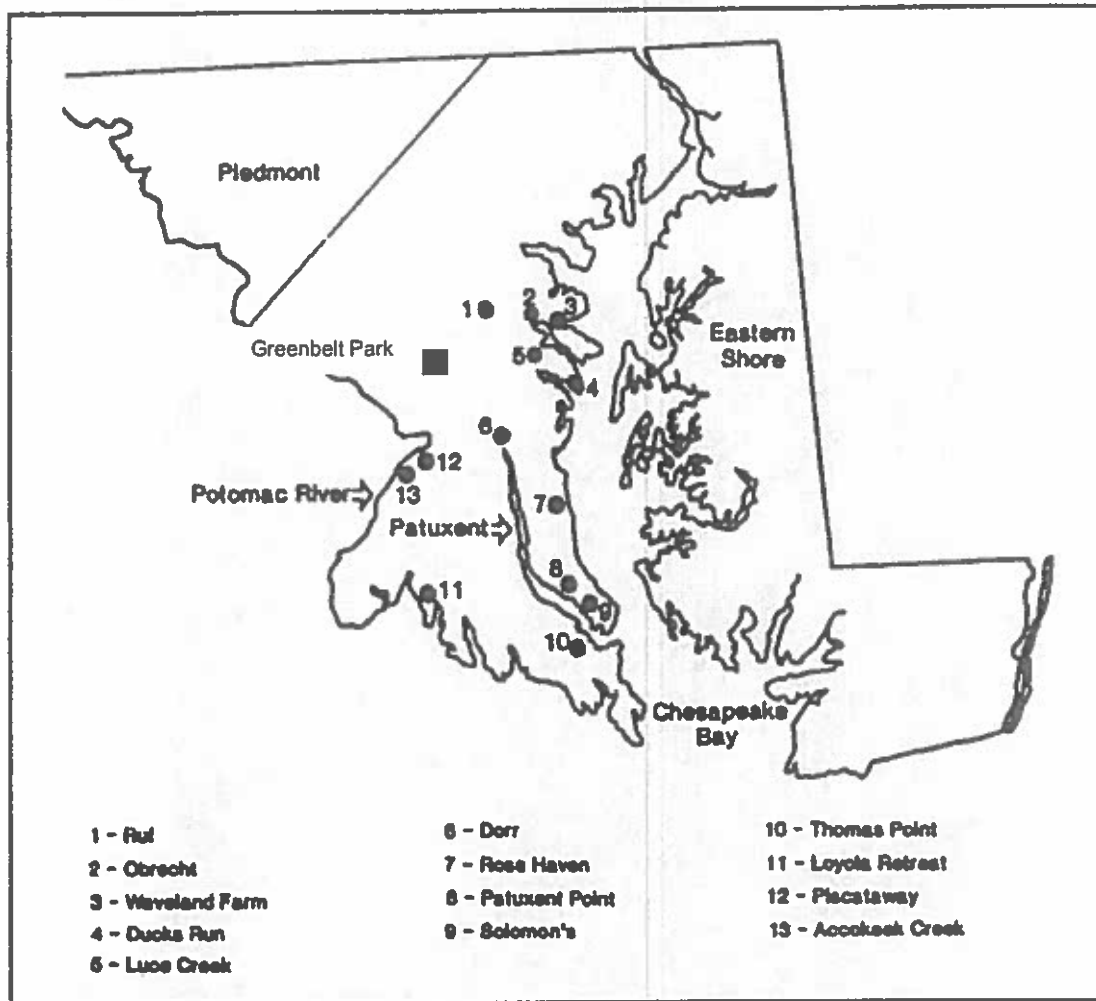


Figure 3 – Investigated Woodland Period sites on Maryland's Coastal Plain are generally east and south of the area now occupied by Greenbelt Park. (From Dennis C. Curry and Maureen Kavanagh, "The Middle to Late Woodland Transition in Maryland, *North American Archaeologist* 12:1 (1991), 17)

colonists. Between 3,000 and 7,000 individuals were associated with this confederacy along the Patuxent and Potomac rivers in the years before 1600, and villages stood along the banks of both the Potomac and Patuxent rivers. (figure 4) The center of Piscataway culture and power was the village of Moyaone, which stood on the eastern bank of the Potomac River south of the convergence of the Potomac and Anacostia rivers. The precise location of the village is uncertain. At its peak, the population of Moyaone reached 500. Migration to seasonal camps did not entirely cease with the Piscataways' growing reliance on horticulture and the growth of their villages. Women planted corn, beans, and squash near the villages in the spring, and the natives remained there until after the harvest. During the winter, the native groups relied on hunting grounds for fresh game and also subsisted on preserved food. The Piscataway diet was diversified, including fish, shellfish, berries, roots, and nuts in addition to game and crops. The diversity enabled the Piscataway to maintain a stable culture that lasted for three centuries prior to European colonization.⁸

The stable culture of the Piscataways was threatened, however, in the last half of the sixteenth century. During this time, Susquehannock Indians, whose area of permanent residence was 40 miles north of the mouth of the Susquehanna River in what is now Pennsylvania, began moving south. The warlike Susquehannocks raided Piscataway villages, then returned to camps farther north. Late in the century, Powhatan, leader of a group of Algonquian-speaking native peoples in Virginia, gained the allegiance of villages on the south side of the Potomac River that had formerly paid tribute to Moyaone. Another threat resulted from the movements of native groups who spoke the Iroquoian language. The Erie, an Iroquoian people who made their home at the headwaters of the Potomac and in the upper Ohio River valley, migrated to the lower Potomac in the sixteenth century.

By 1600, the Nacotchtanks, another Iroquoian group, had settled a village on the banks of the Anacostia River.⁹ Nacotchtank, as the village was known, was the known native settlement from this period closest to Greenbelt Park, less than 10 miles to the northwest.

⁸ James H. Merrell, "Cultural Continuity among the Piscataway Indians of Colonial Maryland." *William and Mary Quarterly*, 3rd series, 36:4 (October 1979), 550-552; Robert J. Brugger, *Maryland: A Middle Temperament, 1634-1980* (Baltimore: Johns Hopkins University Press, 1988), 10; Alan Virta, *Prince George's County: A Pictorial History* (Virginia Beach, Va.: The Donning Company, 1984), 18-19. Brugger gives the total number of native peoples prior to European colonization as 3,000 (1,500 on the Eastern Shore of the Chesapeake, 1,500 on the western shore). Merrell uses 7,000 to represent the Piscataway Confederacy.

⁹ *Ibid.*, 552-553. One source reviewed for this study reported that Seneca and Susquehannocks camped in the area known as Indian Springs, south of what is now Greenbelt Lake, prior to contact with Europeans. No other documentation was found, however, that supported the Indian Springs campsite suggestion. See George D. Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland* (Brentwood, Maryland: Dilden Company, 1997), 195.

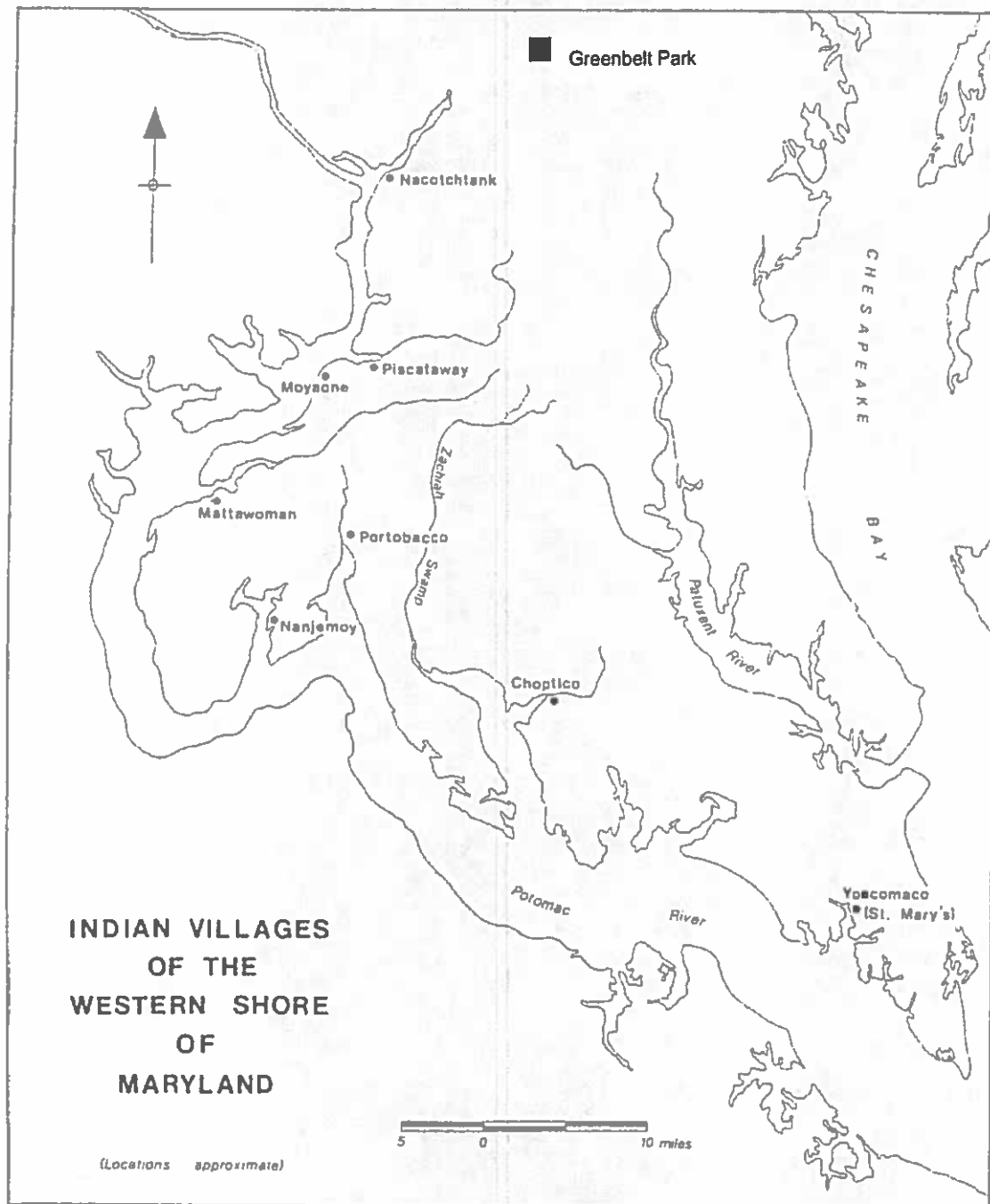


Figure 4 – Villages associated with the Piscataway confederacy, circa 1600. (From James H. Merrell, "Cultural Continuity among the Piscataway Indians of Colonial Maryland," *William and Mary Quarterly*, 3rd ser., 36:4 (October 1979), 551)

CHAPTER II: European Settlement in the Seventeenth and Eighteenth Centuries

Growth of Maryland and the Creation of Prince George's County

Leonard Calvert, brother of Cecil Calvert, Lord Proprietor of the colony of Maryland, left England on November 22, 1633, with 140 colonists in two ships, the *Ark* and the *Dove*, bound for the Chesapeake Bay. These first English settlers in Maryland arrived at an island they named St. Clement's (now Blackiston's Island) in the Potomac River in late March 1634. Bargaining with the Yaocomacoe Indians, members of the Piscataway Confederacy, Calvert soon traded tools made in England for 30 miles of land below the Wicomico River in what is now St. Mary's County. Within a few months, the colonists had built a palisade for protection and, helped by the Yaocomacoes and by livestock and fruit tree slips purchased from Virginia colonists, cleared land and planted crops at a place they called St. Mary's. St. Mary's City continued as the capital of the colony for the next 60 years.¹⁰

Like the colony of Virginia, Maryland represented an investment by which its English backers hoped to profit. The colony was also a potential market for English manufactures and a source of raw materials and tax revenues for the crown.¹¹ However, the colony grew slowly during the seventeenth century, and that growth took place along the rivers and navigable streams that cut through Maryland. The colonists used the waterways for transportation. New colonists and manufactured goods arrived from England along these routes, and Maryland's chief export, tobacco, was shipped by water. The colony's growth and fortunes followed, to some degree, the price, availability, and demand for tobacco. Between 1630 and 1682, for instance, tobacco production in Maryland and Virginia rose with demand in Europe, and the number of immigrants increased as well. For the next three decades, however, production leveled off, as did the number of immigrants arriving in the two colonies. During the seventeenth century, population growth occurred almost entirely as the result of immigration due to the small number of women being transplanted to the colony from England, the late marriages of these women because they arrived as indentured servants, and a high mortality rate.¹² The first settlers in the area now designated Prince George's County moved north along the Patuxent River and the Potomac River and its Eastern Branch in the 1660s. The area now occupied by Greenbelt Park lay some distance north of the Eastern Branch settlements considered the edge of colonization at the end of the seventeenth century.¹³ (figure 5) No land in the park and only one parcel nearby was owned by

¹⁰ Brugger, 5-10.

¹¹ Allan Kulikoff, *Tobacco and Slaves: The Development of Southern Cultures in the Chesapeake, 1680-1800* (Chapel Hill, North Carolina: University of North Carolina Press), 23.

¹² Gloria L. Main, *Tobacco Colony: Life in Early Maryland, 1650-1720* (Princeton, N.J.: Princeton University Press, 1982), 11-25. Factors other than the price of tobacco influenced population growth in Maryland as well. Better economic conditions at the end of the seventeenth century, for instance, encouraged English citizens to seek their fortunes at home, restraining immigration.

¹³ Virta, 28.

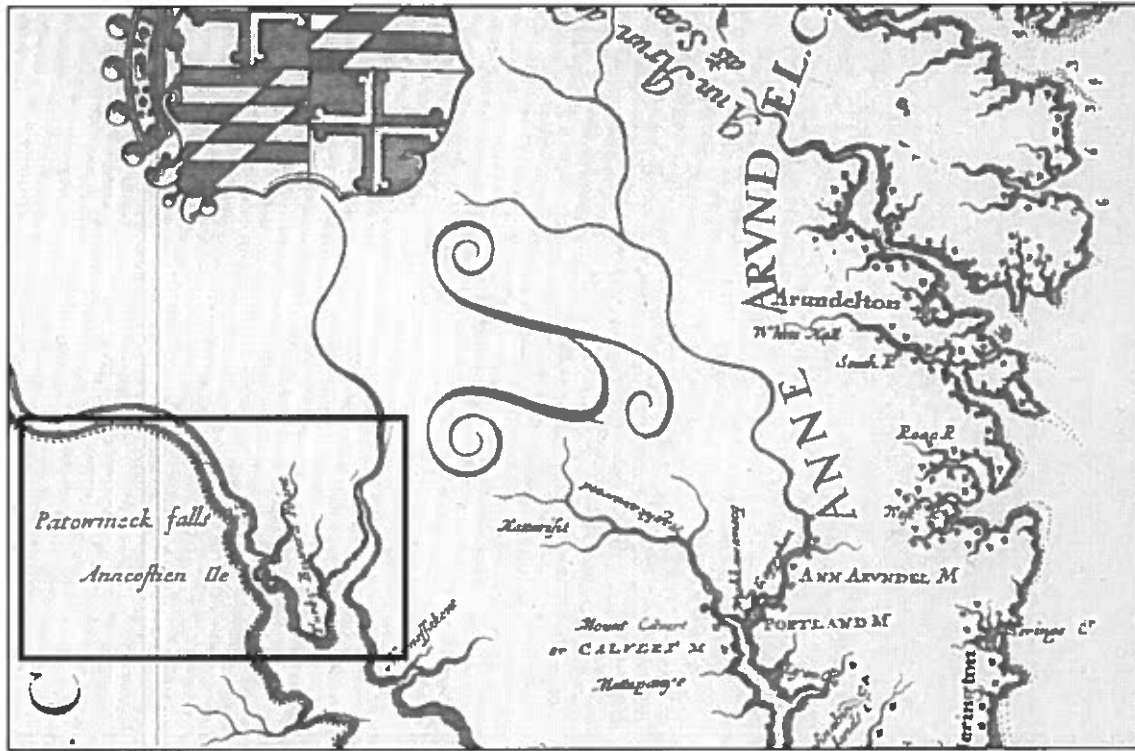


Figure 5 – In this detail from Augustine Herrman's 1670 map of Virginia and Maryland, the Falls of the Potomac and Turkey Buzzard Point at the confluence of the Potomac and the Anacostia are marked, but the nearest English settlement is Mount Calvert, which later became Prince George's County's first seat of government. (From Edward C. Papenfuss and Joseph M. Coale III, *Atlas of Historical Maps of Maryland, 1608-1908*, Baltimore: Johns Hopkins University Press, 1982, 12-13)

an Englishman (other than the Proprietor of the colony) before 1700. That parcel is a portion of the Friendship estate, granted, or patented, in 1694, which lay to the west of what is now the park. The southeast corner of this part of Friendship was located in what is now the Westchester Park apartment complex. The rest of the parcel stretched north and west of this point.¹⁴

Northward migration (and immigration) had occurred with enough volume by the end of the seventeenth century, however, for the creation of Prince George's County out of Charles and Calvert counties. Prince George's, the eleventh county established in Maryland, was authorized by the colony's General Assembly on May 8, 1695. The county was the first created in Maryland

¹⁴ "Original Tracts of the Area of Greenbelt Park," reproduction of M. Cook map (October 1970) by R. Mercier (November 1970), National Capital Parks-East, Washington, D.C., Greenbelt Park-Land Acquisitions file; "Farm Sites, Greenbelt Park, Maryland," U.S. Department of the Interior, National Park Service, Denver Service Center, June 1980.

during the reign of King William III and Queen Mary, Protestant monarchs who replaced the Catholic James II on the English throne in 1688. The county took its name from Prince George of Denmark, consort of Princess Anne, who was the younger sister of Queen Mary and next in line of succession to William and Mary's crown. The enabling legislation established Prince George's County's boundaries as Mattawoman and Swanson's creeks on the south (the border with Charles County), the Potomac River on the west, and the Patuxent River on the east (the border with Calvert County). Maryland's border with the colony of Pennsylvania formed Prince George's northern boundary. The General Assembly called for the county court to begin its first session on St. George's Day, April 23, 1696, and made two residents, William Hutchison and Thomas Greenfield, responsible for completing a survey of the county's boundaries by that day. At the time of the county's creation, approximately 1,700 people resided within its borders. Of these, 658 were deemed taxables (free males 16 and over, male servants 16 and over, and male and female slaves 16 and over). Most of the residents of the new county (514 of the taxables) lived in lands formerly a part of Calvert County, mainly along the Patuxent River. Only 144 taxables came from lands previously part of Charles County.¹⁵

In August 1695, John Addison, a member of the Governor's Council, was made colonel of the new Prince George's County militia. Addison, who lived at St. Elizabeth's, his plantation on the Potomac River south of Oxon Run, had been a member of the Charles County militia, and was experienced in Indian affairs. As part of his duty, Addison was assigned the task of recommending civil and military officers to the Council (justices, sheriffs, militia officers), which he did on March 3, 1696. Of the 12 men Addison recommended, only one lived within the watershed of the Eastern Branch (now known as the Anacostia River), suggesting that the area now occupied by Greenbelt Park and its environs remained mostly wilderness at this time. The Anacostia resident was William Tannehill, Addison's nominee for one of eight county justices, who lived south of the river. Further indication of the remoteness of the park area is the location of the county seat. The Governor's Council recommended, and the provincial Assembly confirmed, that the church at Mount Calvert Town on the Patuxent River – the extreme eastern edge of the county – be fitted for court functions by St. George's Day. When it was erected, Prince George's County was the Maryland colony's frontier.¹⁶ The lands now occupied by Greenbelt Park lay in the vast forests beyond frontier settlement.

Relations between Native and Colonizing Populations

Among the functions of the county militias in Maryland was defense against attack, and potential enemies on the Maryland frontier at the end of the seventeenth century included native peoples. The Piscataways would seem to have represented a negligible threat to English settlements by this time. Their reserved lands near Piscataway Creek in southernmost Prince George's County were surrounded on all but the water side by colonists, and the English attempted to retain the Piscataways as allies by assisting in their wars against northern tribes. Further, disease and

¹⁵ Louise Joyner Hinton, *Prince George's Heritage: Sidelights on the Early History of Prince George's County Maryland, from 1696 to 1800* (Baltimore: Maryland Historical Society, 1972), 1-4.

¹⁶ *Ibid.*, 5-7.

warfare had reduced their numbers significantly. The English feared, however, the potential for alliances between native peoples, whether those residing on the Western Shore or those raiding from the north, and the French, with whom England was at war. Such perceived threats convinced the English that two companies of rangers should be employed to travel through the county frontier to illustrate the colonists' military strength. One of the two companies traveled through Prince George's County, the other through Baltimore County. The Prince George's rangers, which totaled only 10 members as any one time, were divided into two groups. One stayed at a garrison on the falls of the Potomac, the other traveled through the frontier. The rangers took two circuits through the county. One route ranged north along the Potomac, then crossed to the Patapsco River, and returned. The other route led up the Eastern Branch and back, then crossed to the Patuxent and traveled to its headwaters before returning. This route would have carried the rangers very near the site of Greenbelt Park. During their travels, the rangers were ordered to build cabins, cut down trees, and mark roads to show evidence of their presence.¹⁷

Subsequent events seemed to warrant the presence of rangers in the area. On April 3, 1697, an African American was killed by Indians at Yarrow, the plantation of James Stoddart at the head of the Eastern Branch.¹⁸ Piscataway Indians, some of whom had hunting cabins on Stoddart's land, were blamed for the murder, but no action was taken. A month later, the Piscataway left Maryland, moving across the mountains in Virginia to an area not settled by Europeans, but the violence did not end. On September 21, 1697, John Baker, a ranger at the Potomac falls garrison, was killed when he left the fort to retrieve his horse. A week later, the rangers' horses were driven from the fort when the pasture fence was knocked down. The attacks inspired fear in the Eastern Branch settlers, many of whom lived alone or with one other colonist, and some considered leaving their cabins, according to the records of the colonial government. As a result, five additional rangers reinforced the garrison, and 10 men (eight soldiers and two officers) were sent to the plantations themselves for defense. In addition, the Governor's Council also ordered Colonel Addison to gather timber for the construction of another fort near the existing garrison, should there being further trouble, to purchase a couple of small guns, and to provide several canoes to convey messages along the Potomac. Two hundred men were selected from the six Western Shore counties to be ready to go to the defense of the frontier plantations, should they be needed.

England and France negotiated a peaceful settlement to their conflict in 1698, causing the Maryland House of Delegates to try to disband the two companies of rangers. In a compromise between the delegates and frightened frontier settlers in Prince George's County, the assembly dismissed the Baltimore county force, while 10 rangers and two officers were appointed for Prince George's. Seventy-three-year-old Colonel Ninian Beall became one of the officers, and the rangers maintained their travels along the frontier. No attacks took place until late spring of 1699, when Thomas Thickpenny and his wife were killed on a frontier plantation near the

¹⁷ Ibid., 27-30.

¹⁸ The reproduction of the 1970 Cook map and the 1980 Denver Service Center map both show lands either within or near Greenbelt Park as parts of a plantation called Yarrow. One was patented in 1713, the other in 1753 – after the incident on Stoddart's plantation. The incident that took place in 1697 on Stoddart's farm therefore did not take place in the area now constituting Greenbelt Park.

Potomac. Six foot soldiers were placed in frontier homes while the rangers traveled the county boundaries.

At this point, however, troubles between native peoples and the English rapidly waned. In the spring of 1700, Articles of Peace and Amity were agreed to between the English, the Piscataway, and the Pamunky in which the Indians promised to return to their reserved lands. Instead, however, they moved to Pennsylvania. Thereafter confrontations between the English and native peoples were few. In 1704, Indians appeared near the Eastern Branch at about the same time that four settlers were killed in Virginia, drawing out a company of rangers. In 1715, the appearance of Indians along the frontier, which by this time had pushed northward to Rock Creek, inspired the Council to direct that arms be distributed to frontier settlers. Reports of confrontations between settlers and Indians near the Greenbelt Park area disappear from colonial government records after the incident near Rock Creek.¹⁹

Character of the County in the Colonial Period

Settlers began to fill in the lands between the Patuxent and Potomac rivers during the 1720s: The county's population doubled due to migration from elsewhere in the colony between 1719 and 1733. About half of these people came from outside Prince George's County, mostly poor farmers looking for opportunity in an area that still included much unclaimed land. The other half moved from within the county itself and maintained an advantage over the newcomers because they were better off when they moved. Ninety percent of immigrants within the county already owned either land or slaves when they moved and either took up land already owned by their family or purchased land with inheritance.²⁰ The movement into the area between Prince George's County's two major rivers took place at least in part due to the requirements of tobacco growing. Planters in Maryland generally grew Orinoco tobacco, a type originating in South America and generally less in demand than the "sweet-scented" tobacco grown in Virginia. Both varieties of tobacco grew better in previously untillied soil; they did not do well in soil that had been fertilized with manure. Since growing tobacco drained the nutrients from it, planters constantly sought new lands to clear and till.

At the same time, the price of tobacco fluctuated, depending on demand in Europe and supply from the colonies; depressions in the market took place during the 1730s and 1740s. When tobacco prices were low, planters sought to maintain their income by planting more acres, further fueling the drive to acquire land. After the depression of the 1740s, tobacco prices rebounded. When prices were high, planters could afford more workers to plant more acres. As a result of these economic influences, the price of land in Prince George's tripled between 1755 and 1775, giving the county a mix of residents that included large and small planters that owned their own land and a large number of tenant farmers. Whereas a third of the householders in the county were tenants in 1705, that share rose to more than half by the 1770s.²¹

¹⁹ Hienton, *Prince George's Heritage*, 31-35.

²⁰ Kulikoff, 47-98.

²¹ *Ibid.*, 132-134.

Along with an increase in the European population in eighteenth-century Prince George's County and an increase in acres planted in tobacco came an increase in the number of enslaved workers in the county. The increased use of enslaved labor began during the 1680s in Maryland, resulting from a number of factors. In the seventeenth century, many bound laborers came to England's North American colonies as indentured servants. These laborers left an England depressed economically and ravaged politically and physically by civil wars at home and by foreign entanglements. In the last decades of the seventeenth century, however, conditions improved in England, meaning that fewer laborers were willing to immigrate. The shrinking labor pool drove up the price of indentured servants for Maryland's planters. Those that did immigrate (often criminals exiled from their homeland and orphaned boys) were less skilled than their predecessors. As a result, planters turned more and more to a pool of workers – enslaved Africans – that were bound to their masters for life, rather than the seven-year commitment of most indentured laborers.²² The county's slave population grew gradually during the eighteenth century. In 1704, the average household included one indentured servant and one slave. By 1710, however, nearly all the indentured servants had completed their terms of service and moved out of the county. The change in the labor force, and in the concentration of wealth in the county, could be seen in the increasing number of slaves per plantation as the century wore on. In the decade before 1740, 43 percent of slaveholders held 10 slaves or less, 76 percent held 20 or less, 24 percent more than 20. Between 1741 and 1770, only 29 percent held less than 10, 56 percent less than 20, and 44 percent more than 20. Ten years later, 27 percent held less than 10 slaves, 40 percent less than 20, and 60 percent 20 or more.²³

The increase in population in the interior of Prince George's County is represented by numerous changes in what had been mostly wilderness when the county was organized. In 1718, a Presbyterian meeting house was constructed on land belonging to Charles Beall near the forks of the Eastern Branch, near what is now Bladensburg, indicating that the congregation was large enough to support the construction and employment of a minister.²⁴ In 1721, the county seat was moved from Charles Town, on the Patuxent River, to Marlborough, a more central location between the Patuxent and the Potomac, so as to be closer to the center of the county's population.²⁵ In 1726, King George's Parish, the administrative unit of the Anglican Church that had encompassed land from the county's southern to its northern boundary, was divided into two

²² Main, 100-104.

²³ Kulikoff, 65-66, 338.

²⁴ Hienton, *Prince George's Heritage*, 96.

²⁵ R. Lee Van Horn, *Out of the Past: Prince Georgians and their Land* (Riverdale, Maryland: Prince George's County Historical Society, 1976), 54-55.

The road system of Prince George's County developed to connect landings and towns. When the county was organized, only 50 miles of pathways linked settlements. By 1739, 295 miles of roads crossed the county, including one connecting Bealltown to populated areas on the Patuxent River. During this period, roads were built to connect the county's new Potomac watershed settlements with the established communities on the Patuxent. After 1740, new road building connected the new settlements with each other. James Edmonston, a planter remembered in the name of the road bordering Greenbelt Park on the west, brought four petitions before the General Assembly for transportation improvements during the 1730s, including one petition for a bridge over the Northeast Branch – probably somewhere between what is now Greenbelt Park and Bealltown.²⁸ By the middle of the century, Bladensburg was important enough to become a stop on a road that connected it with the established commercial centers of Baltimore and Georgetown; that road became Route 1. Then, as now, the colonial era road ran in a north-south direction just west of what is now Greenbelt Park.²⁹

Landowners in the Area that Became Greenbelt Park

Of the 21 properties in or around what is now the park that are listed on the map produced by the National Park Service's Denver Service Center in 1980, only five were patented between 1720 and 1749. (figure 7) Twice as many were patented between 1750 and 1775.³⁰ Two of the 13 parcels lying wholly or partially within park boundaries were patented in 1723 and 1724. Two more were patented in the 1740s, but eight tracts were patented between 1751 and 1771, according to the NPS map. Clover Farm – at 735 acres the largest parcel lying mostly within park boundaries – was not patented until 1771. It may be, then, that land patents in the area that is now Greenbelt Park were spurred by the government-sponsored establishment of Bladensburg in 1742 and especially its designation as an official tobacco inspection station in 1747.

The names of many of the owners of these parcels are known, and a few are mentioned in written colonial records. The parcels, listed in chronological order by the patent dates from the Denver Service Center map, are described below. Descriptive information has been derived from the Denver Service Center (DSC) map, the reproduction of the 1970 Cook map by R. Mercier, deed research contained in the Greenbelt Park Land Acquisition files at National Capital East headquarters in Anacostia Park, and several secondary sources. When sources disagree on the owner or patent date, the entry for that category is "uncertain." When no information has been discovered during research for this study, the entry will be "unknown."

²⁸ Kulikoff, 209-211.

²⁹ Susan G. Pearl, "Early Roads in Prince George's County, 1696-1900," in *Historic Contexts in Prince George's County*, Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission, June 1990-August 1991, 30.

³⁰ Three were patented before 1720, two during the 1720s, one in the 1730s, two in the 1740s, five in the 1750s, two in the 1760s, and three in the 1770s. Two are undated. Another tract remained unpatented prior to the American Revolution. The map notes that Toaping Castle was resurveyed in 1771. Its initial patent by Isaac Walker dated to 1757.

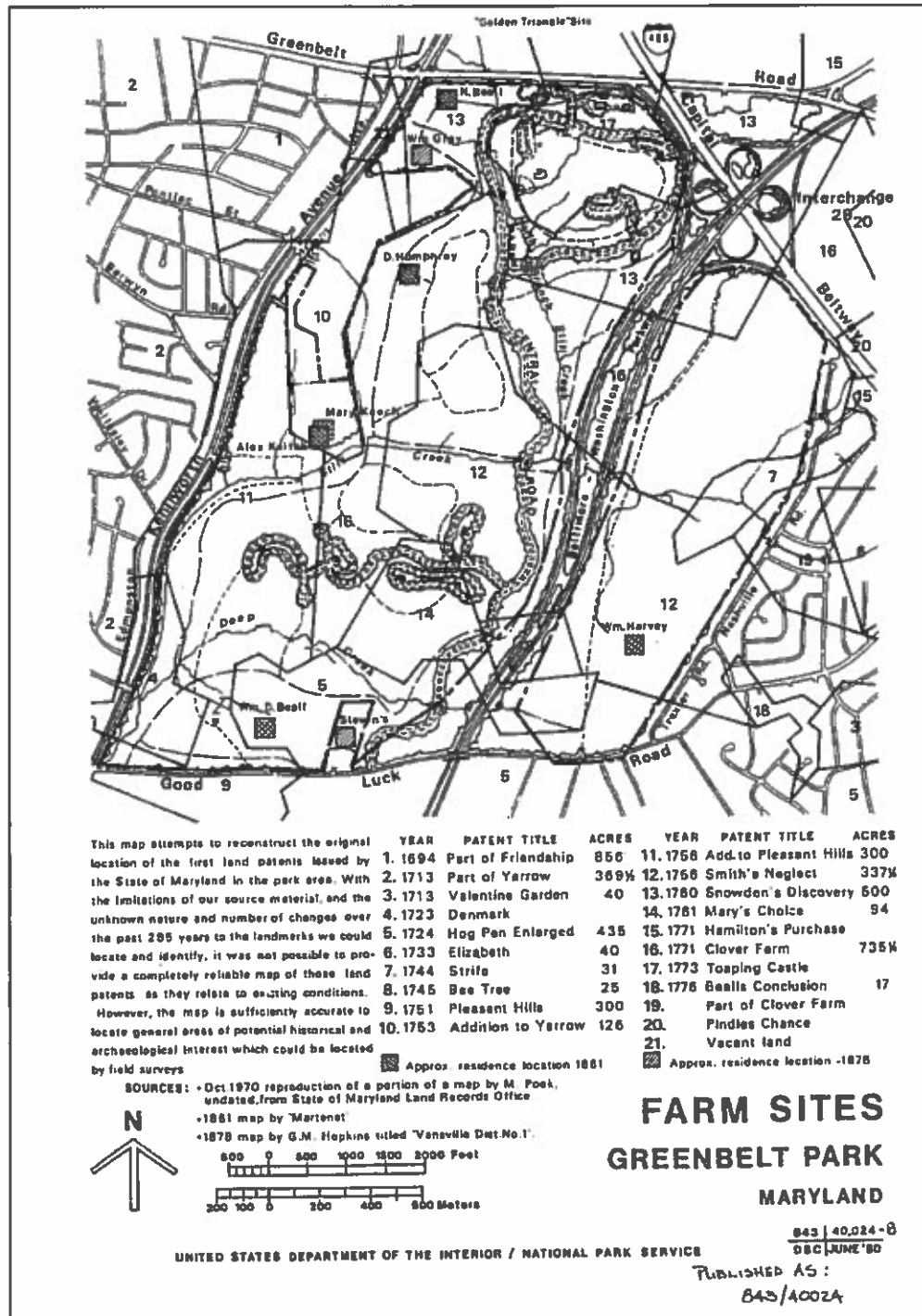


Figure 7 – The land now occupied by Greenbelt Park was initially patented between 1694 and 1776. ("Farm Sites, Greenbelt Park, Maryland," United States Department of the Interior, National Park Service, Denver Service Center, June 1980)

<u>Name</u>	<u>Owner</u>	<u>Acres</u>	<u>Date patented</u>
Part of Friendship	unknown	866 acres	1694

Outside boundaries northwest of park. No other information was discovered in documents reviewed for this study.

Part of Yarrow	uncertain	369 ½ acres	1713
Addition to Yarrow	uncertain	126	1753

The original plantation known as Yarrow itself lies outside of park boundaries to the west. A portion of the addition to Yarrow lies inside park boundaries, south of the Jaeger tract. As has been mentioned, James Stoddart was an Eastern Branch planter and Indian trader who owned a plantation called Yarrow. It is possible that the plantation lands called Yarrow within and in the vicinity of the park were owned by Stoddart, but the connection is not made in research by park staff reviewed for this study. Stoddart was also a member of Prince George's Presbyterian congregation and was charged, along with seven others, with establishing the church at what is now Seat Pleasant in 1725. By that time, however, he had moved his primary residence to the southern part of the county.³¹

Another possible owner of these parcels was James Edmonston. His name is associated with Yarrow in land records for Pleasant Hill (or Hills). That parcel began, according to the 1751 record, at the sixth line of James Edmonston's Yarrow. Since Stoddart had died by this time and had moved south long before, it is possible that Edmonston purchased Yarrow from Stoddart and purchased the parcel patented in 1753. This connection is not clear in the deed research by park service staff reviewed for this study. Edmonston appears in county records for several years in the middle of the century as a justice of the peace and in 1742 was commissioned, along with four other men, to purchase 60 acres of property at Garrison's Landing for the establishment of a town to be known as Bladensburg.³²

Valentine Garden	Arthur Nelson	40 acres	1713
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Outside boundaries, southeast of park. No other information was discovered in documents reviewed for this study.

Denmark	Gunder Erickson and Arthur Nelson	uncertain	1723
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Park staff discovered a patent for a parcel called Denmark in the names of Erickson and Nelson. This tract, however, encompassed 450 acres, much larger than the tract shown on the Denver Service Center and Cook maps, which occupies the southwest corner of what is now Greenbelt

³¹ Hienton, *Prince George's Heritage*, 30, 96-97.

³² Van Horn, 80, 82, 88, 97, 101.

Park, at the intersection of Good Luck and Edmonston roads. No other information was discovered in documents reviewed for this study.

Hog Pen Enlarged	uncertain	435	1724
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The DSC and Cook maps date the patent for this parcel, which encompasses park land along its southern boundary, to 1724. Park staff discovered a record for Hog Pen Enlarged bearing the date of 1819. Two names were associated with that entry: James McKee and Arthur Campbell. No other information was discovered in documents reviewed for this study.

Elizabeth	Curtis Hardee	40	1733/35
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Outside boundaries, east of park. A Curtis Hardee patented a parcel called Elizabeth in 1735, according to park staff research. As this tract matches the acreage on the Cook and DSC maps, it is probably the same. No other information was discovered in documents reviewed for this study.

Strife	uncertain	31	1744
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A portion of strife is located within park boundaries east of the Baltimore-Washington Parkway. Park staffers discovered a record for a parcel called Strife patented by Hugh Riley in 1721. As this tract encompassed 551 acres, its relation to the Strife parcel within Greenbelt Park is not clear. A man named Hugh Riley was impaneled on a Prince George's County jury on June 22, 1697.³³ In 1726, a Hugh Riley was freed from tax obligations because he was between 70 and 80 years old and no longer able to work.³⁴

Bee Tree	Samuel Banks	25	1745
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The land formerly encompassed by the Bee Tree parcel straddles the Baltimore-Washington Parkway just north of Good Luck Road. No other information was discovered in documents reviewed for this study.

Pleasant Hill (or Hills)	Benjamin Belt, Jr.	uncertain	1751
Addition to Pleasant Hill(s)	Benjamin Belt, Jr.	uncertain	1756

These two parcels both encompass some land now part of the park, mostly in its southeast section along Edmonston Road. The documentary record of the tracts is unclear as to their size, but it seems likely that they were owned by Benjamin Belt, Jr. A 116-acre tract known as Pleasant Hill was surveyed on August 1, 1751, for Benjamin Belt, Jr., and Andrew Beall, according to deed research in National Park Service records. Beall assigned his part of the tract to Belt on August 10, and Belt patented the land September 28, 1752. This is the parcel that began at the sixth line of James Edmonston's Yarrow. National Park Service research also recovered records for

³³ Ibid., 40.

³⁴ Kulikoff, 297.

“Pleasant Hills Resurveyed,” dated December 13, 1756. The resurveyed parcel totaled 300 acres and was patented by Benjamin Belt, Jr., on February 24, 1758. The DSC and Cook maps include parcels called Pleasant Hills (1751) and Addition to Pleasant Hills (1756). Although these dates match those of Pleasant Hills and Pleasant Hills Resurveyed, the acreage of the first does not. The Cook map lists the Pleasant Hills acreage as 300 acres, rather than 116.

Smith’s Neglect	Benjamin Beall	337 ¼	1756
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This parcel, running northwest to southeast across what is now the center of the park, was patented by Benjamin Beall in 1756. The patentee was probably related to Ninian Beall, who came to Maryland as an indentured servant in 1658 and eventually patented more than 25,000 acres of land, most of which lay in the western part of Calvert County that became Prince George’s County in 1696. Ninian Beall, a militia colonel, was also elected on May 7, 1696, as one of the county’s first delegates to the provincial assembly. Beall died in 1717 at Bacon Hall, his estate near Marlborough.³⁵

Ninian Beall was father of Charles Beall, who was the pressmaster of New Scotland Hundred, the government administrative unit that included the Greenbelt Park area. A pressmaster was empowered by the government to secure food and other specified items from citizens during times of crisis, such as Indian attacks.³⁶ It may have been this Charles Beall who provided land for a Presbyterian meeting house near (or in) what became Bealltown in 1718. An Alexander Beall also lived near the Eastern Branch.³⁷ Allan Kulikoff used the Bealls in the Eastern Branch region to describe kindred networks in Maryland in his book *Tobacco and Slaves*, noting that what began in the 1710s as a family with blood relations to only one other family in the neighborhood (second cousin James Edmonston), grew by the time of the American Revolution into an interrelated network of relations that provided financial, social, and political support for each other. The Eastern Branch Bealls included both gentry and yeoman, and nearly all worshipped at the Presbyterian meeting house on land formerly owned by Charles Beall. The reuse of family names during the eighteenth century obscures the exact relationship of the Benjamin Beall of Smith’s Neglect to this branch of the Beall family, but it seems likely that he moved within its orbit.³⁸ A Benjamin Beall agreed with the county court to replace a bridge over the Eastern Branch near Bladensburg on May 4, 1773. The bridge – 130 feet long and 12 feet wide – was to be completed by October 15 of that year.³⁹ A Benjamin Beall entered a will into

³⁵ Hienton, *Prince George’s Heritage*, 9-10, 91.

³⁶ Louise Joyner Hienton, “Sidelights: The Hundreds of Prince George’s County,” *Maryland Historical Magazine* 65 (1970), 56.

³⁷ Hienton, *Prince George’s Heritage*, 96.

³⁸ Kulikoff, 243-257, 287. Kulikoff notes that a Benjamin Beall owned land south of his father, Ninian Beall, Sr., but the Ninian Beall of Kulikoff’s study produced children between 1723 and 1746 and therefore could not be the Ninian Beall who died at Bacon Hall in 1717.

³⁹ Van Horn, 137.

county records on March 4, 1776. Mentioned in the will are Beall's wife Sarah, son Josiah, and kinsmen Richard and Thomas Beall.⁴⁰

Toaping Castle	Isaac Walker	64	1757
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According to a family history, Isaac Walker, a native of Scotland, received a warrant for 64 acres of land on February 5, 1754. Another warrant was issued on September 29, 1757. Park Service research discovered a patent dated 1757. A resurvey of the land in 1786 resulted in a patent for 169 3/4 acres.⁴¹ This parcel lies on both sides of Greenbelt Road, Walker land occupying park land along its border with Greenbelt Road and the Capital Beltway. A historical marker indicating the location of the Walker house stands in Buddy Attic Park in the City of Greenbelt.

Under the new state constitution of 1776, Isaac Walker was appointed a constable for Eastern Branch Hundred on November 25, 1777. Twice, in 1788 and 1796, he served on committees to supervise the construction of bridges over local streams, including a bridge over Paint Branch at Baltimore Road (now the approximate course of Route 1). Walker also served as a justice of the peace in 1795.

Snowden's Discovery	Thomas Snowden, Sr.	500	1760
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Thomas Snowden, Sr., (1720-1770) inherited the family ironworks on the Patuxent River. He patented the 500-acre tract called Snowden's Discovery in 1760. Wrapping around the Toaping Castle parcel, Snowden's Discovery included park land at the intersections of Edmonston and Greenbelt roads and Greenbelt Road, the Capital Beltway, and the Baltimore-Washington Parkway. According to a will dated July 31, 1765, Thomas Snowden bequeathed 200 acres of Snowden's Discovery to his son Richard (1747-1772). Richard was the second child of Thomas and Mary Wright Snowden. He received other lands as well, according to the will. Since the remaining 300 acres of Snowden's Discovery was not specifically assigned to one of Thomas Sr.'s descendants, the land was presumably split among Richard's brothers Henry and Thomas. The will called for such disposal of property not otherwise mentioned in the will.⁴² If this was the case, then this tract of park land was at least partially owned at one time by Major Thomas Snowden, who constructed the late-Georgian mansion called Montpelier near Laurel in the last two decades of the eighteenth century.

⁴⁰ Frederick Carroll Beall, "Robert Beall (Bell), Immigrant, Who Arrived in Maryland before 1690; a Genealogical and Biographical History of Some of His Ancestors and Descendants," typescript, 1970, Prince George's County Historical Society.

⁴¹ Samuel H. Walker, *The Walkers of Toaping Castle, Md.*, 1983, photocopy at the Prince George's County Historical Society, 4, 16.

⁴² William G. Cook, *Montpelier and the Snowden Family* (Laurel, Md.: privately printed, 1976), 312.

Mary's Choice	unknown	94	1761
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The 94 acres of Mary's Choice encompasses land in the southern part of Greenbelt Park on both sides of the Baltimore-Washington Parkway. Its patent date on the Cook and DSC maps is 1761, but no name is associated with the patent. No other information was discovered in documents reviewed for this study.

Hamilton's Purchase	uncertain	unknown	1771
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This parcel lies outside park boundaries east of the park. The DSC and Cook maps of the park area assign this parcel a patent date of 1771. NPS staff discovered a patent for a tract of land called Hamilton's Purchase. The tract encompassed 248 ½ acres and was patented in 1766 to John Hamilton. No other information was discovered in documents reviewed for this study.

Clover Farm	James Hunt	735 ¼	1771/72
Part of Clover Farm	unknown	unknown	unknown

Clover Farm is the largest single tract of land within park boundaries, stretching from its northeast corner across to the Jaeger tract and south toward Good Luck Road. A patent for a parcel called Clover Farm for the exact amount of land specified on the Cook and DSC maps for Clover Farm was discovered by NPS researchers. Dated 1772, this patent bears the name of James Hunt. In the August 1774 court term for Prince George's County, a committee of three men was appointed to report on a petition before the court to change the course of a road that ran from the Deep Branch bridge to James Hunt's land.⁴³ If this reference refers to Clover Farm, it would mean that the land in and around Greenbelt Park – or Hunt himself – was considered important enough to be included in the county's public roads system. No information was discovered during research for this study on the parcel called "Part of Clover Farm," a portion of which lies within park boundaries at its extreme eastern edge.

Beall's Conclusion	John Beall	17	1776/83
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This tract lies outside park boundaries east of Good Luck Road. The Cook and DSC maps date the patent of Beall's Conclusion to 1776. NPS researchers discovered a patent for a 17-acre parcel called Beall's Conclusion dated 1783. It bears the name of John Beall. A number of John Bealls appear in county records. One was among 80 residents of Prince George's County who gathered at Marlborough in November 1774 to discuss the implementation of resolves issued by the Continental Congress in Philadelphia. A man named John Beall also served as county sheriff between 1783 and 1785.⁴⁴

⁴³ Van Horn, 139.

⁴⁴ Ibid., 189, 199.

Pindle's Chance

unknown

unknown

unknown

Pindle's Chance lies outside park boundaries northeast of the Capital Beltway. No other information about the property was included with the Cook and DSC maps. Park Service staff, however, discovered a patent for 76 acres of land called Pindle's Chance dated 1713 and bearing the name of Thomas Pindel. Fifty years later, a Thomas Pindall appears in county records as a member of a commission setting the boundaries of a tract of land for which the location is unknown (1762), and a Thomas Pindell was named one of 37 county road supervisors.⁴⁵

Vacant land

One piece of land partially within park boundaries remained unclaimed prior to the American Revolution. The southern section stands within the Westchester Park apartment complex. A small piece of land lies within park boundaries between the apartment group and Edmonston Road. The remainder of the parcel lies across Edmonston Road.

⁴⁵ Ibid., 115, 124.

CHAPTER III: County Agriculture from the American Revolution to Reconstruction

Landowners and Tenant Farmers, 1780-1865

Reduced in area over the course of the colonial period as new counties were established, Prince George's County achieved its current size and shape in 1791, when the District of Columbia was created from land in the county's western section, as well as land from Montgomery County and Virginia. The new political organization of the state of Maryland after the American Revolution also resulted in new administrative units. Created at first for specific purposes, such as collecting taxes, building and maintaining roads, and elections, these new jurisdictions gradually replaced the hundreds that had been the administrative units during the colonial period.⁴⁶ The land now occupied by Greenbelt Park ultimately lay in the Vansville election district (also known as the 1st election district), the southern boundary of which (Good Luck Road) is also the current southern boundary of the park. The Patuxent River bordered the district on the north and east, Montgomery County on the west. (Figure 8)

Despite the new administrative organization of the county, many aspects of Prince George's life common to the latter part of the colonial period carried over into the new republic. One of these continuing traditions was the landlessness of a large proportion of residents. The trend of decreasing numbers of landowners began in the early eighteenth century and continued through the first quarter of the nineteenth century. Seventy percent of the free population of Prince George's County owned no land in 1800; seventy-five percent owned no land twenty years later. Although landless, a large proportion of these residents appear to have been involved in agriculture. Based on the 1798 Federal Direct Tax lists, Steven Sarson, in "Landlessness and Tenancy in Early National Prince George's County," estimates that forty-eight percent of the taxable population earned a living as overseers or wage workers and forty-five percent were tenant farmers. These landless farmers owned property but not real estate. The mean value of the wealth of landless Prince George's residents was £143 in 1800, compared to £757 for landowners. Some of the wealth of landless citizens resided in the value of enslaved workers held by the tenants. The large number of tenants may have been landless as a result of the county's main agricultural export: tobacco. Sarson points out that a similar proportion of landless tenants could be found during this period in St. Mary's County, the economy of which also relied heavily on tobacco. The numbers suggest that enslaved workers were more important as property than land in Prince George's early national economy, and that conditions during this period did not allow many of the tenant farmers and workers to escape their landless condition.⁴⁷ That this system remained profitable for at least some residents can be seen in Prince George's County's productivity: The county produced more tobacco than any other in Maryland in the years prior to the Civil War.⁴⁸

⁴⁶ Hienton, "Sidelights: The Hundreds of Prince George's County," 63-67.

⁴⁷ Steven Sarson, "Landlessness and Tenancy in Early National Prince George's County, Maryland," *William and Mary Quarterly*, 3rd ser., 57:3 (July 2000), 571-580.

⁴⁸ Virta, 86.

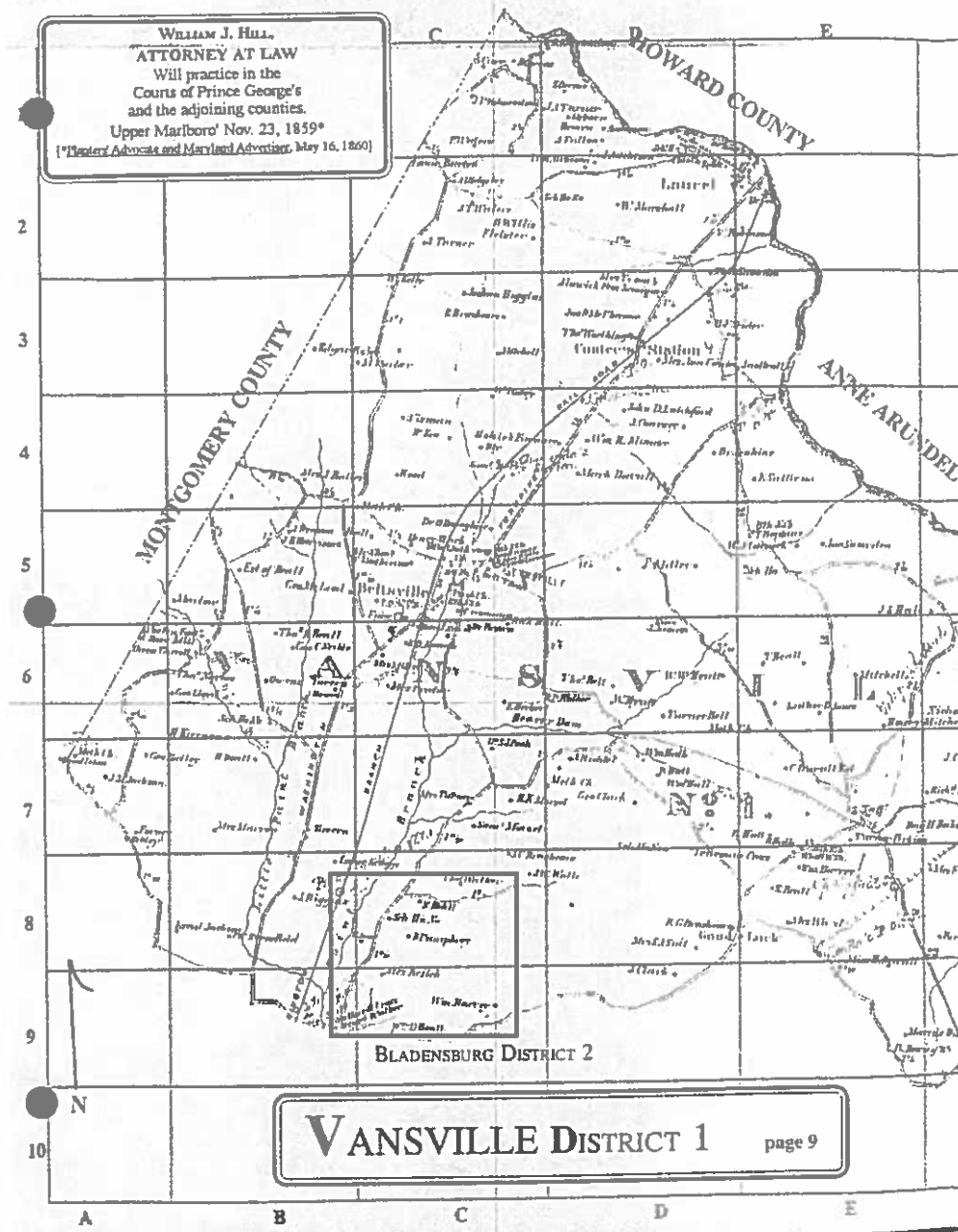


Figure 8 – The Vansville District, also known as District no. 1, was the nineteenth-century county administrative unit that included the land now occupied by Greenbelt Park. The box marks the park's approximate location. (From *Atlas of Prince George's County, Maryland, 1861*, adapted from *Martenet's Map of Prince George's County, Maryland*, Riverdale, Maryland: Prince George's County Historical Society, 1996.)

Slavery and Antebellum Prince George's County

Throughout the period between the American Revolution and the Civil War, enslaved workers accounted for more than half the residents of Prince George's County. The county's total population actually declined during much of that period as many poor, often landless, white residents moved west to claim land in Kentucky and other territories. The concentration of slaves took place in Prince George's County as the percentage of enslaved African Americans in the state population as a whole declined, from 32.2 percent in 1790 to 26.4 percent in 1820. The reason for the continued importance of forced labor in the county stemmed from its major crop. As had been the case before the Revolution, the labor system that had evolved to produce tobacco was maintained prior to the Civil War. As free residents migrated west, slave holdings were concentrated in fewer hands. By 1810, more than half of the county's slaveholders held more than twenty slaves. Tenant farmers maintained an important role in the tobacco economy, however, because enslaved labor had not been concentrated among landowners. The prescribed slave-to-acreage ratio for tobacco farming at the time was one slave per forty to fifty acres. Actual ratios in Maryland early in the nineteenth century did not reach this threshold: one per seventy-two acres in 1800, one per eighty-three in 1810, and one per seventy-two in 1820. Landowners therefore needed tenants and their slaves to keep their land profitable.⁴⁹

Many Maryland residents, including prominent Prince Georgians, recognized the social and agricultural deficiencies of an economic system based on slavery and a soil-depleting crop like tobacco – leading them to seek reform of the county's farming practices. Several county agricultural societies formed in Maryland in the years following the War of 1812 with the purpose of spreading knowledge of scientific farm practices, distributing seeds and fertilizers, and providing a forum for the discussion of new agricultural ideas and inventions. Planters turned their farms into living exhibits of progressive agricultural practices and hosted local reform societies.⁵⁰ The earliest county agricultural society in Maryland was formed in Prince George's County in 1817 by several local progressive farmers, including Charles B. Calvert of Riversdale, which stands less than two miles south of the park.⁵¹ Calvert remained a proponent of progressive agricultural practices, lobbying for the creation of the U.S. Department of Agriculture and donating a part of his estate for the establishment of the Maryland Agricultural College (now the University of Maryland) to the west of the southern boundary of what is now Greenbelt Park.⁵² Unfortunately for the reformers, the same economic conditions that had helped create undiversified farm practices and supported the use of forced labor remained in effect. Prince George's County farms were relatively small, and, as has been pointed out, tenant farming was

⁴⁹ Sarson, 570-571, 583-585; Virta, 86-88; Gilbert L. Wilson, Gilbert, "An Introduction into the History of Slavery in Prince George's County," prepared for the Maryland-National Capital Park and Planning Commission, May 1991, 53.

⁵⁰ Brugger, 206-207.

⁵¹ Maryland-National Capital Park & Planning Commission, *Historic Sites & Districts Plan, Prince George's County, Maryland: Approved*, March 1992, 52.

⁵² Virta, 88.

widespread. The reforms advocated by the agricultural societies required capital for the purchase of livestock, seeds, fertilizers, and equipment. The small farmers and tenants that did not migrate to the west did not have, nor could they borrow, the required capital and, as the tobacco production numbers indicate, still managed to raise a money crop. As a result, no substantial changes in agricultural practices in the county took place prior to the Civil War.⁵³ At least one Prince George's County resident, Samuel Snowden, the third-largest landowner in the county at the end of the eighteenth century, made a direct effort to change the agricultural organization of the county. Snowden freed his slaves during the 1780s.⁵⁴ Snowden was a member of the family of Thomas Snowden, Sr., who patented the tract of land known as Snowden's Discovery, now a part of Greenbelt Park, in 1760.

Organizations known as "colonization societies" made a more global effort to address the problem of slavery and the large percentage of African Americans in Prince George's County, as well as elsewhere in the state and the country. The colonization movement took as its premise the understanding that former slaves could not achieve equality in a country that still sanctioned slavery. Colonization societies sought to send free blacks to Africa to create their own nation. Their ability to govern themselves, it was hoped, would also help erase prejudice against enslaved African Americans and perhaps lead to their emancipation. Many slaveholders also thought that the emigration of former slaves to a new colony would remove the example of free blacks and ensure the docility of their own slaves.⁵⁵ This might have been a particular concern in the area now occupied by Greenbelt Park: In 1820 and again in 1860, the largest number of free blacks in Prince George's County resided in the Vansville election district, the jurisdiction in which the land that now constitutes the park was located.⁵⁶ Several citizens of Maryland, including Francis Scott Key, had been among the founders of the American Colonization Society in 1817. A Maryland branch of the society was also formed from several local chapters, including one in Prince George's County. By 1832, the Maryland State Colonization Society was chartered by the legislature and funded to help return free blacks to Africa. The Maryland society was to found its own colony in Cape Palmas, Liberia, separate from the American Colonization Society's Monrovia.⁵⁷ A Bladensburg chapter of the state society was formed on June 20, 1838.

Alexander Keech, who owned land in what is now Greenbelt Park, was an officer in that chapter.⁵⁸ The 1861 Martenet map of Prince George's County shows the house of Alexander

⁵³ Brugger 208-209.

⁵⁴ Sarson, 583.

⁵⁵ Jane E. Dabel, "Colonization Movement, African," in *Oxford Companion to United States History*, Paul S. Boyer, editor in chief (New York: Oxford University Press, 2001), 146.

⁵⁶ Bianca P. Floyd, *Records & Recollections: Early Black History in Prince George's County, Maryland* (Upper Marlboro [?], Maryland: Maryland-National Capital Park and Planning Commission, 1989), 20-21.

⁵⁷ Brugger, 212-215.

⁵⁸ Wilson, 36.

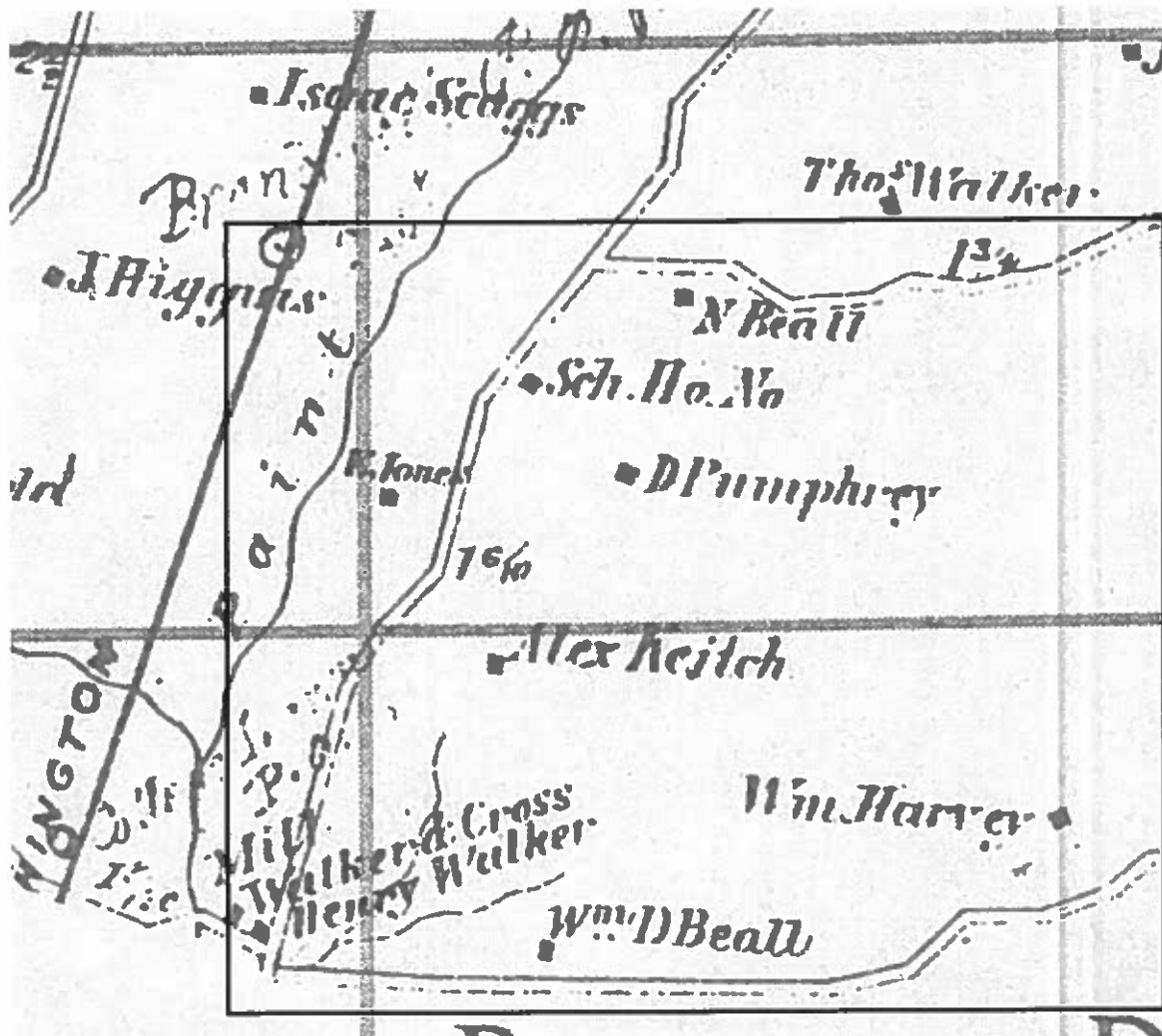


Figure 9 – Detail of the 1861 Martenet map of the Vansville district, showing owners of the land now occupied by Greenbelt Park. The box marks the park's approximate location. The boundary roads are Good Luck Road (south), Greenbelt Road (north), and Edmondston Road (west).

“Keitch” about midway between Good Luck and Greenbelt roads in the western part of what is now the park near Still Creek. (Figure 9) Although Keech does not appear in the 1860 census records for the Vansville district, an Alexander Keech of Prince George’s County does appear in Maryland legislative records. In 1823, Keech was authorized to bring an enslaved worker named Jim, whom he purchased in Virginia, into Maryland, “any law to the contrary notwithstanding.”⁵⁹

⁵⁹ Archives of Maryland Online, Session Laws, 1822, vol. 627, p. 61, February 3, 1823, <http://www.mdarchives.state.md.us>.

This may also be the Alexander Keech who published a broadside in October 1824 for the voters of Prince George's, Montgomery, and Calvert counties in support of the presidential candidacy of former Georgia senator and Secretary of War William H. Crawford.⁶⁰ An Alexander Keech also corresponded with Thomas Jefferson, in retirement at Monticello, on the university the former president had planned and was in the process of constructing in Charlottesville, Virginia. Keech had apparently asked Jefferson when the institution, now the University of Virginia, would open and for some information on the plan for the school. Jefferson responded on January 26, 1822, that the school was still under construction and its opening date uncertain. For information on the plan and philosophy of the school, Jefferson suggested looking at the *Richmond Enquirer* newspaper, which carried reports of the governing board of the university and could likely be found in Washington.⁶¹

Four other residents of the area now occupied by the park are shown on the Martenet map of the county:

N. Beall: The residence of N. Beall stood in the northern part of the area that is now the park, close to the current Greenbelt Road. This land had been part of the Snowden's Discovery tract, patented in 1760.⁶² "N. Beall" may refer to Ninian Beall, a forty-four-year-old farmer in the county's first district, according to census records for 1860. Beall lived with his wife, Angeline, and seven children between the ages of seven months and seventeen years. Beall owned \$5,000 in real estate and possessed a personal wealth of \$1,800.⁶³ It may have been this Ninian Beall who was appointed by the Maryland legislature in 1858, along with Ethan A. Jones and Septimus J. Cook, to establish a free school in the Vansville district, the cost of which was not to exceed \$300.⁶⁴ The Martenet map shows a schoolhouse near what is now Edmonston Road just south of Beall's house.

D. Pumphrey: Pumphrey's house stood approximately a quarter mile south of Beall's in what had been the Clover Farm tract, patented in 1771.⁶⁵ The owner seems likely to be

⁶⁰ Alexander Keech, "To the voters of the second electoral district of Maryland composed of Calvert, a part of Prince George's & Montgomery counties," Printed Ephemera Collection, Portfolio 29, Folder 20 Library of Congress, <http://hdl.loc.gov/loc.rbc/rbpe.02902000>.

⁶¹ Thomas Jefferson to Alexander Keech, January 26, 1822, Jefferson, Thomas, and others, Letters to and from Jefferson, 1821-1822, Electronic Text Center, University of Virginia Library, <http://etext.lib.virginia.edu>.

⁶² "Farm Sites, Greenbelt Park, Maryland." All other references to colonial locations of nineteenth-century structures come from this map.

⁶³ U.S. Bureau of the Census, 1860 Census, <http://www.ancestry.com/search/rectype/census/usfedcen/default.aspx>. All other census data referred to in this study was reviewed on this site.

⁶⁴ Van Horn, 347.

⁶⁵ The June 1980 map of Greenbelt Park produced by the Denver Service Center incorrectly labels the owner of this house "D. Humphrey."

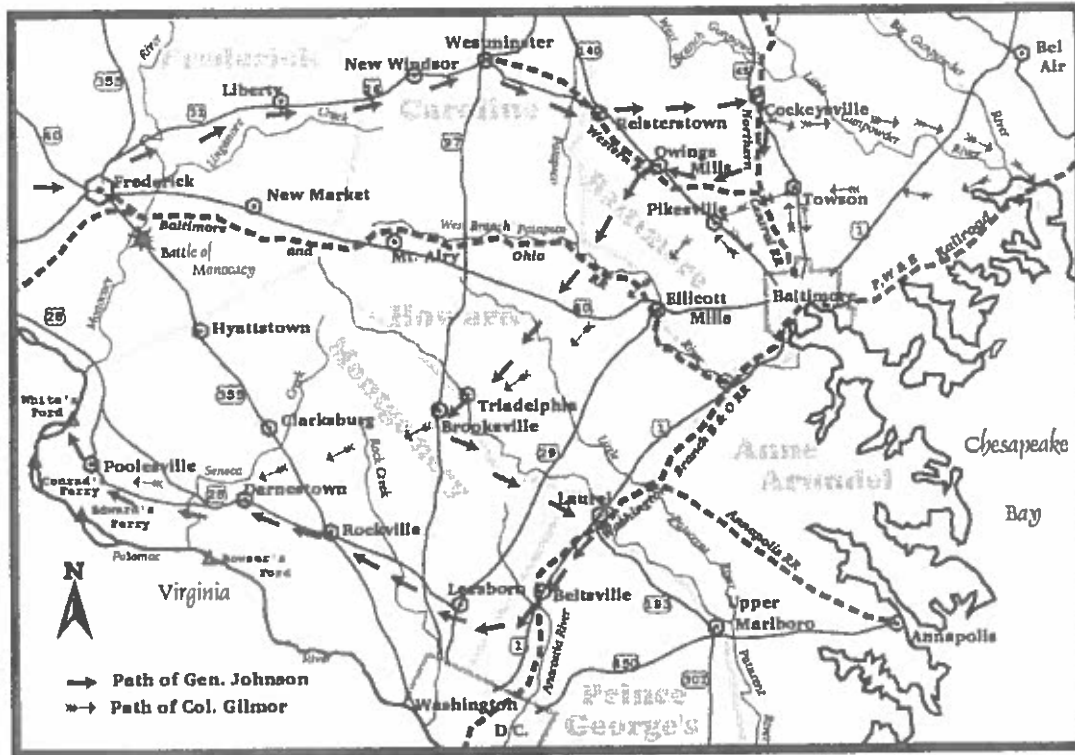
Denis Pumphrey, listed in the 1860 federal census as a sixty-three-year-old farmer with real estate valued at \$14,000 and a personal estate of \$5,000. Pumphrey and his wife Tabitha (fifty) had two children, Margaret (seventeen) and Levy (fifteen).

Wm. Harvey: Harvey's house is the only structure discovered in research for this study that stood east of the Baltimore-Washington Parkway. The land on which it stood was originally part of the Smith's Neglect tract, patented in 1766. Harvey's name does not appear in the 1860 census records for the Vansville district.

Wm. D. Beall: Beall's house stood between Good Luck Road and Deep Creek in what is now the southern portion of the park. This land had been part of the Hog Pen Enlarged tract, patented in 1724. A William Beall appears in the 1860 census records for the Vansville district. Beall, a butcher, owned \$10,025 worth of real estate and possessed a \$300 personal estate in 1860. Beall was one of four butchers in the district in a county that had only five altogether.⁶⁶ At forty-four, Beall and his wife Mary (thirty-three) had six children. Lending some credibility to the understanding that the Wm. D. Beall of the Martenet map refers to the William Beall of the 1860 census is the next name in the census, Henry Walker. Walker's occupation is listed as a miller, and the house of Henry Walker and the Walker & Cross Mill appear on the Martenet map west of Beall's house along Good Luck Road across Edmonston Road near Paint Branch.

The plantation-style management, large number of slaves, and tobacco-based economy of Prince George's County suggests the possibility of sympathy for the Confederate cause in the county during the Civil War, and, indeed, Maryland formed a CSA cavalry unit. The area around Greenbelt Park generally escaped the ravages of the Civil War, but northern Prince George's County did witness skirmishing associated with Confederate Gen. Jubal A. Early's advance on Washington during the summer of 1864. On July 9, 1864, Early, camped near Frederick, sent Gen. Bradley T. Johnson, with his 1st Maryland Cavalry and the Jones Cavalry Brigade, to destroy railroad tracks and telegraph lines around Baltimore and between Baltimore and Washington. (Figure 10) The ultimate objective was Point Lookout in southern Maryland, where Johnson's orders were to free Confederate prisoners. Johnson's forces consisted of nearly 1,500 men, which advanced on Reisterstown and Cockeysville in Baltimore County on July 10. The Confederates destroyed railroad bridges over the Gunpowder River, then moved southwest through Howard County to Tridelpia. The troops traveled southeast to Laurel on the northern border of Prince George's County on July 12, where they burned railroad cars, and then turned south toward Beltsville. Here they encountered a company of Union cavalry and drove them off. Johnson's troops spent the night of July 12 in Beltsville at Brown's Tavern and set out for what is now College Park, the site of the Maryland Agricultural College, on the morning of July 13. Gen.

⁶⁶ *Atlas of Prince George's County, Maryland, 1861, adapted from Martenet's Map of Prince George's County, Maryland* (Riverdale, Maryland: Prince George's County Historical Society, 1996), 20.



Confederate Cavalry Raid of July 1864

Figure 10 – Confederate Gen. Bradley Johnson's raiders moved west from Frederick toward Baltimore, then south through Howard, Montgomery, and Prince George's counties as far as present-day College Park. (From Susan Cooke Soderberg, *A Guide to Civil War Sites in Maryland: Blue and Gray in a Border State*, Shippensburg, Pa.: White Mane Books, 1998, 225.)

Early, however, recalled Johnson's men before they reached the college. Early, then at Silver Spring and facing the Union's VI Corps, gathered his forces, including Johnson's cavalry, in Montgomery County and withdrew westward across the Potomac into Virginia.⁶⁷

Reconstruction

Maryland remained essentially a southern state in the years immediately after the Civil War. The state did not ratify the Fifteenth amendment to the United States Constitution, which gave black Americans the right to vote, and Congressional civil rights legislation was required to demolish the state's "black code" that made it unlawful for African Americans to testify against white

⁶⁷ Susan Cooke Soderberg, *A Guide to Civil War Sites in Maryland: Blue and Gray in a Border State* (Shippensburg, Pa.: White Mane Books, 1998), 23-29, 56, 227.

citizens and restricted their freedom to travel and assemble. The Maryland legislature left public education for African Americans to private institutions and the federally organized Freedman's Bureau.⁶⁸ A Freedman's Bureau office was located in Bladensburg and established fifty-one schools for blacks in thirteen Maryland counties by June of 1866. One of those was the first school specifically devoted to African American children, which was housed in a rented building in Bladensburg.⁶⁹

By the end of Reconstruction in 1877, the area now occupied by Greenbelt Park had witnessed a nearly complete turnover of its residents since the Civil War, according to Griffith Morgan Hopkins' 1878 atlas of the county. Of those residents mentioned in Martenet's 1861 map of the Vansville district, only the Keech name remains in the area that became the park, and it is Mary Keech, not Alexander, that appears in the 1878 atlas. (Figure 11) The building associated with Alexander Keech's name in Martenet's map seems likely to be the same building labeled "Mary Keech Seminary" in Hopkins' atlas. In the 1880 census, Mary Keech is listed as a fifty-four-year-old "Principal F. S." The meaning of "F. S." is unclear but it seems likely that Mary Keech presided over the seminary that in 1878 occupied the house associated with Alexander Keech. Mary Keech was the head of her household in 1880. Also included in this household were her sister, Martha Fitzhugh (forty), a music teacher; a ten-year-old boy, Smith Keech; a fifty-five-year-old African American cook, Charlotte Wright; and John Briggs, an eighteen-year-old black laborer. The value of her property and estate are not listed in the census. West of what is now the park, near the Washington Branch of the B&O Railroad, is a building marked "Alex. Keech Hrs. [Heirs] Res."

Only one other resident's name appears in the 1878 atlas on land now occupied by the park: A building associated with "Wm. Gray" stands near what is now the park's northwest corner, just south of the property belonging to Ninian Beall in the 1861 map.⁷⁰ Like Beall's, Gray's house stood on land that had been part of Snowden's Discovery, patented in 1760. Another house, belonging to N. Stevens stands just north of Good Luck Road, but in the tract later called the DiCamillo tract outside park boundaries. Neither Wm. Gray nor N. Stevens appear in the 1880 census records for the Vansville district.

At least some of the turnover witnessed by the Hopkins map took place after 1870. William Beall and Denis (now Dennis in the records) Pumphrey, whose residences were sited on the Martenet map, still lived in the Vansville district, according to the census of that year. Also living in the district in 1870 was C. Smith Keech, a forty-three-year-old farmer who owned \$18,760 in real estate. Living with Keech were Marianne (forty-five) and Smith (two months), perhaps his wife and son, respectively. Also living in the household was Martha Fitzhugh, a school teacher. The

⁶⁸ Brugger, 306-308.

⁶⁹ Floyd, 24-28.

⁷⁰ Griffith Morgan Hopkins, *Atlas of Prince George's County Maryland, 1878* (Riverdale, Maryland: Prince George's County Historical Society, 1976), 13.

Figure 11 – This detail from G.M. Hopkins’ 1878 map of the Vansville district shows an almost complete turnover in residents since Martenet’s 1861 map. The box marks the park’s approximate location. (From Griffith Morgan Hopkins, *Atlas of Prince George’s County Maryland, 1878*, Riverdale, Maryland: Prince George’s County Historical Society, 1976.)

appearance of the young Smith Keech, along with Martha Fitzhugh, both of whom were in Mary Keech's household 10 years later, suggests that perhaps C. Smith Keech was a close enough relative of Alexander Keech to inherit his property and that Mary Keech was closely enough related to assume responsibility as head of the household by the next census.

Farming remained the occupation practiced most often by those we know lived on the land now occupied by Greenbelt Park in 1870 – Pumphrey, Beall, and Keech were all farmers – and tobacco seems to have been the most important crop. It is listed first in the Hopkins atlas's recital of farm products produced by the county: 3,665,054 pounds. Grains (Indian corn, wheat, and oats) also make up a large part of the county's produce, along with potatoes. Other products include sweet potatoes, wool, butter, milk, hay clover seed, honey, rye, and orchard products. The 1870 produce represented a decline from 1856, when Prince George's County produced 8,380,851 pounds of tobacco – two-fifths of the total produced in the state. Production was also down in other areas. Indian corn dropped from 693,020 bushels in 1856 to 518,131 bushels in 1878. Wheat production dropped from 231,687 bushels to 79,181; oats from 67,286 bushels to 57,411. Production of potatoes rose between 1856 and 1878 from 47,458 bushels to 60,179 bushels.⁷¹

⁷¹ Martenet, 1861, 22; Hopkins, 1878, 9.

CHAPTER IV: Urbanization in the Nineteenth and Twentieth Centuries

Transportation and the Development of Northern Prince George's County

The area now occupied by Greenbelt Park had been near important north-south transportation routes between Maryland ports since the late eighteenth century. Bladensburg, two miles south of the park area, became an official tobacco inspection station in 1761. Baltimore, at this time, was beginning to become a more important port than Annapolis, and by 1794, a road had been built connecting Georgetown and Baltimore that ran through Bladensburg. This road provided the general course for today's Route 1, east of the park. In 1812, the Maryland legislature authorized the incorporation of a company to construct a turnpike between Washington and Baltimore, using much of the 1794 road. This sixty-foot-wide roadway provided the economic impetus for the construction of several taverns to serve travelers, including Brown's Tavern, which was constructed in 1834 approximately two and a half miles northwest of what is now the park's northern boundary, and Van Horn's Tavern in the village of Vansville, farther north. Just a year after Brown's Tavern opened, the Baltimore & Ohio Railroad began operating a branch line between Washington and Baltimore. The tracks' path between the cities ran very near that of the turnpike, crossing the road in several places. Two passenger trains ran from Washington to Baltimore and back each day, carrying a total of 200 passengers.⁷²

Villages began to grow up along the path of the railroad tracks. By the time of Martenet's 1861 map, for instance, Beltsville had developed where the turnpike and the railroad tracks crossed, less than three miles from Ninian Beall's house near what is now the park's northern boundary. Branchville and College Lawn, which stood west of the current north and south borders of the land now occupied by the park, respectively, also appeared on Martenet's maps. By the time of Griffith Morgan Hopkins' 1878 atlas of Prince George's County, each village consisted of a railroad station, a post office, a small number of shops and stores, and a handful of residences. (Figure 12) The growth of these railroad villages resulted in the decline of hamlets along the turnpike, such as Vansville.⁷³ The presence of the railroad also appears to have kindled the growth of at least one industry in the area. The Hopkins map shows a spur linking a "Poudrette Factory" to the railroad near Branchville west of a waterway called the East Branch (previously known as Paint Branch, now the Northeast Branch). Poudrette is fertilizer made of human waste mixed with additives such as charcoal and gypsum. The factory would probably have stood in or near what is now Indian Creek Stream Valley Park, approximately one mile from Greenbelt Park's current entrance.

While Washington and the surrounding suburbs grew during the Civil War and in the years following, the suburbanization of Maryland jurisdictions outside District boundaries did not begin in earnest until the last decade of the nineteenth century and resulted from a recent innovation in

⁷² Susan G. Pearl, "History of the Route 1 Corridor, 1740-1990," in *Historic Contexts in Prince George's County*, Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission, June 1990-August 1991, 29-32; Maryland-National Capital Park and Planning Commission, *Prince George's County Historic Sites and District Plan*, 64.

⁷³ Pearl, "History of the Route 1 Corridor, 1740-1990," 32.

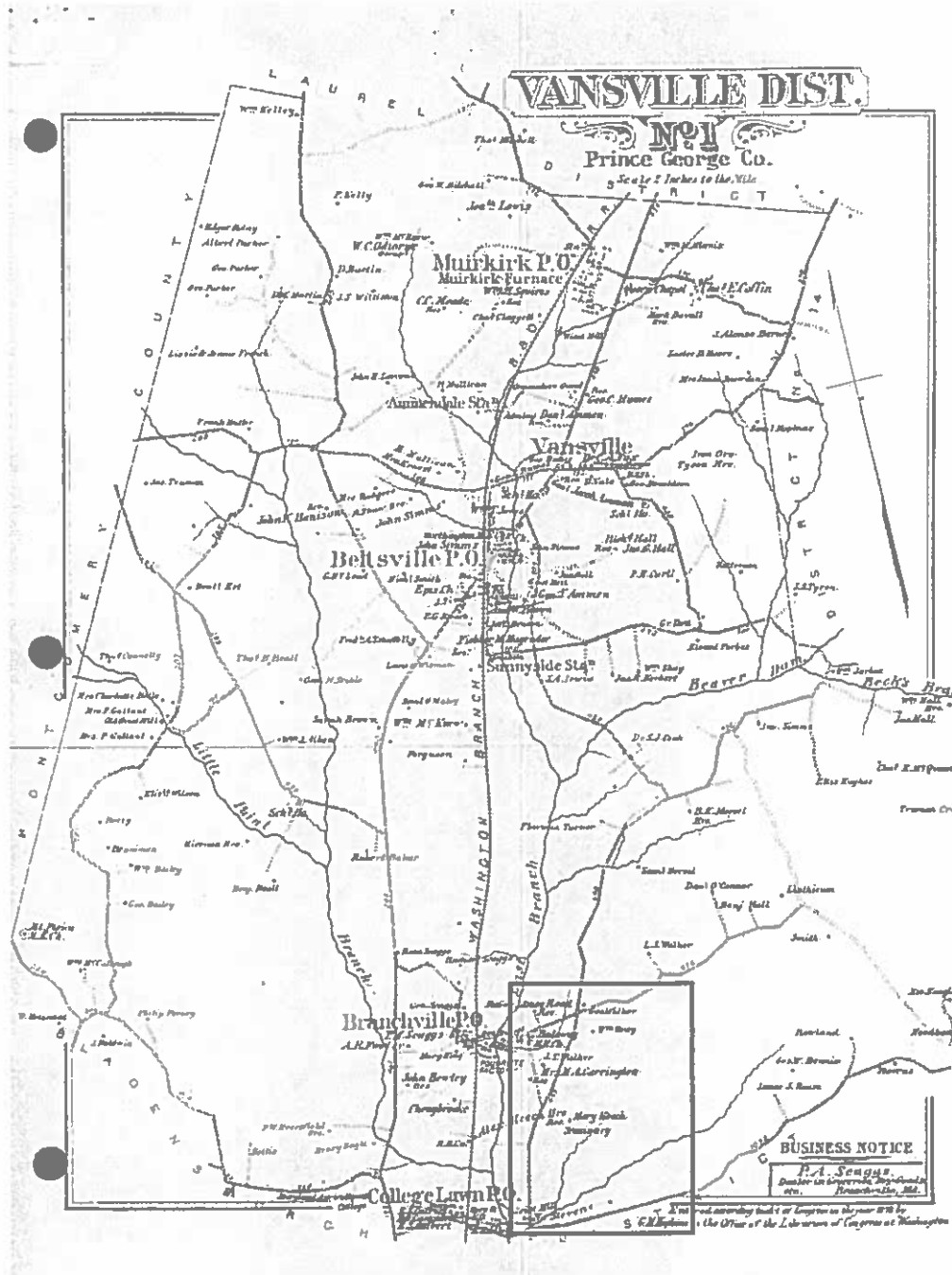


Figure 12 – Post offices indicate the increasing number of villages established along the path of the railroad after the Civil War. The box indicates the approximate boundaries of the park. (From Hopkins, *Atlas of Prince George's County Maryland*, 1878.)

transportation: streetcars. In 1892, two companies were chartered to link Washington and Baltimore with a commuter rail line. The Maryland and Washington Railway, a short trolley line between Mount Ranier and the District city border at Florida Avenue, was in operation by March 1897. By 1899, the successor to this line, the City and Suburban Railway, had been extended in both directions: from the city's edge south to the Treasury Department and north from Mount Rainier to Hyattsville and Riverdale, then to Berwyn (1900), College Park, and Laurel (1902). Most of the towns along the streetcar lines were developed in expectation of their rail link to the city. Riverdale Park was developed on land formerly belonging to the Riversdale estate of George and Rosalie Calvert. The Calverts and their heirs had been instrumental in the development of this area over the course of the nineteenth century, having taken part in the development of the turnpike and the establishment of the railroad through their property.

Another streetcar line received its charter in 1908, connecting Fifteenth and H streets, N.E., in the District to Bladensburg (1910) and Berwyn Heights (1912). This streetcar line, according to interviews with longtime residents of the area, wound for about a mile through the southwest corner of the land now occupied by Greenbelt Park.⁷⁴ (Figure 13) The land was owned by Benjamin D. Stevens, the name of whose property – Greta – lent its name to the Washington, Spa Spring, and Greta Railroad Company. Later known as the Washington Interurban Railway Company, the streetcars passed until 1933 through land now occupied by the park. With the presence of the trolley lines to supplement the railroad, established towns, such as Beltsville and Hyattsville, grew. Hyattsville's population stood at 1,200 by the turn of the century. New towns, such as Brentwood and Cottage City, continued to be established. Even before World War I, this suburban corridor along the streetcar lines, the railroad, and the turnpike – less than a mile west of the area now occupied by Greenbelt Park – was Prince George's County's most densely populated area.⁷⁵

The prospect of increased urbanization also seems to have drawn speculators to the area. An 1894 map of the vicinity of Washington shows that, while William Gray still lived in the northwestern part of what is now the park on a parcel measuring 118 acres, other landowners mentioned on Hopkins 1878 map had already departed. (Figure 14) D. M. Nesbit, alone or with others, owned several parcels totaling more than a thousand acres inside and outside what are now park boundaries. The location of these parcels – near already developed areas and near the streetcar line – might indicate that Nesbit was involved in land speculation. This conclusion seems warranted since Nesbit did not own any of these parcels in 1878, according to Hopkins' map, nor was he one of the landowners mentioned on a map of the area in the early twentieth century created from the reminiscences of longtime residents. The 1894 Hopkins map also shows

⁷⁴ George Emmanuel Detsis, "What Life Was Like, 1890-1940: Greenbelt Park, Berwyn, Branchville, Riverdale," National Capital Parks-East, Cultural Resource Files, 4.

⁷⁵ Pearl, "History of the Route 1 Corridor," 30; Howard S. Berger, "Streetcar Lines in Prince George's County, 1892-1958," in *Historic Contexts in Prince George's County*, Upper Marlboro, Maryland: Maryland-National Capital Park and Planning Commission, June 1990-August 1991, 51-52; Virta, 191-193; Detsis, 4. Berger lists the destination of the Washington, Spa Spring, and Greta Railroad as Berwyn Heights, while Detsis's informants state that it was Berwyn. Detsis also gives 1921 as the date by which the line had ceased operating.

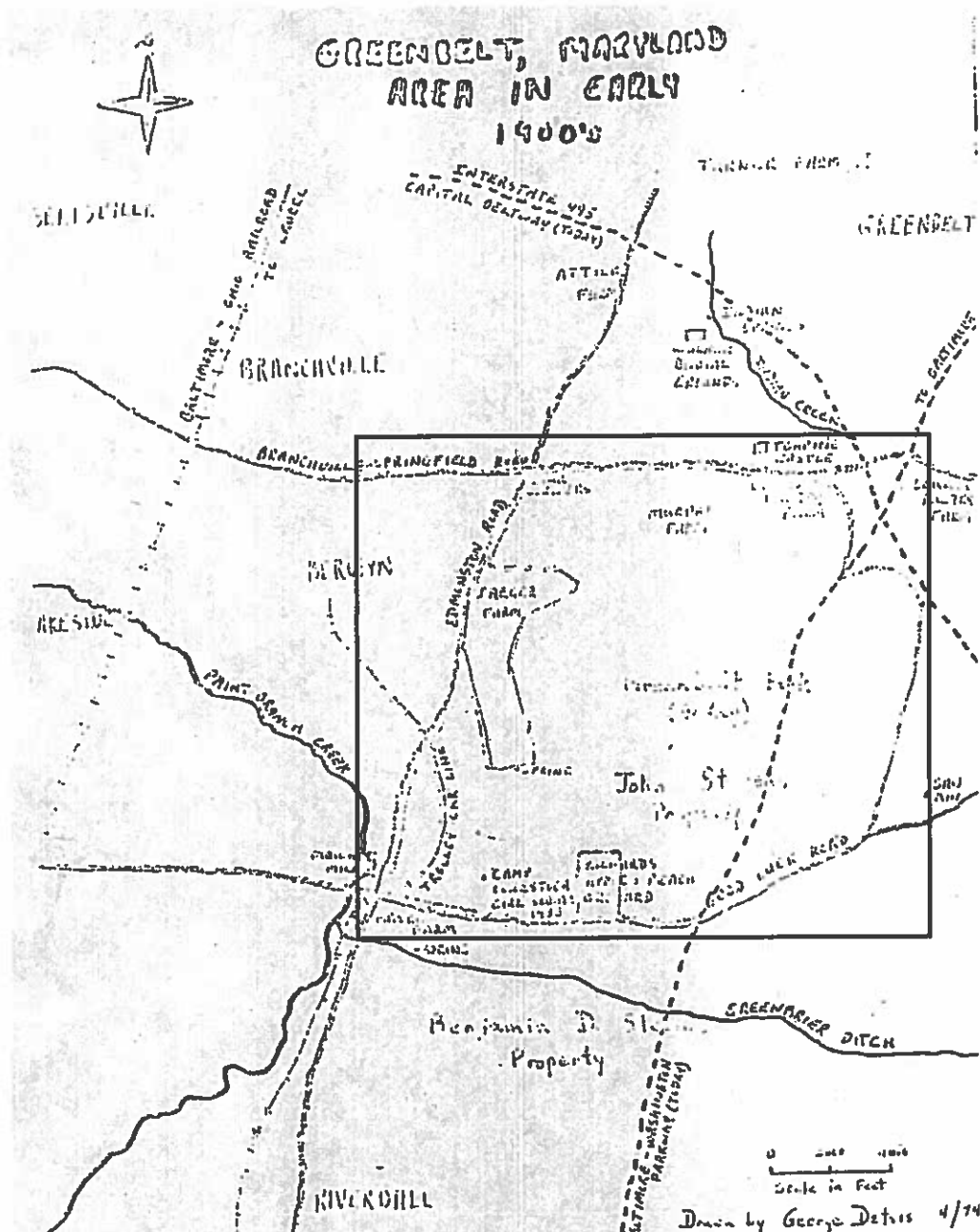


Figure 13 – This map was drawn to reflect the memories of longtime residents of the Greenbelt Park area. It includes names of landowners, as well as the track of the streetcar line that ran, after 1912, through the southwest corner of what is now the park. The box indicates the approximate boundaries of the park. (From George Emmanuel Detsis, "What Life Was Like, 1890-1940: Greenbelt Park, Berwyn, Branchville, Riverdale," National Capital Parks-East, Cultural Resource Files.)

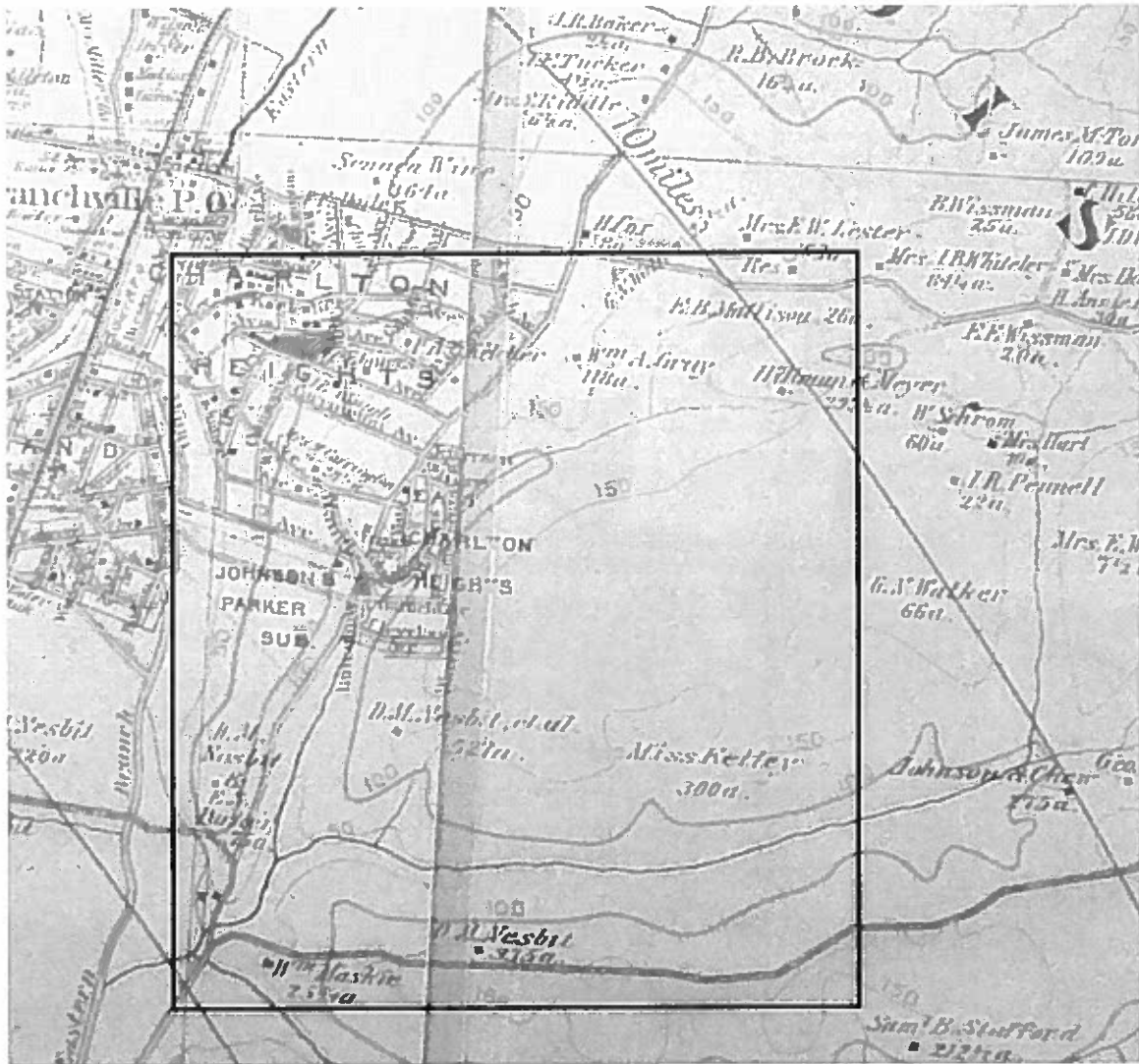


Figure 14 – William Gray remained a resident of the area now occupied by Greenbelt Park by the time of this 1894 map, but other residents shown in 1878 no longer appear. The box indicates the approximate boundaries of the park. (Griffith Morgan Hopkins, *The Vicinity of Washington, D.C.*, Philadelphia: Griffith M. Hopkins, 1894.)

a development called Charlton Heights on both sides of Edmonston Road. The eastern portion of this development seems likely to have fallen within the boundaries of what is known as the Jaeger tract and appears on the map to include at least two houses, as well as several streets. It seems likely, however, that Charlton Heights was a speculative development, rather than an actual subdivision. This conclusion is based on this area being described as the Jaeger farm in the recollections of area residents, the labeling of the parcel as the Jaeger tract in the federal government plat land to be acquired for the Greenbelt Project in 1935 (Figure 15), and the report

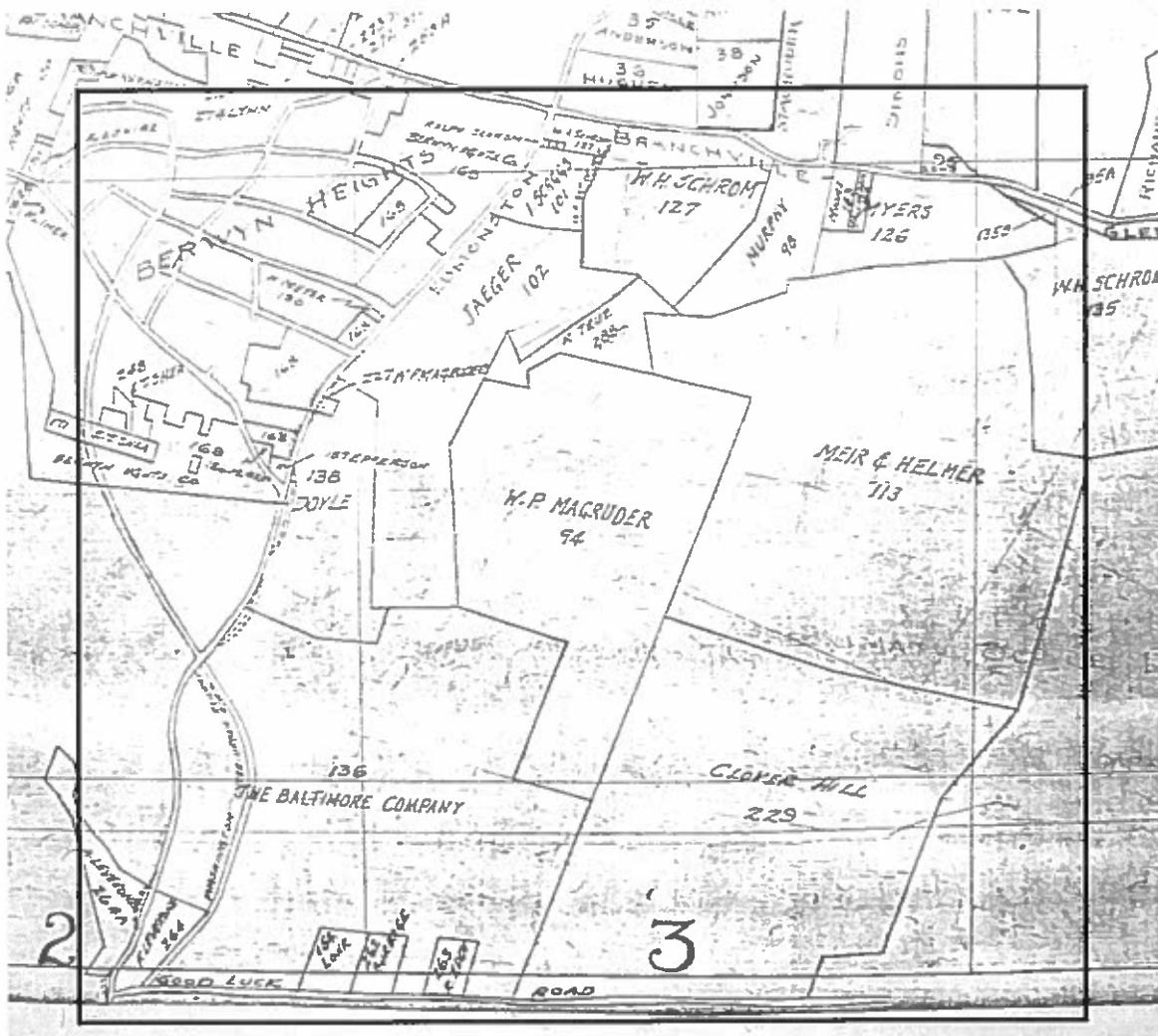


Figure 15 – By 1935, only Murphy’s farm remains from the turn-of-the-century landowners. The box indicates the approximate boundaries of the park. (“Preliminary Plat, Compiled from Aerial Photographs and Certain Land Records, Berwyn Area, Prince George’s County, Maryland,” U.S. Land Acquisition Department, May 11, 1935, Prince George’s County Memorial Library, Greenbelt Branch, Tugwell Room map files.)

that the Jaeger tract was undeveloped when the National Park Service attempted to acquire it in the 1960s.⁷⁶

⁷⁶ For a more complete discussion of the Jaeger tract, see Chapter VII, below.

Continued Farming and Forestry at the Turn of the Century

The new towns in northern Prince George's County hugged transportation routes, leaving large tracts of land in between for farming, timber production, or speculation. Longtime area residents recalled that the park area and land to the north and south were still given over to truck farming in the early twentieth century. The products of these farms (onions, turnips, carrots, cabbage, radishes, lettuce, string beans, tomatoes, squash, peas, and potatoes) were sold at the Center Market on Seventh and B streets in Washington. (The market was torn down in the 1930s to make way for the National Archives.) The farms averaged thirty to sixty acres in size, and farmers plowed the fields with horses. The map based on former residents recollections identifies a farm within today's park boundaries as belonging to an owner named Murphy (Figure 13; northern portion near the current Greenbelt Road). Farm owners outside park boundaries included Jaeger, Attick, and Turner (north of the park area in present-day Greenbelt). These farms also grew fruit for family use – apples, peaches, pears, cherries, plums, strawberries, and blackberries. The only commercial orchard in the area operated near of the current bicycle entrance to Greenbelt Park on Good Luck Road. This orchard, known as Richards, occupied land not currently part of the park (the Eddy or DiCamillo tract) as well as land near the park's southern boundary. Most of Benjamin D. Stevens' property lay south of the park, while John Stevens owned land in the park's center. Dairy and poultry farms also existed in the area near the park, although not on current park property. Prior to 1905, Mowatts Mill operated east of Edmonston Road on Paint Branch, grinding wheat for flour and corn for corn meal for local residents. Mowatts Mill stood at approximately the location of the Walker & Cross Mill that appeared on Martenet's 1861 map. Fire destroyed Mowatts Mill in 1905.⁷⁷

The residents interviewed in 1974 also remembered that three sawmills operated in the area early in the last century. One stood near Good Luck Road just east of Greenbelt Park's eastern boundary. Forests made up forty-one percent of the county's land area in 1907, a condition that had remained relatively unchanged for two decades. This forest acreage consisted generally of small tracts scattered uniformly through the county. In the Vansville district, nearly forty percent of forest acreage contained merchantable pine trees (almost 5,000 acres). Fifty percent of the acreage, however, including some that contained saleable pine trees, had been culled of more profitable hardwoods, and another quarter of the forests consisted of pine and hardwood saplings. Most of the district's timber profits, therefore, came from selling pine, generally in the form of cordwood destined for Washington and Baltimore fireplaces. The 1974 interviewees did not mention the presence of timberland on the property now occupied by Greenbelt Park.⁷⁸

The Greenbelt Project

By the 1930s, it appears that the farmers and foresters from the turn of the century had abandoned the area that became Greenbelt Park. According to a map of the area's landowners dated May 11,

⁷⁷ Detsis, 2-7.

⁷⁸ Detsis, 6; F.W. Besley, "The Forests of Prince George's County," *Maryland Geological Survey: Prince George's County* (Baltimore: Johns Hopkins Press, 1911), 219-237.

1935, only two of the owners shown on Detsis's map from the early 1900s – Murphy and Jaeger – remained. (Figure 15) The reason for the turnover seems likely to have been that the land was unprofitable for its owners. This circumstance made the area ripe for use in one of the New Deal programs developed for sub-marginal farmland during the presidency of Franklin Delano Roosevelt. Roosevelt was elected president in 1932 with a mandate to seek solutions to the economic problems of the Great Depression, and his administration quickly instituted several programs to spur industrial growth, put the unemployed back to work, and stabilize prices for farm products. The programs included the Civilian Conservation Corps, which put two million, mostly young, men back to work on public projects, such as national parks; the Tennessee Valley Authority, which provided construction work and provided inexpensive electricity to residents of the southeastern United States; and the Public Works Administration, another public building program that resulted in the construction of schools, libraries, airports, post offices, and jails throughout the country.⁷⁹

Among the programs instituted during the New Deal era was the Resettlement Administration, an agency created in 1935 that brought together all Roosevelt administration's relief programs concerning land and farming.⁸⁰ Roosevelt selected Rexford Guy Tugwell, his Undersecretary of Agriculture, to head the Resettlement Administration, which had, as Tugwell saw it, three goals: 1) to provide financial aid to farmers through loans, 2) to move rural families from unproductive land to more productive locations, and 3) to build towns to provide the urban and rural poor with satisfactory housing. Inexpensive land in the suburban areas of major cities made this last goal feasible.⁸¹ Taking sub-marginal farmland out for production for the construction of these towns also contributed to the New Deal goal of raising farm prices. The goal of building new towns had its roots in programs conceived but not implemented by predecessor agencies, including the Public Works Administration and the Federal Emergency Relief Administration. The Greenbelt Town program, implemented by the Division of Suburban Resettlement within the Resettlement Administration, undertook the planning and construction of three towns, including Greenbelt, Maryland, to achieve the goal of better living conditions for the rural and urban poor. The program represented the major demonstration of New Deal resettlement principles.⁸² Greenbelt was the most complete of the Greenbelt towns undertaken by the Division of Suburban Resettlement, and Prince George's County was selected for the site of a Greenbelt town because it satisfied the Resettlement Administration's criteria for the undertaking. The presence of sub-marginal farmland made the cost of land acquisition economical. A labor pool existed, as did

⁷⁹ Joseph A. McCartin, "New Deal Era," *Oxford Companion to United States History*, Paul S. Boyer, ed. (New York: Oxford University Press, 2001), 546-549.

⁸⁰ Elizabeth Jo Lampl, National Historic Landmark Nomination – Greenbelt, Maryland, Historic District, February 18, 1997, U.S. Department of the Interior, National Park Service, 25.

⁸¹ Cathy D. Knepper, *Greenbelt, Maryland: A Living Legacy of the New Deal* (Baltimore: Johns Hopkins University Press, 2001), 14.

⁸² John Hancock, "The New Deal and American Planning," *Two Centuries of American Planning*, Daniel Schaeffer, ed. (Baltimore: Johns Hopkins University Press, 1988), 214. The other Greenbelt Towns were Greendale, Wisconsin, and Green Hills, Ohio.

adequate transportation in the form of highways, railroads, and streetcar lines. The nearby National Agricultural Research Center, a division of the Department of Agriculture, gave the site an added advantage. It could provide jobs for the residents of the town, and it might also be able to make use of the sub-marginal farmland acquired by the government. The purchase of options on land began in the early spring of 1935; in November 1936, 11,138.67 acres were purchased for the planned town for less than the Congressionally mandated limit of \$100 per acre. By this time construction had already begun, the first workers having been transported to the site in October 1935. The first tenants moved in on September 30, 1937, and the 885-unit first phase of construction was completed a year later.⁸³

Based on the concept of the Garden City developed by Englishman Ebenezer Howard in the late nineteenth century, the Greenbelt towns were planned to be developed within a large tract of land so that the residential and public buildings of the community could be surrounded by a buffer of farm- and woodland. In the words of a contemporary commentator, "Reservation of this area prevents undesirable developments on adjacent lands that would tend to injure the residential community, and depreciate property values."⁸⁴ The greenbelt provided more than protection from inappropriate development, however. Resettlement Administration planners sought to create a comprehensive land-use plan for the entire greenbelt tract and to devise a rural economy for the area that integrated the residential community with the green landscape. Farming was an important component in the rural economy, as it had been in Howard's Garden City. The initial construction at Greenbelt, in fact, included the renovation of seven farmhouses, all apparently north of Branchville (now Greenbelt) Road. Fifty farmers were intended to reside along Edmonston and Branchville roads, but lack of funds reduced the program to seven renovations. One of these farmhouses still exists, outside Greenbelt Park and the town of Greenbelt boundaries near Edmonston Road, and retains its integrity. A second was heavily altered to be used as the Greenbelt American Legion Post, which stands north of Greenbelt Road. This house no longer retains its integrity. The area now occupied by Greenbelt Park was the largest of eight areas at Greenbelt that were designated for use as farmland in a "Zone Plan for Area within Corporate limits" for the Greenbelt property that was dated November 1, 1937.⁸⁵

The agricultural use of the area now occupied by Greenbelt Park represents a change in function from that foreseen in initial planning for the Greenbelt Project. According to a study called "Report and Recommendations for the General Development of the Rural Area of Greenbelt, Maryland," signed on February 1, 1937, by J. S. Lansill, director of the Resettlement Administration, the land now occupied by Greenbelt Park was at one time considered as the site of a temporary recreational facility. This land, consisting of 1,593 acres of forest, was part of 2,633 acres designated as the "Rural Area" of the Greenbelt Project – that is, the land that made up the town's protective greenbelt. Other parcels in the greenbelt were designated for use as

⁸³ Lampl, 29-43. More than 12,000 acres were eventually acquired by the government.

⁸⁴ John Drier, "Greenbelt Planning: Resettlement Administration Goes to Town," *Pencil Points Reader: A Journal for the Drafting Room, 1920-1943*, George E. Hartmann and Jan Cigliano, eds. (New York: Princeton Architectural Press, 2004), 444.

⁸⁵ Lampl, 20-39.

subsistence farms, pasturage for cows, woodlands, allotment gardens for town residents, and a school. Planners considered the area now occupied by the park, part of a parcel designated the "Southern Area," large enough for a future town cell like the original section of Greenbelt. Until Greenbelt was ready for expansion, planners recommended its use as a recreation area for the county. To be included in the temporary facility were a trailer camp, facilities for Boy and Girl Scouts and 4-H clubs, parking, and a picnic area. Nothing more than preliminary planning for the temporary recreation area was carried out, but a topographical map was created.⁸⁶

Greenbelt did not grow, however, as Resettlement Administration planners intended. The United States' entry into World War II changed the priorities of the Roosevelt administration. The Lanham Act, passed in February 1941, authorized construction of housing for defense workers throughout the country. Greenbelt was chosen as one of the first sites to be built on because the federal government already owned vacant land suitable for construction. One thousand housing units were built for defense workers at Greenbelt in a new neighborhood north of the original Greenbelt town cell. When construction was completed in 1942, Greenbelt's population ballooned from 3,200 to 8,000 – the largest town in Prince George's County.⁸⁷

Attitudes toward government-sponsored programs began to change after World War II, with many seeing collectivistic, if not communistic, tendencies in cooperative programs like that which had organized, constructed, and run Greenbelt. An example of this change in attitude can be seen in the fate of the Farm Security Administration, which had been responsible for the management of Greenbelt prior to the construction of defense workers housing. Investigated by Congress in 1943 as a possible government monopoly, the agency was abolished in 1946. Federal officials considered the possibility of disposing of Greenbelt as early as 1944, and President Harry Truman signed Public Law 65 on May 19, 1949, which allowed the transfer of Greenbelt property to private owners. The sale and transfer of the property took place over the course of the next five years.⁸⁸

⁸⁶ "Report and Recommendations for the General Development of the Rural Area of Greenbelt, Maryland," included in J. S. Lansill, *Final Report of the Greenbelt Project of the Greenbelt Town Program*, 1938, Record Group 196, Records of the Public Housing Administration, entry 48, box 1, Greenbelt Project History, folder 1, III-22-23, III-50-51.

⁸⁷ Knepper, 62-64.

⁸⁸ *Ibid.*, 79-88.

CHAPTER V: Proposals for Greenbelt Park, 1948-1959

During the decade between the early inquiries into privatizing Greenbelt and its final disposal by the government in 1954, numerous plans were created and considered for the 12,000 acres initially acquired for Greenbelt, including a resurrection of the idea of continuing the development of the tract now occupied by Greenbelt Park as another unit of the town. In 1948, Hale Walker, one of Greenbelt's original planners, drew up plans for the Public Housing Administration to develop 1,148 acres of land south of what was then Glendale Road (now Greenbelt Road). (Figure 16) The land is bisected by the Baltimore-Washington Parkway (labeled the Washington-Baltimore Superhighway) with the larger parcel (864 acres) on the west and a relatively narrow parcel to the east composed of 284 acres. The plans took design cues from the original Greenbelt city plan by extending its roadways southward across Glendale Road (formerly Branchville Road) into the rural property. The majority of the planned parcel consisted of a web of residential roads and areas zoned for a multiple uses, including single-family detached residences, small park sites, and community centers. The boundaries of the plan employed existing roads: Glendale to the north, Good Luck Road to the south, and Edmonston Road to the west. The 1948 plan showed that the east parcel was to be entirely devoted to an eighteen-hole golf course.⁸⁹

This planned extension of Greenbelt went unrealized. As has been mentioned, Public Law 65 allowed for the transfer of the greenbelt towns' real estate to private citizens, essentially dissolving the Town of Greenbelt as it had heretofore been organized.⁹⁰

The 1949 Plan

By August 1949, the National Park and Planning Commission (NCPPC), in association with the National Capital Region of the National Park Service, had developed a plan to use the Greenbelt Tract as a recreational facility. The NCPPC's study plan for the "Proposed Park and Recreation Development Greenbelt Area," depicted the site again divided into two sections: 840 acres west of the parkway and 283 acres to the east. (Figure 17) The land area and its boundaries were consistent with plans illustrated by the 1948 development design by Hale Walker. The smaller, narrow parcel east of the Baltimore Washington Parkway bordered private property to the east and the Schrom Airport at its north edge. The entrances to the park were sited along Edmonston Road south of the Jaeger Tract and along Glendale Road near its intersection with the Baltimore-Washington Parkway. At the south end of the drawing, the Baltimore-Washington

⁸⁹ Hale Walker-Town Planner, Harold Heller-Associates, "Town of Greenbelt Maryland: Zoning Plan of Complete Incorporated Area," Prepared for Public Housing Administration and Housing and Home Finance Agency, 1948, National Archives and Records Administration, College Park, Maryland.

⁹⁰ Knepper, 82.



(Hale Walker and Harold Heller, "Town Finance Agency, 1948. Greenbelt Park)



("Study for Proposes, N.C.P. 123-56.)

Parkway was shown connected to the park by two cloverleaf exits from the highway into the park and adjoining Good Luck Road, Greenbelt Park's southern border.⁹¹

Like the 1948 plan, park planners used the division caused by the Baltimore-Washington Parkway to divide activities between the two sides of the park. This resulted in two discreet plans for the park—one for the east parcel and one for the west parcel. Additional geographical features that would have an impact on Greenbelt Park's planning are noted on the plan. Most prominently, these were the two private land holdings: the Jaeger tract and the DiCamillo tract, which lay within the boundaries created by the three roadways. For unknown reasons, the federal government was not able to acquire these two parcels when the parkland was transferred to the Department of the Interior.

The 1949 plan reveals the National Park Service's early aspirations for a park that would provide a variety of outdoor recreational activities for both tourists and local groups and individuals. The north half of the larger, western portion of the park featured a 300-acre, eighteen-hole golf course with a driving range, club house, and tennis courts. The south half of the parcel consisted of wooded areas with proposed trails, picnic areas with shelters, and a "wildlife area" near the south edge. The smaller parcel, east of the Baltimore-Washington Parkway was shown reserved for a variety of campsites separated into grounds for tourists, trailers, and organizations such as the Girl Scouts.⁹²

The Girl Scouts of Prince Georges County had established their campsite on fifty acres within the Greenbelt Tract in 1938. The campsite, which would later be referred to as Camp Conestoga, operated on a fourteen-year lease with the Farm Security Administration. When the campgrounds opened, activities at the site included archery and horseback riding, and were accessible to other scouting groups as well.⁹³ At least one log cabin with a fireplace had been constructed for the scouts at its opening.⁹⁴ A water supply was added at an unknown point.⁹⁵ In 1961, an article in the *Prince George's Post* described a fire that destroyed a log cabin located "deep in the a wooded section of the 'Greenbelt tract' of parklands," noting that the structure had been constructed in 1939 as the camp office and infirmary for the Girl Scout Council's largest day

⁹¹ "Study for Proposed Park and Recreation Development, Greenbelt Areas," National Capital Park and Planning Commission, August 1949, Greenbelt Park files, N.C.P. 123-56. The reason for the discrepancy in acreage between the 1948 and 1949 plans – 1148 and 1123 acres, respectively, is not made clear in these documents.

⁹² Ibid.

⁹³ "Scout Camp: New Tract to Open Near Greenbelt," *Washington-Herald*, July 25, 1938, Prince George's County Memorial Library, Greenbelt Branch, Tugwell Room, Vertical File.

⁹⁴ "Girl Scout Camp Cabin at Greenbelt Nears Completion," *The Washington Post*, July 27, 1938.

⁹⁵ Interview with Park Ranger Robin Martin, Greenbelt Park, November 4, 2004.

camp.⁹⁶ This cabin may have been built in addition to the cabin on the site when the camp opened in 1938 or there may be confusion on the date the building was constructed. In 1948, in the vicinity of the Girl Scout camp, a Boy Scout camp called Camp Mulligan also burned, destroying the camp's 20' x 40' cabin. The campgrounds continued to be used thereafter.⁹⁷ Destruction by fire seems to have been somewhat of a problem in this area of the parkland. The largest fire in this area prior to Greenbelt Park's development occurred in 1959 when fire burned nine acres near the Girl Scout Camp.⁹⁸ The use of this area by the Scouts accords with one of the functions proposed in the "Report and Recommendations for the General Development of the Rural Area of Greenbelt, Maryland," which was signed by Resettlement Administration Director Lansill on February 1, 1937. The camps are the only known examples of the implementation of the 1937 recommendations before they were superseded later in the year by the designation of this area as farm land.

The National Capital Region Park System

Washington, D.C.'s regional park system had been under federal government control since 1898. In 1924, Congress created the National Capital Parks Commission to implement acts of Congress. Charged with providing "the comprehensive, systematic, and continuous development of the park, parkway, and playground systems of the National Capital," the commission's duties mainly consisted of coordinating park planning between the District, Maryland, and Virginia, and authorizing land acquisition for park development.⁹⁹ Each of the National Capital Parks was devoted to a different mission. The city parks were presented as a pastoral antidote to urban living, and a place for the recreational development for children.¹⁰⁰

Between 1933 and 1951, the National Capital Park System increased its land holdings sevenfold, with 45,000 acres under its control by 1951.¹⁰¹ The expansion was in part due to the Capper-

⁹⁶ "Girl Scout Cabin in East Riverdale Destroyed by Fire," *Prince Georges Post*, Nov. 7, 1961, Greenbelt Park.

⁹⁷ Letter from Carl E. Hildebrand, Director of Program, National Capital Area Council, Boy Scouts of America, to Richard Mercier, Park Ranger, Greenbelt Park, Oct. 14, 1970, Washington National Records Center, Suitland, Maryland.

⁹⁸ Master Plan, Greenbelt Park, National Capital Region, February 1967, revised June 1967, National Capital Parks – East library.

⁹⁹ Cornelius W. Heine, *A History of National Capital Parks*, U.S. Department of the Interior, National Park Service, Washington, D.C., 1953, http://www.cr.nps.gov/history/online_books/nace/adhi.htm, 8-12; Frederick Gutheim and National Capital Planning Commission, *Worthy of the Nation: The History of Planning for the National Capital* (Washington, D.C.: Smithsonian Institution Press, 1977), 168.

¹⁰⁰ In northwest Washington, D.C., Rock Creek Park mitigated the transition between the city's monumental core and the outlying suburban development. See *Worthy of the Nation: The History of Planning for the National Capital*, 143-144.

¹⁰¹ Heine, 7.

Crampton Act instituted on May 29, 1930, authorizing the “comprehensive development of the park and playground system of the National Capital.”¹⁰² The act included provisions for the George Washington Memorial Parkway, the extension of the Rock Creek Park system, and also for the Anacostia Park system to the river’s branches in Maryland, among other natural lands. The Anacostia River system includes the Northeast Branch, into which the streams of the area that would become Greenbelt Park flowed.¹⁰³ The Capper-Crampton Act also assembled a funding program that made future parkland acquisition possible. As a result, the act established a broader outlying park system surrounding Washington, D.C., and became an important philosophical precedent that would eventually lead to the creation of Greenbelt Park.

In 1950, the Capper-Crampton Act also allowed for the completion of the Baltimore-Washington Parkway and its transfer to the National Park Service. Congress passed Public Law 643, which was signed by President Truman on August 3, 1950, which authorized the completion of the parkway, then under construction by the Bureau of Public Roads, to “provide a protected, safe, and suitable approach for passenger-vehicle traffic to the National Capital and for an additional means of access between the several federal establishments adjacent thereto and the seat of government in the District of Columbia.”¹⁰⁴ The parkway was conceived of in the 1920s and recommended by the National Capital Park and Planning Commission prior to the Great Depression. Construction did not begin, however, until 1942, and two three-mile segments of the road had been completed prior to passage of PL 643. One of these stretched from Bladensburg to Good Luck Road at what is now the southeastern corner of Greenbelt Park. The bridge over Good Luck Road was one of the earliest structures on the parkway to be completed.¹⁰⁵

In 1954, the Baltimore-Washington Parkway was completed. The scenic thoroughfare was composed of a divided four-lane highway with a wide, green median and a leafy, wooded buffer along its edges, which were lined by polychromatic ashlar masonry bridges and walls. Since its opening, the Baltimore-Washington Parkway has served the dual purpose of providing a scenic parkway and a commuter freeway into Washington, D.C. The parkway was also planned as an entry portal for tourists visiting Washington from the north. Along the route, picnic areas and rest stops set against the parkway’s treed edges catered to the weary traveler to fulfill the National Capital Park’s vision of an attractive, naturalistic point of entry into Washington.

The acquisition of land for National Capital Region parks spurred by the Capper-Crampton Act included the transfer of land for Greenbelt Park to the National Park Service, although the immediate impetus for the acquisition was the creation of the Baltimore-Washington Parkway. Public Law 643, which authorized completion of the parkway, also authorized the Secretary of

¹⁰² 71 *Stat.* 482-485.

¹⁰³ *Ibid.*

¹⁰⁴ 64 *Stat.* 400.

¹⁰⁵ Leach., 7:14-16.

the Interior “to accept the transfer of jurisdiction to the Department of the Interior of adjacent lands for park and recreational purposes from any federal agency or department.”¹⁰⁶ Two months after President Truman signed PL 643, Assistant Secretary of the Interior Dale E. Doty requested the transfer of approximately 1,170.4 acres of land adjacent to the parkway north of Good Luck Road from the Public Housing Administration (PHA). The land was divided into two parcels by the parkway itself (881.56 and 293.84 acres, respectively), as Greenbelt Park is today.¹⁰⁷ On November 30, 1950, John T. Egan, Commissioner of the PHA, wrote to Secretary of the Interior Oscar L. Chapman to confirm the transfer, correcting the land area to 1,147.698 acres (864 acres west of the parkway, 283.698 acres to the east). Egan’s letter included a line map showing the two properties produced by the Public Housing Administration.¹⁰⁸ (Figure 18) Both Doty and Egan’s letters note that this proposal had been discussed and approved by the National Park Service, the Public Housing Administration, and recommended by the National Capital Parks and Planning Commission.

Prince William Forest Park

Before Greenbelt Park was created, a similar national park existed thirty-two miles south of Washington, D.C., in Prince William County, Virginia: Prince William Forest Park (formerly named the Chopawamic Recreational Demonstration Area, or RDA). Established as a recreational area in 1935 as part of the New Deal RDA program, Prince William Forest Park was planned for rustic, “character-building” outdoor recreation and to boost natural conservation, as expressed by the Roosevelt Administration. The RDA carved 12,000 acres of parkland from former farmland as part of the New Deal’s land-use program to convert sub-marginal farmland for recreational use. The pastoral environs and its variety of camping facilities made the park a recreational haven for both local residents. In 1940, the park was transferred to the National Park Service.¹⁰⁹

In 1955, the local dynamic of Prince William Forest Park was altered slightly when interstate highway US-95 was constructed adjacent to the park as a major north-south thoroughway in Virginia. It was this juxtaposition that prompted the evolution of Prince William Forest Park from a park primarily catering to regional visitors to a woodland destination for campers en route to the nation’s capital from the south.¹¹⁰ Similarly, Greenbelt Park was originally established as a

¹⁰⁶ 64 Stat. 400.

¹⁰⁷ Dale E. Doty, Assistant Secretary of the Interior, to John T. Egan, Commissioner, Public Housing Administration, October 2, 1950, Washington National Records Center, Suitland, Maryland.

¹⁰⁸ John T. Egan, Commissioner, Public Housing Administration, to Oscar L. Chapman, Secretary of the Interior, November 30, 1950, Washington National Records Center, Suitland, Maryland.

¹⁰⁹ Susan Cary Strickland, *Prince William Forest Park: An Administrative History*. U.S. Department of the Interior, National Park Service, Washington, D.C., January 1986, 1:6, 2:4, 6:1.

¹¹⁰ National Park Service, U.S. Department of the Interior, “Prince William Forest Park,” (Washington: Government Printing Office: 2002).

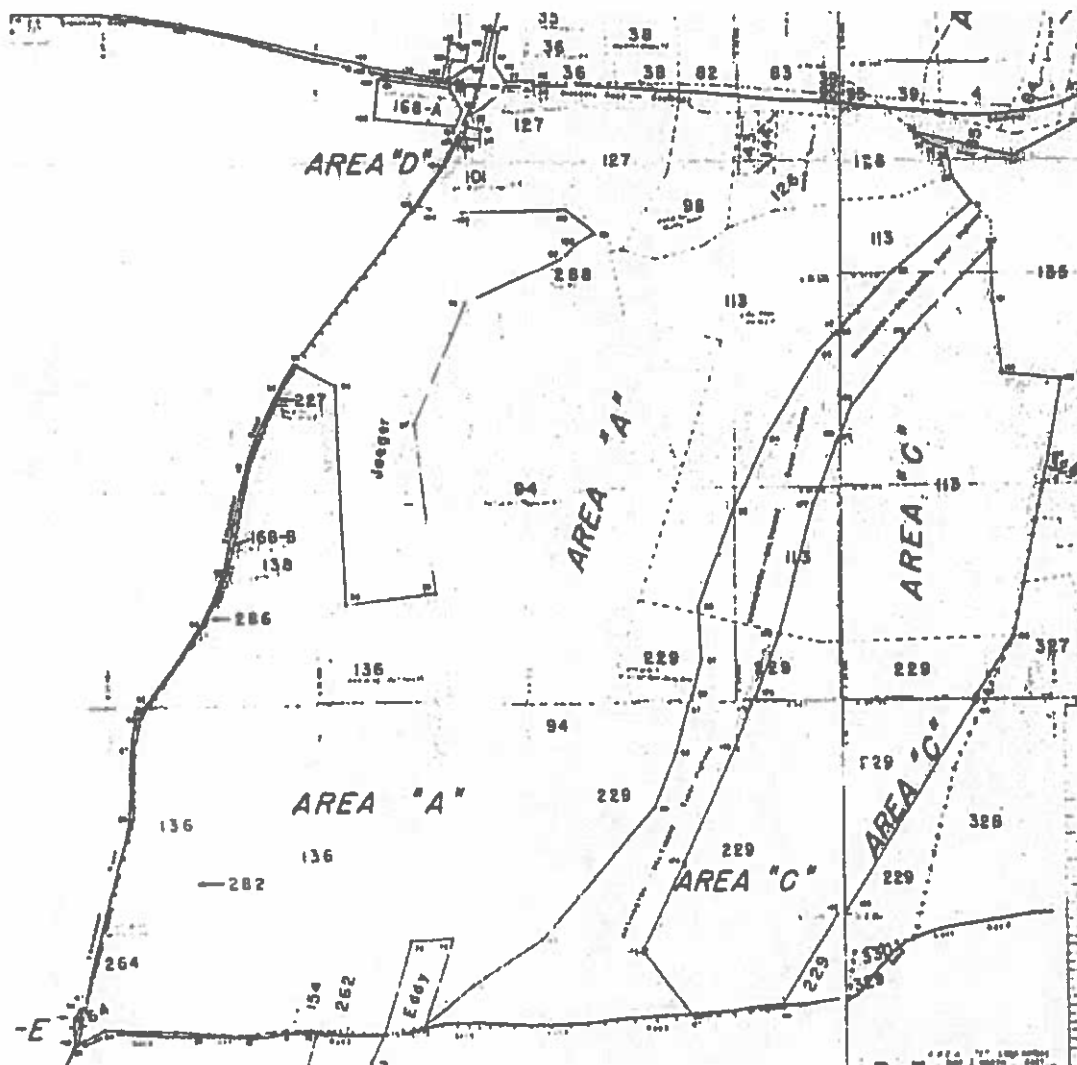


Figure 18 – Detail of a map of Public Housing Administration land included in a letter from PHA Commissioner John T. Egan to Secretary of the Interior Oscar L. Chapman. The PHA transferred sections A and C to the Interior Department for development as a recreational area. (John T. Egan, Commissioner, Public Housing Administration, to Oscar L. Chapman, Secretary of the Interior, November 30, 1950, National Capital Region files.)

natural recreational setting for the benefit of regional visitors alike. Unlike the Prince William Forest Park, however, Greenbelt Park was created after the establishment of its major highway neighbor—the Baltimore-Washington Parkway – and thus its relationship to the parkway became an important adjacency during the park’s planning.

The 1958 Plan

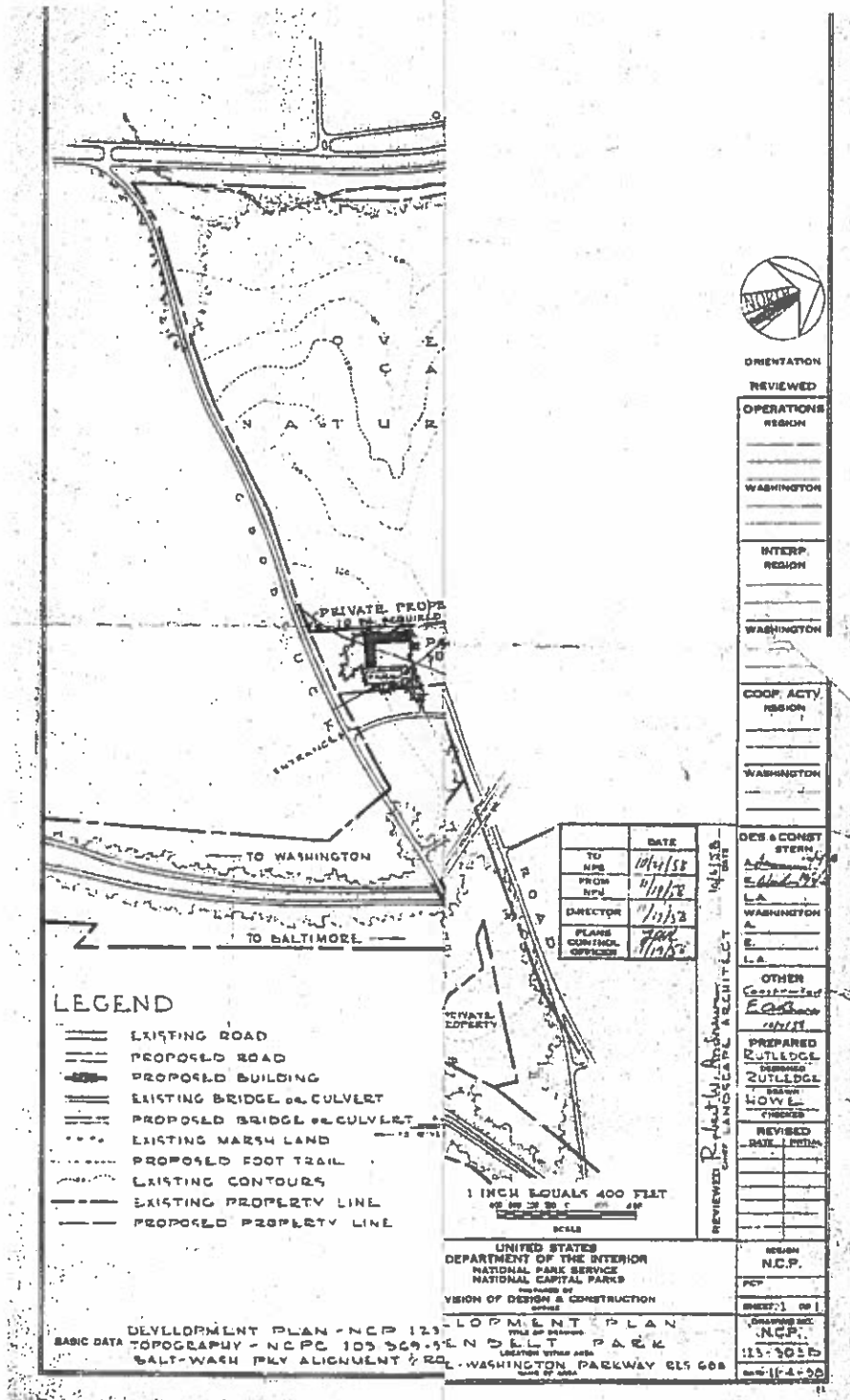
In the 1956, a survey of the botanical character of the National Capital Parks was conducted, including the area planned for Greenbelt Park. The subsequent report noted that many of the trees were mature, up to 50 years old, and mostly consisting of pines and oaks. It was noted that the Greenbelt area would make a good site for campgrounds and organized youth groups.¹¹¹ The development of the park for these purposes required funding. However, Congressional records reveal that spending from the Federal-Aid Highway Acts’ fund that would have otherwise helped to pay for Greenbelt Park’s construction was prohibited in 1956 and 1958.¹¹² It was not until March 1959, that Congress passed a bill providing the funding necessary to start developing the area into a park. Although \$975,000 was requested for the park’s construction, administration, and maintenance, only \$224,000 was initially allocated for development plans.¹¹³ However, continued restrictions over funding sources prevented this money from being dispersed for Greenbelt Park. Additional bills for funding were proposed in Congress in 1960.

As legislators tried to gain funding for Greenbelt Park, the National Park Service announced their plans for the property in 1958. (Figure 19) The scheme continued a focus on outdoor recreation, but made numerous changes to the 1949 plan. Most significantly, the 18-hole golf course plan along with the club house was relocated to the narrow parcel east of the Baltimore-Washington Parkway (where it was originally shown on the 1948 plan). In its place, the northwest region was to accommodate picnicking and organized recreational areas linked by a driveway in the shape of a “figure 8.” One of two entrances into the west parcel was shown along Edmonston Road, the park’s east border. The entryway was located due south of the privately owned Jaeger Tract, which was labeled “to be acquired and developed.” The south half of the west parcel was left undeveloped for “overnight camping” and a “nature study area.” The private property along Good Luck Road (later referred to as the “DiCamillo Property”) was also noted as a property to be acquired, and the plans include a design for an adjacent entrance drive (the second) into the park. The most significant addition to the 1958 plan was a small lake located at the center of the

¹¹¹ Memorandum, “Botanical Reconnaissance of the Blue Pond and Greenbelt Areas,” Sept. 10, 1956, Greenbelt Park.

¹¹² 73 Stat. 98.

¹¹³ “House Approves Funds to Develop Greenbelt Park,” March 29, 1959, Vertical Files-“Greenbelt-National Park,” Prince George’s County Memorial Library, Greenbelt Branch, Tugwell Room. The original bill requesting funding was introduced in 1958, H.R. 11993, 85th Congress, 2d session, April 17, 1958.



("Development Plan, Greenbelt Park, 303B, 11-4-1958. Greenbelt Park.)

west parcel, apparently formed from an existing stream that runs east-west, dividing the west parcel in half.¹¹⁴

Consistent ideas presented in both the 1949 and 1958 plans reveal the National Park Service's vision for Greenbelt Park. Unlike the 1949 plan, only a few buildings are proposed on the 1958 plan. Among these are a Transit Information Center/Park Police Sub-Station, poised along the west border of the Baltimore-Washington Parkway to serve as a shared facility between the park and the parkway. Cloverleaf exit ramps are a circulation feature retained from the 1949 plan.

Together, the direct exit from the parkway to the park and the transit/police center seem to indicate a desire to make Greenbelt Park and the Baltimore-Washington Parkway physically and administratively interconnected. This is consistent with the park planners' vision for Greenbelt Park as a major regional node, not just for recreational activities, but as a high-amenity rest-stop for travelers from the parkway.¹¹⁵

After campaigning for two years, Maryland Representative Richard E. Lankford finally gained funding for the park in the spring of 1959 when Congress appropriated the initial stages of development for the 1,150-acre regional park under the National Park Service. Lankford's plan was to follow to the 1958 plan that included overnight camping facilities, an eighteen-hole golf course, tennis courts, and a lake for fishing. But the first stage of development would involve preliminary road building, and some construction of trails, picnic areas, and comfort station facilities.

During the decade-long pursuit of funding to develop Greenbelt Park, it appears that no construction had occurred on the land, which was otherwise unchanged since privatization of the Town of Greenbelt in 1949. During this interim period, it appears that, at the very least, the Girl Scouts and Boy Scout of America continued to use the southwest portion of the property. This is evidenced by the Prince George's County Council of Girl Scouts' requests for lease renewal to use Camp Conestoga in this area in 1952.¹¹⁶ In 1953, the U.S. Park Police had assumed jurisdiction and patrol of both the Baltimore-Washington Parkway and Greenbelt Park.¹¹⁷ No other activities were noted during this period until construction on the park began.

¹¹⁴ "New Plan for Greenbelt Park," *The Washington Star*, April 5, 1959 (drawing and caption), National Capital Parks-East library.

¹¹⁵ "Development Plan, Greenbelt Park, Baltimore-Washington Parkway Res. 688," National Park Service National Capital Parks, Division of Design & Construction, N.C.P. 123-303B, 11-4-1958, Greenbelt Park.

¹¹⁶ Frank T. Gartside, Assistant. Superintendent, National Capital Parks, to Caesar L. Aiello, Prince George's County Council of Girl Scouts, April 8, 1952, Washington National Records Center, Suitland, Maryland.

¹¹⁷ National Park Service, Denver Service Center, "Information Base for a Development Concept Plan/General Management Plan: Greenbelt Park, Maryland," June 1980, 140, National Capital Region history files, Washington, D.C.

CHAPTER VI: Construction of Greenbelt Park: 1960-70

Early Construction

After successfully gaining the funding required for transforming the rural acreage of the Greenbelt Tract into a regional center and visitor's stopover for outdoor recreation in 1959, Representative Lankford had hoped to complete the entire park by 1968.¹¹⁸ The funding for the park's initial development was first appropriated under the National Park Service's Mission 66 program. A 1961 fee schedule followed Lankford's preliminary plan, showing that the park's main road was the first project to be completed, and that the parking areas were the next to be completed. All other park features were listed as future projects to be completed in the subsequent years.¹¹⁹

The early stages of Greenbelt Park's planning and construction attempted to take advantage of the site's natural topography and ecology. The property was characterized by rolling hills on the geographical coastal plain, and was in an early stage of reforestation after years of farming and agriculture.¹²⁰ Large gullies on the property were probably the result of deforestation during the eighteenth and nineteenth centuries, leaving many deep ravines, with slopes varying from zero to twelfth degrees.¹²¹ Two stream valleys, Still Creek and Deep Creek, bisected the west and east parcels, running east-west before turning south just before the property's west edge, and eventually flowing into the Northeast Branch of the Anacostia River.

By 1961, the main park roadway was completed for use.¹²² (Figure 20) The drive extended from the north entrance of the property from Greenbelt Road, and formed a large loop before continuing down to the Good Luck Road entrance in a meandering path on the park's west parcel. The roadway was positioned toward the east side of the property, allowing for a large open space to its west for the development of campgrounds and picnicking. Several parking areas were included located adjacent to the northern loop.

¹¹⁸ "New Plan for Greenbelt Park," *The Washington Star*, April 5, 1959; "House Approves Funds to Develop Greenbelt Park," Mar. 29, 1959, from Vertical Files-"Greenbelt-National Park," Tugwell Room, Greenbelt Library.

¹¹⁹ "Control Schedules: Mission 66 Development Program," April 1961, Washington National Records Center, accession no. 79-68A-3201 box 16.

¹²⁰ Memo from Chief, Interpretation Division, to Assistant Regional Director, Conservation, Interpretation and Use, May 4, 1965, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹²¹ "Information Base for a Development Concept Plan/General Management Plan: Greenbelt Park, Maryland," June 1980, 87-91.

¹²² "Control Schedules: Mission 66 Development Program."



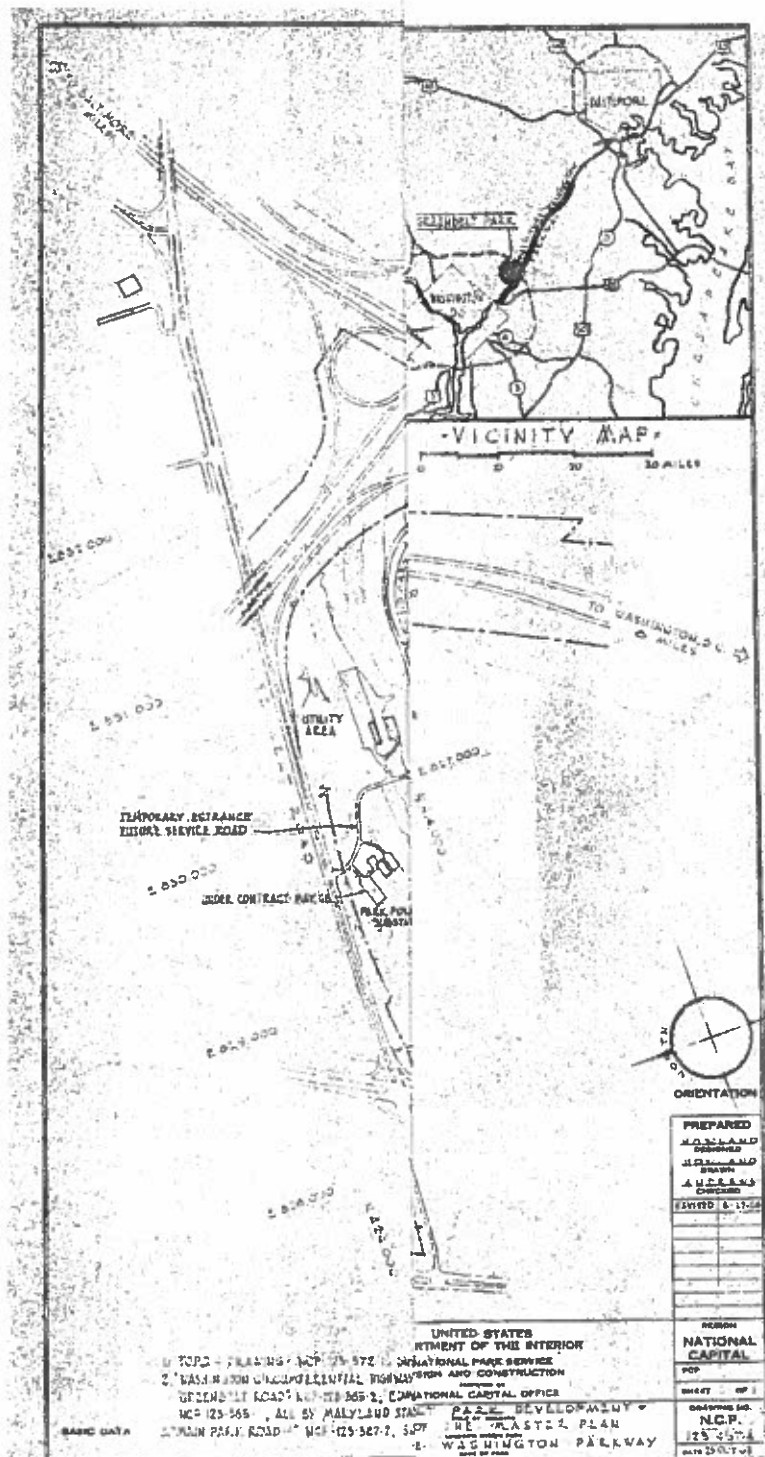
Figure 20 – Current view of Park Central Road.
(Robinson & Associates, Inc., July 28, 2005.)

In October 1962, National Park Service drew another Master Plan for Greenbelt Park. The plans were similar to the 1958 plans, with modifications to the vehicle circulation. The west parcel again showed its north half relegated to picnicking areas in the form of two large driveway loops that created a lop-sided double loop in the shape of a figure-8. However, only half of this double-loop was constructed, although the lower portion continued to be included in subsequent plans, the extension was eventually dropped.¹²³ Thus, the entrance road was reoriented as a roadway that began at Good Luck Road running northward, parallel to the Baltimore-Washington Parkway, and terminating in a large loop. At the north side of the loop was an entrance road from Greenbelt Road (currently the only park entrance), which was originally use as a service drive only.¹²⁴ The park entrance along Good Luck Road was shown, but the west entrance had been eliminated.

Detailed drawings from 1962 explain how the northern picnicking area within the main driveway loop was developed. (Figure 21) Plans showed a proposed clearing at the center of the loop, retaining specimen trees. Other existing clearings were also preserved. Picnicking areas were

¹²³ National Park Service, Drawing no. N.C.P. 123.457.A, "Greenbelt Park Development," Oct. 25, 1962; Revised May 27, 1965, Greenbelt Park.

¹²⁴ Charles F. Adams, Jr., *Interpretive Prospectus for Greenbelt Park, National Capital Region*, U.S. Department of the Interior, National Park Service, National Capital Region, July 1964, Washington National Records Center, accession no. 79-68A-3201, box 16.



("Greenbelt Park Development")
7-A. Greenbelt Park)



Figure 22 – The first Comfort Station, located at the Holly picnic area.
(Robinson & Associates, Inc., July 28, 2005.)

created for fifty to one hundred sites, along with proposed comfort stations for restrooms and three parking areas accommodating one hundred cars each. The northern area near the north entrance from Greenbelt Road was used as a maintenance yard, road, and dump, to be cleared.¹²⁵ The southern portion of the property is depicted in more detail than the 1958 map, showing areas for campsite structures, hostel sites, and family campgrounds accessed by vehicular drives. The plan to create a lake from the streambed was scrapped because the creek bed was too shallow and would have required extensive excavation.¹²⁶

By 1964, a total of \$618,600 had been applied to projects in Greenbelt Park. Three miles of park roads were completed, as well as parking areas, fifty temporary campsites, and at least one comfort station. The first comfort station was built from a different design than those built later, with a wood frame, board-and-batten siding, and a gable-on-hip roof. (Figure 22) Projects were underway for two additional comfort stations, more parking spaces, and a maintenance building.

¹²⁵ National Park Service, Drawing no. N.C.P. 123-450, "Development Plan-Day Use Area A: Greenbelt Park," October 10, 1962, Greenbelt Park.

¹²⁶ Assistant Regional Director, National Capital Region, to Executive Director, Maryland-National Capital Park and Planning Commission, June 8, 1964, Washington National Records Center, accession no. 79-68A-3201, box 16.

Future plans called for more picnicking areas, hiking trails, a golf course, visitor station, reception center, and interpretive areas for park rangers, including an amphitheater.¹²⁷

Some proposed park activities were outlined with a few changes in 1964. Plans to develop the golf course were kept, but put on hold with the possibly for the land to be used for camping in the interim. Again, the west entrance from Edmonston Road was shown eliminated, and instead there was only one visitor entrance. The south area of the west parcel was to be developed further in the future, keeping family camping and organized group camping, such as the Girl Scouts' campgrounds, separate. The north area of the park's west parcel was to be used for day activities only, such as picnicking. A foot-trail system was planned, but bridle trails for horseback riding were not included. A nature center was intended for the area near the south entrance from Good Luck Road.¹²⁸

The 1962 plan for Greenbelt Park was updated in May 1965 to depict both existing and proposed structures. The revisions confirm that the majority of Greenbelt Park's current buildings and landscape features were completed by this time. From the north entrance, the Maintenance Building and the Park Police Substation are shown constructed in their present location, revealing that the Park Police Substation was moved from a location along the Baltimore-Washington Parkway, as originally planned. (Figures 23-24) The buildings' corresponding parking lots are also shown, with the addition of a parking lot to the rear (north) of the Park Police Substation, which is labeled "Under Contract-May '65." In the vicinity of the north loop, the picnicking and parking areas that are currently named Sweetgum, Holly, and Laurel are shown completed, each with one comfort station. (Figures 25-26) By this time, the Park Service appears to have adopted a new design for the typical Comfort Station, which was constructed of concrete block walls, a clerestory of awning windows and a low gabled roof. (Figures 27-29) South of Still Creek, the driveway to the campground site was labeled "Temporary Entrance Future Service Road," and was completed along with family campgrounds and six comfort stations. (Figure 30) The park's parcel east of the parkway was still shown undeveloped and still labeled as the site of a future golf course.¹²⁹ Landscaping around the park's borders was to include sodding and planting eighty Virginia pines (*Pinus virginiana*) and fifty mountain laurel trees (*Kalmia latifolia*).¹³⁰

Original drawings for the maintenance building and the comfort stations in 1962 and 1963 depict these buildings. The maintenance building was a one-story brick building of 4,509 square feet. It was primarily composed of eight open garage stalls and two heated stalls, along with a locker room, restroom, and two offices. Except for the first comfort station, all the comfort stations

¹²⁷ Letter to area resident from Regional Director, June 26, 1964, Washington National Records Center, accession no. 79-68A-3201, box 16.

¹²⁸ Memo from Regional Director to Chief National Capital Office of Design and Construction, Nov. 17, 1964, Washington National Records Center, accession no. 79-68A-3201, box 16.

¹²⁹ Drawing no. N.C.P. 123.457.A, Greenbelt Park Development," Oct. 25, 1962; Revised May 27, 1965.

¹³⁰ Assistant Regional Director, Resource Planning, to Department of Public Works, Prince George's County, June 8, 1964, Washington National Records Center, accession no. 79-68A-3201, box 20.



**Figure 23 – Current View of original eight-bay Maintenance Building, located at the center.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 24 -- Current view of Park Police Station entrance.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 25 – Current view of open space at the Sweet Gum picnic area.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 26 – Current view of picnic area in the Sweetgum picnic area.
(Robinson & Associates, Inc., July 28, 2005.)**





**Figure 29 – Current view of Comfort Station, C Loop.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 30 – Campground Road near C and D Loops.
(Robinson & Associates, Inc., July 28, 2005.)**

were all designed from the same specifications for one-story concrete block structures equally divided into a men's and women's restroom, each with their own exterior entrances at opposite sides of the building. A clerestory of awning windows pierced all four walls below a low-gabled wood roof supported by wood studs.¹³¹ These structures are still extant.

Few park structures have been added to Greenbelt Park since the 1962 plan received its last annotation in 1965, but the drawing describes the park planners' unrealized plans for future development. Due south of the loop along Park Central Road three additional picnicking areas were planned, each with comfort stations. On the west side of the road, on private property planned for acquisition (the Jaeger Tract), three large playfields with parking areas and structures for shelter were shown in plans.¹³²

The south portion of the park adjacent to Good Luck Road was set aside for the development of two clusters of hostel buildings and an area for group campsites, all of which would have been accessed from a proposed road that would connect the existing campground driveway to the Park Central Road. The hostels (not built) had been part of the President's "See America" program. Proposed foot trails were shown, but they are not in the same locations as the park's present trails. Near the southern portion of the Park Central Road, planners envisioned an Information-Nature Center, an Amphitheater, and a Contact Station. In the far southwestern portion of the park, an area was designated for the use of "organized camps." No structures are located within this area.¹³³

During this period of development, the 59.83 acres of Camp Conestoga continued to be used by the Girl Scouts of America.¹³⁴ A 1961 article in the *Prince George's Post* described a fire that destroyed a log cabin located "deep in the a wooded section of the 'Greenbelt tract' of parklands," noting that the structure had been constructed in 1939 as the camp office and infirmary for the Girl Scout Council's largest day camp.¹³⁵ Despite the building's loss, the group continued to use the campgrounds, as evidenced by the fact that in 1963, they again requested to continue leasing the camp from the National Park Service.¹³⁶ In fact, National Park Service

¹³¹ National Park Service, Drawing no. N.C.P. 123-467-13A, "Maintenance Building, Gas Stations, and Comfort Stations: Greenbelt Park," September 1963, Greenbelt Park.

¹³² Drawing no. N.C.P. 123.457.A, "Greenbelt Park Development," Oct. 25, 1962; Revised May 27, 1965.

¹³³ Ibid.

¹³⁴ Letter from Park Ranger to Girl Scouts of America, October 1, 1970, Washington National Records Center, accession no. 79-68A-3201.

¹³⁵ "Girl Scout Cabin in East Riverdale Destroyed by Fire," *Prince Georges Post*, Nov. 7, 1961, Greenbelt Park.

¹³⁶ Letter dated January 8, 1963, Washington National Records Center, accession no. 79-68A-3201, box 35.

personnel later noted that small fires frequently occurred in the southwest section of the park, and were most often started by school children. In April 1965, a memorandum noted that, although the Girl Scout Camp was not specified in the Master Plan, no changes were foreseen in the area surrounding the camp.¹³⁷

On the annotated 1965 plan, the entire undeveloped east parcel was labeled “Reserved for Future Golf Course,” along with an encircling foot trail. These notes showed that the golf course plans continued, but that its construction was not possible in the near future.

The 1965 plans for the park’s vehicular circulation brought cars to the park directly from the Baltimore-Washington Parkway. Between the south edges of both parcels, the cloverleaf exit from the Parkway was still a part of the park’s future plans. In addition to the larger private parcel at the park’s west edge, the plans also name two smaller privately owned properties as “land to be acquired.” This comprised the section adjacent to Good Luck Road (the DiCamillo property) and a small portion bordering the Baltimore-Washington Parkway that would accommodate the cloverleaf feature.¹³⁸ At the north end, along Greenbelt Road, temporary signs made from plywood, stained brown with white-painted letters, directed the public into the park.¹³⁹

The roadways within the park were planned for one-way traffic, but were constructed wide enough to accommodate two cars. In planning, the placement of the roads was determined by the property’s soil and topography.¹⁴⁰ The road’s concrete gutters, curbs, as well as concrete for wheel stops in parking lots and sidewalks were installed around 1965. Along the roadway, guard rails were constructed of rough-hewn timber in post-and-beam construction.¹⁴¹ (Figure 31)

After the construction of the main park road, the early stages of park development involved landscaping to convert the northern area of the west parcel into a picnic site. In 1964, 3.3 acres of land were cleared, a process that involved grubbing and grading. As planned, special measures were taken to preserve specimen trees. Topsoil and sod were laid. A drainage system consisted of concrete or brick catch basins, cast-iron grating, covers and frames, and drain pipes. Where concrete was poured, the land was excavated to nine inches to allow for a six-inch soils base

¹³⁷ Master Plan-Note, Aug. 12, 1965, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹³⁸ Drawing no. N.C.P. 123.457.A, “Greenbelt Park Development,” Oct. 25, 1962, revised May 27, 1965.

¹³⁹ Park signage, March 2, 1964, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹⁴⁰ Memo from Assistant Regional Director, Resource Planning, to Regional Director, May 22, 1964, Washington National Records Center, accession no. 79-68A-3201, box 16.

¹⁴¹ Specification drawings for Access Roads, Parking and Maintenance, March 15, 1965, Washington National Records Center, accession no. 79-68A-3047.



Figure 31 – Guard rails on Loop Road.
(Robinson & Associates, Inc., July 28, 2005)

course, two inches of asphaltic concrete, and a one-inch asphaltic concrete surface course.¹⁴² Waterlines were installed to provide running water to each of the picnicking areas and campsites.¹⁴³

While the park was undergoing development between 1961 and 1965, several environmental problems arose. In October 1962, the Chief of the National Capital Region's Natural History Branch reported conditions associated with the construction of a sewer line partially along the park's main roadway (later named the Park Central Road) and partly in the stream valley. The report noted that the right-of-way in which the sewer had been constructed had not been returned to its original state. The stream banks and other areas outside the right-of-way had also been used, according to the report, as a dumping ground for stumps, logs, trees, cordwood, sand, bricks, steel cable, concrete, and other trash. While some of the area had been cleaned up by the end of September, the report stated that the area had still not been returned to its natural state.¹⁴⁴ The sewer line had been constructed by the Washington Suburban Sanitary Commission. A

¹⁴² Construction Contracts, Oct. 7, 1964, Washington National Records Center, accession no. 79-68A-3047, box 8.

¹⁴³ Preston Riddel, Regional Chief, Division of Facilities Maintenance, to Assistant Regional Director, Operations and Maintenance, May 11, 1964, Washington National Records Center, accession no. 79-68A-3201, box 3.

¹⁴⁴ Chief, Natural History Branch, to Assistant Regional Director, Conservation, Interpretation and Use, Oct. 11, 1962, Washington National Records Center, accession no. 79-68A-3201, box 20.

memo dated December 1962 noted that additional damage was caused by the construction of Greenbelt Park's the Park Central Road. The memo also stated that the installation of storm drainage under a permit issued to Prince Georges County Department of Public Works also could have contributed to the damage.¹⁴⁵ The drainage was of particular concern since the park's soils were vulnerable to erosion. In November 1963, the Park Service's Acting Regional Director reported that storm water from the Schrom Hills residential development, bordering the east side of the park, was being diverted onto parkland and creating ten-foot-wide stagnant pools that had been silting.¹⁴⁶ Nearly two years later, in 1965, the drainage was settled and mitigation was planned to reverse the damage.¹⁴⁷

In July 1963, the National Park Service requested a right of way to relocate Edmonston Road, which formed the west edge of the property. The road was to be moved westward to build a county highway in its place, later named Kenilworth Avenue.¹⁴⁸ It was not until four years later, in December 1967, that the Federal Highway Administration gained the right of access to Edmonston Road, and subsequently relocated Edmonston road a short distance west of the new highway.¹⁴⁹

The Jaeger and DiCamillo Tracts

From an early stage, the National Park Service wanted to acquire the two prominent privately owned properties that jutted into the park at its west and south sides. As early as 1948 and 1949, Greenbelt Park was created from the road boundaries framing it, with the exception of these two parcels that skewed the edges of park slightly away from these roads.

The Jaeger Tract, named after a former owner, was the larger parcel and was comprised of 76.5 acres along Edmonston Road (and later, Kenilworth Avenue) at the park's west edge. In 1963, B. Francis Saul III, of the B. F. Saul Company, applied to Prince Georges County for a permit to rezone the property from "rural residential" to "multiple-family high-rise residential," in order to

¹⁴⁵ Memo from Assistant Regional Director, Operations and Maintenance, to Assistant Regional Director, Resource Planning, December 12, 1962, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹⁴⁶ The Schrom Hills Development is the triangular-shaped property formed by Greenbelt Park to the east, Interstate 95 to its northeast, and Good Luck Road to its south-southeast. Letter from Acting Regional Director to Senator Strom Thurmond, Nov. 1, 1963, Washington National Records Center, accession no. 79-68A-3201 box 20.

¹⁴⁷ Memo, July 21, 1965, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹⁴⁸ Request for right of way, July 21, 1963, Washington National Records Center, accession no. 79-68A-320, box 20.

¹⁴⁹ Deed dated December 12, 1967, by the Federal Highway Administration, Department of Transportation, Bureau of Public Roads, and State Roads Commission of Maryland, National Capital Region history files.

build low-rise and high-rise apartment buildings on the property. Saul described himself, in a letter informing the Park Service of the rezoning application, as the “contract owner” of the property. Other documents show that he was, or became, a member of group of six men, including Carl Jaeger, Jr., who owned the land. The letterhead of the B. F. Saul Company states that the firm was engaged in mortgage banking and real estate.¹⁵⁰ The National Park Service was alarmed at this proposal, and considered the dense development’s close adjacency to the park inharmonious with the park’s mission. In response, the National Park Service proposed to acquire the Jaeger Tract for annexation to Greenbelt Park. Representatives Lankford and Sickles introduced a bill to Congress to permit the acquisition of the Jaeger Tract.¹⁵¹ However, a lack of funding and competitive bids made the acquisition unsuccessful. Meanwhile, the B. F. Saul Company had acquired the right to construct a mid- and high-rise apartment complex.

In 1967 and 1968, no development had yet occurred on the tract, and the National Park Service again made an attempt to acquire the Jaeger property, this time by proposing a land exchange. During the process, however, the B. F. Saul Company lost interest, and the deal fell through. At one point during the negotiations to acquire the property, an internal memo revealed that the National Park Service even considered selling off the entire Greenbelt tract to instead buy land holdings elsewhere in the National Capital Parks system.¹⁵² This was considered as one option of many, as the Park Service reviewed its options and its mission in the National Capital Region. The National Park Service decided to continue its ownership and operations of Greenbelt Park despite its inability to obtain the Jaeger tract at the time. In 1969, the B. F. Saul Company went forward with its development plans and constructed two tall high-rise buildings that, as predicted, imposed a visual encroachment on Greenbelt Park.¹⁵³

The DiCamillo Tract, owned by Camillo DiCamillo and others in 1966, is the smaller, eight-acre parcel located along Good Luck Road, west of the south park entrance road. The owners purchased the property when the land became available in 1949 with the sale of the Town of Greenbelt.¹⁵⁴ Like the B. F. Saul Company, in 1966, the owners of the DiCamillo property sought rezoning for their property to built garden apartments. Hoping to fulfill their plans to acquire the parcel and develop it into a site for a hostel and group camping, that year the National Park Service proposed a land exchange for the DiCamillo property, offering a parcel located off-site. The proposal mentioned a house and three ancillary structures in poor condition on the

¹⁵⁰ B. Francis Saul to T. Sutton Jett, Director, Region VI, March 28, 1963, Washington National Records Center, accession no. 79-68A-3201 box 20.

¹⁵¹ H.R. 8314, 88th Congress, 1st Session, August 30, 1963.

¹⁵² NPS Internal Correspondence, July 25, 1968, National Capital Region history files.

¹⁵³ Summary: 18, Mike Caldwell, Park Ranger, “Jaeger Tract Project,” *Briefing of Greenbelt Park/BW Parkway Issues*, January 15, 1995, Greenbelt Park; B. Francis Saul, II, B.F. Saul Company, to NCR Regional Director, March 28, 1963, Washington National Records Center, accession no. 79-68A-3201, box 20.

¹⁵⁴ “Parkcrest (formerly Dicamillo Property),” report dated October 26, 1994, Greenbelt Park.

property.¹⁵⁵ The proposal, however, was unsuccessful and the DiCamillo tract was not acquired by the Park Service.

Park Operations

By 1965, Greenbelt Park provided only part of the services called for in the 1962 plans. At this time, while the picnicking areas were completed, there still were no developed campgrounds for overnight visitors. Other information on park use is limited, since no data on park visitation was collected during this time.¹⁵⁶

In 1967, a third Master Plan was drawn for Greenbelt Park, along with a report describing the mission of the park, but few of its recommendations were implemented. (Figure 32) The document emphasized the significance of the park's wooded acreage and its easy access from nearby highways during a time of rapid expansion in the region. The purpose of the park was described as providing overnight camping for individuals, families, and groups visiting Washington, D.C., and also to serve as a regional park for area residents. A third purpose was to preserve natural resources. The 1967 plan does not show a cloverleaf connecting the Baltimore-Washington Parkway to the park at its southern boundary, indicating that by this time the Park Service had stopped considering it an elaboration of the parkway. Of the 1,136.16 acres encompassed by the park, 107 acres were relinquished to the construction of the Capital Beltway, leaving 1,029 acres available for park use.¹⁵⁷

By 1967, Greenbelt Park employees had been able to survey the park's public use over the course of the previous year. In 1966, the park received 435,760 visitors, eighty-seven percent of whom stayed only for the day. The visitor program was characterized by five activities: family camping, organized day camping, picnicking, hiking, and pleasure driving.¹⁵⁸ West of the Baltimore-Washington Parkway, fifty picnic areas were being used, but plans called for three hundred picnic sites, along with parking to accommodate them. A horse stable was planned near the maintenance building at the north side of the park, along with a six and a half-mile equestrian trail around the perimeter of the west parcel.¹⁵⁹ A nine-mile network of foot trails still needed to be constructed throughout the park.

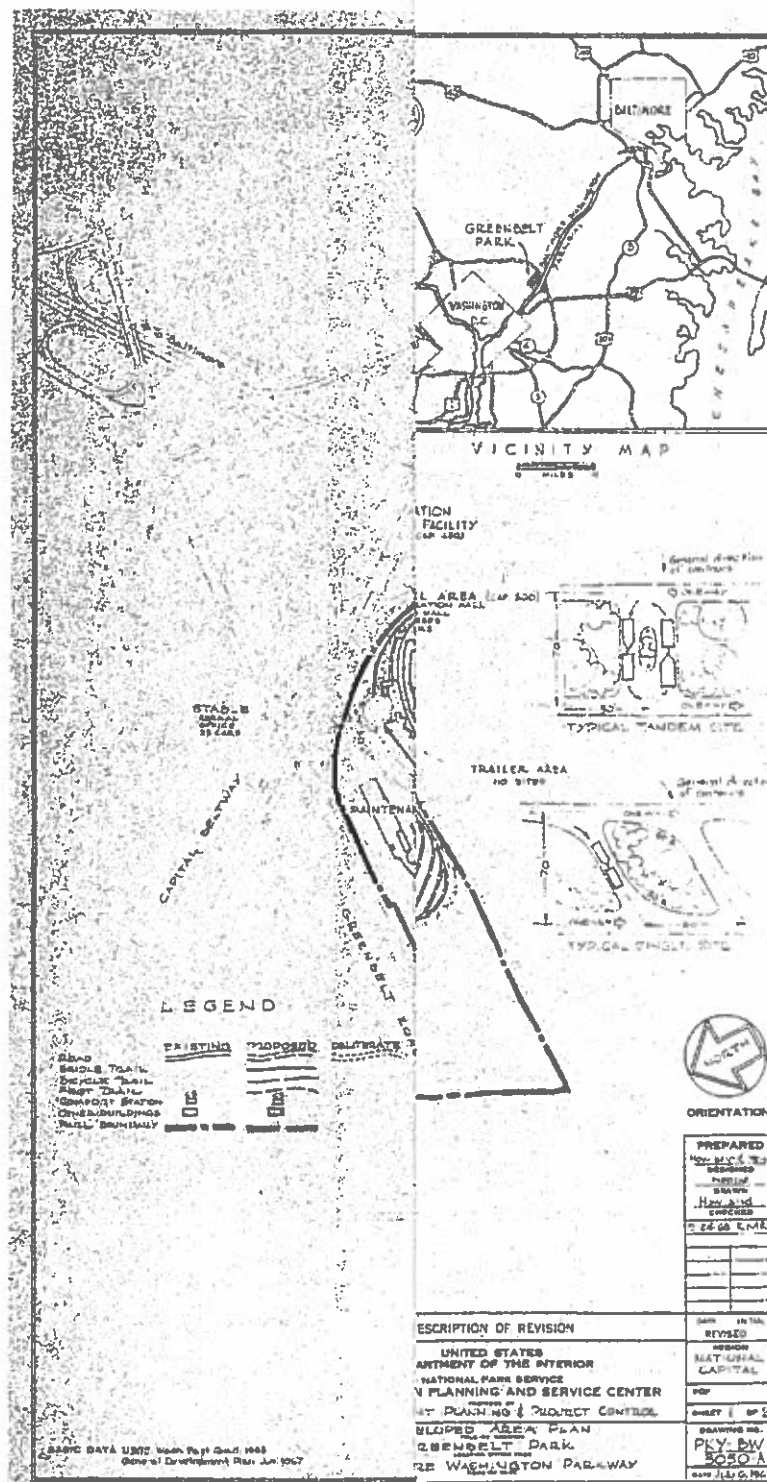
¹⁵⁵ Memo from Assistant Regional Director, Resource Planning, to Regional Director, May 22, 1964, Washington National Records Center, accession no. 79-68A-3201, box 20; Appraisal for property, Memo from Chief Appraiser, to Chief, Office of Land and Water Rights, Washington Service Center, September 1, 1966, National Capital Region history files.

¹⁵⁶ Master Plan, Greenbelt Park, National Capital Region, February 1967, revised June 1967, National Capital Parks-East library.

¹⁵⁷ Ibid.

¹⁵⁸ Ibid.

¹⁵⁹ Ibid.



("Developed Area Plan, Greenbelt Park, Baltimore 6, 1967, PKY-BW, 3050-A. Greenbelt Park)

Three types of camping accommodations were provided in the south side of the property: family camping, with trailer sites and utility hook-ups; group camping, including shelters and comfort stations; and a planned but yet-unbuilt youth hostel that would house up to three hundred people and include dormitories and a dining and recreation hall. A small visitor information center and ranger station were planned to be located along main park road near Good Luck Road entrance. Nearby, an amphitheater with parking and comfort stations were to be constructed.¹⁶⁰

Although construction still had not taken place on the east parcel of Greenbelt Park, plans to build elaborate recreational activities there expanded. The plans for the eighteen-hole golf course were carried forward from earlier plans, along with an accompanying clubhouse and putting green. In addition, a swimming center was added to the development with an Olympic-sized pool, a wading pool, sun deck, and bathhouse, all located at the south side of the parcel near Good Luck Road. The southeast area was planned for a recreation center with tennis, shuffleboard, basketball, miniature golf, softball, baseball, informal playing fields, bicycle rentals for the planned bicycle trails, shelter, children's play area, miniature golf, and canteen and lunch areas. A park entrance and access road would terminate in a parking field for five hundred cars, where a visitor kiosk would be needed.¹⁶¹

In 1967, the National Park Service's plans for the visitor's experience in Greenbelt Park were also to include educational and interpretive history. Park planners envisioned that overnight visitors would attend evening programs that oriented visitors to Washington, D.C.'s history and natural features. Regional residents would enjoy nature walks, which were especially directed to school and community groups.¹⁶²

By 1969, few of the new facilities planned from the 1967 revised plans were adopted, let alone completed. One exception was the construction of the amphitheater near the overnight campgrounds at the west parcel. It was finished sometime in 1969 and was quickly being used by the rangers on a nightly schedule.¹⁶³ (Figure 33) It is possible that the adjacent campfire circle was also completed around this time. (Figure 34)

By the end of the 1960s, only the basic facilities and accommodations were completed in Greenbelt Park. These included the construction of Central Park Drive and the park's maintenance building, followed by picnic sites, comfort stations, and finally, campgrounds and the amphitheater to cater to overnight visitors. None of the National Park Service's more elaborate plans for a hostel, a vast recreational center, and a golf course were realized. Nevertheless, they reserved hope that additional funding in subsequent years would finally allow the construction of these amenities that would transform the park into a recreational oasis for visitors just north of Washington, D.C.

¹⁶⁰ Ibid.

¹⁶¹ Ibid., 13.

¹⁶² Ibid., 13.

¹⁶³ NPS Staff Meeting no. 7, July 28, 1969, Washington National Records Center, accession no. 79-75-42, box 3.



**Figure 33 – Current view of Amphitheater.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 34 – Current view of Campfire circle.
(Robinson & Associates, Inc., July 28, 2005.)**

CHAPTER VII: Park Development and Management

The National Park Service continued many of its aspirations for Greenbelt Park into the 1970s. The most elaborate plans for Greenbelt Park were introduced in 1972 with an unexecuted plan for a theme park called “The Spirit of America.” (Figure 35) The installation was to cover the majority of the west parcel of Greenbelt Park, divided into seven thematic areas called the following: Old State House; Frontier America; Colonial America; Old Southland; New England Seaport; Midwest America; Pacific Northwest. Each area was composed of a miniature cultural landscapes that would describe each theme, such as an Iroquois village, Middlesex farm, a vaudeville house, and a riverboat trip (on an artificial lake to be constructed). Park rides and carnival attractions were included at each site. The south part of the parkland was to be retained for a variety of campgrounds for visitors to the theme park, while the park’s east parcel was shown as undeveloped.¹⁶⁴

The “Spirit of America” plan was not the only concept for a theme park of American history in the greater Washington, D.C., area. At the same time, a privately funded amusement called “Great America” was being planned for a 513-acre site in Manassas, Virginia.¹⁶⁵ Neither the “Great America” plans nor the “Spirit of America” theme park plans were realized. Meanwhile, a few new additions to the park in the early 1970s included the small Checking Station that was constructed at the entrance to the Campground Road around 1970.¹⁶⁶ (Figure 36) An Auto Shed was added to the maintenance lot adjacent to the existing Maintenance Building in 1974.¹⁶⁷ (Figure 37)

Jaeger Tract

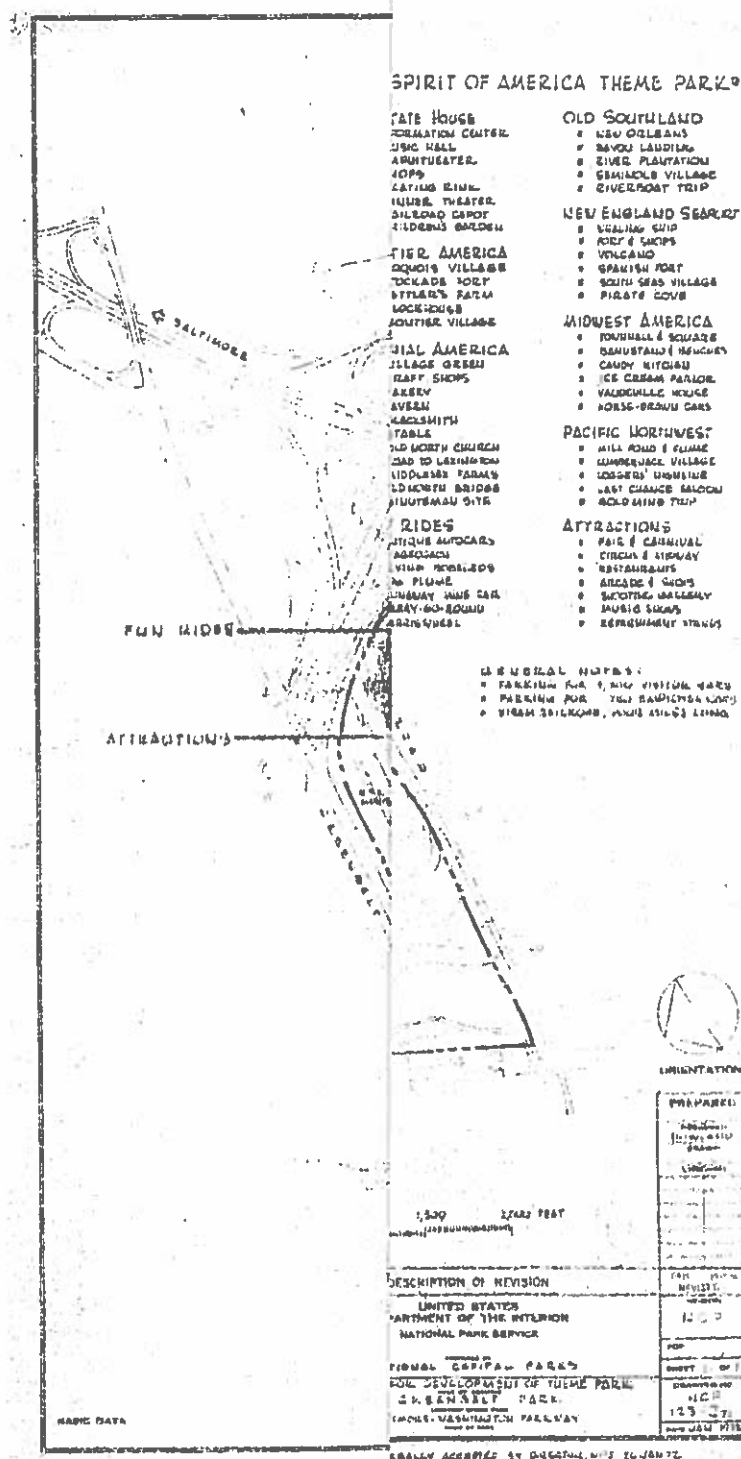
In 1977, the National Park Service was finally able to acquire a part of the Jaeger Tract. The private property’s owners – B. F. Saul, Carl Jaeger, Jr., and others – donated 18.8 acres of land to the National Park Foundation, which, in turn, donated it to NPS. The property was located at the south portion of the Jaeger tract, bordering Still Creek. Upon receiving the land, the National Park Service cleared the property of trash and other debris. In 1979, the Greenbelt Park gained an

¹⁶⁴ National Park Service, drawing no. N.C.P. 123-671, “Study for Development of Theme Park, Greenbelt Park, Baltimore-Washington Parkway,” Jan. 1972, N.C.P. 123-671, Greenbelt Park.

¹⁶⁵ Ron Shaffer, “‘Great America’ Prospectus Describes Park as Regional, ‘Not a Disneyland,’” *Washington Post*, March 10, 1973.

¹⁶⁶ National Park Service Design and Construction, National Capital Office, “Checking Station, Campground Area, Greenbelt Park,” June, 1970, Greenbelt Park.

¹⁶⁷ Interview with Robert Jones, Maintenance, Greenbelt Park, July 28, 2005.



(“N.C.P. 123-671, Study for Devel. 123-671, Greenbelt Park files.)



**Figure 36 – Checking Station.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 37. Current view of Auto Shed, looking northwest.
(Robinson & Associates, Inc., July 28, 2005.)**

additional 9.4 acres on the southwest side of the Jaeger tract from the group.¹⁶⁸ Around 1980, the Westchester Park highrise and townhouse community was built on the tract's remaining land.¹⁶⁹

With the newly acquired land, in 1981, the NCPPC wanted to move the park's main entrance near the Jaeger Tract area to reduce the number of entrances from two to one for several reasons. They hoped the single entrance could be made more attractive, reduce the number of entrances that needed observation, and provide a greater separation from Baltimore-Washington Parkway's maintenance and patrol vehicles. This proposal remained under consideration until 1988.¹⁷⁰

In 1985, the National Park Service allowed the Williams Construction Company of Baltimore to use the Jaeger Site for a limited dirt landfill (from construction at the MD-193/201 project) in exchange for regrading and stabilizing the tract. Also, a sediment-control pond was used to control contaminants from entering Still Creek. In 1993, a similar contract occurred, when Goldin & Stafford, Inc., was allowed to put 10,000 cubic yards of clean dirt on the Jaeger site in exchange for leveling the dirt, seeding it, and repairing eroded berms and sediment traps, included rip rap at each outfall. Both of these efforts to contain sediment were unsuccessful.¹⁷¹

DiCamillo Property

In 1991, Tony DiCamillo of Virginia Properties Association, owners of the DiCamillo property requested permission to run a sewer line across the park in order to develop his property for a housing complex, following up on plans for development that were first proposed in 1966. The following year, the owner requested use of Greenbelt Park's storm-water management system, and was declined. Despite objections from National Park Service and the Mayor of Greenbelt, the Prince George's County planning commission approved building plans on the DiCamillo tract on June 30, 1993, which included allowing for the developer's plans for a drainage pond.¹⁷²

In 1994, before construction took place, the DiCamillo property (renamed Parkcrest) was sold to the Drees Company of Alexandria, Virginia. In preparation for construction of an apartment development, work on the property included clearing and grading, creating a drainage pond, installing stormwater pipelines, and seeding and tree planting. During the construction phase, the National Park Service noted that there was inadequate control of runoff. At that time there were plans to build a split-rail fence along the park boundary adjacent to Parkcrest tract to prevent encroachment and dumping. The Parkcrest development was allowed trail access to the

¹⁶⁸ "Greenbelt Park," 1995 report in FY 1994 (undated), Greenbelt Park.

¹⁶⁹ "Information Base for a Development Concept Plan/General Management Plan: Greenbelt Park, Maryland," June 1980, NPS.

¹⁷⁰ "Jaeger Tract Project," *Briefing of Greenbelt Park/BW Parkway Issues*, January 15, 1995.

¹⁷¹ Ibid.

¹⁷² "Parkcrest (formerly Dicamillo Property)," October 26, 1994.

Greenbelt Park and there were plans to provide the Parkcrest residents an information packet concerning the property's relationship with Greenbelt Park (although information was unavailable as to whether the packets were in fact supplied).¹⁷³

In September 1980, the Maryland Department of Transportation proposed an interchange that would use 1.9 acres of parkland and 0.6 acres of construction easements already in place at the intersection of Routes 201 and 193, adjacent to the northwest corner of Greenbelt Park. The proposal required removing 1.9 acres of woodland and wildlife habitat, but did not encroach on park trails.¹⁷⁴ In 1984, the National Park Service acknowledged its agreement to convey the land required for the highway construction project.¹⁷⁵

1980 Master Plan

In 1980, the National Park Service created the "Information Base for a Development Concept Plan/General Management Plan" for Greenbelt Park, outlining its facilities and services in detail. The description included few new developments since 1970. By this point, the picnicking areas to the north included a stage set for concerts on the open green – which could also be used for field sports. The plans noted that the park police, headquarters, and maintenance buildings were shared by Greenbelt Park and the Baltimore-Washington Parkway. Three nature trails shown were the Azalea Trail, a 1.2-mile loop connecting picnic areas; the Blueberry Trail, a 1.2-mile loop beginning in campground near entrance station (through abandoned farmland); and the Dogwood Trail, a 1.4-mile trail beginning midway through park along Park Central Road. (Figures 38-39) Other trails were marked but not named, and provided access to other sections of the park, including a six-mile bridle trail, later referred to as the Perimeter Trail. (Figure 40) There were no designated bike trails at the time.¹⁷⁶

At the south end of the park, the family campgrounds held 174 campsites for tents, RVs, and trailers, and came equipped with comfort stations, picnic tables, and fireplaces, although there were no utility connections.¹⁷⁷ (Figures 41-42) A map accompanying the report showed that the scouting camp named Camp Conestoga was renamed Camp Sassafras, which was accessible from

¹⁷³ Ibid.

¹⁷⁴ "Maryland Routes 193/201," memo from Director, National Park Service to Director, Office of Environmental Project Review, Nov, 21, 1980, National Capital Region history files.

¹⁷⁵ Chief, Special Acquisition Section, Maryland Department of Transportation, to Land Use Coordinator, National Park Service, Feb. 15, 1984, National Capital Region history files.

¹⁷⁶ "Information Base for a Development Concept Plan/General Management Plan: Greenbelt Park, Maryland," June 1980.

¹⁷⁷ Ibid.

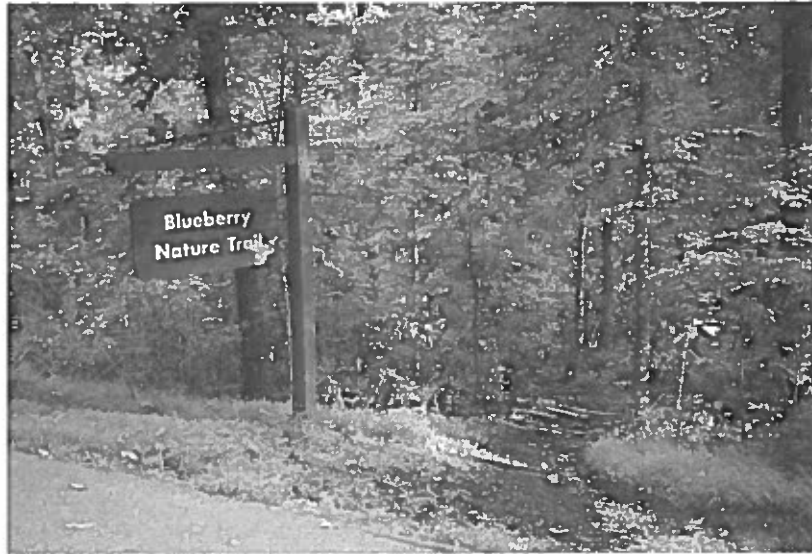


**Figure 38 – Current view of Blueberry Nature Trail.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 39 – Current view of Dogwood Trail.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 40 – Current view of Perimeter Trail.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 41 – Parking pad for campers in campground area, D Loop.
(Robinson & Associates, Inc., July 28, 2005.)**



Figure 42 – Current view of campsite area, including picnic table and grill.
(Robinson & Associates, Inc., July 28, 2005.)



Figure 43 – Fire Road located north of the campground road.
(Robinson & Associates, Inc., July 28, 2005.)

Good Luck Road and was comprised of two campsites each accommodating twenty to thirty campers.¹⁷⁸

The report noted that Greenbelt Park was one of few national parks within the metropolitan Washington area remaining essentially natural in character. At the time there were 37.88 miles of primary road, including the paved, two-lane Park Central Road that bisected the park north to south from Greenbelt Road to Good Luck Road, and 2.17 miles of secondary road. At the east parcel, a north-south fire road was all that had been constructed since its acquisition.¹⁷⁹ Fire roads were also constructed and maintained on the larger west parcel. (Figure 43)

1981 Development Concept Plan Revision

In March 1981, the National Park Service found itself at a crossroads with the management of Greenbelt Park. Federal budget cuts handed down from the Carter and Reagan administrations left no funds earmarked for the park's operating budget for the following six years. In light of this, the National Park Service was considering turning Greenbelt Park over to the Maryland state government, along with the Baltimore-Washington Parkway, which was already planned to be transferred. The budget cuts had even forced the park to close half of its 174 campsites since the previous summer.¹⁸⁰

A "Development Concept Plan Revision" in May 1981 addressed alternatives to handing the Park over to Maryland. Many of these involved changes to some of the requests laid out in the 1980 Master Plan. In this way, the 1981 plan allowed for more recreational facilities, but in a manner sensitive to the park's natural setting, emphasizing trails, picnic areas, and natural interpretation rather than ball fields, tennis courts, etc. The revisions also called for the construction of new park headquarters that would be separate from the present park police substation. The park headquarters at the time was housed in a trailer.¹⁸¹ Park planners also hoped that redesigning the internal road system would curb through traffic.¹⁸² Other circulation considerations included redesigning the north entrance to better accommodate high volumes of traffic, redesigning the south entry to be a safer entrance to the family campground area, and providing better public access to the park, including bus service from the Greenbelt Metro transit station.¹⁸³

¹⁷⁸ Ibid.

¹⁷⁹ Ibid.

¹⁸⁰ Paul Hodge, "Campground at Crossroads," *Washington Post*, March 5, 1981, MD6.

¹⁸¹ "Few Improvements in Sight for Greenbelt Campground," *Washington Post*, Aug. 11, 1982.

¹⁸² Report of the National Capital Planning Commission to the National Park Service, May 7, 1981, NCPC file no. MP17, National Capital Region history files.

¹⁸³ Ibid.

The 1981 report also recommended that the National Park Service stop considering the introduction of recreational facilities, such as the golf course scheme, into the east section of Greenbelt Park, and to instead leave that area in its natural setting. The report considered connecting the east and west parks that had been bisected by the Baltimore-Washington Parkway.¹⁸⁴ At the time, the eastern parcel was still inaccessible to organized use.

Other limitations cited in the 1981 report was the trail system (which was unusable by handicapped or elderly), the lack of bike trails, and limited facilities for park interpretation. Environmental problems noted included the compaction of soil due to heavy use of picnic areas and sedimentation in the park's stream system, caused by development outside of the park.¹⁸⁵

The report suggested four possible courses of action in the master planning of the park. The first plan involved adding a new hiker-biker trail along Park Central Road, a handicapped access trail in the west park, and upgraded picnicking areas. Additionally, nature trails were to be constructed in the east park.¹⁸⁶ The second alternative outlined was to provide limited development in the park, except for building an interpretive center in its west parcel. Also, the existing group campgrounds would be eliminated.¹⁸⁷ The third alternative was to establish new recreational facilities – such as a horse stable and horse trail – in the west park, and to develop the east park with trails, ball fields, and picnic areas. The fourth alternative was to emphasize interpretation with the construction of a natural amphitheater in the west park and an environmental education center in the east park.¹⁸⁸ Depending on the extent of the improvements, the cost of the alternatives ranged from \$450,000 to just under \$1 million for the plan to extensively develop the east parcel.¹⁸⁹

In 1982, park officials decided to move forward with the second alternative, which called for a minimum degree of change, limited to creating an interpretive center in the west park and leaving the east park in its undeveloped state, but also retaining the group camping facilities. At this point, plans were drawn to close the existing entrance to the group campground from Good Luck Road. A new access between the family and group campgrounds was to be provided by upgrading an existing maintenance road. As a result, the section of Park Central Road from Good

¹⁸⁴ Ibid.

¹⁸⁵ Ibid.

¹⁸⁶ Ibid.

¹⁸⁷ Ibid.

¹⁸⁸ Ibid.

¹⁸⁹ Hodge, "Campground at Crossroads."

Luck Road to the Dogwood Trail parking area became closed to cars and open only to hikers and bikers. A parking lot was left in place at the former entrance.¹⁹⁰ (Figures 44-45)

The 1982 plans retained the trails, with the horse trail redesigned to allow access for maintenance. The Azalea Trail was to be modified to provide access to handicapped visitors, and the Dogwood Trail was to be modified to include an exercise trail. Later, it was the Azalea Trail that added exercise equipment and signage. (Figure 46) A group campground was planned to be relocated to a site adjacent to family campground, along with a new comfort station, while the old group campground was to be demolished. A resource management plan was prepared to address the sedimentation and erosion problems of the stream valleys. (Figure 47) A two-horse stable for park police horses as well as a pedestrian bridge over the Baltimore-Washington Parkway were included in the plans. Later, at an unknown date, a two-horse stable was constructed adjacent to the Park Police Substation.

¹⁹⁰ Memorandum, Superintendent, Catocin Mountain Park, Greenbelt Park, and Baltimore-Washington Parkway, to Regional Director, National Capital Region, June 18, 1982, National Capital Region history files.



**Figure 44 – Vehicle barrier along Park Central Road, south of the campground road.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 45 – Parking lot off of Good Luck Road at the pedestrian/bicycle entrance to the park.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 46 – Exercise equipment along the Azalea Trail.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 47 – Current view of Deep Creek, located at the south end of the park.
(Robinson & Associates, Inc., July 28, 2005.)**

1984 Development Concept Plan

In 1984, a Development Concept Plan in 1984 outlined essentially the same issues that were presented in the 1981 memorandum, but with some refinements. Changes specified that the entrance from Greenbelt Road would be the only entrance to the park and the two entrances from Good Luck Road (to the group campground and to the Park Central Road) would both be closed. The family and group campgrounds would be retained in their present capacities. Other proposals again called for showers to be added in the existing comfort stations. To link the divided west and east sections of the park, there was a proposal for a pedestrian bridge over Baltimore-Washington Parkway (not built).¹⁹¹

Several improvements were made to the management and maintenance facilities in the late 1980s. In 1987, the original Park Police Substation was gutted and renovated.¹⁹² In 1989, the long-held plans for an interpretive center were realized near the group campsite along the campground's driveway west of Park Central Road. A ranger station was constructed as two small structures—a visitor center with administrative offices and a park ranger's residence that were connected by a breezeway carport in between.¹⁹³ (Figure 48) The permanent structure had replaced the temporary trailer in this location, approximately seventy-five feet from the Park Central Road.¹⁹⁴ The same year, an open salt shed was constructed on the lot shared by the Maintenance Building. (Figure 49)

In 1989, the signs were replaced throughout the park and the tree blazes along the trails were repainted.¹⁹⁵ The date that the blazes were originally marked has not been found, but the process involved smoothing the blazed area with a floor scraper and using a water-based paint to mark the tree in a neutral color. The blazes were located approximately 5'-6" to 6'-2" high on prominent tree trunks at regular intervals along the trails.¹⁹⁶

The Park Headquarters building reached its current form around 1989, when a second story consisting of offices and an entrance vestibule was built on top of the park's existing Maintenance Building.¹⁹⁷ (Figure 50) Drawings for this work were dated 1987. The 1989 work

¹⁹¹ Denver Service Center, Northeast Team, "Development Concept Plan: Greenbelt Park, Prince Georges County," February 1984, National Capital Region history files.

¹⁹² Interview with Robert Jones, Greenbelt Park, July 28, 2005.

¹⁹³ "Ranger Station, Greenbelt Park," drawings dated FY-1988, Greenbelt Park.

¹⁹⁴ Interview with Robert Jones, Greenbelt Park, November 4, 2004.

¹⁹⁵ "Ranger Station, Greenbelt Park," drawings dated FY-1988.

¹⁹⁶ Memo, August 18, 1989, Greenbelt Park.

¹⁹⁷ Interview with Robert Jones, Greenbelt Park, July 28, 2005

included filling in two bays of the Maintenance Building and converting the interior space to offices. Thereafter, a set of stone steps and a boardwalk were added to provide access to the addition from the parking lot located north of the building. (Figure 51)

In 1993, to visually screen out the Pepsi Plant from the Baltimore-Washington Parkway and maintain the scenic highway corridor, the National Park Service built a berm of fill material on a 2.3-acre site. The fill dirt was brought from the construction site where the Greenbelt Metro Station was being constructed.¹⁹⁸

In 2000, the Girl Scout cabins at Camp Conestoga, established in 1938, were demolished to the building's stone foundations. The water source at the site was terminated at this time. Currently, the area is only accessible by a fire road that connects Good Luck Road to the west end of the campground roadway.¹⁹⁹

In 2003, the Laurel Comfort Station was replaced due to extensive damage from erosion. The new structure was built according to the original design, but made two feet larger to meet ADA requirements.²⁰⁰

¹⁹⁸ "Pepsi Berm," updated January 3, 1995, Greenbelt Park.

¹⁹⁹ Interview with Robert Jones, Greenbelt Park, July 28, 2005.

²⁰⁰ Ibid.



Figure 48 – Ranger Station. (Robinson & Associates, Inc., July 28, 2005.)



Figure 49 – Salt Shed. (Robinson & Associates, Inc., July 28, 2005.)



Figure 50 – Park Headquarters. (Robinson & Associates, Inc., July 28, 2005.)



Figure 51 – Stair in front of Park Headquarters. (Robinson & Associates, Inc., July 28, 2005.)

Management History

Greenbelt Park's management history began during the park's conceptual phases in the 1950s and early 1960s, when the park was in the early stages of its development. In 1963, as park officials continued to refine Greenbelt Park's master plans, they received numerous requests from a variety of private and public organizations to use and even build on the parkland. In February 1963, the D.C. Metropolitan Police began using the park for police-dog training. This ended in April 1964 when visitor use of the park became too heavy to accommodate the police's activities in isolation.²⁰¹ On May 3, 1963, Prince Georges County government contacted the National Capital Region to request building a public high school on the developing parkland. In 1965, this request was officially denied.²⁰² Congressman Charles Mathias, Jr., requested that from three to ten acres of the park land be sold to a veterans' organization in October 1963. The following month, the request was denied because this motion would require approval from Congress.²⁰³ Decades later, in a memorandum dated January 19, 1991, the National Park Service granted permission to a military intelligence battalion to conduct training exercises on Saturdays, involving twenty to twenty-five people.²⁰⁴

The "Interpretive Prospectus for Greenbelt Park, National Capital Region," published by the park in 1964, described the National Capital Region's projections for the park. The Prospectus projections for park attendance were based on use of the Potomac Park campground, the Rock Creek Nature Center, the local population, and school enrollment. With this information, Greenbelt Park's attendance was projected to be 250,000 annually.²⁰⁵ With campgrounds yet to be constructed, the park was only operating at partial capacity in 1964 and 1965. In 1966, after the campgrounds were completed, visitation was counted to be 435,760 visitors—nearly double the projected figure that was stated in 1964. Eighty-seven percent of these visitors were using the park for day use only, with thirteen percent staying overnight.²⁰⁶

Camp Conestoga, the campsite constructed by the Girl Scouts of Prince Georges County in 1938, continued to be used at least through 1970. In a request for lease renewal from the National Park Service in 1970, the Girl Scouts reported that a total of 3,252 Girl Scouts, Boy Scouts, and other

²⁰¹ Feb. 21, 1963, April 16, 1964, Washington National Records Center, accession no. 79-68A-3201 box 20.

²⁰² May 3, 1963, Nov. 3, 1965, Washington National Records Center, accession no. 79-68A-3201 box 20.

²⁰³ Nov. 22, 1963, Washington National Records Center, accession no. 79-68A-3201 box 20.

²⁰⁴ Memo, Jan., 19, 1991, "Permit" folder, Greenbelt Park.

Adams, *Interpretive Prospectus for Greenbelt Park, National Capital Region*.

²⁰⁶ Master Plan, Greenbelt Park, National Capital Region, February 1967, revised June 1967.

youth organizations used the campgrounds the previous year, with forty-two percent of these staying overnight.²⁰⁷

Some of the influences on Greenbelt Park's management have been its oversight during the early history of the park. Public Law 643 required that Greenbelt Park was to be used as a "Recreational Area." By November 1953, the U. S. Park Police assumed jurisdiction and patrol of both the Baltimore-Washington Parkway and Greenbelt Park. In 1965, both parks were placed under the management of Catocin Mountain Park.²⁰⁸ This continued through 1980.²⁰⁹ In 1995, they were placed under the National Capital Parks-East.²¹⁰

Visitation Statistics in 1994 noted that the overall park use increased from recent years by twenty percent to 377,531 visitors, but that campground use decreased by sixteen percent, with 19,537 campers staying overnight. The park's peak usage was noted to be between May and July.²¹¹

Current use

Greenbelt Park continues to serve as both a regional park for local visitors and as a natural rest stop for out-of-town visitors traveling to Washington, D.C. The only entrance into the park continues to be from the north side along Greenbelt Road. A park sign greets visitors along a short roadway to the Park Central Road. (Figures 52-53) The Park Police Substation still stands to the west upon entering, with a large parking lot in front of the building and a temporary trailer at its far west end. (Figures 54-55) Farther along the short roadway, a short driveway leads to the Maintenance area, forking to the south to the parking lot to the Park Headquarters, entered from the second-story, south-facing entrance. The Maintenance area includes the original Maintenance Building, Auto Shed, Gas Station, and Salt Shed. The Maintenance Building has gained subsequent open extensions to its east end for additional storage. (Figure 56)

Within the north loop of Park Central Road, the open green at the Sweet Gum area is a prominent area for recreation. The large, open field can accommodate large activities, such as concerts. A baseball backstop stands at the south side of the field. (Figure 57) Two groups of playground equipment are located at Sweet Gum, one located within a wooded area of the picnicking site and the other at the edge of the wood. (Figures 58-59) Sweet Gum also provides grills for picnickers. (Figure 60) At the east side of the Park Central Road loop, the Holly and Laurel picnic areas also

²⁰⁷ Business Manager to Superintendent, Catocin National Park, January 19, 1970, Washington National Records Center, accession no. 79-68A-3201.

²⁰⁸ "Information Base for a Development Concept Plan/General Management Plan: Greenbelt Park, Maryland," June 1980.

²⁰⁹ Ibid.

²¹⁰ "Statement for Management: Greenbelt Park," undated, Greenbelt Park.

²¹¹ "Greenbelt Park," from 1995 National Park Service document (unspecified).

each have picnic tables, grills, a comfort station, and parking lots located off of the roadway. Fixtures, such as permanent trash bins and phone booths, are also supplied. (Figure 61)

The vehicular roadways are maintained as asphaltic surfaces with grassy margins, with post-and-beam guardrails as needed. The guardrails were replaced around 1995-96.²¹² Beyond the vehicle barrier at the south end of Park Central Road, the road becomes a bike and walking path to the parking lot at the south end of the road along Good Luck Road. Along the route, a stone masonry culvert passes under the road to accommodate Deep Creek, flowing east to west. Additionally, a number of wooden benches have been placed along the roadside throughout park (at unknown dates). (Figure 62)

Short trails are accessible to visitors on foot, and a longer perimeter trail encircles the entire park and is open to horseback riding. The trail system is well maintained throughout the park, and largely appears to be in its original constructed form, with the additions noted above, such as the exercise equipment and signage along the Azalea trail.

The campsites at the south area of the west section continue to be used as vehicle-accessible campgrounds for both tents and campers. The campgrounds are equipped with picnic tables, grills for cooking, water stand pipes, phone booths, storage sheds, trash bins and dumpsters. (Figures 63-64). Information kiosks and park signage exists at numerous sites throughout the four campground loops. (Figure 65) Along the C Loop, a dumping station for campers is also provided. (Figure 66) Both B and D loops have two comfort stations each to accommodate the large numbers of visitors in these areas. The walkway to the amphitheater and campfire circle from the B Loop is paved and lighted with low-standing light fixtures.

The Ranger Station near the entrance to the campground road is no longer occupied by a ranger in residence, as of around 1990. The building's west wing continues to operate as an information station and the east wing is currently used for ranger's offices.

While the west section of the park is used daily, the section east of the Baltimore-Washington Parkway continues to stand undeveloped, with the exception of a fire road that extends northward into the park from Good Luck Road at its south border.

²¹² Interview with Robert Jones, Greenbelt Park, July 28, 2005.



**Figure 52 – Park sign at the vehicular entrance from Greenbelt Road.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 53 – Entrance driveway from Greenbelt Road.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 54 – Park Police Station.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 55 – Trailer adjacent to Park Police Station.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 56 – East end of Maintenance Building, with extensions.
(Robinson & Associates, Inc., July 28, 2005.)**



Figure 57 – Baseball backstop, Sweetgum area. (Robinson & Associates, Inc., July 28, 2005.)



**Figure 58 – Playground equipment, Sweetgum area.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 59 – Playground equipment, Sweetgum area.
(Robinson & Associates, Inc., July 28, 2005.)**



Figure 60 – Grill at Sweetgum picnic area.
(Robinson & Associates, Inc., July 28, 2005.)



Figure 61 – Trash can fixture at Holly picnic area.
(Robinson & Associates, Inc., July 28, 2005.)



Figure 62 – Bench along the Hiking/Biking path of south Park Central Road.
(Robinson & Associates, Inc., July 28, 2005.)



Figure 63 – Phone booth along campground road.
(Robinson & Associates, Inc., July 28, 2005.)



**Figure 64 – Shed located at campground road intersection.
(Robinson & Associates, Inc., July 28, 2005.)**



**Figure 65 – Informational kiosk along the campground road.
(Robinson & Associates, Inc., July 28, 2005.)**



Figure 66 – Disposal Station. (Robinson & Associates, Inc., July 28, 2005.)

CHAPTER VIII: Eligibility of Greenbelt Park for the National Register of Historic Places

Introduction

This study evaluates buildings, structures, and landscapes at Greenbelt Park to determine the site's potential for listing as a historic district in the National Register of Historic Places or, alternatively, its potential to be added to an existing National Register district, such as Greenbelt, Maryland, or the Baltimore-Washington Parkway. The National Register, administered by the National Park Service, is an inventory of the districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The Register also acts as a repository for documentation on these places. Three primary National Register bulletins – *How to Complete the National Register Registration Form*, *How to Apply the National Register Criteria for Evaluation*, and *Guidelines for Evaluating and Nominating Properties that Have Achieved Significance Within the Past Fifty Years* – explicate the standards used to determine the National Register eligibility of Greenbelt Park.

Properties listed in the National Register may be of five types: buildings, structures, objects, sites, or districts. They must possess both historic significance and integrity. To be considered historically significant, they must meet at least one of four National Register criteria:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: Association with persons significant in our past; or
- Criterion C: Embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- Criterion D: Potential to yield information important in prehistory or history.

National Register-eligible properties may be significant at the national, state, or local levels. To better define a property's significance, the National Register developed the concept of "areas of significance," which are general categories that help describe a property's place in American history. Areas of significance include, but are not limited to, categories such as architecture, archaeology, commerce, ethnic heritage, industry, the military, politics/government, and social history. Some property types (religious properties, cemeteries, birthplaces and graves of important historical figures, moved or reconstructed properties, and commemorative properties) are not usually included in the National Register but may be so if certain standards are met. Generally, properties must be at least fifty years of age to be considered historically significant. The fifty-year period was established as a general rule so that historical perspective could be developed through scholarly research that would shed light on a site's place in history. Properties can be determined eligible for the National Register if they are less than fifty years old, providing they demonstrate exceptional importance. The National Register also requires a period of significance to be defined for each eligible property. The Register defines the period of significance as "the length of time when a property was associated with important events,

activities, or persons or attained the characteristics which qualify it for National Register listing.”²¹³

Properties can have been altered over the course of time and still be included in the National Register, but they must retain their integrity in order to be considered significant. The National Register defines the integrity of a potential historic property as “the ability of a property to convey its significance.” Seven characteristics of the property are considered when determining integrity: location, design, setting, materials, workmanship, feeling, and association. To retain its integrity, a historic property must possess several, and generally most, of these qualities. Evaluation of integrity is based on a property’s significance. The essential physical features of a property type – those that define why and when it was significant – must be determined before significance can be evaluated. The features that convey this significance – their architectural details and their materials – must also be visible for a property to retain its integrity.²¹⁴

Greenbelt Park Eligibility Assessment

Robinson & Associates investigated four possibilities for Greenbelt Park’s eligibility for the National Register: 1) as a historic district in itself, the significance of which is based on its extant built resources, 2) as a historic district in itself, the significance of which is based on its archeological resources, 3) as an addendum to the National Register documentation for the Greenbelt, Maryland, Historic District, and 4) as an addendum to the NR documentation for the Baltimore-Washington Parkway. The findings of each of these investigations will be summarized in the following discussion.

1) The historic context for Greenbelt Park as a separate historic district – the significance of which is based on its extant built resources – relates to its position within the development of the parks of the National Capital area. While the precise date for the beginning of this development can be debated, a convenient starting point for this discussion might be Congress’s establishment of the National Capital Parks Commission in 1924. Within this context, Greenbelt Park can be said to be a part of the pattern of events associated with this action. The National Capital Parks Commission and its successors provided the guidance for the development of a metropolitan park system for the District of Columbia and suburban Maryland and Virginia. Greenbelt Park can be considered a part of that development in that it filled a need for recreational activity in a natural setting for local residents and visitors to the National Capital area during a time of increasing population density. However, since the National Park Service development of Greenbelt Park did not begin until 1960, the park’s resources must demonstrate exceptional importance to satisfy National Register Criterion Consideration G for properties less than fifty years of age. Exceptional importance may reflect, for example, the extraordinary impact of a political or social event, resources so fragile that survivors of any age are unusual, or a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession.

²¹³ U.S. Department of the Interior, National Park Service, *How to Complete the National Register Registration Form*, Washington, D.C., 1997, 42.

²¹⁴ *Ibid.*, 44-47.

Greenbelt Park does not appear to satisfy any of these standards for exceptional importance. While part of the development of NPS' National Capital Region parks, it broke no ground in its purpose or development as a recreational park near an urban center, a purpose that dates back to at least the establishment of East and West Potomac Parks in the first quarter of the twentieth century. Greenbelt Park was initially constructed with funds from the Park Service's Mission 66 program, an important NPS initiative which includes some National Register properties less than fifty years old. The Mission 66 properties already on the National Register, however, are outstanding examples of the visitor center, a building type pioneered by the Park Service. Greenbelt Park does not possess such a building. Further, other types of Mission 66 construction – comfort stations, circulation, small-scale features – have not been listed in the Register, nor have theme studies for this construction been completed. Therefore no context exists by which such construction at Greenbelt Park can be evaluated.²¹⁵ By definition, then, the construction at Greenbelt Park cannot be considered to be exceptional since no context exists against which to measure it. In addition, research for this study did not reveal any events of exceptional importance that took place at Greenbelt Park.

2) Studies have suggested that evidence of prehistoric peoples is likely to be found in Greenbelt Park, and a brief archeological survey conducted in the 1970s discovered stone and ceramic remains along a stream in the western part of the park. The location of nineteenth-century houses within the park has also suggested the possibility that archeological evidence of the lives of the area's inhabitants during the historical period might be found in the park. The information potential of the site, the National Register's Criterion D, cannot be evaluated at this time since no systematic investigations of potential archeological resources in the park have taken place. The park's information potential should be re-evaluated once such a study has taken place.

3) The land that now constitutes Greenbelt Park was part of the more than 12,000 acres acquired for the construction of the Town of Greenbelt in the mid-1930s. Plans for the town included the current park area. The uses foreseen in these plans varied over the years and included functions such as a temporary park, farmland, and a second area to be developed with housing and commercial development. The only development associated with any of these plans was the Girl Scout camp (also known as Camp Conestoga) that occupied 59 of the more than 1,100 acres of the park from 1938 to at least 1965 and the Boy Scout camp that used the same area during part of that time. Scout camp development (now demolished) was included in 1937 plans for the use of the area now occupied by Greenbelt Park as a temporary park before more residential development was undertaken. More importantly, when the federal government disposed of the Greenbelt property in the late 1940s and early 1950s, the town did not obtain jurisdiction over the area now occupied by the park. The National Park Service, to which the land was transferred by the Public Housing Administration in 1950, was completely responsible for the planning and implementation of the park as it now exists. Given all of these circumstances, it cannot be said

²¹⁵ Study of the Mission 66 period is ongoing within the National Park Service. Robinson & Associates reviewed available material on the period for the "Hopewell Furnace National Historic Site Historic Resource Study" (December 1, 2004), produced for NPS. Robinson & Associates consulted with staff of the NPS Northeast Region office regarding the National Register eligibility of Mission 66 resources at Hopewell Furnace and concluded that they did not contribute to the significance of the site because they could not be demonstrated to satisfy Criterion Consideration G due to the lack of an established context.

that Greenbelt Park has any integral connection to the recognized historic district that comprises the Town of Greenbelt, and therefore an addendum to the town's National Register nomination for the purpose of including the park is not warranted.²¹⁶

4) Public Law 643 authorized the completion of the Baltimore-Washington Parkway. It also authorized the Secretary of the Interior to accept land, rights-of-way, and other land interests adjacent to the parkway for park and recreational purposes. Through this authority, the land now occupied by Greenbelt Park was transferred from the Public Housing Administration to the National Park Service, although Greenbelt Park is not named in the legislation itself. The Baltimore-Washington Parkway was conceived in the 1920s as an appropriate approach to the nation's capital. The design and construction process for the parkway began with its first Congressional appropriation in 1942, but was not completed until 1954, after PL 643 provided authority to request needed funds. The parkway was added to the National Register in 1991 as a contributing element in the "Parkways of the National Capital Region, 1913-1965" multiple property documentation. According to this documentation, the parkway's exceptional importance lies in its status as part of the execution of a plan conceived more than fifty years previously, although the parkway itself, at the time of listing, was less than fifty years old.

Greenbelt Park cannot be said to be a contributing element of the Baltimore-Washington Parkway under this description of the parkway's significance. Greenbelt Park was not an integral portion of the parkway's development, as can be seen in plans for the future park's development as a second residential unit for Greenbelt as late as 1948. In addition, even though Public Law 643 authorized both the completion of the parkway and the acquisition of land that eventually became Greenbelt Park, the parkway's completion was not dependent on the development of the park. Planning for the park included a direct entrance from and exit to the parkway as late as 1965, but this planned connection was never constructed.

While Greenbelt Park cannot be considered to satisfy Criterion Consideration G either as a historic district in its own right, as an addendum to the Greenbelt, Maryland, Historic District, or as an addition to Baltimore-Washington Parkway's contributing status in the National Capital Region parkway system multiple property documentation, it is recommended that the park's National Register eligibility be re-evaluated when the majority of the park's resources are fifty years of age (in 2015). A potential avenue for evaluation at this time include Greenbelt Park as part of the development of the National Capital Region's park system. The park may also be re-evaluated as a recreational area mostly conceived and executed during the Mission 66 period. The information potential of Greenbelt Park – National Register Criterion D – may be reevaluated anytime after the completion of a systematic archeological survey of the site.

²¹⁶ Since Greenbelt Park was determined to be unrelated to the Greenbelt, Maryland, Historic District, it was considered unnecessary to compare the ultimate disposition of the Greenbelt Park tract with the disposition of the natural areas that surrounded the other Greenbelt Town projects in Greendale, Wiscon, and Green Hills, Ohio.

CHAPTER IX: Recommendations for Future Research

The District of Columbia, Greenbelt, the port town of Bladensburg, Riversdale, Maryland's streetcar suburbs, and several other sites in close proximity to Greenbelt Park have all been the subject of in-depth historical research. The county itself has been the focus of research due to its importance as a tobacco-growing area in the state of Maryland. The land that now makes up the park, however, has not been closely studied. This may be because the land now occupied by Greenbelt Park was owned by numerous farmers, artisans, and professionals in relatively small parcels and because the changeover in ownership seems to have been fairly rapid. Little is known, therefore, of the landowners, their families, servants, and, prior to the Civil War, whatever enslaved workers the families may have held. In addition, although an important Archaic period native site has been discovered less than a mile from Greenbelt Park and Woodland period artifacts recovered in the park itself, no systematic archeological investigation of the park has been undertaken. The names of some of the earliest owners of land within the park boundaries, however, have been determined, and the locations of residences in the second half of the nineteenth century are also known. Both of these circumstances provide the starting point for future research.

Research for this historic resource study for the period prior to acquisition by the federal government concentrated on published colonial, state, and national records, such as court proceedings and census records. Compiled records at the Prince George's County Historical Society library were also reviewed. More detailed information on individuals residing in the area now occupied by the park, whether or not they have been identified in previously published studies, can be found in various locations. A complete chain of title for the land occupied by the park has not been completed. Given the number of parcels within the park area and the length of its history, completing such a chain of title would be a tremendous undertaking and require research at both the county courthouse and the Maryland State Archives in Annapolis. This kind of research might also be typically included in an archeological study. Should an archeological investigation of Greenbelt's Park historical resources be considered, deed research could be included as a task of that study.

Once landowners and their periods of habitation have been established – or for landowners already identified – more detailed information on these owners' occupations, family, wealth, land holdings, indentured servants, and enslaved workers might be found in county tax assessments and probate records. Both these types of records are held in various forms at the state archives; probate records are also held at the office of the Prince George's County Register of Wills. In many of these records, the names of enslaved workers will not be given, although information such as age and gender will likely exist. Individuals' names may be found in inventories associated with the property owners' wills. It should also be noted that these records are not complete, and gaps in holdings of county records exist. Research in the tax assessments, wills, and associated inventories may, however, provide glimpses into some of the families that resided in the area now occupied by the park.

Given the number of owners of the land that now makes up Greenbelt Park, the length of the park area's history, and the time-consuming nature of research necessary to compile information on the individuals who lived and work in the land that now makes up the park, consideration might be given to dividing future research in this area into manageable projects. Chronological

divisions, for instance, might shed light on the different aspects of the park's history. Research could be undertaken for periods covering the colonial era, from the American Revolution through the Civil War, and from the end of the Civil War to acquisition by the federal government. This historic resource study should provide historic context for the information recovered relating to individuals residing in the current park area from those periods.

APPENDIX A: Annotated Bibliography

Repositories Consulted

National Capital Parks – East, Cultural Resource files, map files, and library. Anacostia Park, Washington, D.C.

NCP-E's resource files include newspaper clippings, correspondence, historical studies, and planning documents related to Greenbelt Park. Maps and drawings were found related to planned and implemented improvements to the park, but no maps of park-wide plans or construction.

National Capital Parks Regional Headquarters, land records, Washington, D.C.

Records in the regional headquarters include some correspondence related to land acquisition and exchange since the transfer of park lands to the NPS. Also included are some studies related to planned development.

Greenbelt Branch, Prince George's County Memorial Library, Greenbelt, Maryland.

The Greenbelt branch library contains a number of books on the history of Prince George's County in both the reference and circulating collections, including the Martinet and Hopkins maps, Alan Virta and Louise Hinton's histories of the county, the M-NCPPC collection of short papers describing the county's growth, and most of the recent works on African Americans in the county. In addition, the Tugwell Room at the Greenbelt branch holds materials related to the development of the Town of Greenbelt, including New Deal-era maps and a complete run of the town newspaper.

National Archives and Records Administration, College Park, Maryland. Record Group 196, Records of the Public Housing Administration, Records Relating to Greentown Projects.

This record group contains records relating to the planning, land acquisition, construction, management, and disposition of the three Greentown Projects undertaken during the administration of Franklin D. Roosevelt. For Greenbelt, Maryland, the records include planning documents, a history of the project completed in 1938, plans and maps, correspondence relating to residents, and letters about the site's privatization after World War II. Of particular relevance to this study is John Lansill's 1938 history of the project, which details plans for the area that became Greenbelt Park. Some of the plans that originally accompanied the history have been separated from that document and stored in other boxes within the same record group.

Washington National Records Center, Suitland, Maryland. Record Group 79, Records of the National Park Service.

The National Records Center holds federal records prior to their transfer to the National Archives. Because Greenbelt Park was not developed until the mid-1960s, a large group

of records important to the park's planning and construction was found here rather than at the Archives.

Published Sources

Arnold, Joseph. *The New Deal in the Suburbs: A History of the Greenbelt Town Program, 1935-1954*. Columbus, Ohio: Ohio State University Press, 1971.

Arnold's book is important chiefly for the discussion of the planning, development, and disposition of Greenbelt within the context of the greentown projects. The town projects are discussed together under various headings so that Greenbelt can be compared to Greendale and Greenhills. Other books, such as Knepper's *Greenbelt, Maryland*, have greater depth when it comes to the town itself.

Boucher, Jack E. *Landmarks of Prince George's County: Architectural Photographs*. Baltimore: Johns Hopkins University Press, 1993.

As the title indicates, this book focuses on photograph's of Prince George's County's architectural heritage. The photographs provide images of the kinds of buildings that stood in the county throughout its history, suggesting a context for understanding the history of the park area, but no directly relevant photographs appear.

Brugger, Robert J. *Maryland: A Middle Temperament, 1634-1980*. Baltimore: Johns Hopkins University Press, 1988.

As a general history of Maryland, Brugger's book has few specific references to the Greenbelt Park area. However, it creates a context for understanding the changes that have taken place in the area in the more than three centuries of the state's existence. Further, its bibliographical essay provides sources of more detailed studies.

Cook, William G. *Montpelier and the Snowden Family*. Laurel, 1976. Privately printed.

Cook has compiled wills, property records, letters, and other documents relating to the Snowden family, which founded an ironworks on the Patuxent River. This work's chief relevance to the Greenbelt Park HRS is its printing of a will by which Thomas Snowden, Sr., bequeaths "Snowden's Discovery," a tract that now is within the bounds of the park, to his son Richard.

Curry, Dennis C., and Maureen Kavanagh. "The Middle to Late Woodland Transition in Maryland." *North American Archaeologist*, 12:1 (1991), 3-28.

Curry and Kavanagh divide Maryland into five geographic areas, briefly describe archeological excavations in each, and draw conclusions about the changes that took place in Native American culture in the millennium before contact with European colonists. While not specifically focused on Prince George's County, the study provides information relevant to Native Americans in the Greenbelt Park area.

Denny, George D., Jr. *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland*. Brentwood, Maryland: Dilden Company, 1997.

The author is primarily concerned with the town of Greenbelt, but does provide some information on Native American occupation of the area and on the Walker family of Toaping Castle, who owned land in the northern end of the park.

Drier, John. "Greenbelt Planning: Resettlement Administration Goes to Town." *Pencil Points Reader: A Journal for the Drafting Room, 1920-1943*. George E. Hartmann and Jan Cigliano, eds. New York: Princeton Architectural Press, 2004, 441-459.

Drier provides a good overview of the ideas behind Greenbelt, Maryland, as well as Greendale, Wisconsin, and Green Hills, Ohio. He concentrates on the planning of the greenbelt towns. Because Greenbelt Park was not implemented until after Greenbelt was constructed and privatized, there are few direct references to the park in this work.

Floyd, Bianca P. *Records & Recollections: Early Black History in Prince George's County, Maryland*. Upper Marlboro [?], Maryland: Maryland-National Capital Park and Planning Commission, 1989.

Records & Recollections briefly recounts the history of slavery in Maryland and Prince George's County, then concentrates on expanding the stories of individuals, families, and institutions about which more is known. None of the people or institutions chronicled in the book appear to be associated with the lands now part of Greenbelt Park.

Hancock, John. "The New Deal and American Planning: the 1930s." In *Two Centuries of American Planning*, Daniel Schaffer, ed. Baltimore: Johns Hopkins University Press, 1988, 197-230.

Hancock provides a good overview of the ideas behind Greenbelt, Maryland, as well as Greendale, Wisconsin, and Green Hills, Ohio. He concentrates on the planning of the greenbelt towns. Because Greenbelt Park was not implemented until after Greenbelt was constructed and privatized, there are few direct references to the park in this work.

Hienton, Louise Joyner. *Prince George's Heritage: Sidelights on the Early History of Prince George's County Maryland, from 1696 to 1800*. Baltimore: Maryland Historical Society, 1972.

This work is based on review of primary sources in various state archives and first appeared as articles in the *Maryland Historical Magazine* (see below). It addresses specific subjects: the Church of England, Presbyterians, the county's free school, American Indians, appointees by the Proprietor or the Crown, etc. Because this is so, references to the area now included in Greenbelt Park is scattered throughout the text and generally must be inferred from the infrequent descriptions of property holdings.

Hienton, Louise Joyner. "Sidelights: The Hundreds of Prince George's County." *Maryland Historical Magazine* 65 (1970), 55-67.

Hienton explains the administrative units known as "hundreds" and traces their development in Prince George's County using court documents. The history of the use of hundreds and their continual division as the county's population grew is outlined, as is their demise as election districts came to be used during the early republican period. The author also provides maps outlining the division of the county into hundreds. The maps are, however, small line drawings that are somewhat difficult to read.

Hise, Greg. "The Airplane and the Garden City: Regional Transformations during 'World War II,'" *World War II and the American Dream: How Wartime Building Changed a Nation*, Donald Albrecht, ed., Washington, D.C.: National Building Museum, 1995, p.144-183.

Hise provides a good overview of the ideas behind the planning of Greenbelt, Maryland, as well as Greendale, Wisconsin, and Green Hills, Ohio. He focuses the issues affecting suburban development. Because Greenbelt Park was not implemented until after Greenbelt was constructed and privatized, there are few direct references to the park in this work.

Howley, William Neal, Jr. *The Walker Families*. Our Maryland Heritage: Book II. Bowie, Md.: Heritage Books, 1997.

This book mentions Isaac Walker of Toaping Castle, but has very little other information relevant to Greenbelt Park.

Knepper, Cathy D. *Greenbelt, Maryland: A Living Legacy of the New Deal*. Baltimore: Johns Hopkins University Press, 2001.

Knepper provides a good overview of the ideas behind the planning of Greenbelt, Maryland, as well as Greendale, Wisconsin, and Green Hills, Ohio. She is especially interested in the social development of Greenbelt. Because Greenbelt Park was not implemented until after Greenbelt was constructed and privatized, there are few direct references to the park in this work.

Kulikoff, Allan. *Tobacco and Slaves: The Development of Southern Cultures in the Chesapeake, 1680-1800*. Chapel Hill, North Carolina: University of North Carolina Press, 1986

Because Kulikoff's work grew from his dissertation on tobacco and slaves in Prince George's County, it has general relevance to Greenbelt Park. The first section of the book describes the political economy of tobacco and includes much statistical evidence of the effect of the tobacco economy on the county's residents. There follows individual sections describing white and black society. Although occasional references are made to families whose members owned land now within Greenbelt Park, no references are made to the owners themselves.

LeeDecker, Charles H., and Brad Koldehoff. *Excavation of the Indian Creek V Site (18PR94), Prince George's County, Maryland: Final Report*. Prepared by Louis Berger & Associates for Wallace Roberts & Todd and the Washington Metropolitan Area Transit Authority, December 1991.

This study documents archeological investigation of an Archaic period (8000-1000 BC) campsite on Indian Creek approximately one and a half miles northeast of Greenbelt Park. The site was found eligible for inclusion in the National Register of Historic places. According to the study, native peoples regularly used the campsite on a seasonal basis (spring and fall) during two segments of the Archaic era, the Early (8000-6000 BC) and Late (4000-1000 BC) periods, but not in between. The study contains analysis of stone tools discovered at the site and an unusual pollen core that provided information on the inhabitants' diets during their occupation of the site.

Main, Gloria L. *Tobacco Colony: Life in Early Maryland, 1650-1720*. Princeton, N.J.: Princeton University Press, 1982.

Main reviews documentary evidence of the early period of Maryland settlement, including wills, inventories, and probate records. Her research is essentially confined to six counties in Maryland, including Charles and Calvert, but not Prince George's.

Merrell, James H. "Cultural Continuity among the Piscataway Indians of Colonial Maryland." *William and Mary Quarterly*, 3rd series, 36:4 (October 1979), 548-570.

This article concentrates on the continuity of Piscataway cultural practices despite threats from colonial and native sources. For the most part, the geographic area with which the study is concerned is the southern part of Prince George's County. However, some information on the Susquehannock people, who threatened the Piscataways from the north, is also included.

M-NCPPC Planning Department. *Historic Contexts in Prince George's County (Short Papers on Settlement Patterns, Transportation and Cultural History)*. June 1990, August 1991.

This series of short papers address several issues in county history, including the development of towns and villages, the development of the road system, and the impacts of the railroad and streetcar lines on settlement patterns. While not holding much information directly relevant to the site of Greenbelt Park, the papers provide a context within which to understand the area's development.

Sarson, Steven. "Landlessness and Tenancy in Early National Prince George's County, Maryland." *William and Mary Quarterly*, 3rd ser., 57:3 (July 2000), 569-598.

Sarson uses land records, the 1798 Federal Direct Tax data, census information, and a variety of secondary sources to portray Prince George's County as an area largely inhabited by landless tenant farmers in the first two decades of the nineteenth century.

He suggests explanations as to how this circumstance came about and tries to sketch the restrictions that prevented the landless from becoming landowners.

Van Horn, R. Lee. *Out of the Past: Prince Georgians and their Land*. Riverdale, Maryland: Prince George's County Historical Society, 1976.

Van Horn gleans his information, which covers the period from the establishment of the county to the Civil War, from court records of Prince George's County and from issues of the *Maryland Gazette*. Names of landowners associated with the area that became Greenbelt Park can be found in *Out of the Past*. However, Van Horn does not attempt to distinguish between persons of the same or similar names or to elucidate family histories. The connections between the names and the lands, therefore, remains tentative.

Virta, Alan. *Prince George's County: A Pictorial History*. Virginia Beach, Va.: The Donning Company, 1984.

This book is a brief general history of the county, based on secondary sources and consisting primarily of photographs, as indicated by its title. It provides a good narrative of Prince George's County's history, but contains no information specifically related to Greenbelt Park.

Walker, Samuel H. *The Walkers of Toaping Castle, Md.* Photocopy at the Prince George's County Historical Society.

This family history, based on at least some documents, reaches only to 1883. Its chief concern is the lives and exploits of family members, most of which achieved their fame other than in Prince George's County. Its date means that it contains no information on the last owner of the property prior to its sale to the federal government for the Greenbelt project.

Unpublished Sources

Beall, Frederick Carroll. "Robert Beall (Bell), Immigrant, Who Arrived in Maryland Before 1690; a Genealogical and Biographical History of Some of his Ancestors and Descendants," typescript, 1970, PG Historical Society.

This typescript compiles data found in some public records, such as wills and deeds. The entries are raw data, and no attempt is made to differentiate between the many similarly named Bealls. The name Benjamin Beall, associated with a tract of land in Greenbelt Park, appears at least twice in the data.

Detsis, George Emmanuel. "What Life Was Like, 1890-1940: Greenbelt Park, Berwyn, Branchville, Riverdale." National Capital Parks – East, Cultural Resource files, 1974.

Derived from interviews with longtime local residents, including Buddy Attick, for whom the park in the town of Greenbelt is named, this document provides general background information on the area which became the park. A map showing the location of trolley and rail lines, no longer extant structures, and home sites accompanies the article.

Wilson, Gilbert L. "An Introduction into the History of Slavery in Prince George's County." Prepared for the Maryland-National Capital Park and Planning Commission. May 1991.

Wilson reviews legal and documentary records regarding slavery from its inception to Reconstruction. He recites stories of individual slaves and freed blacks where he finds them, adding individual information to the statistical record found in census data and tax lists. None of the individuals mentioned appears to have been associated with the land that became Greenbelt Park.

Government Documents

Heine, Cornelius W. *A History of National Capital Parks*. U.S. Department of the Interior, National Park Service, Washington, D.C., 1953, http://www.cr.nps.gov/history/online_books/nace/adhi.htm.

Heine's work treats the history of public spaces in the District of Columbia and, subsequently, suburban Maryland and Virginia, from the city's beginning in 1791. The book is especially helpful in sorting out the chronology of changes in administrative bodies responsible for the area's parks and public spaces and emphasizes the continuity of authority for National Capital Parks from the city's founding through the time that the book was written (1951).

Lampl, Elizabeth Jo. National Historic Landmark Nomination – Greenbelt, Maryland, Historic District. U.S. Department of the Interior, National Park Service, Washington, D.C., February 18, 1997.

The NHL nomination condenses a large amount of information relevant to the theory underlying the planning of the Greenbelt towns during FDR's administration, as well as detailing the history of Greenbelt, Maryland. The nomination dates the community's significance to 1935-46 – the period during which the town's important buildings were constructed – and marks the boundaries of the historic district to include only those parcels associated with construction during that time period. The document's criteria for the district's significance also relate to ideals, patterns of history, and architectural ideas associated with the Depression and World War II eras.

Leach, Sara Amy. National Register of Historic Places Registration Form – Baltimore-Washington Parkway. U.S. Department of the Interior, National Park Service, Washington, D.C., May 9, 1991.

The NR nomination describes the history of the planning and construction of the parkway dating as far back as 1910 and relates it to other parkway construction. The period of significance is noted as 1942-54. The nomination concludes that the parkway satisfies Criteria A and C for its association with the urban development of Washington and as an example of the last period of parkway construction. It also concludes that the parkway has exceptional significance, satisfying Criteria Consideration G as a contributing element of the national capital park and parkway system.

Little, Barbara J. *National Capital Area Archeological Overview and Survey Plan*. Washington, D.C.: U.S. Department of the Interior, National Park Service, National Capital Area, 1995.

As an overview of the entire National Capital Area, this report is necessarily general when it comes to Greenbelt Park. It does, however, provide an introduction to the geophysical and environmental history of the area and information on archeological resources around the National Capital that may be related to Greenbelt Park. It also states that no archeological investigation was undertaken at the park between Ziek's 1979 introduction and the time of the report (1995).

Strickland, Susan Cary. *Prince William Forest Park: An Administrative History*. U.S. Department of the Interior, National Park Service, Washington, D.C., January 1986.
http://www.nps.gov/prwi/Admin_hstry/adhit.htm.

Prince William Forest Park was developed as a Recreational Demonstration Area during the New Deal period. Its relevance to the study of Greenbelt Park arises from its status as a planned natural area near Washington. Unlike Greenbelt Park, however, it included no overnight accommodations.

Ziek, Robin D. "Greenbelt Park Archaeological Background Research and Evaluation of Existing Data." U.S. Department of the Interior, National Park Service, Denver Service Center, Denver, Colorado, February 1979.

This document provides background prior to planned archeological study of Greenbelt Park. Although general in nature, the document does establish that no archeological work had been undertaken prior to 1979 and that archeological study might recover information on Native American use of the area that became the park.

**APPENDIX B:
Legislation related to the Establishment
of Greenbelt Park**

THE
STATUTES AT LARGE

OF THE
UNITED STATES OF AMERICA
FROM

APRIL, 1929, to MARCH, 1931

CONCURRENT RESOLUTIONS OF THE TWO HOUSES OF CONGRESS
AND RECENT TREATIES, CONVENTIONS, AND
EXECUTIVE PROCLAMATIONS

EDITED, PRINTED, AND PUBLISHED BY AUTHORITY OF CONGRESS
UNDER THE DIRECTION OF THE SECRETARY OF STATE

VOL. XLVI

IN TWO PARTS

PART 1—Public Acts and Resolutions

PART 2—Private Acts and Resolutions, Concurrent Resolutions,
Treaties, and Proclamations

PART 1

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1931

Southward of Pier
No. 1.

Free access to Fed-
eral Government across
property.

Maintenance of
switch-track privileges.

Fire insurance pro-
tection.

Temporary use of
property by Com-
pany.

Proctor,
Maintenance, etc., at
expense of Lighthouse
Service.

Lease on Reserva-
tion terminated when
conveyances com-
pleted.
Vol. 22, p. 119, re-
pealed.

May 29, 1930.
(H. R. 20.)
(Public, No. 284.)

District of Columbia.
Park and playground
system.
Sum authorized for
lands in Maryland and
Virginia, for develop-
ment of.
Pub. pp. 264, 1411.
Vol. 43, p. 463.
U. S. C., p. 1262.

Available for desig-
nated projects and
George Washington
Memorial Parkway.

(b) No pier or wharf parallel to Pier Numbered 3 shall be built within three hundred feet southward of it, other than the pier which the said railroad company reserves the right to build and maintain, commencing on its shore end within two hundred feet of Pier Numbered 3 at the bulkhead, and extending in a straight line which would bring its outer end, or the prolongation of the line, four hundred feet southward of the end of Pier Numbered 3.

(c) The United States shall have free access at all times across the tracks of the said railroad company by the most convenient route to be determined by the Lighthouse Service and the said railroad company for pedestrians and vehicles, and the said railroad company shall provide a road therefor which will be shown on a map to be recorded in the office of the judge of probate of Mobile County, Alabama. No change shall be made in the route presently used and shown on said map without the consent of the Lighthouse Service.

(d) The said railroad company shall continue to maintain railroad switch-track privileges to Pier Numbered 3 as the needs of the Lighthouse Service reasonably require and so long as such Lighthouse Service continues.

(e) The said railroad company shall carry fire insurance for two years on Pier Numbered 3 in the sum of \$80,000, payable to the United States Government, until July 31, 1931.

(f) The said railroad company may use or permit the use of, for a period that shall expire not later than July 31, 1931, the north side of Pier Numbered 3 for a distance of five hundred feet from the bulkhead for the accommodation of vessels and boats to be loaded or unloaded. *Provided*, that the maintenance and repair of Pier Numbered 3 and the dredging of the water approaches thereto for Lighthouse Service vessels shall hereafter be at the expense of the Lighthouse Service.

SEC. 4. The lease of the Choctaw Point Lighthouse Reservation granted under the Act of Congress approved April 23, 1902 (Public, Numbered 20, Fifty-seventh Congress, 2d Sess. 119), shall be automatically terminated upon completion of the conveyances herein authorized.

Approved, May 29, 1930.

CHAP. 354.—An Act for the acquisition, establishment, and development of the George Washington Memorial Parkway along the Potomac from Mount Vernon and Fort Washington to the Great Falls, and to provide for the acquisition of lands in the District of Columbia and the States of Maryland and Virginia requisite to the comprehensive park, parkway, and playground system of the National Capital.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be appropriated the sum of \$8,000,000, or so much thereof as may be necessary, out of any money in the Treasury not otherwise appropriated, for acquiring and developing, except as in this section otherwise provided, in accordance with the provisions of the Act of June 6, 1924, entitled "An Act providing for a comprehensive development of the park and playground system of the National Capital," as amended, such lands in the States of Maryland and Virginia as are necessary and desirable for the park and parkway system of the National Capital in the environs of Washington. Such funds shall be appropriated as required for the expeditious, economical, and efficient development and completion of the following projects:

(a) For the George Washington Memorial Parkway, to include the shores of the Potomac and adjacent lands, from Mount Vernon to a point above the Great Falls on the Virginia side, except within the city of Alexandria, and from Fort Washington to a similar point above the Great Falls on the Maryland side except within the District of Columbia, and including the protection and preservation of the natural scenery of the Gorge and the Great Falls of the Potomac, the preservation of the historic Patowmack Canal, and the acquisition of that portion of the Chesapeake and Ohio Canal below Point of Rocks, \$1,500,000. *Provided*, That the acquisition of any land in the Potomac River Valley for park purposes shall not be subject to any limit or abridge its use for such works as Congress may in the future authorize for the improvement and the extension of navigation, including the connecting of the upper Potomac River with the Ohio River or for flood control or irrigation or drainage, or for the development of hydroelectric power. The title to the lands acquired hereunder shall vest in the United States, and said lands, including the Mount Vernon Memorial Highway authorized by the Act approved May 28, 1928, up to its completion, shall be maintained and administered by the Director of Public Buildings and Public Parks of the National Capital, who shall exercise all the authority, power, and duties with respect to lands acquired under this section as are conferred upon him within the District of Columbia by the Act approved February 26, 1925; and said director is authorized to incur such expenses as may be necessary for the proper administration and maintenance of said lands within the limits of the appropriations from time to time granted therefor from the Treasury of the United States, which appropriations are hereby authorized. The National Capital Park and Planning Commission is authorized to occupy such lands belonging to the United States as may be necessary for the development and protection of said parkway and to accept the donation to the United States of any other lands by it deemed desirable for inclusion in said parkway. As to any lands in Maryland or Virginia along or adjacent to the shores of the Potomac within the proposed limits of the parkway that would involve great expense for their acquisition and are held by said commission not to be essential to the proper carrying out of the project, the acquisition of said lands shall not be required, upon a finding of the commission to that effect. Said parkway shall include a highway from Fort Washington to the Great Falls on the Maryland side of the Potomac and a free bridge across the Potomac at or near Great Falls and necessary approaches to said bridge. *Provided*, That no money shall be expended by the United States for lands for any unit of this project until the National Capital Park and Planning Commission shall have received definite commitments from the State of Maryland or Virginia, or political subdivisions thereof or from other responsible sources for one-half the cost of acquiring the lands in its judgment necessary for such unit of said project deemed by said commission sufficiently complete, other than lands now belonging to the United States or donated to the United States. *Provided further*, That no money shall be expended by the United States for the construction of said highway on the Maryland side of the Potomac, except as part of the Federal aid highway program. *Provided*, That in the discretion of the National Capital Park and Planning Commission, upon agreement duly entered into by the State of Maryland or Virginia or any political subdivision thereof to reimburse the United States as hereinafter provided, it may advance the full amount of the funds necessary for the acquisition of the lands and the construction of said roads in any such unit referred to in this paragraph, such agreement providing for reim-

Area included.

Description.

Acquired lands, not to defer future navigation improvements, etc., of Potomac River.

Title to vest in United States.

Administration, Mt. Vernon Memorial Highway, by Director of Public Buildings and Parks, D. C.

Parks and Planning Commission may occupy Government lands, and accept donations, for development of Park.

Adjacent lands, at prohibitive cost, not to be acquired.

Highway connecting Fort Washington and Great Falls, Md., and free bridge, included.

No expenditures for land, until commitments for one-half cost received from the State, etc.

Federal expenditures limited to Federal-aid highway system.

Full construction, etc., costs may be advanced by United States upon agreement for reimbursement within eight years.

60 Stat 960

60 Stat 960

Additional appropriation authorized.

Rock Creek Park Agreement for extension of, with Maryland National Capital Park and Planning Commission. Territory included.

Sum authorized for extension of, with Maryland National Capital Park and Planning Commission. No Federal contribution for extension until definite commitment for balance of cost from Maryland Commission.

Advancement of full amount to be reimbursed within eight years.

Appropriation authorized. Fed. p. 411.

Title vested in Maryland and development thereof under Maryland Commission.

Federal expense limited to Federal-aid highways.

Condemnation proceedings for lands in Virginia and Maryland under laws thereof.

Vol. 22, p. 137. U. S. C., p. 1302. No payments until title secured.

Forts Washington, Foote, and Hunt, when abandoned, made part of George Washington Memorial Parkway.

bursament to the United States to the extent of one-half of the cost thereof without interest within not more than eight years from the date of any such expenditure. The appropriation of the amount necessary for such advance in addition to the contribution by the United States is hereby authorized from any money in the Treasury not otherwise appropriated.

(b) For the extension of Rock Creek Park into Maryland as may be agreed upon between the National Capital Park and Planning Commission and the Maryland National Capital Park and Planning Commission for the preservation of the flow of water in Rock Creek for the extension of the Anacostia Park system up the valley of the Anacostia River, Indian Creek, the Northwest Branch, and Sligo Creek and of the George Washington Memorial Parkway up the valley of Cabin John Creek, as may be agreed upon between the National Capital Park and Planning Commission and the Maryland National Capital Park and Planning Commission, \$1,500,000: *Provided*, That no appropriation authorized in this subsection shall be available for expenditure until a suitable agreement is entered into by the National Capital Park and Planning Commission and the Washington Suburban Sanitary Commission as to sewage disposal and storm water flow: *Provided further*, That no money shall be contributed by the United States for any unit of such extensions until the National Capital Park and Planning Commission shall have received definite commitments from the Maryland National Capital Park and Planning Commission for the balance of the cost of acquiring such unit of said extensions deemed by said commission sufficiently complete other than lands now belonging to the United States or donated to the United States: *Provided further*, That in the discretion of the National Capital Park and Planning Commission upon agreement duly entered into with the Maryland National Capital Park and Planning Commission to reimburse the United States as hereinafter provided, it may advance the full amount of the funds necessary for the acquisition of the lands required for such extensions referred to in this paragraph, such advance, exclusive of said contribution of \$1,500,000 by the United States, not to exceed \$3,000,000, the appropriation of which amount from funds in the Treasury of the United States not otherwise appropriated is hereby authorized, such agreement providing for reimbursement to the United States of such advance, exclusive of said Federal contribution, without interest, within not more than eight years from the date of any such expenditure. The title to the lands acquired hereunder shall vest in the State of Maryland. The development and administration thereof shall be under the Maryland National Capital Park and Planning Commission and in accordance with plans approved by the National Capital Park and Planning Commission. The United States is not to share in the cost of construction of roads in the areas mentioned in this paragraph, except if and as Federal-aid highways.

Sec. 2. Whenever it becomes necessary to acquire by condemnation proceedings any lands in the States of Virginia or Maryland for the purpose of carrying out the provisions of this Act, such acquisition shall be under and in accordance with the provisions of the Act of August 1, 1888 (U. S. C., p. 1302, sec. 257). No payment shall be made for any such lands until the title thereto in the United States shall be satisfactory to the Attorney General of the United States.

Sec. 3. Whenever the use of the Forts Washington, Foote, and Hunt, or either of them, is no longer deemed necessary for military purposes they shall be turned over to the Director of Public Buildings and Public Parks of the National Capital, without cost, for

administration and maintenance as a part of the said George Washington Memorial Parkway.

Sec. 4. There is hereby further authorized to be appropriated the sum of \$16,000,000, or so much thereof as may be necessary, out of any money in the Treasury of the United States not otherwise appropriated, for the acquiring of such lands in the District of Columbia as are necessary and desirable for the suitable development of the National Capital park, parkway, and playground system, in accordance with the provisions of the said Act of June 6, 1924, as amended, except as in this section otherwise provided. Such funds shall be appropriated for the fiscal year 1931 and thereafter as required for the expeditious, economical, and efficient accomplishment of the purposes of this Act and shall be reimbursed to the United States from any funds in the Treasury to the credit of the District of Columbia as follows, to wit: \$1,000,000 on the 30th day of June, 1931; and \$1,000,000 on the 30th day of June each year thereafter until the full amount expended hereunder is reimbursed without interest. The National Capital Park and Planning Commission shall, before purchasing any lands hereunder for playground, recreation center, community center, and similar municipal purposes, request from the Commissioners of the District of Columbia a report thereon. Said commission is authorized to accept this donation to the United States of any lands deemed desirable for inclusion in said park, parkway, and playground system, and the donation of any funds for the acquisition of such lands under this Act.

Sec. 5. The right of Congress to alter or amend this Act is hereby reserved.

Sec. 6. Section 4 of Public Act 297 of the Seventieth Congress, entitled "An Act authorizing the Great Falls Bridge Company, its successors and assigns, to construct, maintain and operate a bridge across the Potomac River at or near Great Falls," approved April 21, 1928, as amended, is hereby amended by adding at the end of said section the following:

"Provided, That after the George Washington Memorial Parkway is established and the lands necessary for such parkway at and near Great Falls have been acquired by the United States, the United States may at any time acquire and take over all right, title, and interest in such bridge, its approaches and approach roads, and any interest in real property necessary therefor, by purchase or by condemnation, paying therefor not more than the cost of said bridge and its approaches and approach roads, as determined by the Secretary of War under section 6 of this Act plus 10 per centum."

Approved, May 20, 1930.

CHAP. 355.—An Act To amend section 939 of the Revised Statutes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 939 of the Revised Statutes of the United States (section 762, title 28, United States Code) be, and it is hereby, amended to read as follows:

"Sec. 939. All vessels, goods, wares, or merchandise which shall be condemned by virtue of any law respecting the revenue from imports or tonnage, or the registering and recording or the enrolling and licensing of vessels, and for which bonds shall not have been given by the claimant; shall be sold by the marshal or other proper officer of the court in which condemnation shall be had, to the highest bidder, at public auction, by order of such court, and at such place as the court may appoint, giving at least fifteen days' notice (except in cases of perishable merchandise) in one or more of the

Additional sum authorized for acquisition of lands in the District. Post, p. 856.

Vol. 43, p. 403. Amount authorized annually.

Reimbursement to the United States from District revenues.

Commissioners to report on sites for playgrounds, etc.

Donations of lands, etc., to be accepted.

Amendment.

Bridge across the Potomac at Great Falls, Va. Vol. 45, p. 443, amended.

Rights, title, etc., to, may be acquired by United States after establishment of George Washington Memorial Parkway.

Payment. Vol. 45, p. 444.

May 20, 1930.

[H. R. 6260]

[Public, No. 285.]

United States Courts. 28 U. S. C. sec. 762, p. 177, amended. U. S. C. p. 637.

Condemnation and sale of seized vessels, etc.

US Laws, Resolutions, etc.

UNITED STATES STATUTES AT LARGE

CONTAINING THE
LAWS AND CONCURRENT RESOLUTIONS
ENACTED DURING THE SECOND SESSION OF THE
EIGHTY-FIRST CONGRESS
OF THE UNITED STATES OF AMERICA

1950-1951

AND
PROCLAMATIONS, TREATIES, INTERNATIONAL
AGREEMENTS OTHER THAN TREATIES,
AND REORGANIZATION PLANS

VOLUME 64

IN THREE PARTS

PART 1

PUBLIC LAWS AND REORGANIZATION PLANS



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1952

52 Stat. 632.
22 U. S. C. § 612 (a).

Registration.

entitled "An Act to require the registration of certain persons employed by agencies to disseminate propaganda in the United States and for other purposes", approved June 8, 1938, as amended (56 Stat. 248), is amended to read as follows:

"Sec. 2. (a) No person shall act as an agent of a foreign principal unless he has filed with the Attorney General a true and complete registration statement and supplements thereto as required by this section 2 (a) and section 2 (b) hereof or unless he is exempt from registration under the provisions of this Act. Except as hereinafter provided, every person who is an agent of a foreign principal on the effective date of this Act shall, within ten days thereafter and every person who becomes an agent of a foreign principal after the effective date of this Act shall, within ten days thereafter, file with the Attorney General, in duplicate, a registration statement, under oath, on a form prescribed by the Attorney General, of which one copy shall be transmitted promptly by the Attorney General to the Secretary of State for such comment, if any, as the Secretary of State may desire to make from the point of view of the foreign relations of the United States. Failure of the Attorney General so to transmit such copy shall not be a bar to prosecution under this Act. The obligation of an agent of a foreign principal to file a registration statement shall, after the tenth day of his becoming or acting as such agent, continue from day to day and discontinuance of such activity shall not relieve such agent from his obligation to file a registration statement for the period during which he acted within the United States as an agent of a foreign principal. The registration statement shall include the following, which shall be regarded as material for the purposes of this Act:"

52 Stat. 632.
22 U. S. C. § 617.

Supra.

52 Stat. 632, 633.
22 U. S. C. §§ 614 (a),
(b), 615.

Sec. 2. Section 7 of such Act is amended to read as follows:

"Sec. 7. Each officer, or person performing the functions of an officer, and each director, or person performing the functions of a director, of an agent of a foreign principal which is not an individual shall be under obligation to cause such agent to execute and file a registration statement and supplements thereto as and when such filing is required under sections 2 (a) and 2 (b) hereof and shall also be under obligation to cause such agent to comply with all the requirements of sections 4 (a), 4 (b), and 5 and all other requirements of this Act. Dissolution of any organization acting as an agent of a foreign principal shall not relieve any officer, or person performing the functions of an officer, or any director, or person performing the functions of a director, from complying with the provisions of this section. In case of failure of any such agent of a foreign principal to comply with any of the requirements of this Act, each of its officers, or persons performing the functions of officers, and each of its directors, or persons performing the functions of directors, shall be subject to prosecution therefor."

Approved August 3, 1950.

[CHAPTER 525]

AN ACT

August 3, 1950
[H. R. 6990]
[Public Law 643]

To provide for the construction, development, administration, and maintenance of the Baltimore-Washington Parkway in the State of Maryland and its extension into the District of Columbia as a part of the park system of the District of Columbia and its environs by the Secretary of the Interior, and other purposes.

Baltimore-Washing-
ton Parkway.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all lands and easements heretofore or hereafter acquired by the United States for the right-of-way for the parkway which is being constructed by the

Bureau of Public Roads between Anacostia Park in the District of Columbia and the northern boundary of Fort Meade in the State of Maryland, the extension of said parkway into the District of Columbia over park lands to the intersection of New York Avenue extended with the boundary of Anacostia Park, and including any lands required for additional connections to the Maryland road system all of which shall be regarded as an extension of the park system of the District of Columbia and its environs, to be known as the Baltimore-Washington Parkway and it shall be constructed, developed, administered, and maintained by the Secretary of the Interior, through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway, insofar as they are not inconsistent with the provisions of this Act.

5 U. S. C. § 485; 16
U. S. C. §§ 1-4, 22, 42.

SEC. 2. The parkway shall be constructed, developed, operated, and administered as a limited access road primarily to provide a protected, safe, and suitable approach for passenger-vehicle traffic to the National Capital and for an additional means of access between the several Federal establishments adjacent thereto and the seat of government in the District of Columbia. To avoid impairment of this purpose, the Secretary of the Interior, with the concurrence of the Secretary of Commerce, shall control the location, limit the number of access points, and regulate the use of said parkway by various classes or types of vehicles or traffic.

Limited access road.

SEC. 3. The Secretary of the Interior in his administration of this parkway is authorized, in his discretion, to accept from private owners, State and local governments, lands, rights-of-way over lands, or other interests in lands adjacent to such parkway, and also to accept the transfer of jurisdiction to the Department of the Interior of adjacent lands for park and recreational purposes from any Federal agency or department, without reimbursement to such Federal agency or department having jurisdiction thereof, when such transfer is mutually agreed upon by the Secretary and such department or agency; and such transfer of jurisdiction by any such department or agency of the Federal Government in possession of such lands is hereby authorized. Notwithstanding the provisions of any other law, the lands required for said parkway within the suburban resettlement project known as Greenbelt, Maryland, as surveyed by the Bureau of Public Roads and shown on plats AOV-WBP-3 and AOV-WBP-4 prepared by said Bureau and dated July 10, 1946, and within the Agricultural Research Center at Beltsville, Maryland, as surveyed by the Bureau of Public Roads and shown on plat SOM-WB-10 prepared by said Bureau and dated June 22, 1944, are hereby transferred, without reimbursement, to the administrative jurisdiction and control of the Department of the Interior, for the purposes of this Act, subject to such terms and conditions as may be agreed upon by the Public Housing Administration and the Department of Agriculture, respectively, with the Department of the Interior and the Bureau of Public Roads.

Acceptance of lands,
etc.

SEC. 4. The Secretary of the Interior is hereby authorized to accept, on behalf of the United States, title to any lands, rights-of-way, or easements over lands owned by the State of Maryland which may be offered by the Governor of Maryland for the proper development and administration of the Baltimore-Washington Parkway in accordance with the provisions of the laws of Maryland, chapter 644, approved May 6, 1943, and subject to such conditions respecting control and jurisdiction as may be mutually agreed upon by the designated agencies of the United States and the State of Maryland whenever

Availability of funds.

Maximum additional cost.

such conveyance may affect any park lands acquired under the provisions of the Act of Congress, May 29, 1930 (46 Stat. 482).

SEC. 5. Except as provided in section 6, the money appropriated for parkways administered by the National Park Service by the Department of the Interior Appropriation Act each fiscal year shall be available for expenditure for continuing the construction, development, maintenance, and policing of the Baltimore-Washington Parkway.

SEC. 6. The cost of construction of the parkway shall not exceed the additional sum of \$13,000,000.

Approved August 3, 1950.

[CHAPTER 526]

AN ACT

To amend an Act fixing the price of copies of records furnished by the Department of the Interior.

August 3, 1950
[H. R. 6013]
[Public Law 544]

5 U. S. C., Sup. III,
§ 488.

Copies of records,
etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 1 of the Act of August 24, 1912, as amended (37 Stat. 497; 5 U. S. C., sec. 488), is hereby further amended to read as follows:

"The Secretary of the Interior, or any of the officers of that Department may, when not prejudicial to the interests of the Government, furnish authenticated or unauthenticated copies of any official books, records, papers, documents, maps, plats, or diagrams within his custody, and may charge therefor a sum equal to the cost of production thereof, plus the cost of administrative services involved in handling the records for such purpose, as these costs may be determined by the Secretary of the Interior or such subordinate officials or employees as he may designate, and in addition the sum of 25 cents for each certificate of verification and the seal attached to authenticated copies. There shall be no charge for the making or verification of copies required for official use by the officers of any branch of the Government. Only a charge of 25 cents shall be made for furnishing authenticated copies of any rules, regulations, or instructions printed by the Government for gratuitous distribution. The money received for copies under this section shall be deposited in the Treasury to the credit of the appropriations then current and chargeable for the cost of furnishing copies as herein authorized."

Approved August 3, 1950.

[CHAPTER 527]

AN ACT

To provide that payments to States under the Oil Land Leasing Act of 1920 shall be made biannually.

August 3, 1950
[H. R. 5222]
[Public Law 545]

41 Stat. 450.
30 U. S. C., Sup. III,
§ 191.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 35 of the Act entitled "An Act to promote the mining of coal, phosphate, oil, oil shale, gas, and sodium on the public domain", approved February 25, 1920, as amended (30 U. S. C., sec. 191), is hereby amended by striking out "after the expiration of each fiscal year" and inserting in lieu thereof "as soon as practicable after December 31 and June 30 of each year."

Approved August 3, 1950.