

A Traveler's Guide to

The Historic National Road in Ohio

The Road That Helped Build America

An All-American Road National Scenic Byway

Fourth Edition

by Glenn Harper and Doug Smith



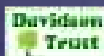
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OHIO HISTORICAL SOCIETY



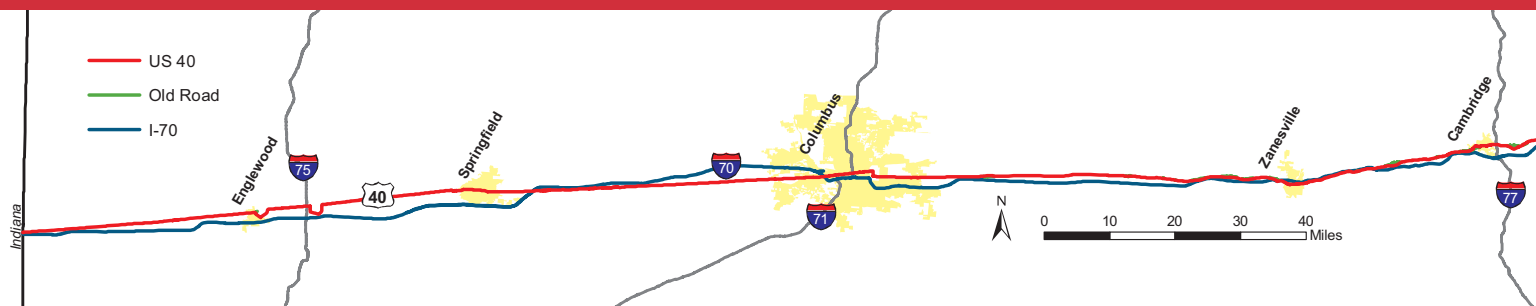
Welcome to the Historic National Road in Ohio, part of the road that helped build America. We are glad you have made the National Road and its many treasures your destination. The Ohio National Road is part of a six-state All-American Road, National Scenic Byway that stretches over 700 miles, from Baltimore through Maryland, Pennsylvania, Ohio, West Virginia, Indiana and Illinois to East St. Louis. We hope the information in this guide will enhance your journey through Ohio.

What Are America's Byways?

Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic intrinsic qualities. To be designated as a National Scenic Byway, a road must possess at least one of the six intrinsic qualities and the distinctive characteristics must be recognized throughout the region. To receive an All-American Road designation, a road must possess multiple intrinsic qualities that are nationally significant and contain one-of-a-kind features that do not exist elsewhere. The road or highway must also be considered a destination unto itself. That is, the road must provide an exceptional traveling experience so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The Ohio Department of Transportation designated the Historic National Road an Ohio Byway in 2000. The Road was designated an All-American Road National Scenic Byway by the Federal Highway Administration in June 2002.

America's Byways are a distinctive collection of American roads, their stories and treasured places. They are roads to the heart and soul of America.



The Historic National Road in Ohio has been designated an Ohio Byway by the Ohio Department of Transportation.



The six state (Maryland, Pennsylvania, West Virginia, Ohio, Indiana and Illinois) Historic National Road has been recognized as an All-American Road National Scenic Byway by the Federal Highway Administration.



AMERICA'S BYWAYS®

The Ohio National Road Association Inc. (ONRA) is a not-for-profit membership organization whose mission is to preserve, promote and enhance the Historic National Road in Ohio for present and future generations.



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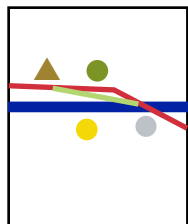
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Using this Guide

Driving the Byway

This Guide provides a point-by-point description of the significant historical, cultural, natural and recreational sites associated with the National Road in Ohio from the east to the west.

The National Road in Ohio is 227.87 miles long. It enters Ohio at Bridgeport, across the river from Wheeling, West Virginia, and exits the state near Richmond, Indiana, traveling through Belmont, Guernsey, Muskingum, Licking, Franklin, Madison, Clark, Miami, Montgomery and Preble Counties. In some places, the original Road has been bypassed by subsequent U.S. 40 construction, which varies from two lanes to four lanes. Whenever possible, the Traveler's Guide directs the traveler onto the original Road, referred to here as "old Road." In eastern Ohio, many old Road segments still pass through Pike towns and along hilltops and ridges. Others are entirely abandoned and are isolated artifacts on the landscape. Occasionally the Road includes U.S. 40's successor I-70. Until it reaches Zanesville, the National Road may also occasionally encompass or parallel the route of an even earlier road, Zane's Trace. The term "Road corridor" refers to all of the above Road variations, the land extending 400 feet on either side of the Road and in some cases, views and vistas extending to the horizon.



- I-70
- U.S. 40
- Old Road
- Cities/Villages
- ▲ Bridges
- Sites/Interpretive Signs
- Sites

- Cultural Activities
- Recreational
- Natural
- National Register of Historic Places
- Interpretive Sign

Interpretive Signage

This revised edition of the Traveler's Guide includes the location of interpretive signs depicting points of interest along the Road in Ohio (see icon). However, because the identification, fabrication and installation of the signs is ongoing, some signs may not be installed at the time you tour the Road. As additional signs are installed, the Ohio National Road Association will publicize their installation.

Byway Segments

The Road Segments in this Guide include historic, cultural, natural and recreational sites highlighted on maps at the top of each page and described in the accompanying narrative. Sites indicated with a green dot are those that include or will include interpretive signage. All other sites are identified with a gray dot.

Roadside farmland in Preble County





"1925 — Adoption of Uniform Signs" (1926) by Carl Rakeman (1876–1965)

Follow the Signs



To direct you along the National Road, particularly where its character changes significantly or where other major roads intersect, directional signage has been installed. This official Ohio Historic National Road sign is red, white and blue and includes a striped shield, six stars representing the six states through which the National Road passes and the words **Historic National Road**. An outline of the state of Ohio with the ribbon of the Road is included in the shield. The basic design of the sign is consistent with directional signage in the other National Road states. The signs are primarily located on U.S. 40 and will not direct you to original or earlier alignments of the National Road. However, we have noted many of these in the byway segments portion of this Guide and have provided detailed directions should you choose to travel these segments of the Road.

Marking Miles in the Old Days

The Act of Congress authorizing the National Road required distinguishable marks or monuments to appear at regular intervals along the Road. In accordance with this stipulation, milestones were set at one-mile intervals along the north side of the Road. However, since the act included no specifications, the design and construction material of the milestones varied. In Ohio, the markers were square with curved heads. The five-foot tall markers were set directly into the ground with about three feet exposed. Each stone indicated the distance to Cumberland, Maryland (where the Road began), at the top center, and the name of and mileage to the nearest city or village for east and westbound travelers. The earliest milestones were fabricated of a reinforced cementitious material in the 1830s. These concrete markers weathered poorly and many were replaced with sandstone markers in the 1850s. Later, concrete was used to replace some of the sandstone markers. Eighty-three existing milestones have been documented with the greatest number in the eastern counties. By the 1920s a uniform highway numbering system, with standardized road signs, identified the National Road as U.S. 40.



The Historic National Road

Beginning in Baltimore, Maryland and crossing six states, the National Road travels over 700 miles, past historic landmarks, forested mountains, industrial towns and modern cities, rich farmland and pastures, to reach the Mississippi River and the Eads Bridge at East St. Louis, Illinois.

Conceived by Albert Gallatin, Secretary of the Treasury under Thomas Jefferson, the National Road was the nation's first Federally-funded interstate highway. It opened the nation to the west and became a corridor for the movement of goods and people.

Authorized by Congress in 1806, the National Road fulfilled a desire by such national figures as George Washington and Thomas Jefferson to build an all-weather road across the Allegheny Mountains.

Construction began in Cumberland, Maryland, in 1811, extending an earlier route from Baltimore. The thirty-foot wide Road employed the latest road construction technology, the "macadam" surface named for Scotsman John McAdam, who devised a method of compacting several layers of broken stone to create a more solid and weather-resistant base. By 1818, the Road had crossed Pennsylvania and western Virginia, now West Virginia, reaching the Ohio River at Wheeling. Debate over the constitutionality of internal improvements delayed extension of the Road for several years. In 1824 President James Monroe signed a bill authorizing construction beyond the Ohio River and ground was broken for the Road in Ohio, July 4, 1825. The Road reached Zanesville in 1830, Columbus in 1833 and Springfield in 1838. The Road immediately attracted travelers and commerce. A single year in 1833, recorded thousands of wagons, coaches and carriages, riders on horseback and immense droves of livestock. To pay for the National Road and other roads in Ohio, Congress allocated 5 percent of the net proceeds from the sale of Ohio lands. To pay for Road maintenance, in 1831, the Ohio legislature authorized the erection of tollgates at 20-mile intervals and one to a county.

The Road opened the state and much of the Old Northwest Territory to settlement, provided access for Ohio products to the burgeoning eastern markets and enabled Ohio citizens to play an important role in the affairs of the

new nation. According to Mitchell's Traveler's Guide through the United States, published in 1837, fourteen of the State's thirty-two established stage routes connected to the National Road. The National Road was responsible for the platting of new towns and stimulated the growth of existing communities, often referred to as Pike towns. Pike towns served travelers and drovers through their inns and taverns, wagon and blacksmith shops and liveries. An 1834 report noted there were two taverns to every mile of the Road between the Ohio River and Zanesville. To carry the Road across numerous streams, graceful stone arch bridges and culverts were constructed. Many of the buildings and structures that characterized the early days of the Road still remain.

In 1838, Congress made the last of a series of appropriations from land sales in Ohio, Indiana and Illinois. The total appropriation was seven million dollars with two million spent in Ohio. Construction continued across Indiana and Illinois, finally reaching Vandalia, Illinois, then the capital of the state, in 1840. By this time the Road was already overshadowed by a new mode of transportation, the railroad. The Road began to decline after 1850, as railroads replaced animal and foot power as the preferred method of long distance travel. In 1876, the Ohio legislature authorized the commissioners of National Road counties to assume control of the Road. New rates of toll were left to the discretion of the commissioners.

The invention of the "safety bicycle" brought new life to the old Road. To prove their physical prowess, young men would sometimes ride one hundred miles or more. Sherman Granger established a record in 1897 by riding his bicycle from Zanesville to Cumberland, Maryland in four and one-half days. Such enthusiasts organized the League of American Wheelmen and in their quest for appropriate places to ride helped champion the "Good Roads Movement." Advocates for the movement increased dramatically with the invention and increased use of the automobile. In just ten years from 1900 to 1910, the number of automobiles increased from 8,000 to 468,000. In 1916, Congress passed the Good Roads Act, providing \$75 million for states that organized "responsible highway departments."

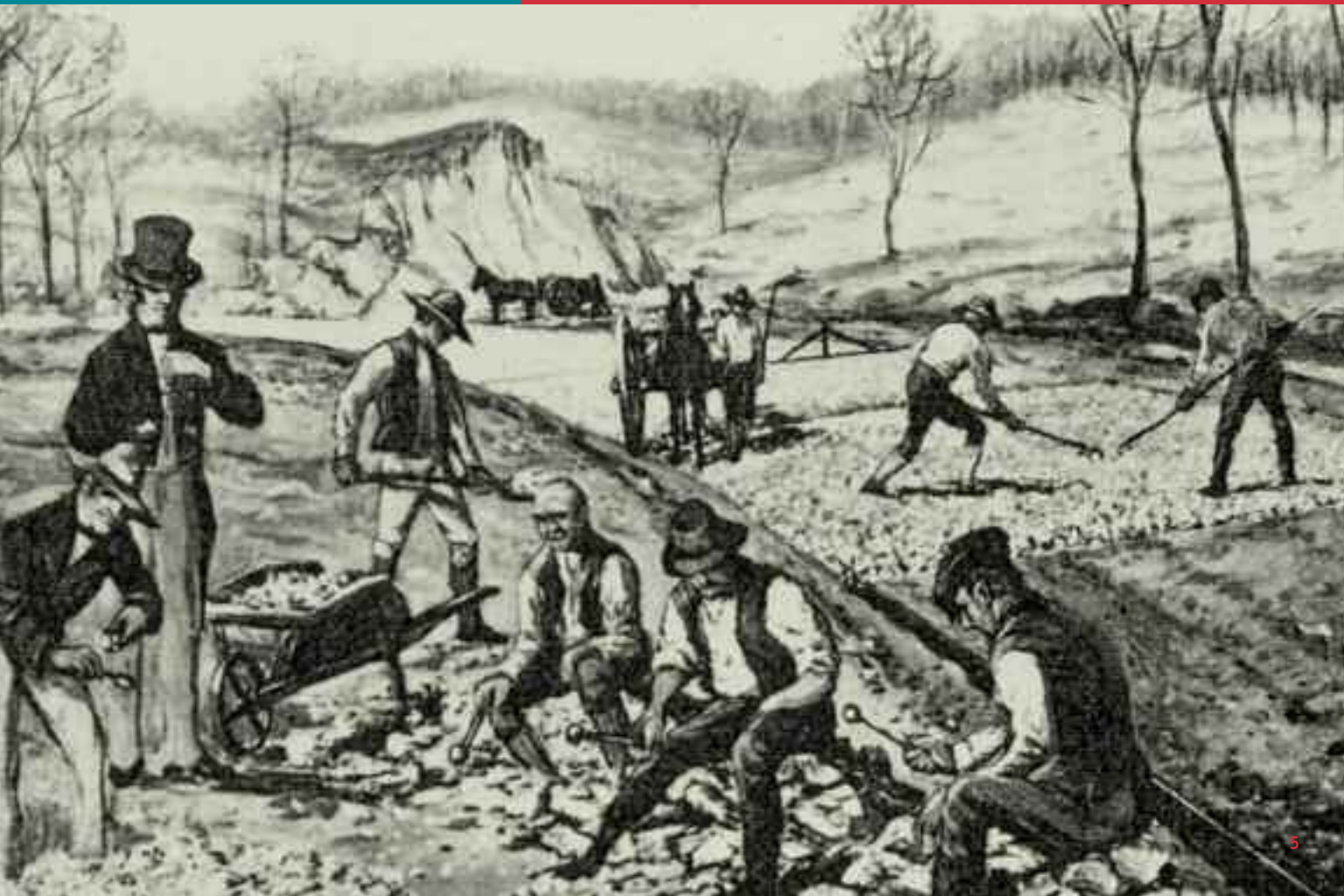


Routes of Zane's Trace and the National Road

Zane's Trace

In 1796 Ebenezer Zane won a commission from Congress to construct a new route to the west. This trace or path followed earlier animal and Native American footpaths, winding its way from Wheeling, Virginia (now West Virginia) to Limestone, Kentucky (now Maysville). In 1803, the new Ohio legislature provided funds to widen and upgrade the Road. Many towns that later prospered as a result of their location along the National Road owe their origins to Zane's Trace. Zane's Trace seems to follow the long access of ridge tops as high ground was more defensible and better drained. Surviving historical accounts of the Trace portray it as little more than a blazed trail, capable of guiding a train of pack animals but a formidable challenge for a wagon. In many places the National Road followed, paralleled or crossed the earlier road. Surviving segments have been identified in Belmont, Guernsey and Muskingum counties.

Below: "1823. First American Macadam Road" Carl Rakeman, 1926. The approximately 70 miles of the National Road from Bridgeport to Zanesville was the first Federal road in America constructed using the macadam technique, three compacted layers of stone laid in a trough cut slightly below grade, creating a relatively smooth, durable surface capable of shedding water.



The car and truck traveling public sparked a new round of improvements. Tourist cabins and then motels replaced tourist camps, and gas stations replaced blacksmith shops. Beginning in 1914, a section of the Road between Zanesville and Hebron was paved with experimental concrete and during World War I, much of the Road in eastern Ohio was rebuilt and paved with brick to provide a reliable military transportation route. In 1932, asphalt was applied to the Road surface on the theory that it would not only provide better resiliency, but would also provide a darker road to protect motorists's eyes.

As a result of discussions between the Federal government and the states in 1925, the numbering of U.S. highways was undertaken. All east/west highways received even numbers while north/south routes were assigned odd numbers. Those ending in "0" such as U.S. 40 were transcontinental highways.

On the eve of World War II, U.S. 40 was a busy twenty-four-hour-a-day artery lined with truck stops, motor courts and diners with a reputation for hearty food and endless cups of coffee. Capitalizing on the historic significance of the earlier National Road, one postcard album referred to the new Road as the "National Highway U.S. 40, Scenic and Historic Main Street of America." Traffic on U.S. 40 peaked about 1960 and quickly diminished with the construction of Interstate 70 in the 1960s. The American Society of Civil Engineers acknowledged the significance of the National Road in 1976 when they declared it a National Historic Civil Engineering Landmark.

National Road communities today reflect the cultural diversity of those who chose to locate their homes and businesses along the historic transportation corridor. Historic, cultural, recreational and natural sites abound. Visitors experience a physical timeline, including classic inns, toll houses, diners and motels that trace 200 years of American history. Spanning mountains, rolling farmland and picturesque villages, the Historic National Road exemplifies the nation's beauty and heritage and helps define the unique American experience.



Buck Creek, Clark County.



Englewood MetroPark, Montgomery County.



Roadside scene, Muskingum County.

The Road and the Natural Landscape

While traveling the Historic National Road in Ohio, you will be treated to a diverse landscape that varies from the steep, wooded hills and valleys of eastern Ohio to the gently rolling to flat farmland in the central and western parts of the state. The transition between these two landscapes begins near Jacksonstown in Licking County, where the rugged Allegheny Plateau gives way to the more level lands created during the Illinoian Glaciation that lasted from about 300,000 to 100,000 years ago and the Wisconsin Glaciation which ended about 18,000 years ago.

The shift from unglaciated to glaciated landscape had implications for everything from how the National Road was planned, built and eventually bypassed to how people along the Road made a living. In eastern Ohio road engineers struggled to balance the mandate for an arrow straight road with a somewhat direct route dictated by the rugged terrain. Here the Road often meanders from floodplain to ridge top. The level landscape of the western counties allowed engineers to make the National Road the epitome of the phrase, “the shortest distance between two points.”

When U.S. 40 supplanted the National Road as the major east-west route, it followed the earlier Road. However,

the shortcomings of a meandering road designed for wagon and animal travel as opposed to higher speed automobile traffic, plus the invention of heavy equipment to create flatter, straighter alignments, resulted in the Road being widened and straightened. Beginning in the 1930s, bypasses were constructed around several eastern Ohio Pike towns in order to decrease automobile congestion. In flat western Ohio, the original route was widened while bypassing a few Pike towns.

The glacial legacy of the National Road also influenced settlement and livelihood along the route. Though agriculture dominated the early settlement period, farmers in the hillier eastern counties were limited to small plots on ridges or along stream bottoms. Agriculture never advanced much beyond the subsistence stage. Until the widespread use of strip mining in the early twentieth century, much of the surrounding landscape remained wooded. In contrast, the level to gently rolling landscape of the western two-thirds of the route proved ideal for large-scale farming. In fact, this area includes some of Ohio’s richest farmland. Views frequently extend from the Road across agricultural fields to the horizon.

Blaine Hill, Belmont County, 1920s. In eastern Ohio, engineers were forced to balance the mandate for an arrow straight road with a somewhat direct route dictated by the rugged terrain. Here the Road often meanders from floodplain to ridge top.



Get Cultured!

Museums, Festivals, and the Arts

Museums, festivals and other cultural facilities offer visitors to the National Road both a chance to explore more of the Road's history and to seek diversions from it. Cultural venues include the Zanesville Arts Center, the Ohio Historical Center, The Center of Science and Industry (COSI), the Wexner Center for the Arts and the Dayton Art Institute.

Festivals offer entertainment for the whole family and occur in many communities along the Road. They include the Drover's Festival, Jamboree in the Hills and the Ohio Pumpkin Festival, all in Belmont County, the Reynoldsburg Tomato Festival and the Eaton Pork Festival.

History-related facilities such as the Ohio Historical Society's National Road/Zane Grey Museum and the Clark County Heritage Center offer exhibits interpreting the history of the National Road. Other museums and historic sites along the byway interpret local and regional history, including Flint Ridge and Newark Earthworks also owned by the Ohio Historical Society, the John and Annie Glenn Historic Site and Exploration Center in New Concord and Carriage Hill MetroPark, a working historic farmstead near Dayton.

Communities along the eastern portion of the Road have a rich craft heritage, including art pottery, basketry and glassmaking. Museums and retail stores in Zanesville and Cambridge sell many contemporary examples of these crafts.





Recreation

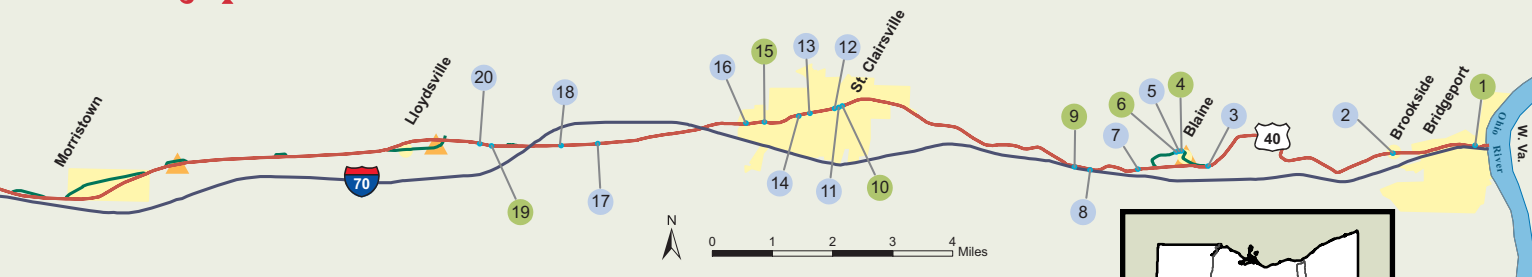
Parks and Natural Areas

A tremendous network of state and regional MetroParks, local parks and privately run facilities offer an abundance of outdoor recreational opportunities, including hiking, biking, camping, fishing, hunting and picnicking. Over 50,000 acres of state parks, forests and wildlife areas are easily accessible from the National Road. Visitors can also experience local flora and fauna in a wide variety of settings. The Columbus MetroParks and Five Rivers MetroParks in Montgomery County, offer additional opportunities to explore the area's natural beauty. Over 9000 acres of local parkland are accessible from the byway. Several regional recreational (hike and bike) trails are located in the Dayton area.

Privately-run facilities add to the selection of recreational opportunities. The facilities which lie in close proximity to the byway include The Wilds in Muskingum County, Dawes Arboretum in Licking County and Aullwood Audubon Center and Farm in Montgomery County.



Bridgeport to Morrystown



From Wheeling, West Virginia, cross the Wheeling Suspension Bridge, 1849, a National Historic Landmark. Turn right (north) onto York Street for three blocks. Then go left (west) on Zane Street one block. Follow the U.S. 40 West signs at Madison School and cross into Bridgeport. Here the National Road intersects with State Route 7, part of the Ohio River Scenic Byway, another National Scenic Byway.

Bridgeport

Bridgeport was originally a trans-shipment point for goods going down the Ohio River from Zane's Trace. Later it was a Pike town. Bridgeport's later growth and decline were dictated by the growth and subsequent decline of the railroad and mining industries. Today, a suburban strip blurs the boundaries between Bridgeport and the small communities of Wolfhurst, Brookside, Lansing and Blaine, to the west.

1 Gateway Sign ⓘ



Spanish Revival Service Station, Brookside.

Brookside

2 Spanish Revival Service Station

879 National Road

A 1930s Pennzoil Station typical of service stations along early U.S. 40.

Blaine Vicinity

3 The McGonigal Tourist Home

53789 National Road

Edward and Mary McGonigal operated a tourist home in this ca. 1900 house during the 1920s and 1930s. A curbside gas pump stood beside the stone wall. In an age before large motels, numerous cabin camps and tourist homes lined U.S. 40.

4 The Blaine Hill Viaduct ⓘ

Built in 1932–1933, the Blaine Hill Viaduct overshadows the 1828 stone bridge, which could no longer handle the increasing automobile traffic. Named the Arches of Memory bridge, it was dedicated to the memory of the World War I veterans of Belmont County. When I-70 was opened above it in 1964, major traffic flow was diverted from this bridge. The Blaine Hill Viaduct now forms the middle portion of a site encompassing three generations of transportation history.

5 Old Road Segment

A 1918 brick paved section of Road (now Pasco Drive), can be seen here. A unique mile marker identifies the entrance to Pasco Drive.

6 The Blaine Hill "S" Bridge ⓘ

At the western edge of Blaine, just before you start up the Blaine Hill Viaduct, veer to the right and drive across an old brick segment of the Road about 100 yards west to the famous Blaine Hill "S" Bridge. Constructed in 1828, it is the oldest documented standing bridge in Ohio. The Blaine Hill "S" Bridge is 385 feet in length, with three segmental arches, spanning Wheeling Creek, a tributary of the Ohio River. The bridge is straight but the approaches are curved creating an "S" plan. At a gradual



Clockwise from top:
Main Street (National Road) with freshly laid planks in Hendrysburg.
Contemporary photo of old brick segment.
Two early 1900s modes of transportation on new concrete segment of Road between Zanesville and Hebron.
Repairs to arch of Blaine Hill "S" Bridge, with Arches of Memory Bridge in background.
Blaine Hill "S" Bridge, 1920s.



Old Road Segments

The National Road and later U.S. 40 were never just one unchanging alignment or right of way. Instead it seems to have morphed over time as bridges were replaced, Main Streets were modernized, paving was updated and road building technology was improved. These changes have resulted in numerous bypassed or abandoned segments of original roadbed. This is especially true in eastern Ohio where the hilly terrain and sharp turns demanded road improvements. These Old Road segments can often be identified by their red bricks that were added to improve the Road surface for military transport during World War I.





Belmont County Courthouse, 1990s

grade of 6.3 percent from east to west, it significantly eased the arduous 500-foot climb out of the valley. Retired from highway use in 1933, it was saved from demolition in 1999 and has since been restored and was listed on the National Register of Historic Places in 2010. Tucked beneath I-70 and the Blaine Hill Viaduct, it is the anchor location in illustrating the evolution of transportation in Ohio and the nation.

In 2001, the Ohio Legislature officially designated the Blaine Hill Bridge Ohio's Bicentennial Bridge. The bridge was restored and rededicated in 2005.

7 "Big Hill"

The so-called "Big Hill" west of Blaine was one of the most dangerous stretches of the National Road and later U.S. 40. One folk account recalled over 20 curves, each with its own name.

8 Hillside Motel and Plaza Motel

Two well-maintained examples of 1950s family-owned roadside motels, each still open 24 hours a day, and each of which has flourished and survived to this day.

St. Clairsville Vicinity

9 Ebbert Farm Market ⓘ

South side of the Road at Ebbert Road (between I-70 exits 218 and 220). Dominated by an 1864 Italianate farmhouse, this site is typical of the prosperous farms that once had fruit stands along the Road. It remains a working farm.

St. Clairsville

10 National Register Historic District ⓘ ⓘ

Follow U.S. 40 to downtown St. Clairsville, the county seat of Belmont. Originally known as Newelstown, it was platted in 1803, over two decades before the arrival of the National Road. The St. Clairsville Historic District (East and West Main Streets between Butler and Sugar Streets) is listed on the National Register of Historic Places.

A walking tour brochure of the St. Clairsville Historic District is available at City Hall, located at Main Street and North Market Streets.

11 The Boroff House

191-193 East Main Street

An 1830s Federal double house at the top of "Greasy Hill," a treacherous stretch of road that turned muddy during rainy weather.

12 Benjamin Lundy House

164 East Main Street

A pre-1815 three-bay "I" house with nicely carved sandstone lintels. This was the home of Benjamin Lundy, an early abolitionist and St. Clairsville's most famous citizen.

13 Belmont County Courthouse

Constructed in 1885 in the Beaux Arts style by Columbus architect Joseph Warren Yost. Note the old jail and sheriff's residence next door and the restored mile marker indicating 63 miles to Zanesville.

14 Clarendon Hotel

Across the street from the courthouse, at 100 East Main Street is the 1889 Clarendon Hotel built on the site of an earlier National Road tavern.

15 Lighthouse Inn ⓘ

16 Old Road Segment

On the south side of the Road just west of town is a well-preserved bypassed (bricked) segment of original roadbed. The curve and steeper incline were eliminated when the Road was upgraded in the 1920s.

Continue west on U.S. 40

17 Vine Yard School

At the intersection of Belmont County Road 59, is the Vine Yard school constructed in 1867. The school building has also been used as a church and a town hall. The building now houses a business.

18 Twin Pines Motel

At the intersection of State Route 331 is the Twin Pines Motel, 46079 National Road, a rare example of an L-shaped 1940s brick "motor court."

19 Great Western Schoolhouse ⓘ ⓘ

On the north side of the Road, just west of Ohio University is the one-room Great Western Schoolhouse. This charming brick building was constructed in 1870 and was named for the proposed community of Great Western. The town, which was never built, was platted on land across from the school.

20 Brick Tavern/Lentz Tavern

On a rise next door to the school is the brick tavern known as Lentz Tavern. This large brick structure once featured a two-story porch, and a large wooden awning or “stand” for sheltering wagons. Originally, travelers could pull up in front of the inn. When the National Road was upgraded, a cut was made to level the Road, leaving the tavern standing high above. Now owned by Ohio University, the building will soon undergo restoration.

Lloydsville

A short distance west of the Brick Tavern, the old National Road diverges to the left (south) and into Lloydsville, another Pike town. Just after leaving U.S. 40, you will cross a stone bridge. Just past the bridge, on the left, watch for the old wooden posts and steel cable, a predecessor to the guard rails of today. Continue through town, turn left and return to U.S. 40, passing the Jamboree in the Hills site, a venue for one of the region’s largest country music festivals.

1 1/2 miles after Lloydsville, watch for Twp. Rd. 814, “Old U.S. 40E”, on the north side of U.S. 40, a short distance before S.R. 149. Turn right (north) and then immediately left (west), where you will travel a short, bypassed segment that runs parallel to 40. At the bottom of a small hill you’ll come to a stone bridge that crosses Barkcamp Creek. Here is also a long, concrete box culvert under the 1930s realignment of U.S. 40. Continue westward back to U.S. 40 and turn right (west).

The Legend of Lady Bend Hill

Local lore has it that in 1833 a young lady from a wealthy Wheeling family, who had been courting a younger man of lesser means from Fairview, stole away in the night from her parents’ home in a coach with a particularly energetic horse. She headed for the Guernsey County town to steal away with her lover. On the third bend from the top of this hill west of Morristown, a sudden bolt of lightning spooked the horse, forcing the coach to slide and ejecting the young lady from it, breaking her neck. Afterward, the horse ran aimlessly around for three days until it was finally corraled. It is said that even today on very stormy nights, the apparition of a headless young lady astride a spirited steed can be seen riding recklessly up and down the hill.



Above: Lady Bend Hill, National Road, 1920s.

Below: (left) U.S. 40, St. Clairsville, 2000 (right) National Road, St. Clairsville, 1920s.



Morristown to Cambridge



Just west of S.R. 149, bear right (north) onto the old National Road to Morristown.



Morristown

1 National Register Historic District



Church Street, one block north, actually pre-dates the National Road and was part of Zane's Trace. Morristown was surveyed and platted by John Zane and William Chapline in 1802. It was named for Duncan Morris, an early tavern keeper and justice of the peace. Morristown was a major stagecoach stop and prospered during the heyday of the National Road, with approximately fifty businesses, including blacksmiths, saddlers, wagon-makers, grocers and hotel operators. Morristown began to decline after 1850 when it was bypassed by the railroad. Today it remains a classic Pike town with numerous brick and frame row-houses typical of eastern cities such as Baltimore and Philadelphia. Of particular note is the Black Horse Inn, ca. 1807, located at West and Cross Street and the National Road.

A walking tour brochure of the historic district is available online at www.morristownohio.com.

2 Egypt Valley Wildlife Area



This 14,300-acre public hunting and fishing area is managed by the Ohio Department of Natural Resources. Its southern boundary lies along U.S. 40 between Morristown and the Guernsey County Line.

Leaving Morristown, follow U.S. 40 west until it dead-ends at Stillwater Creek, approximately 2.5 miles west of town. Turn left (south) onto the I-70 westbound ramp, and continue to the next exit, #202, proceeding off the interstate to S.R. 800. Turn left (south) onto S.R. 800, crossing I-70 and go just beyond the eastbound on-ramp of the interstate. Turn left (east) just past the ramp, onto Belmont County Road 102. Just a few hundred feet down this former four lane segment of U.S. 40 alignment, you can see to the north a relic brick segment of the National Road that terminates at a private residence.

Within 200 feet of this location, it is possible to view the original Road, a partially abandoned segment of U.S. 40 and I-70. Travel a little farther east on the county road and you can see how I-70 was overlaid onto U.S. 40.



Return to S.R. 800, cross I-70 and pass the on ramp, continuing to the left (west) on S.R. 800 to Township Rd. 108, turn right (north) and proceed into Hendrysburg.

Hendrysburg

Founded in 1828, Hendrysburg is the birthplace of William Boyd (Hopalong Cassidy), famous for his westerns.

Here is another good location from which to view three generations of road building, the old National Road, U.S. 40 and Interstate 70.

3 Clark House

66539 Freeport (old National Road)

An 1828 brick residence that once served as a drover's tavern and still has outbuildings and a roadside well.

4 Old Road Segment

On the north side at Kirkwood Township Road (deadends in a private drive) is a bricked old Road segment.

Left: Black Horse Inn, Morristown, 1930s. This postcard with a November 14, 1930 postmark from Morristown, had a note which began, "Dear Mother, Arrived at this pretty little inn about twelve..."

Pike Towns and the Main Street Model

Many of the Pike towns traditionally associated with the National Road's early period were actually founded in the first two decades of the nineteenth century, before the National Road was constructed or even surveyed. Some communities such as Zanesville, platted in 1797, Morristown in 1802, St. Clairsville, 1803 and Old Washington, 1805, were actually laid out along the earlier Zane's Trace. A higher percentage of Pike towns in western Ohio date their founding to the Road's construction in the 1830s. Town development along the National Road was dominated by the Main Street model, a linear plan including a principal street and one or two parallel "back streets." Main Street, the National Road, was the town's commercial and residential center, while the back streets were used by teamsters and drovers. As towns grew, churches and schools were also built along these back streets.

National Road (Fair Avenue) in Fairview, Ohio, 1990s.



A Landscape Changed

Western Belmont and eastern Guernsey counties reflect a landscape fundamentally changed by the ravages of strip mining and reclamation. The formerly steep-forested hillsides were stripped of their trees and the land re-contoured after the coal was removed. Today, these areas consist of grasslands and scrub trees and are primarily used for grazing.

Continuing west on S.R. 800, you'll ascend what is known locally as "Seven Gables Hill", named after the landmark, multi-gabled structure situated about 1 1/2 miles west of Hendrysburg where 800 bears to the right (north) and the Old National Road (County Road 40A) diverges to the left (west). Continue westward into Fairview.

GUERNSEY COUNTY

A detailed driving tour of Historic National Road sites in Guernsey County is available from the Cambridge/Guernsey County Visitors and Convention Bureau, 800-933-5480 or www.visitguernseycounty.com, and at the Fairview Post Office, open Mon.– Sat., 9:00 am – 6:00 pm.

Fairview

Off I-70 W, Exit 198. Fairview began to prosper when the National Road entered eastern Guernsey County in 1827. Evidence of this prosperity can be found along Fair Avenue, the old National Road and the

town's main street, where several large historic houses representing distinctive nineteenth century architectural styles, are located. Fairview boasted a pennyroyal distillery. Pennyroyal herb oil was valued for its medicinal uses.

5 Pennyroyal Opera House  
1830, now houses Bluegrass Concerts.

Return to I-70, turn right onto the westbound ramp, and continue west to the next ramp at exit 193, turn right (north) onto S.R. 513, then immediately left (west) onto County Road 690 (Bridgewater Rd.). You're back on the old National Road.

Middlebourne

A small Pike town and the former site of Hays Tavern, later known as Locust Lodge, built in c. 1830 by Thomas Hays. Henry Clay occasionally stayed here on his way from his home in Kentucky to Washington D.C.

6 Salt Fork S-Bridge
NATIONAL HISTORIC LANDMARK  

Veer right (north) onto County Road 6794 (Bridgewater and Blend Road) and cross Salt Fork over the S-bridge.



This is one of two “S” Bridges in Guernsey County (the other one is at U.S. 40 and Peters Creek Road, west of Cambridge). This rural setting appears much as it did in the heyday of wagon and stagecoach travel. Salt Fork S-Bridge is a good place to examine this early engineering technique of aligning a bridge to cross a stream at a structurally sound 90 degrees. (See S Stands for Bridge, page 41.) It is also one of the few spots along the way to view the National Road, U.S. 40, Zane’s Trace, and I-70, particularly from late autumn to early spring. Drive over the bridge as countless wagons, buggies and Model-T’s have done before you.

Return to County Rd 690 (west) by turning right after the bridge. Turn left (south) onto County Rd. 75, (Frankfort Road) crossing under I-70, then immediately turn right (west) onto County Road 670 (Easton Road).

7 Creighton House
16985 Easton Road at Elizabethtown
Though altered over the years, Creighton House is one of the few surviving wagon and drover-stands.

Turn right (north) onto County Home Road, crossing over I-70.

Old Washington

8 National Register Historic District
 

Turn right (east) onto Fairground Road, then left (west) onto Old National Pike into Old Washington.

Originally known as New Washington, the name was later changed after it was discovered that an Ohio town of the same name already existed. Platted in 1805 by brothers George and Henry Beymer on the old Zane’s Trace, Old Washington grew rapidly after the National Road was built over the earlier route, reaching its zenith in 1850.

9 130, 220 and 225 East Main Street
Prosperous residents built these Italianate-style houses. Near the intersection with State Route 285 are several examples of earlier Federal-style architecture.



The former Colonial Inn in Old Washington

An Old Washington walking tour brochure and Guernsey County Historic National Road brochure are available at Cochran’s Market.

Turn right (west) on U.S. 40 west

10 Deep Cut

The National Road cuts through a hill called Deep Cut, located west of the Deep Cut Tavern. Initial excavations were completed when the Road was constructed with more extensive cutting through the hill about 1940.

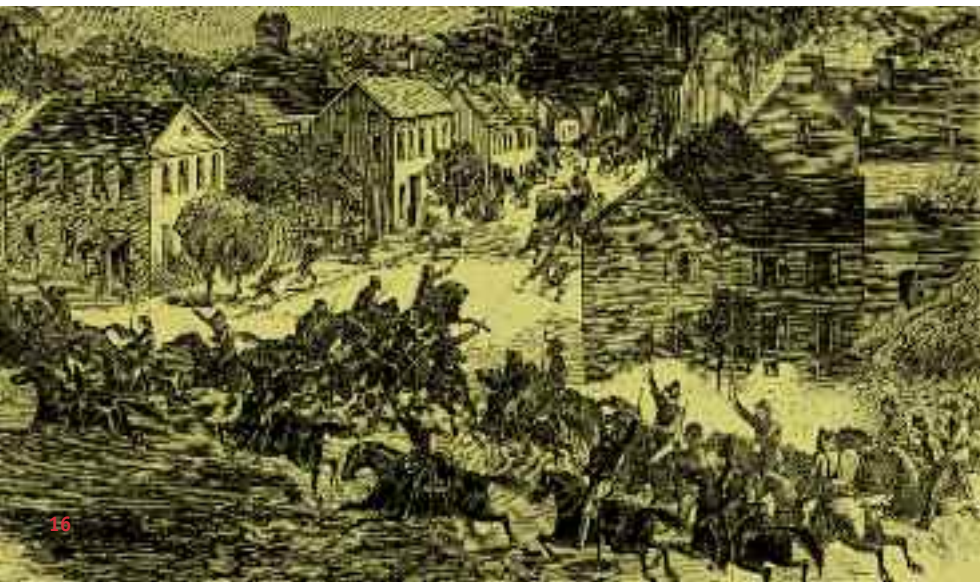
11 Old Road Segment

About 1 mile west of Old Washington on the left (south) side of U.S. 40 is Arrowhead Road. Turn left (south), then right (west) onto a relic segment of the National Road, which dead ends at a private residence.

12 Hyde Hill Tavern

13442 Wardeska Lane (U.S. 40 west across from Hidden Acres sign)

West of Old Washington and south of the Road is an old Road segment now known as Wardeska Lane. The Federal-Style house (private residence) located here is known as Hyde Hill Tavern or Shaw Tavern. It is located at a strategic point on the Road also known as Serpentine Hill. During Morgan’s Raid, General John Hunt Morgan, anticipating an attack, placed two pickets at the Tavern, resulting in the Hyde Hill skirmish, July 24, 1863.



Old Washington Invaded

During the Civil War, on July 24, 1863, John Hunt Morgan and his Confederate Cavalry, known as Morgan’s Raiders, paused here and scattered throughout the village looking for food. They stopped at The American Hotel (demolished) and while dining, were attacked by pursuing Union forces. This was the only Civil War skirmish on the National Road in Ohio. The town cemetery overlooks the village below. A Civil War Marker, “Morgan’s Raid in Old Washington,” stands near the area where three Confederate soldiers are interred. It is interesting to note that this skirmish took place during the same month and year as the Battle of Gettysburg in Pennsylvania.

13 Peacock Road

(Center Township Road 650)

Approximately four miles west of Old Washington turn left (south) opposite Sundew Road onto this 6/10 of a mile old Road segment. The Road is part of the original 1828 right-of-way and still serves as an access road for two farmsteads and the former Center Township Hall. Like other old Road segments, Peacock Road exemplifies the early National Road characteristic of following, not avoiding or eliminating, the rough, hilly terrain of eastern Ohio. Here the Road crests atop a high ridge, skirts a forest, descends a steep hill to round a sharp curve and then follows a narrow valley to ascend a hill again. The brick paving laid in 1918 (see Brick Road Segments), originally measured sixteen feet across with six inch concrete curbing on either side. Where the Road descends a hill, a concave shaped brick curb is built inside the concrete curb. An Ohio Department of Transportation engineer believes the curb was built to reduce traffic dangers due to the steep grade and sharp curve. Running parallel to the curb for three hundred feet on the south side of the Road is an early type of guardrail. First used by ODOT in 1925, it consists of cable or wire rope, wood rail and wood posts.

Return to U.S. 40 (west) and travel one-fourth mile. Turn right onto the old National Road.

Craig

Small Pike town on this curvy section of Old National Road.

14 Four Mile Hill/Serpentine Hill

This old Road segment is actually part of the earlier Zane's Trace. It was designed in a serpentine shape to lessen the incline for horses pulling heavy loads. Miners' early homes and a small pond, the result of a strip mine pit, can be seen on this stretch of Old National Road.

15 Cooks Run Stone Bridge

U.S. 40 and Cooks Run Road

Named for Captain Thomas Cook, who served in the Revolutionary War.

Continue west back onto U.S. 40. Follow U.S. 40 west into Cambridge (where it becomes Wheeling Avenue), eventually crossing over the railroad and Wills Creek.

Brick Road Segments

In 1918, the Federal government concluded that in order to win World War I, more supplies were needed overseas. After investigating various alternatives, the National Road was chosen as the best means of transporting goods overland. However, before the Road could accommodate the heavily loaded trucks it had to be improved. Using convict labor, the government paved over 75 miles of the National Road in eastern Ohio with brick, creating the longest continuous stretch of brick pavement in America. Approximately 22 relic portions of the National Road with brick pavement have been documented.



Top: A WWI U.S. Army convoy passes by on the Road. Bottom: Old Road Segment, Peacock Road, Guernsey County.



Cambridge to Zanesville



Cambridge

1 National Register Historic District



Cambridge was platted in 1806 and became the Guernsey County seat three years later. By 1834, the town was served by four daily stagecoach lines. Coal mining contributed to the growth of the county, and by the 1880s, Cambridge was a crossroads of the B&O and the Cleveland and Marietta Railroads.

2 Guernsey County Courthouse



The 1883 courthouse was designed by Columbus architect J.W. Yost who also designed the Belmont County courthouse. It is a fine example of the Second Empire style. The dominant architectural styles of the late nineteenth and early twentieth centuries are reflected in the Italianate Broom Building, 701 Wheeling Avenue, 834 Wheeling, the Richardsonian Romanesque Rech Building, 626 Wheeling, the 1904 Classical Revival Carnegie Library, 800 Steubenville Avenue and Post Office, 954 Wheeling. For decades Cambridge's major industry was glassmaking, a heritage commemorated in the Cambridge Glass Museum, 812 Jefferson Avenue and the National Museum of Cambridge Glass, 136 South 9th Street.

3 Viaduct

5th and Wheeling Avenue

The first bridge authorized by the legislature of the Northwest Territory, was built of logs at this site to span Wills Creek in 1801. A covered bridge was constructed in 1828 when the National Road was built. The covered bridge was replaced in 1925 by a viaduct which was in turn replaced in the 1960s.

A walking tour brochure of historic Cambridge is available from the Cambridge/Guernsey County Visitors & Convention Bureau, 627 Wheeling Avenue, 800-933-5480.

After crossing the viaduct turn right (west) on U.S. 40.

4 Stone bridge

After skirting the bluff that was cut through by U.S. 40, the old Road crossed Crooked Creek on a straight stone bridge.

Continue west on U.S. 40 to Fairdale Road. Turn right (north) into Fairdale.

Fairdale

A long, narrow Pike town with a short, brick-paved segment at its eastern edge.

5 Fairdale Toll House

5988 Fairdale Road

A toll house was constructed at this site as a means of financing maintenance of the Road after it was turned over to the state and ultimately to local control. The building has been altered over the years.

Turn right to return to U.S. 40 west

6 Peters Creek S-Bridge



Don't miss this 1828 stone bridge on the north side of U.S. 40 west of Cambridge at Peters Creek Road. (See S Stands for Bridge, page 41.) This bridge was restored in 2007.

7 Oliver Barnett House



2781 Best Hill Road

This old Road segment includes the c. 1870s Italianate-style home of Civil War veteran Oliver Barnett. Stone and lumber for the home were quarried and harvested from the property.

8 Devils's Dip

A mile and a half east of New Concord is an inaccessible old Road segment known as Devil's Dip because of the steep hill, curve and narrow bridge early motorists were required to negotiate.

Tolls, Toll Houses and Road Maintenance

After 1838, the Federal government no longer appropriated funds for National Road maintenance, though maintenance of the Road had actually been relegated to the states earlier in the decade. To pay for maintenance, Ohio and other states began collecting tolls. Even before construction was completed, the Road had in effect become an Ohio turnpike. Toll taking locations (toll houses) were constructed about every twenty miles along the Road and tolls were determined by the type of vehicle. According to a list of tolls from 1832, the highest tolls were for cattle and two-horse carriages. Wagons with wheels in excess of six inches in width were exempt from tolls, presumably because larger wheels were actually beneficial in compacting Road gravel. Exemptions were also made for persons traveling to and from church, funerals and places of business. Clergymen and children were also exempt. In contrast to the substantial brick and stone octagonal toll houses in Maryland and Pennsylvania, Ohio toll houses were generally frame side-gable structures with a recessed corner porch. Despite the \$1.25 million in tolls collected between 1831 and 1877, the Ohio National Road languished in a deplorable condition. Tolls remained in effect in some areas until 1910.

National Road toll house in Clark County.



9 McDonald House

U.S. 40 and Morgan Road

The William McDonald family owned this stagecoach stop and the Fountain Pump Tavern that was located west of the building across Morgan Road. McDonald was awarded a contract to build a one-mile segment of the National Road through Cambridge.

Follow U.S. 40 west to New Concord.

MUSKINGUM COUNTY

A heavily vegetated landscape encloses views along much of the Road in Muskingum County. Topographic features are typical of the un-glaciated landscape of eastern Ohio, often affording long views from ridgelines.

A brochure highlighting National Road historical and commercial sites in

Muskingum County is available from the Zanesville-Muskingum County Convention and Visitors Bureau, 800-743-2303, www.visitzanesville.com

New Concord

New Concord was platted in 1828, while the National Road was under construction, but its prosperity was quickly linked to Muskingum College, founded in 1837 by Presbyterian denominations.

10 William Rainey Harper Log House



Opposite the entrance to the College is the 1834 log house where William Rainey Harper was born in 1856. Harper went on to become the first President of the University of Chicago.

Two views of Fox Run S-Bridge, New Concord. Top: 1920s. Bottom: Restored bridge (now S-Bridge Park, 2000)
For more information on S-Bridges, see page 41.



11 Muskingum College, Paul Hall

Walk or drive a block north to Muskingum College's main entrance to see Paul Hall, the oldest surviving building on campus. This handsome Victorian Italianate building with its round arch windows and doors is quite typical of the "Old Mains" that served many private nineteenth century liberal arts colleges.

12 John and Annie Glenn Historic Site

72 West Main Street

Housed in John Glenn's boyhood home and new addition, the John and Annie Glenn Historic Site interprets the lives of the famous astronaut and his wife and relates the story of the twentieth century through the prism of their experiences during the Great Depression and on the home front during World War II. Additional programming and exhibits deal with the Cold War, the Space Race and social issues arising out of the end of the War. An exploration center is planned for the site in the future.

13 Fox Run S-Bridge (S-Bridge Park)



Just west of town on the north side of the Road is the Fox Run S-bridge. The bridge and short segment of old Road were abandoned when U.S. 40 was realigned in the 1930s. The bridge was restored in 2000 and is now part of a small park with parking, a walkway and interpretive panels. A sign

points the way to the home of Robert Spears, a stop on the Underground Railroad. (See S Stands for Bridge, page 41.)

Turn right (north) on Norwich Road / Drive continuing west to Main Street in Norwich.

Norwich

14 The First Fatal Traffic Accident

A small memorial on the north side of Norwich Road, at the eastern end of the village commemorates the first fatal traffic accident in Ohio. A westbound stagecoach rounded a sharp curve, ran into a drove of pigs and overturned on August 20, 1835, killing Christopher Baldwin, librarian of the American Antiquarian Society, Worcester, Mass. He is buried in the small cemetery at the west end of town. The event has been recognized with a new Ohio Historical Marker located in front of the Masonic Lodge.

15 Ralph Hardesty House

10045 Norwich Road

This 1832 stone dwelling is now the Old Stone House Nursery.

16 Brick Road (Old Road Segment)

Turn right onto Brick Road at the Presbyterian Cemetery to drive a well-maintained brick segment of roadway.

Turn right (west) to return to U.S. 40 west.



Top right: Original Conestoga wagon at the National Road/Zane Grey Museum at Norwich.

Bottom right: John and Annie Glenn Historic Site



A Ceramics and Glass Heritage

The Muskingum River valley has provided clay for pottery for hundreds of years. The ceramics industry developed in the nineteenth century and reached its apex in the early twentieth century. Manufacturers such as Roseville, Shawnee, Hull, McCoy and Weller were extremely popular. Today, many of these manufacturers' pieces are highly collectible. The Ohio Ceramic Center in Crooksville, located in Perry County, just beyond the Muskingum County line, contains exhibits devoted to the history of pottery in east central Ohio. Today Fiori and other pottery makers carry on this Muskingum County tradition.

The glass industry flourished in Cambridge and Newark during the early twentieth century. Several museums are located in the area, including the Cambridge Glass Museum (which displays over 5000 pieces of Cambridge Glass), the Degenhart Paperweight and Glass Museum, the National Cambridge Glass Collectors' Museum and the National Heisey Glass Museum in Newark, all of which highlight the history of the glassmakers.



Left: Aerial view of the famous Y-bridge showing the canal and confluence of the Licking and Muskingum rivers. Zanesville, 1930s.
Right: Main Street (The National Road) showing lighted arches, Muskingum County Courthouse on left, 1910.

17 National Road/Zane Grey Museum 🗺️

Don't miss this museum specifically constructed to interpret National Road history. Owned by the Ohio Historical Society, the museum features a diorama, photographs and other exhibits of life on the Road and the vehicles that traveled it. Separate but related exhibits feature the works of western writer and Zanesville native Zane Grey and the famous Zanesville art pottery industry of the early twentieth century. The gift shop is an excellent source for publications on the history of the Road and U.S. 40. Call 1-800-752-2602 for hours of operation.

18 Baker's Motel

This 1950s enlargement of an earlier motel is the midpoint on the road between Wheeling and Columbus. At one time it was the largest motel on the National Road.

Bridgeville

Just beyond (west of) Perry School on the north side of U.S. 40. Turn right (north) onto Bridgeville Road, an old Road segment, and proceed to a crossroads in the small Pike town of Bridgeville, where you will see a former National Road tavern on the southwest corner. Continue westbound to U.S. 40 and turn right (west).

Follow U.S. 40 west to Zanesville. Veer right onto Market Street following U.S. 40 signs. Turn left onto Underwood and right onto Main Street.

19 Zanesville ⓘ

Zanesville is named for Ebenezer Zane who laid out the first road (Zane's Trace) west from Wheeling, Virginia (now West Virginia), to Limestone, Kentucky (now Maysville). Zane received the choice town site on the junction of the Licking and Muskingum rivers as partial payment. Zanesville served as Ohio's capital from 1810-1812.

20 Clossman Hardware, 621-623 Main Street, and Black-Elliott Block, 525 Main Street, are typical examples of post-Civil War Italianate-style commercial buildings. Both currently serve as antique malls.

21 Muskingum County Courthouse 🏛️

Designed by H.E Meyer in the Second Empire style, the current courthouse (1874-1877) features a mansard roof with dormers and a clock tower with domed roof, topped with iron cresting and a weathervane.

22 Y-Bridge 🌉 ⓘ

Zanesville is perhaps best known for its Y-bridge. The current bridge is the fifth to span the Muskingum and Licking rivers. Originally a covered bridge spanned the rivers. Constructed in 1984, the current bridge replicates the design of the 1902 bridge that was badly damaged during the great Ohio flood of 1913. Follow directions to Putnam Park for a fine view of the bridge and downtown Zanesville.

Follow U.S. 40 west

23 Early Service Stations

1021 West Main Street
1930s Sunoco Station, box-cube style with two service bays in porcelain enamel and steel. 1508 W. Main Street, Sinclair Station, ca. 1940s



24 The Nelson T. Gant House 🗺️ ⓘ

1845 West Main Street
Nelson Gant was one of Zanesville's most prominent African American citizens. Born into slavery in 1821, Gant received his freedom in 1845 and was eventually able to buy land for a farm in Zanesville. Here he grew specialty vegetables. Local tradition claims that he often hid escaping slaves in his vegetable wagon to assist them from one safe house to another. Gant also owned a coal mine, acquired more than 300 acres and died a self-made millionaire.

Zanesville to Columbus



Just after crossing under I-70, turn right (north) at the traffic light by McDonald's Restaurant, proceed 500 feet to National Road, turn left (west).

1 John Carnahan Stone Bridge

Three miles west on Township Road 420 north (old National Road), is a stone bridge built by John Carnahan in 1830. The bridge is a typical twelve-foot span with a single segmental arch and projecting keystone. However, along the National Road in Ohio, it is unique in having a stone engraved with the builder's name and date.

Turn right (west) onto U.S. 40.

2 Timber Run Grange

3 Headley Inn, Smith House "Cliff Rock House" ca. 1833-35

5345 Old National Road

The Headley Inn was operated by Uzal and Elisabeth Headley. It is one of the more substantial inns along the Ohio National Road. The Smith House, located just east of the Headley Inn, was operated by the Smith family as a drover's inn. Exterior walls are massive sandstone blocks, eighteen inches thick, that were quarried from an adjacent cliff. A date stone with the owner and builder's names marks the east wall. Note the "A. Smith" roof tile on the summer kitchen and the nearby barn. Once located next to the house, it was moved when the road was widened. When the National Road declined during the latter half of the 19th century, the Headley Inn was used as a sheep-shearing barn. Auto traffic brought its

revival as a tearoom in 1922. Today both inns are privately owned.

Just beyond (west) of the Headley Inn, turn right (north) onto an old Road segment aptly named Old National Road. Here, U.S. 40 lies to the south, on lower ground.

4 Nitey-Nite Motel and Sycamore Motel

These were early predecessors of the large chain establishments, and are located on U.S. 40, just south of the National Road. Just west of this location, adjoined barns, which are situated between the old Road and U.S. Rt. 40, display a classic Mail Pouch sign (see photo, page 46).

Continue west until road ends. Return to U.S. 40 and go 6/10 of a mile.

Smith House "Cliff Rock House", an early tavern located between Zanesville and Mount Sterling.



5 Spring Box

Built into the hillside, and located on the north side of the Road, just east of 7275 Old National Road, this stone object captured spring water for thirsty travelers along the National Road.

6 Reciprocity Bridge

This 1830 stone bridge was named Reciprocity (tit for tat) for a Congressional inspection committee comprised of representatives from Indiana and Ohio, who cut a deal about the Road as they were riding toward this bridge.

Turn right (north) onto an old Road segment known as County Road 415, and continue west to Mount Sterling. The four-lane U.S. 40 lies to the south.

Mount Sterling

Mount Sterling is a small Pike town that was built on two hills separated by a hollow. In 1836, Henry Clay and other congressmen were in a stagecoach that overturned at the bottom of the East Hill. The location of the accident was still remembered in the 1940s by the name, "Congress Hollow."

7 Tavener-Sears Tavern

Former National Road tavern located near where Flint Ridge Road intersects with the old Road in Mount Sterling, now a private residence.

Continue westbound through Mount Sterling to the small settlement of Hopewell, where you'll intersect with U.S. 40. Turn right (west).

LICKING COUNTY

Turn right onto County Road 1, Main Street (old National Road) west through Gratiot.

Gratiot

This Pike town was named for Brig. Gen. Charles Gratiot, Army Corps of Engineers, an early Road administrator.

8 Stone Bridge

Just west of Gratiot, is an excellent stone arch bridge that spans Valley Run.

Continue west on County Road 26, then turn right (west) onto U.S. 40.

Brownsville Vicinity

According to the 1875 Licking County Atlas, Brownsville was originally platted with a town square. Later, a realignment of the Road led to the removal of the square. On the north side of the Road, just past the south intersection of Ohio Route 668, stood a ca. 1826 brick tavern, known variously as the National Hotel, the Old Coach Inn and the Balthis Inn. It served travelers in the first part of the 20th century as a hotel. Farther west in town, an old grist mill sits on the north side of the Road in Berry Run Valley.

9 Eagle's Nest Monument ⓘ

On the north side of the Road, about a mile west of Brownsville, is the Eagle's Nest Monument, a large granite rock with an inscription commemorating the concrete paving of the National Road from Zanesville to Hebron, from 1914 to 1916. The inscription on the rock reads:

**Old National Road
Built 1825. Rebuilt 1914
Through the efforts of James M. Cox
Governor of Ohio**

Also chiseled in the granite are renderings of a Conestoga wagon and an early automobile, as well as the distances to Columbus (32 miles) and Cumberland, Maryland (220 miles).

The 2nd Frontier (across from Eagle's Nest Monument)

Thousands of people flocked to two farms owned by the Rodman and Latham families, just west of Eagle's Nest, on Open Woods Road, a bypassed segment of the Road, on October 2, 1947, to witness an event called "The 2nd Frontier." Those present saw a new and innovative approach to soil conservation on rolling fields termed "contour farming." Not only was this important agricultural demonstration covered by print media from all over the world, it was also broadcast by a number of radio stations, including the giant Cincinnati WLW, a part of Crosley Broadcasting, with its new media, television, present in a fully-equipped broadcast bus. The experimental station, W8XCT, also provided a groundbreaking event of its own – the first television broadcast in this part of Ohio.

10 Licking County Pike Towns

Gratiot, Brownsville, Linnville, Amsterdam, Jacksontown, Hebron, Luray, Kirkersville, Etna and Wagram all retain their National Road "Main Streets", with a variety of nineteenth and early twentieth century buildings.

Proceed west to stop sign, turn left (west) onto U.S. 40, and continue westward a short distance to Fairmount Road (Licking Township Road 323) and turn right (north).

11 Indian Mound ⓘ

A few hundred feet ahead on the right is the Fairmount Presbyterian Church built in 1883. The congregation dates to 1833, about the time the Road was built through this area. The church's cemetery is home to a Hopewell Culture Indian mound.

12 Terminal Moraine

This area is the terminal moraine of the Wisconsin Glacier and a good point from which to view the manner in which the National Road followed the topography while U.S. 40 cut and filled its way directly across the land.

Amsterdam Vicinity

A little more than a mile west of mile marker 223 is Cinder Tipple Road. Turn right (north) and then left (west) onto an original concrete segment of the old Road.

A Ribbon of Concrete

Several cement remnants of the Road located in Muskingum and Licking counties were part of a federally subsidized experiment, from 1913-1916, to test a variety of road materials under different kinds of weather and soil conditions. The paved segment of Road stretched from Zanesville to the south fork of the Licking River near Hebron. Though local brick manufacturers preferred that the paving be done with their product, the lower cost cement eventually won out. The finished smooth strip of concrete proved irresistible to motorists who soon took to joy-riding in ever larger numbers. As might have been predicted, the new Road also encouraged higher speeds, which soon led to a highway casualty near Zanesville. To celebrate the completion of the new Road, the Zanesville Chamber of Commerce sponsored a "trade excursion" from Zanesville to Jacksontown. In November, 1916 a fleet of "autoists" with their "machines" gaily decorated with bunting and streamers made the trip.



Caravan on new concrete Road west of Zanesville, November, 1916.



National Road bridge over Ohio & Erie Canal at Hebron, 1910.

Where the Water Meets the Road

The Ohio & Erie Canal and the Road

In a remarkable coincidence of Ohio history, groundbreaking for two of Ohio's greatest construction projects occurred on the same day: July 4, 1825. Groundbreaking for the National Road occurred in St. Clairsville, opposite the old courthouse, while the Ohio and Erie Canal commenced construction at Licking Summit (now Heath), just north of Hebron. The Road and the Canal intersected at Hebron. Few communities in the nation could claim such easy access to two such important corridors of travel and commerce. Ironically, the Road and the Canal also suffered a similar fate. Already overshadowed by the railroad as a faster and more efficient mode of travel even before they were finished, their decline also paralleled each other. Today the similarities continue. Both the National Road and the Ohio & Erie Canal have received national recognition and are undergoing a revival as heritage tourism destinations for a new generation of travelers.

Continue west back to U.S. 40, turn right (west), then almost immediately left (south) at Twp. Rd. 817 onto another concrete old Road segment.

Here you will see a stone bridge spanning a deep ravine. The bridge has one surviving principal corner stone on its south side wall. It is the only one of its kind found on the surviving bridges between Bridgeport and Columbus.

13 Presbyterian Church ⓘ

Jackstown

Known by locals as “Jacktown,” this Pike town once had a stagecoach inn on the northwest corner that served National Road travelers. The inn had a dining room, bar, billiard hall, barbershop and thirteen sleeping rooms. The Clark family purchased the inn in 1918 and it was operated as Clark's Hotel. On Labor Day, 1954, the old landmark burned to the ground, and the family built a new restaurant known as Clark's Restaurant. This business is now closed.

14 National Road Railroad Station

On the north side of the Road at Lancers Road stands the National Road station, a stop on the Newark, Somerset & Straitsville Railroad (later, the Baltimore & Ohio RR), that served as a connection point between the Road and Newark to the north, and to Buckeye Lake and points south. A few feet up the Road on the north side are the buildings of the former National Trail Restaurant and Tourist Court.

Hebron

15 Hebron Mill and Canal ⓘ

(See sidebar at left)

The location at which the Ohio & Erie Canal and the National Road intersects in Hebron, the intersection of Basin Street and Main Street, clearly shows the angle at which the canal and the Road met. Hebron marks this significant spot with a monument just west of Main and Basin streets, near the landmark 19th century Hebron Mill.

Right: Looking east on Main Street in Hebron shows the muddy, rutted roadway, interurban tracks and Hebron Mill in the distance, 1910.

16 Hebron ⓘ

Throughout the nineteenth and early twentieth centuries Hebron continued to be a center of transportation. The Toledo and Ohio Central Railroad (T&OC, later known as the New York Central Railroad) crossed the Road just west of the intersection of High and Main Streets. The town was also served by the interurban out of Columbus in the early 1900s.

Luray

On Tuesday, November 10, 1936, many eyes from around the country were on the Alva Oyler farm at the southwest corner of the National Road and Ohio Rt. 37, as the National and State Corn Husking Contests were held here. A nationwide radio broadcast told of the contests to listeners around the country. The Columbus Dispatch and many other daily newspapers covered the event which, they reported, attracted a crowd estimated at between 135,000 and 160,000 people. An Iowa farmer won, husking 21.04 bushels in 80 minutes. Today, manual corn husking is almost unheard of in this country.

Kirkersville

17 Interurbans ⓘ

(See sidebar page 26)

Founded in 1815 by Thomas Kirker, Governor of Ohio, 1807-1808, and incorporated as a village in 1911, this Pike town

once had several taverns. President John Quincy Adams dined at Neiswander's Tavern, in 1843, fourteen years after he left the White House. A major fire in March, 1905 destroyed all but one of the buildings on the north side of the National Road between Third and Fourth Streets. Some of the buildings that replaced those destroyed in the fire were built with second floors that extend over the sidewalk and storefronts, creating an arcaded sidewalk. Two original interurban depots are located at 172 and 175 E. Main Street.

18 Shamrock Motel

Just west of Kirkersville on the south side of U.S. 40 is the 1930s Shamrock Motel with its unusual brick tudor design. The frame restaurant was designed to look like the national Howard Johnson's chain of the time, right down to the roof color and design with its two dormers and cupola, and the sign shape and lettering out front.

Just beyond Smoke Road (Etna Twp. Rd. 152), turn left (south) onto Pike Street (Licking County Road 1) and proceed westward into the Pike town of Etna.

Etna

On the northeast corner of the old Road and Ohio Rt. 310 is a park that was originally set aside when the town was platted in the early 1800s as a site for the future Licking County courthouse. However,

Newark got the courthouse and Etna got the National Road and a nice park. The second building on the left after crossing Ohio Rt. 310, just past the old brick church, was the Etna interurban depot from 1902-1929.

Continue west on Pike Street to stop sign. Turn left (west) and continue through the small Pike town of Wagram to Reynoldsburg.

FRANKLIN COUNTY

A brochure of National Road sites in Columbus is available at the City of Columbus Department of Development, Historic Preservation Office, 614-645-8620.

Follow U.S. 40 west through Reynoldsburg and Bexley.

Reynoldsburg

Reynoldsburg was platted in 1831 by John D. French, who hoped to prosper from National Road traffic. His five-bay, Federal-style house is located at 7304 Main Street. The town is named for James Reynolds, an early settler whose store mail was addressed to 'Reynolds Burg'. Reynoldsburg recently completed a streetscape reconstruction.

From Reynoldsburg to near downtown Columbus, much of the original National Road landscape has been replaced by commercial strip development typical of the late 20th century American roadside.



Whitehall

The village of Whitehall was incorporated in 1947. The name “Whitehall” is derived from Robert Brotherton of White Hall, England, who owned the land in the early 1800s. By the late 1800s a small farm community had adopted the name and in 1910, Samuel Doney platted a town known during the interurban era as “Doneys,” and today referred to as “Old Whitehall.” While it is not located on the Road, the Town & Country shopping center, built in 1947, is acknowledged as the nation’s first regional shopping center designed in the conventional strip configuration, with total off-street parking. Watch for numerous 1950s and 1960s motels along this section of the Road. Built prior to the construction of Interstate 70, many, such as the Colonial, the Capital, the Columbus Motor Lodge, the Casa Villa and the Brookside still operate as motels while others now function as apartments.

How West Broad Street became Part of the National Road

The National Road originally entered the city of Columbus on Friend Street (now Main Street). Because there was no bridge across the Scioto River at Friend and High Streets, the Road jogged four blocks north

to Broad Street, where the son of Lucas Sullivant, the original white settler of the pre-Columbus settlement of Franklinton, had built a bridge several years earlier. The superintendent in charge of the National Road’s construction paid Sullivant \$10,000 for the bridge and the Road continued its trek west. The jog from Main Street to Broad Street was later moved east to Drexel Avenue in Bexley. You may take either route, *or backtrack and take both.*

Turn right (north) on Drexel Avenue to Broad Street. Turn left (west) on Broad Street and follow it into downtown Columbus. From this point westward, Broad Street is U.S. 40.

Main Street Route

19 Engine House No. 11 (1898) ⓘ

100 East Main Street

Typical of late 19th century fire stations, Engine House 11 symbolizes the growth patterns spawned by the National Road which made E. Main Street the commercial corridor around which residential neighborhoods developed.

20 Ohio State Arsenal 🏛️

139 West Main Street

Constructed in 1861 at a cost of \$14,000, this building was designed specifically for the storage of arms. It originally housed the

Where the Rails Meet the Road


On December 28, 1889, the Newark and Granville Street Railway, the first electric interurban line in the United States, began operating in Licking County. A year earlier, inventor Frank J. Sprague had proved that horse-powered streetcars could be converted to electric motor propulsion with electricity drawn from overhead wires. Sometimes called trolleys, the lines soon stretched from downtowns into the suburbs and from rural railroad stations into the countryside. By 1916, over 1000 firms owned more than 60,000 miles of track nationwide. Lines quickly expanded along the National Road. In 1900-01, the Columbus, Buckeye Lake and Newark built a line from Columbus to Zanesville via Newark, rather than along the National Road as had been proposed, due to the exorbitant prices sought by property owners along the Road for the right-of-way. After several mergers, a successor line known as the Ohio Electric continued to expand service. Other companies built lines that ran through Belmont County, through Bridgeport, Blaine and St. Clairsville and west from Columbus into Madison and Clark counties, and through Springfield where connections could be made for nearly any destination. As electric service was expanded to serve the rail system, inexpensive power became available to residents and businesses along the routes. Despite the convenience interurban systems offered city dwellers and rural residents, gasoline-powered buses and automobiles quickly spelled the end of this remarkable transportation network. The last cars rumbled along the rails beside the National Road in the 1920s.

Looking east on Main Street in Kirkersville, note the interurban car and beyond, the double covered bridge crossing the feeder canal, 1909.





public arms of the State of Ohio. In 1978 the building became the Columbus Cultural Arts Center, saving and transforming this important historical building.

21 Columbus Health Department (formerly Ohio Asylum for the Blind) 
 240 Parsons Avenue at Main Street

The former Ohio Asylum for the Blind was constructed in the Second Empire style between 1869 and 1874. It was “one of several State institutions of great size and grandeur constructed almost simultaneously and was part of Governor Rutherford B. Hayes’ vast capital building program after the Civil War.” At this time Ohio was a leader in the establishment of State institutions for the handicapped. As built, this institution formed a large “U” and fronted Main Street (the National Road). It originally included a five-story central tower. Though minus the tower, the huge main block of the building survives. Today the building houses the Columbus Health Department.



Bexley

In 1898 this area was the assembly site for 8000 Ohio volunteers headed for Cuba during the Spanish American War. Known as Camp Bushnell, for then Governor Asa Bushnell, the site was disbanded following the war. Sewer and water lines, extending from the camp to Columbus, stimulated

Clockwise from top: Ohio State Arsenal, present day Columbus Health Department, Engine House No. 11 from Main Street.



Above: This view, drawn by Henry Howe in 1846, is looking south on High Street. On the right is the old Neil House and on the left is the old Ohio State Capitol. Left: Ohio Statehouse. Bottom left: 1940s service station.



real estate development. The city of Bexley incorporated as a village in 1908 and a city in 1932. Bexley's residential architecture reflects the affluence of this early 20th century community.

Columbus

When Ohio became a state in 1803, Chillicothe served as the first capital, until political disputes temporarily shifted the seat of government to Zanesville in 1810-1812. Legislators finally agreed to place the permanent capital near the geographical center of the state and close to a navigable river. At first, few people occupied the east side of the river, choosing instead to live in nearby Franklinton. By 1812, the first streets had been laid out and 300 people occupied the city one year later. A new statehouse was completed, and the General Assembly held their first meeting there in 1816.

22 1900 East Broad Street ⓘ

After passing beneath the 1930s Norfolk and Western railroad overpass, look for the Franklin Park Conservatory on your left and its neighboring Victorian-era residences. Then on your right, you'll see Columbus East High School, an architectural gem then and now. During the 19th

and early 20th centuries, East Broad Street was home to many of the city's affluent residents. Several of the numerous mansions which once lined the street remain, including the old Governor's Mansion at the northeast corner of Governors Place and East Broad Street. (See #24)

23 Franklin Park Conservatory



1777 East Broad Street




Located on the south side of Broad Street is a site of about 100 acres that was used as the Franklin County Fairgrounds from 1886 to 1894. The Conservatory includes a building of glass, stone and steel that once graced the 1893 Columbian Exhibition. It was disassembled, transported from Chicago to Columbus, and erected here in 1895. Today, the Conservatory is home to over 250 flowers, trees and shrubs native to tropical and desert countries.

24 Old Governor's Mansion ⓘ ⓘ

1234 East Broad Street

Well-known Columbus architect Frank Packard designed what was to become Ohio's first State-owned governor's residence. The home occupies a six acre site on the north side of Broad Street. The first governor's family to occupy the mansion, in December, 1920, was Governor James M.

Cox and his wife. The last gubernatorial resident was C. William O'Neill in 1957, just prior to his moving to a new home for Ohio's chief executives on Parkview Avenue in Bexley.




25 Ohio Statehouse/Ohio State Capital
NATIONAL HISTORIC LANDMARK   

Constructed between 1839 and 1861, the Ohio Statehouse is considered one of the finest examples of Greek Revival Style architecture in the United States. Henry Walters won the competition to design the building. The third prize was awarded to landscape painter Thomas Cole (*The Architects Dream*, 1840). Alexander Jackson Davis was then hired as a consultant. The result is a building that is at the same time, bold, massive, austere and masculine, one of the most forceful and unadulterated among the Greek State capitals, or "temples of democracy" as they are sometimes called. The building underwent a \$112 million dollar restoration in the late 1990s.


26 Great Southern Hotel and Theater
  

296 South High Street and 21 East Main Street (the original National Road)
Now a Westin Hotel, the Great Southern and the adjacent Southern Theater were

constructed from 1894-97. They are Columbus' only remaining 19th century hotel and theater and continue to provide lodging and entertainment just as they did in the earliest days of the automobile.

27 AIU Citadel (LeVeque Tower)
  

50 West Broad Street
Back on U.S. 40, one block west of High Street on the right is the 55-story AIU Citadel (LeVeque Tower). Constructed beginning in 1927, it was the first skyscraper in Columbus. Designed by architect C. Howard Crane of Detroit, and built for the American Insurance Union (AIU), the building has seen a succession of owners. During the Depression, the AIU filed for bankruptcy, prompting some local wags to refer to the tower as the "IOU" building. The Keith Albee Theater, with seating for 4000 patrons, was located in an east wing of the building at 34 West Broad Street. Today it's known as the Palace Theater and is a venue for numerous presentations, both live and filmed.

28 Ohio State Office Building 

65 South Front Street (southwest corner of West Broad Street and South Front Street)
In an attempt to consolidate the locations of various State offices spread around downtown



Right: LeVeque Tower.

Bottom left: Great Southern Hotel and Theater. Bottom right: The Franklin Park Conservatory



Columbus, the Ohio legislature enacted legislation in 1929 authorizing this building. Designed by Cincinnati architect Harry Hake, in the then-popular Art Deco style, the building was constructed during the terms of Ohio Governors Myers Y. Cooper (1929-1931) and George White (1931-1935). Over the years, it has housed numerous State departments. Made of Georgia marble, the 14 story building underwent an extensive restoration in the early 2000s and is now home to the Ohio Supreme Court. Of particular interest are the panel murals reflecting the talent and various techniques of artists during the 1930s, two reflecting pools and the landscaped setting.

On your right just before crossing the Broad Street Bridge is the Columbus City Hall (90 West Broad Street) and behind it, the Federal Courthouse (85 Marconi Boulevard).

Franklinton

As you cross the Broad Street Bridge over the Scioto River you enter the neighborhood of Franklinton. Franklinton is actually older than Columbus, having been founded in 1797 by Lucas Sullivant. When Ohio became a state in 1803, the county of Franklin was formed and Franklinton was named the county seat. Because of its location near the confluence of the Olentangy and Scioto rivers in the Scioto flood plain, Franklinton was devastated by the flood of 1913, with nearly 100 lives lost and over 1,000 homes destroyed. Today Franklinton is one of many Columbus neighborhoods. A flood wall was finally constructed beginning in 1993 and finished in 2004, a joint effort of the city of Columbus and the U.S. Army Corp of Engineers.

29 Central High School (COSI)



333 West Broad Street

Situated on a prime site of 17.87 acres, Central High School incorporates several outstanding architectural features, including a monumental columned entrance facing the Scioto River, sunken courtyards and classical detailing throughout. Designed by the prominent St. Louis architect William

B. Ittner, a major figure in innovative school building design during the early decades of the 20th century, and built in 1924, Central was the descendant of the original public “High School of Columbus”. After closing and being sold to the City of Columbus in 1982, it was the site of a Chinese art exhibit, the “Son of Heaven”. With the construction of a major addition, it is now the home of the Center of Science and Industry (COSI). Located across the road is Veterans Memorial Auditorium (300 West Broad Street).

30 Toledo and Ohio Central (T&OC) Railroad Station



379 West Broad Street

Columbus’ only remaining railroad station, built in 1895 with a pagoda style tower, the T&OC station is one of Central Ohio’s greatest architectural oddities. The station was used until 1930, when the then-New York Central transferred its functions to Columbus’ Union Station. The station was restored in 2006.

31 Oberdoer House, aka “Harrison House” 1807



570 West Broad Street at Gift Street

This modest three-bay Federal-style house was built by Jacob Oberdoer and was used by General William Henry Harrison in the winter of 1813-14, as his headquarters during the War of 1812. It is now the office of the Franklin County Genealogical Society and is open during their business hours. Behind the Oberdoer House is the relocated house Lucas Sullivant used as his Franklinton land office.

The Hilltop

West of the U.S. 40 intersection with I-70, the Road begins a climb to the neighborhood known as The Hilltop. On the north side of the Road at the top of the hill are the large modern buildings that house the Ohio Highway Patrol and the Ohio Department of Transportation. This is the former site of the Columbus Lunatic Asylum, later the Columbus Psychiatric Hospital. Today’s Hilltop is a largely residential area with commercial establishments fronting on U.S. 40.

32 Engine House No. 10



Turn left (south) on Hague Avenue and then right (west) on Sullivant Avenue.

33 Camp Chase, Confederate Cemetery



Here you can view the walled Camp Chase cemetery with its rows of white military tombstones of Confederate prisoners who died at this former 165-acre Civil War Camp. The cemetery is open to the public. Parking is limited on adjacent side streets. Retrace your route and turn west on Broad Street, imagining the many regiments of Ohio troops, which mustered in and trained at Camp Chase (see sidebar at right) and then marched east along the National Road to the Columbus station to board trains that would transport them to battlefields in the south. The West Gate Masonic Lodge at 2925 West Broad, marks the approximate location of the camp’s main gate. An historic marker east of Binns Boulevard, gives a brief history. The lodge and historic marker are located on the south side of the Road.

34 2464 and 2570 West Broad Street

Located on the north side of the street at 2464 West Broad at Eldora Avenue and 2570 West Broad at Burgess Avenue, these ca. 1940s service stations are two of several surviving U.S. 40 stations.

35 40 Motel

You probably can’t miss the famous 40 Motel neon sign with its large arrow pointing to this 1950s U.S. 40 motel.



40 Motel sign, U.S. 40, Columbus.



Top left: Camp Chase, showing the barracks occupied by the 88th Ohio Infantry for most of the war. The view is looking northeast from Headquarters Avenue. Top right: Prison No. 3, viewed from the south wall, ca. 1864-65. Middle: map of Camp Chase. Bottom: Camp Chase Headquarters and the base of the 150-foot flagpole. Partially in view at left is the J.N. Marple boarding house.

Camp Chase, Confederate Cemetery

Camp Chase, established to replace Camp Jackson, was located along the National Road in May, 1861 to facilitate the movement of Union recruits for training. In June, 1861, it was occupied by 5 U.S. regiments and named Camp Chase in honor of Salmon P. Chase, ex-governor of Ohio and Secretary of the Treasury in President Lincoln's cabinet. It is estimated that over 150,000 Union troops passed through the gates of Camp Chase. Four future U.S. Presidents were stationed at Camp Chase: Andrew Johnson, Rutherford B. Hayes, James A. Garfield, and William McKinley.

As early as July of 1861, Camp Chase erected a small "make-do" prison to handle the influx of political prisoners or disloyal citizens that were being captured, questioned, and in most cases, released.

The prison was enlarged to accommodate Confederate prisoners of war in the fall of 1861. By March, 1862, Camp Chase contained three separate prisons holding over 1,200 prisoners, mostly officers captured at Fort Henry and Fort Donaldson in Tennessee. The population increased during the war and by February, 1865, had grown to 9,045 prisoners.

Blue & Gray Magazine editor, David Roth, has determined that the main gate of Camp Chase was located next to the West Gate Masonic Lodge on West Broad Street, (U.S. 40) The National Road. Roth's research has identified the location of the camp although now a residential subdivision (Westgate). The camp location can be overlaid for future walking tours.

Camp Chase Cemetery is the largest Confederate cemetery outside the south. There are over 2,100 Confederate Civil War soldiers buried in the cemetery. Camp Chase Cemetery is located approximately 1/3 mile south of the former Camp Chase prison, at 2900 Sullivant Avenue. The cemetery is open to the public.

During the Civil War, the ground for Camp Chase was leased and was returned to civilian ownership following the war. On February 25, 1879, the Federal Government (45th Congress) purchased the 2.5 acre cemetery ground.

The first memorial service was held June, 1895, and continues every year on Confederate Memorial Day, June 4th. Each year, representatives from the southern states attend and read commendation letters from their states' Governors.



Columbus to Springfield



New Rome

The village of Rome, later “New Rome,” was laid out the same year as Alton, with 32 lots on the north and south sides of the National Road. The village was incorporated in 1941 and unincorporated in 2004. Most of the remaining homes have been converted to businesses and little remains of its nineteenth century character.

Alton

Just west of the Columbus city limits is the village of Alton. Alton was laid out by Thomas Graham in 1836, following the construction of the National Road.

1 B&B Lodge

9420 West National Road

The seven remaining cottages of this post World War II motor court are typical of the early row courts that ran perpendicular to the highway.

2 Concrete Arch Bridge

The Road crosses Big Darby Creek on a concrete arch bridge ca. 1940.

Madison County

West Jefferson

Originally established as New Hampton, West Jefferson was platted in 1822. The old

1950s postcard of Fettrow Village and cloverleaf.

State Road ran through the community and served as the stage route across the county. When the National Road was constructed through the town, village dwellings and businesses literally moved to the new highway, in effect creating a new town, which was replatted as Jefferson in 1831.

3 U.S. Routes 40 and 42 Interchange

When this pre-interstate, major intersection was upgraded in the 1930s, a new technique was employed utilizing an early interchange configuration. The cloverleaf and ramps had a primitive similarity to today's interchanges. Another relic of that bygone era, Fettrow

Village, sits in lonely repose just northeast of the interchange.

Lafayette

Lafayette was laid out by William Minter in 1837, the same year the National Road was completed through the county. This Pike town is near the intersection of the Road and U.S. 42.

4 Red Brick Tavern

1700 Cumberland Road

Lafayette is the home of the famous Red Brick Tavern listed on the National Register of Historic Places. The Tavern has hosted





such famous people as Henry Clay and U.S. Presidents John Quincy Adams, Martin Van Buren, William Henry Harrison, John Tyler, Zachary Taylor and Warren G. Harding. A barn, now demolished, at the rear of the tavern was used to house the horses for the mail relay riders who delivered mail for a short time.

On the north side of the Road, just east of State Route 38, is the Molly Caren Center, site of The Ohio State University Extension Service's annual Farm Science Review, a massive exhibition of the latest agricultural science and technology.

Follow U.S. 40 (west) to Summerford. Turn right (west) onto the old National Road through Summerford, then right to return to U.S. 40 (west).

Red Brick Tavern, Lafayette.

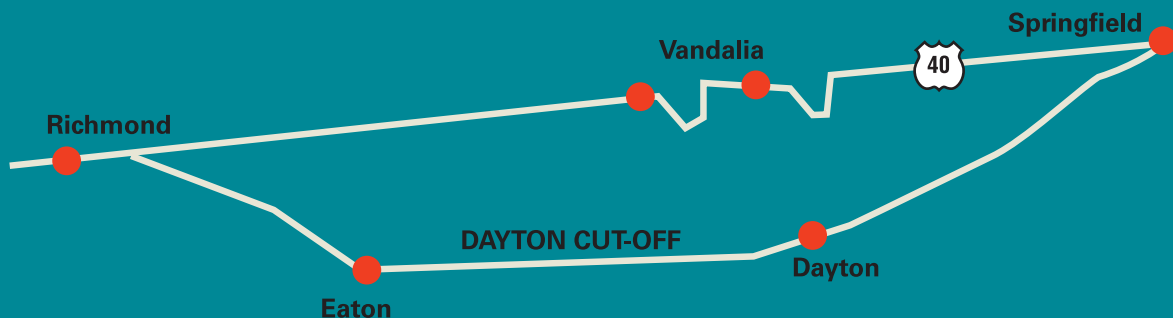
Squabbling about the Route

The legislation authorizing the construction of the National Road mandated a strict east-west route through the capitals of Ohio, Indiana and Illinois. However, this did not stop local town boosters from advocating alterations to the route if their communities were being bypassed. Between 1825 and 1833, residents of Newark and Granville objected to the route from Zanesville to Columbus. An existing stage route which followed Sullivan's Trace (now Ohio Rt. 16) already existed, they argued, but Columbus business leaders ultimately prevailed and the Road followed Friend Street (later Main Street) to High Street, where a growing number of businesses had sprung up.

THE COUNTERFEIT PIKE - The argument over the route in Licking County was mild in comparison to the objections raised by Dayton and Eaton boosters when these two southwestern Ohio communities were bypassed by the straighter route through Springfield. The two communities managed to halt construction for ten years, by advocating for a short diversion south and west before rejoining the National Road near Richmond, Indiana.

Though they recruited state legislators to present their case to Washington, President Andrew Jackson decided against the alternate route. Undaunted, Dayton boosters decided to construct a copycat turnpike known locally as the "Dayton cutoff," (Rt. 4, Lower Valley Pike, U.S. 35). Contracts were let in 1838 and a replica road was constructed including a similar roadbed, bridges, toll gates, stone culverts and even milestones showing the distance from Cumberland, Maryland. The Dayton Cutoff was often mistaken for the National Road and was so effective in steering travelers south that a 1925 Ohio transportation survey noted that the National Road from Brandt to the Indiana border remained largely unimproved and served primarily local traffic.

THE MISSING ROADSCAPE - Because the Dayton Cutoff was so successful in rerouting traffic from the National Road, many of the nineteenth century inns, taverns, milestones and other resources associated with the nineteenth century travel are absent from Springfield to the state line.





Accommodating the Nineteenth Century Traveler

During the early nineteenth century, inns and taverns were constructed approximately every ten miles along the Road because this was the distance a wagon or stagecoach could expect to travel in a day. These early predecessors to the twentieth century cabin camp, motor court and later, the motel, offered some respite from the rigors of interstate travel. Inns and taverns also offered social experiences for those who wished to take part. Though some ate their evening meal and retired for the night, others lingered around the fire telling stories, exchanging experiences of the Road, singing, dancing and discussing the important issues of the day.

Inns were often located at the crest of hills in outlying areas and were among the most prominent buildings on the Main Street (the National Road) of many Pike towns. Drover's inns and services were generally located on side streets parallel to the National Road or on the outskirts of town where they could accommodate pens for livestock being driven to market. Drover's inns were generally simpler frame structures. The sleepy nature of many National Road towns today makes it difficult to realize the proliferation of services available during the nineteenth century heyday of the Road. An 1831 state gazetteer listed the tiny town of Etna in Licking County with 3 taverns, 6 stores and 34 dwellings. West Jefferson in Madison County was home to 5 taverns and 6 stores.

Summerford

Summerford was laid out about 1836 by Joseph Chrisman, who also owned the first tavern and store.

Clark County

Brighton

U.S. 40 continues as a four-lane divided highway at Brighton with a wide median that actually encompasses a large part of the town. On the south side of the westbound road, at 12971, is the old Brighton Powerhouse, now a private home. Built in 1902, it provided electric power for the Columbus, London and Springfield interurban railroad that paralleled the National Road.

Bear right (north) onto the old route through South Vienna.

South Vienna

John H. Dynes founded the village in 1833, naming it Vienna, after Vienna, Austria. It was later changed to South Vienna, because there was already a Vienna in Trumbull County. Today South Vienna is the center of a tight-knit farming community. South Vienna celebrates its agricultural heritage each September with a Corn Festival.

Top: Headley Inn, Old National Road, near Zanesville, Ohio, built ca. 1833. Bottom: (left) Buena Vista Tavern, built ca. 1836. (right) Street scene of the Road in South Vienna with Corn Festival logo painted on the street, 1990s.



5 First Ohio Traffic Signal by Permit

The intersection of State Route 54 and U.S. 40 is the site of the first traffic signal for which a permit was issued in the state of Ohio.

6 Buena Vista Tavern ⓘ

8518 Old National Road

Also known as the Old Weaver Place, the Buena Vista Tavern was constructed in 1836 and operated as an inn from 1849 to 1856. During the early twentieth century, a cabin camp located at the rear of the old inn, offered motorists lodging. Several cabins remain. Today the former inn houses Johnson's Lamp Shop.

Follow U.S. 40 (west) into Springfield

Harmony

Another of the smaller Pike towns along the Road that had businesses which catered to the needs of both travelers and local residents.

7 Buchwalter House (Oak Hill Farm)

4465 East National Road

Located on 120 acres of land, the Buchwalter house was constructed in the 1820s and enlarged about 1870. The house was reportedly a stop on the Underground Railroad, while the land may have ties to Ohio's Native American population as the site of a summer Indian village.

8 Davidson Nature Park ⓘ 🌲

4465 East National Road

Also located on the property is the Davidson Nature Park, which includes over four miles of trails and a small museum housing Carleton Davidson and Shawnee Indian memorabilia. The Park trails are open to the public while the museum is open by appointment only. For access to the park or more information contact Ed Rice at 937/322-0378.

9 Melody Cruise-In Theatre ⓘ

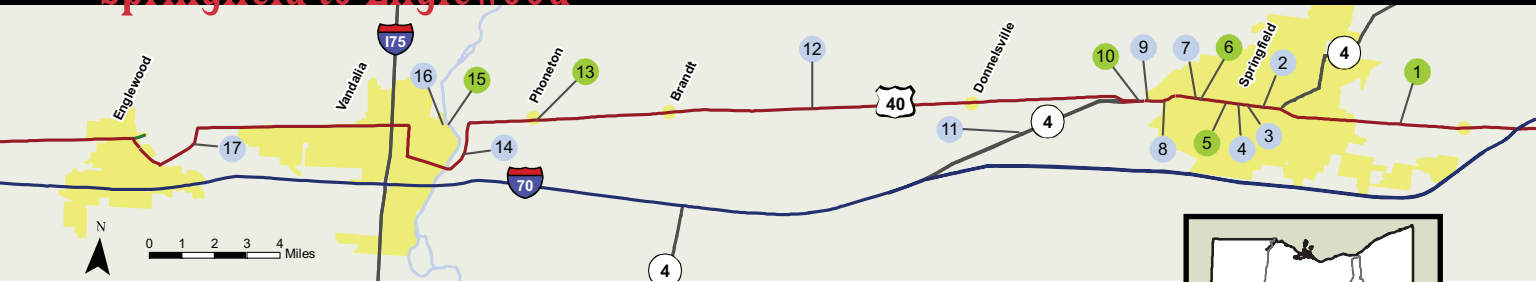
4025 East National Road

About two miles west of Harmony is the Melody Cruise-In Theatre. Opened in 1952, it is still in operation. The Melody Cruise-In is a rare survivor of numerous outdoor theaters that dotted Ohio in the 1950s.

Right: (top) Melody Cruise-In Theatre (bottom) Buchwalter House.



Springfield to Englewood



Follow U.S. 40 (west) into Springfield. After passing a lengthy commercial strip, veer left then right onto Main Street (west) and follow it through Springfield. In downtown Springfield the road splits at Spring Street and follows two one-way streets: West on Main Street and East on High Street from Yellow Springs Street to Greenmount Avenue. While passing through this area, watch for remnants of a 1950s era auto service industry, including motels and cabins. The Drake and Fairfax are two of the more prominent motels along the route.



Top: Bushnell Building. Bottom: Westcott House

Springfield

John Daugherty platted a settlement here in 1801, nearly forty years before the arrival of the National Road. The Road reached Springfield in 1838, where controversy over the route west (see *Squabbling About the Route*, page 33) delayed further construction, and Springfield became known as the town at the end of the Pike.

1 Springfield Township ⓘ

2 Old Town Tavern

204 East Main Street
Now severely altered, this ca. 1840s National Road building at the northeast corner of Spring and Main streets, has served as a boot and shoe tannery, a doctor's office and a restaurant.

3 Westcott House

1340 East High Street
The Burton J. Westcott House was designed by Frank Lloyd Wright and is his only Prairie style home in Ohio. The house was designed in 1906 and completed in 1908. In the 1940s, the open floor plan was changed significantly into multi-unit apartments which compromised the original architectural design. The Westcott House recently underwent a \$5.3 million dollar restoration.

The Westcott House is open Wednesday through Saturday, 11:00 a.m. – 5:00 p.m.

4 Shawnee Hotel ⓘ

Now converted to Shawnee Place Apartments, the 1915 Shawnee Hotel on the northeast corner of Main Street and Limestone is an impressive eight-story Neo-Classical hotel building designed by H. Ziegler Dietz of St. Louis. The building features a massive cornice and a two-story lobby with a grand staircase to the balcony and marble and walnut trim.

5 Bushnell Building ⓘ

14 East Main Street
The Bushnell Building was built by Governor Asa Bushnell in 1893 and originally housed the First National Bank, U.S. Depository and Kinnane's Dry Goods Store. The 2nd, 3rd and 4th floors were used as office space and Masonic Temple occupied the 5th floor. Harry L. Toulmin, the patent attorney who applied for and defended the patents for the Wright Brothers on several parts of their airplane, practiced in the building. In 1994, Springfield Attorney James H. Lagos bought the vacant building and has restored it to use for several local businesses.



Top: (left) Pennsylvania House, 1956. Women holding flag flown over U.S. Capital. (right) Pennsylvania House after its restoration in 2005-2006.

Bottom: The Clark County Heritage Center, Springfield (Old City Hall and Market).



6 The Clark County Heritage Center, 1887-1890 City Hall and Marketplace



The Clark County Heritage Center was originally constructed as Springfield's City Building and marketplace. Architect Charles A. Cregar designed the building in the Richardsonian Romanesque style, which is defined by its massive stonework, arches and towers. The building is a block long and just fifty feet wide. The building underwent a multi-million dollar renovation in the late 1990s and today houses the collections of the Clark County Historical Society. The center includes a major National Road exhibit on the first floor.

The Clark County Heritage Center is located at 117 South Fountain Avenue nearly two blocks off of Main Street in Downtown Springfield. From Main Street make a left (south) onto Fountain Avenue.

To return to the National Road turn right out of the Heritage Center parking lot and make an immediate u-turn to your left. Head north on South Fountain. Turn right (east) on East High Street, left (north) on Limestone and left (west) on Main Street.

7 Crowell-Collier Publishing Company

On your left, at the corner of Wittenberg and Main streets, is the massive brick industrial complex of the former Crowell-Collier Publishing, constructed in 1924. Crowell-Collier helped shape modern American public opinion with its popular publications, Collier's Weekly, Woman's Home Companion and American Magazine. A victim of America's love affair with television, the company ceased publication in 1956.

8 The Pennsylvania House

1311 W. Main Street

Constructed 1838-39, with an 1850s west wing, this three-story brick, Federal style inn and tavern, nostalgically known as "The Old Pennsylvania House," served travelers on the National Road during the short-lived coach and wagon era. In fact, the inn was the terminal for the Ohio Stage Company. The site originally included a large stable, pens for drovers' livestock and yards for freight wagons. The Pennsylvania House was the boyhood home of Dr. Isaac Funk, of Funk & Wagnalls dictionary fame, whose parents operated the inn during the 1840s. In 1938, the Lagonda Chapter of the Daughters of the American Revolution, acquired the abandoned and derelict Pennsylvania House, restored the building

and has operated it as an inn and tavern museum since that time. The building underwent a major restoration in 2005-2006.

9 Snyder Park

In 1895 John and David Snyder, two farmers living west of town, donated 217 acres adjoining the Mad River and Buck Creek for a city park. In 1898, the surviving brother bequeathed \$200,000 to endow the park's upkeep.

National Old Trails Road

By the 1910s, many national and local groups were advocating improvements along America's highways. The Lagonda Chapter of the Daughters of the American Revolution was instrumental in improving the remaining eight miles of National Road in Clark County. These groups also promoted the concept of a newly designated highway along "Famous Old Trails." The highway, known as National Old

Trails Road, would follow the route of the "Old Cumberland Pike" (National Road) while incorporating several other old trails.

One of the motivations for establishing National Old Trails Road was the desire to honor the spirit and fortitude of the pioneers. The DAR was among the first national organizations to commemorate "Old Trails." The organization's leaders promised the Road would be marked with many monuments and boulders commemorating heroes and heroic deeds.

10 The Madonna of the Trail

The culmination of this effort was the now famous Madonna of the Trail statues. Designed by German sculptor, August Leimbach and made of cast concrete, twelve identical statues, symbolizing sturdy, hard-working pioneer women, were placed along National Old Trails Road. Ohio's statue is located just west of Pennsylvania House and was the first to be constructed. It was dedicated by then Judge Harry S. Truman, later President of the United States, on July 4, 1928. The statue underwent a major restoration in 2003.

To visit Snyder Park and the Madonna of the Trail continue (west) on Main Street. Turn right (north) onto Bechtle Avenue, go one block then turn left (west) onto North Street. North Street changes names to Park Road. Snyder Park is within one mile of Bechtle Avenue. Make a right (north) into Snyder Park Drive. You must park in Snyder Park and walk across the field to view the Madonna of the Trail. She sits facing Park Road just before Buck Creek within 500 feet (west) of the entrance to the park.

11 George Rogers Clark Park Daniel Hertzler House Peckuwe Settlements Battle Site 936 South Tecumseh Road off State Route 4

The 248 acre **George Rogers Clark Park** includes both the Hertzler House and battle site. Recreational activities include picnicking, hiking, fishing and non-motorized boating.

Daniel Hertzler House. The Daniel Hertzler House located in George Rogers Clark Park, was constructed in 1854, with later additions. The house is built into the side of the hill, much like Pennsylvania Bank barns of the period. Hertzler came to Clark County from Pennsylvania in 1840 and amassed a fortune from milling, distilling and real estate. Daniel Hertzler's wealth may have contributed to his demise. He was murdered in the house, October 10, 1867. The crime was never solved.



Hertzler House, built by Daniel Hertzler in 1854.

Peckuwe Settlements Battle Site.

The site is significant as the scene of the largest Revolutionary War battle west of the Allegheny Mountains. The battle took place between Kentucky militia led by Colonel George Rogers Clark and the British supported by Shawnee Indians on August 8, 1780. Clark's forces prevailed and the victory helped secure western lands for the new American nation.

Donnelsville

Donnelsville was laid out in 1832 by Captain Abram Smith. Its linear plan is typical of other Pike towns along the Road. At the east end of town, watch for the former Adobe Motel on the south side of the Road, another 1930s survivor.



Left: Madonna of the Trail statue, Snyder Park, Springfield, ca. 1930s.

Auto Tourists in the Early Twentieth Century

Early “auto tourists” embraced a gypsy lifestyle, sleeping in farmer’s fields or in tents attached to their cars. Public (municipally controlled) and then private tourist camps developed in the 1910s and 1920s in response to the increasing number of overnight travelers. By the mid 1920s most camps were located on the outskirts of town with a growing number of conveniences that forecast the mid-twentieth century motel. Tourist homes were another early overnight option. Tourist homes became particularly common in the 1930s during the Great Depression when home owners welcomed overnight visitors to obtain additional income. Cabin camps were the earliest semi-permanent lodgings built to accommodate the National Road/U.S. 40 traveler. Cabins were usually one-story, one-room buildings and looked like small houses. They were usually grouped in a row or crescent arrangement to provide parking adjacent to each cabin. As cabin camps became more substantial in the 1930s the word cottage was used to describe these accommodations. Cottages were larger and more durable and were winterized for year-around use. Each cottage contained a private bathroom and some included kitchens or kitchenettes. Cottage camps were succeeded by motor courts and motels beginning in the 1940s. Motor courts integrated all of the rooms under a continuous one-story roofline. By the early 1950s many motor courts and motels were adding coffee shops and restaurants.

Top right: The Majestic Tourist Camp at the northeast corner of the National Road and York Road, one mile west of Kirkersville, 1930s. Middle right: Tourist cabins, Bohn Road and U.S. 40, just west of Euphemia/Lewisburg in Preble County.



12 Garfield Grove

Located on the south side at 9151 West National Road are the remnants of Garfield Grove, a 1930s tourist camp that in the 1950s still included seven single cottages, three double cottages, a gas station, restaurant, and a wash house with restrooms and showers for travelers who preferred to camp outside rather than rent a cottage. Some of the cottages were later converted into apartments.

MIAMI COUNTY

Brandt

Brandt was laid out along the National Road and State Route 201 in 1839 by the Voorhis brothers. Rt. 201 was one of several

known cut-offs south to Dayton, used by travelers to avoid the poor condition of the National Road.

13 Phoneton ⓘ

Originally platted as Phonetown, this Miami County community was established by the American Telephone & Telegraph Company in 1893. It was the intersection of three major long-line telephone and telegraph lines. AT&T employed up to forty operators at its repeater station located here. The company built a twenty-six room hotel and boarding house for employees and bussed others from nearby communities. The site was abandoned in 1936 and most of the operation was moved to Dayton.

MONTGOMERY COUNTY

Vandalia Vicinity

West of Phoneton the Road crosses the Taylorsville Dam, the first of two Miami Conservancy District dams, constructed in response to the great flood of 1913. The flood inundated large portions of Dayton and many other communities in the Miami River valley. The dam was quite an engineering feat at the time of its construction. It is 3000 feet long and 415 feet wide at its base, and capable of carrying U.S. 40 across its top.

14 Taylorsville MetroPark ⓘ

The Dayton area’s park district is called the Five Rivers MetroParks. Two of the system’s



This picnic shelter at Taylorsville MetroPark was constructed by the Civilian Conservation Corps (CCC) in 1938 and restored by the CCC in 1989.

parcs lie directly on the National Road. Taylorsville MetroPark contains 1302 acres along the Great Miami River and is the habitat of the State Champion Shumard Oak Tree. The park has 13 miles of hiking trails which includes the Great Miami River Recreational Trail and part of the Buckeye Trail, a 1200-mile long trail that traverses the state.

15 The Ruins of Tadmor ⓘ

Accessible from Taylorsville MetroPark, along the Great Miami River Recreational Trail, are the ruins of Tadmor. Tadmor was strategically located at a point where the National Road crossed the Great Miami River, the Miami and Erie Canal and the

Dayton and Michigan Railroad. It was hoped that this strategic location would help Tadmor grow and prosper, but successive floods stifled growth and Tadmor was finally abandoned when the Miami Conservancy District dam was constructed in the 1920s.

16 Early Twentieth Century Road Bed

Also accessible from Taylorsville MetroPark is an early twentieth century modification of the National Road. This Road cut from the Great Miami River valley to Vandalia was constructed between 1906 and 1909, through seventeen feet of limestone reducing the grade to less than seven percent and eliminating an earlier series of switchbacks.

Vandalia

After crossing Taylorsville Dam, the Road makes a sharp right and then a left and crosses Interstate 75 and the old Dixie Highway (U.S. 25) before entering Vandalia. Vandalia was platted in 1838 by Benjamin Wilhelm, the first merchant and postman, and named for the National Road's eventual destination, Vandalia, Illinois. Today, most of Vandalia's early roadscape has been replaced by a modern, auto-oriented commercial strip.

17 Aullwood Audubon Center

and Farm 🌲

Aullwood House and Garden 🏠👤

The Aullwood Audubon Center and Farm are located just south of U.S. 40 at the east end of the Englewood Dam on land donated to Five Rivers MetroPark by environmentalist Marie Aull. The Center's 350 acres include a visitor center and environmental center, a working farm and five miles of trails through prairie, meadow, woodland and wetland environments. Nearby is the 32 acre Aull estate with its Arts and Craft house and shade garden.

Below: (left) This view of Tadmor shows the covered bridge carrying the National Road across the Great Miami River with the town post office and general store and canal tow path in the foreground. (right) Early 20th century Road modification near Vandalia, ca. 1910.





S Stands for Bridge

S-bridges are a unique feature of the National Road. Folklore abounds as to why they were built. One story suggests the s-shape forced drivers to slow their horses, reducing the chance of accidents. Some said the bridges were originally built around huge trees, while others claimed they were the result of inebriated bridge builders. However, there is a logical explanation for Ohio's crooked bridges. The National Road seldom encountered streams and rivers at a direct 90-degree angle. In order for bridges to be constructed so as to cross these bodies of water at 90 degrees while maintaining the direction and location of the Road, an S-shaped design was selected as the solution. The S-shape easily accommodated slow-moving droves of animals and horse and oxen-drawn wagons, but with the advent of higher-speed automobile traffic they became a hazard. Most were soon bypassed, although at least one — near Hendrysburg — was straightened in 1933 and continued in use for several more years.

Top: (left) Hendrysburg S-bridge looking east. Clark House on left (see page 14).

(right) S-bridge at Hendrysburg, looking west, straightened in 1933.

Middle: Old National Road bridge, Bridgewater, Ohio, demolished. Notice toll house on left.

Bottom: S-bridge west of Middlebourne showing the alignment of original Road (on left) crossing the bridge, U.S. 40 at upper right.

Englewood to State Line



1 Englewood MetroPark

Two miles west of the Dayton International Airport, U.S. 40 again makes an abrupt turn to the south and then veers west again across the Englewood Dam, largest of the Miami Conservancy dams. Like the Taylorsville Dam, the floodplain on the dam's upstream side contains the Englewood MetroPark. This 1,295-acre park includes the Pumpkin Ash/Swamp Forest, a State Natural Landmark, 12 miles of hiking trails and three waterfalls. An old Road segment can be seen at Patty Falls Trailhead.

2 Englewood

Englewood was founded in 1841 as Harrisburg. Several old Road-oriented structures remain near the intersection of U.S. 40 and S.R. 48, which becomes Main Street in downtown Dayton.

3 Oversized Mile-Marker

Englewood recognized its National Road heritage by installing an oversized mile marker in front of the contemporary Englewood Government Center. Historic photos in the lobby of the center recall early Road history.

Arlington and Bachman

Not much remains of these two crossroads hamlets, but their history is definitely tied to the National Road. Like Vandalia to the east, Arlington was laid out in 1838. Today that is about all it has in common with the fast-growing Miami Valley community. Arlington

Cemetery dominates the south side of the Road. Bachman was laid out four years later, at the intersection with the Dayton and Union Railroad. Today the railroad is gone and only a few houses remain.

PREBLE COUNTY

4 Euphemia/Lewisburg

Lewisburg is located near the intersection of Ohio 503 and U.S. 40. Platted by Henry Horn in 1818, Lewisburg predates the small Pike town of Euphemia, a few blocks north of downtown. Euphemia was annexed by

Lewisburg in 1916. A cluster of modest, nineteenth century, brick, gable-end dwellings, typical of Pike towns, are located here.

5 Bob's Nickel Saver

Farther west on the northeast corner of the intersection with S.R. 127, is McDonald's Camp (Bob's Nickel Saver) an early cabin camp. It was built in 1927 by the White Star Oil Company and leased by F.C. McDonald, who rented cabins for \$1 to \$1.50 per night. The property was remodeled in 1952, after being purchased by the Mobil Company. The cabins have since been converted to apartments.

Bob's Nickel Saver in Preble County.





Left: (top) Hines Truck Stop, 1952; (bottom) Hines Truck Stop interior view. Above: A section of a 1930s travel map featuring Footprint Rock and Englewood Dam.

6 Hines Truck Stop

Oliver Hines established an air-conditioned restaurant and truck stop at this site in August 1949. The business served local and coast-to-coast travelers, providing food, fuel, mechanical service and nineteen sleeping rooms for truckers. In 1965, the business was sold to Angelo Hilaras. It has been closed since 1990. The site has been proposed for a National Road Gateway Visitor Center.

7 Footprint Rock

Legend has it that the unusual marking atop this large slab of rock is the footprint of an Indian who slipped in the mud on this spot, while walking through the area hundreds of years ago. Though the marking certainly looks like a footprint it is more likely the result of a glacier or some other act of nature.

8 Old Road Segment

Turn right at State Route 320, then immediately left onto a short old Road segment called Old National Road. Follow west to U.S. 40 and cross over to south side of 40, then drive the short remainder of the segment and return to U.S. 40. The Ohio/ Indiana state line lies just ahead at the I-70 interchange.

9 State Line – Gateway Sign ⓘ

Thank you for traveling the Historic National Road in Ohio. We hope you enjoyed your journey and came away with many good memories.

The Language of the Road

Folklore, Stories, Poetry and Colloquial Expressions

In its nearly two centuries of existence, the legendary National Road has generated some fascinating folklore, stories and poetry that help illuminate the history and culture of the Road. The following is a sampling of the colloquialisms, personalities and humor known along the Road during its nineteenth and early twentieth century heyday.

Colloquialisms

Some colloquial expressions originate from the days when horse-drawn stages represented state-of-the-art travel accommodations.

“To highball”, “balling the jack”

When an inn, tavern, or stage stop wanted to signal to a passing stage driver that they had a pick-up, they would lower a ball attached by a rope or chain to a small crane. If there was no pick-up that day, the ball was displayed on high, hence the origin of the expression to “highball through.” This expression along with “balling the jack” was later adopted by the railroads and are still used by long-distance travelers.

“Be there with bells on”

Mid-nineteenth century draught teams often wore bells across the top of the draught harness. Along the Road it

was considered common courtesy to stop and render assistance whenever a fellow traveler was in trouble. The recipient of the help was expected to make a gift of his harness bells to the assisting party. Therefore, to arrive with your bells on was a sign that you had experienced no difficulties along the Road.

Today the expression is sometimes still used as a positive response to an invitation or engagement. I’ll “be there with bells on.”

“Piker (shirk-piker)”

The term originally referred to someone adept at detouring around toll houses to avoid paying tolls. To call someone a “piker” still connotes someone trying to avoid a debt.

“Stogey”

Everyone knows that a “stogey” is a cigar but few know that stogey is short for “Conestoga” and refers to the ubiquitous cigars smoked by the freight wagoners passing through Wheeling, West Virginia on the National Road. The expression was codified when Wheeling tobacco retailers started marketing Wheeling Stogies in the nineteenth century.

The Romance of the Road

Although there is a lot of romance surrounding early stagecoach travel, the reality is one of discomfort and long hours of travel.

One early account involves a blizzard bound stage that managed to make it from Old Washington to the McDonald Tavern in New Concord, due to the horse's memory after the driver had passed out from the cold. It was New Year's Day, 1864 and the coachman Thomas K. Pack was headed for New Concord over Four-Mile Hill, one of the most treacherous portions of the National Road. When the coach arrived, only the stamping of the horses hooves announced its arrival. The tavern proprietor had to lift the body of the driver off the seat. He was immersed in cool water and rubbed

down until he regained consciousness. (Wolfe, 1943).

Fast stagecoach expresses were called "shakeguts." The journey is immortalized in verse by a nineteenth century poet.

*Jolting through the valley,
Winding up the hill.
Splashing through the "branches,"
Rumbling by the mill:
Putting nervous "gemmen"
In a towering rage;
What is so provoking
as riding in a stage?*

*Feet are interlacing
Heads severely bumped,
Friend and foe together
Get their noses thumped:
Dresses act as carpets—
Listen to the sage—
"Life's a rugged journey
Taken in a stage."*

Tavern lore abounds. Here are two early accounts from the National Road.

During the 1840 presidential campaign between Martin Van Buren and William Henry Harrison, Harrison evidently spent many happy evenings doing some hard "campaigning" in the Red Brick Tavern. One day he ordered a round of drinks for everyone in the tavern. Stage coach driver, Billy Benton, refused the offer as he never drank while on a trip. Harrison is said to have immediately put a dollar bill in his hat and passed it among the crowd.

The Roots Tavern, opposite Greenwood Cemetery in Zanesville, was run by freed slaves George and Mammy Roots prior to the Civil War. They sold gingerbread horse cakes and spruce beer for money to buy the freedom of their children. Poet James Whitcomb Riley wrote a poem about the tavern keepers, called *Told by "The Noted Traveler."*

*Stop Traveler, if you think it fit,
And quench your thirst, for a-fi'-penny bit.
The rocky spring is very clear,
And soon converted into beer.*



This motorist in 1925 told of having to "throw a tire away because it got a hole big enough to throw a cat thru." Now that's a pretty big hole!



Roadside Advertising



Top: Barn located east of Norwich.

Middle: Ohio Pottery Outlet west of Zanesville, ca. 1960s.

Bottom: Hand painted sign, Wheeling Avenue, Cambridge.

Right: Old Reliable Coffee sign at foot of Blaine Hill "S" Bridge, note milestone and toll house on right.

Roadside advertising by local, regional and national companies took many forms in the early 20th century, starting with small signs promoting local inns, service stations and other businesses. Later, larger companies such as "Standard Oil" and "Old Reliable Coffee" advertised along the Road. The "Mail Pouch Tobacco" Company was perhaps the most creative of the early 20th century advertisers promoting their product on the sides of barns. Today, the ubiquitous "Mail Pouch" barn sign can still be found along the Road and throughout the Midwest. Harley Warrick, from Belmont, Ohio, painted hundreds of "Mail Pouch" barn signs for nearly one-half century.

Burma Shave, a popular shaving cream of the day, sold in small glass jars with metal lids, began advertising in the 1930s and 1940s and eventually became one of the most prolific of the roadside advertisers. Burma Shave had a group of salesman who would

approach local landowners seeking to place a series of five, small red signs with white lettering, located about 100-feet apart, each containing one line of a four line couplet and the obligatory fifth sign advertising Burma Shave. Here is a small sampling of some actual vintage Burma Shave rhymes:

*The monkey took
One look at Jim
And threw the peanuts
Back at him. He needed
Burma Shave*

*Don't stick your arm
Out too far
It might go home
In another car
Burma Shave*

*Around the curve
Lickety-Split
It's a beautiful car
Wasn't it?
Burma Shave*



Directory of Byway Information

RELATED WEBSITES

Additional information about the Ohio National Road is available at these web sites:

Ohio National Road Association
www.ohionationalroad.org

State of Ohio Scenic Byway Program
www.ohiobyways.com

America's Byways
1-800-4 BYWAYS (1/800-429-9297)
www.byways.org
www.nationroadohio.com

MUSEUMS AND HISTORIC SITES

Ohio Historical Society
1/800-686-6124
www.ohiohistory.org

National Road/Zane Grey Museum
1/800-752-2602
www.ohiohistory.org/places/natlroad

CONVENTION AND VISITORS BUREAUS

Obtain information about local attractions and accommodations at these agencies:

BELMONT COUNTY
Belmont County Tourism Council
1/800-356-5082
www.belmontcountytourism.org

CLARK COUNTY
Springfield Area Convention and Visitors Bureau
1/800-803-1553
www.visitspringfieldohio.com

FRANKLIN COUNTY
Columbus Convention and Visitors Bureau
1/866-397-2657
www.experiencecolumbus.com

GUERNSEY COUNTY
Cambridge/Guernsey County Visitors and Convention Bureau
1/800-933-5480
www.visitguernseycounty.com

LICKING COUNTY
Greater Licking County Convention and Visitors Bureau
1/800-589-8224
www.lccvb.com

MIAMI COUNTY
Miami County Visitors and Convention Bureau
1/800-348-8993
www.visitmiamicounty.org

MONTGOMERY COUNTY
Dayton/Montgomery County Convention and Visitors Bureau
1/800-221-8235
www.daytoncvb.com

MUSKINGUM COUNTY
Zanesville-Muskingum County Convention and Visitors Bureau
1/800-743-2303
www.visitzanesville.com

PARKS AND RECREATION

Hiking, biking, fishing, x-country skiing and other forms of recreation:

Ohio State Parks
www.dnr.state.oh.us/parks

Columbus Metro Parks
1/614-508-8000
www.metroparks.net

Licking Park District
1/740-587-2535
www.lickingparkdistrict.com

Five Rivers MetroParks
1/937-275-7275)
www.metroparks.org

Miami County Park District
1/937-667-1286
www.miamicountyparks.com

National Trail Parks and Recreation District
1/937-328-7275
www.ntprd.org

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The National Road: A Short Bibliography

Philip D. Jordan, *The National Road*, Bobbs-Merrill Company, Indianapolis, 1942

Norris F. Schneider, *The National Road: Main Street of America*. The Ohio Historical Society, Columbus, 1975

Thomas B. Searight, *The Old Pike: An Illustrated Narrative of the National Road*, (reprint) of original 1894 book, A Heritage Classic.

George R. Stewart, *U.S. 40*. Houghton Mifflin Company, Boston, 1953

Thomas J. Schlereth, *U.S. 40: A Roadscape of the American Experience*. The Indiana Historical Society, 1985

Merrit Ierley, *Traveling the National Road*. The Overlook Press, Woodstock, NY, 1990

Karl Raitz, Editor. *The National Road and a Guide to the National Road* (2 volumes) The Johns Hopkins University Press, Baltimore, 1996

U.S. 40 National Old Trails Road (1926)

Anonymous

As part of their service to motorists, auto clubs, tire and oil manufacturers and later the Federal government, distributed guide books and maps for some of the nation's roads. The highly illustrated cover of this guide highlights two of the National Road's early twentieth century identities—as a federally numbered highway (U.S. 40) and as the eastern-most segment of the National Old Trails Road, a consolidation of several highways to form a transcontinental route from Washington and Baltimore to California, promoted by the private National Old Trails Road Association. The cover also emphasizes the progress believed to have been made since the settlement of the nation.





“Scene on National Highway Between Cambridge and St. Clairsville, Ohio”

Acknowledgements

Co-authors Glenn Harper and Doug Smith wish to acknowledge the generous support and assistance of numerous individuals, organizations and agencies in preparing this Guide. Chief among these is the Ohio Department of Transportation State Scenic Byway Program, previously administered by Paul Staley. Paul encouraged the project from the outset and provided financial assistance in the form of grants from the Federal Highway Administration’s Discretionary Program, administered by the Ohio Department of Transportation. Matching funds for the grant were received from the Clark County-Springfield T.C.C.

The project would not have been possible without the ongoing administrative and technical assistance of the Ohio Historic Preservation Office of the Ohio Historical Society. A volunteer, Virginia McCormick, prepared an early draft of the road segments. Mary Beth Hirsch reviewed and edited drafts of previous editions of the Guide and coordinated funding for the project. We are especially indebted to Kyle Smith who provided valuable assistance in constructing maps for the Guide through the office’s GIS capability.

The Guide also benefitted from information gleaned from the *National Road/U.S. 40 Historic Properties Inventory in Ohio*, prepared for the Ohio Historic Preservation Office by Gray & Pape, Inc. through a grant from the Federal Highway Administration’s Intermodal Surface Transportation Efficiency Act (ISTEA). Particularly helpful were portions of the text written by Dr. Orloff Miller.

Thea Walsh, a former Ohio National Road Association Coordinator, now Assistant Director of the Division of Urban Development, Ohio Department of Development, helped obtain information and reviewed early drafts of the Guide. Members of the Ohio National Road Association Board of Trustees, representing several National Road counties, reviewed and edited their portions of the

Guide. Most helpful were Liz Sperandio and Ed Wagstaff, Guernsey County; Kelly Ashby, Muskingum County; Denna Johnson, Clark County; and Jane Lightner, Preble County. We especially wish to acknowledge Cyndie Gerken who willingly edited final drafts of the Guide.

Others contributing their knowledge and expertise in reviewing various drafts of the text include Alan King, past director of National Road/Zane Grey Museum, and William Gabriel Hays, ASLA, of Hays Landscape Architecture Studio, Ltd. Those contributing photographs or other images include Doug Smith and Cyndie Gerken (vintage postcards), HRG Consultants, The City of Columbus Historic Preservation Office, Glenn Harper, Alan King, the late Harold Price, the Preble County Historical Society, Leslie Dellovade, Ohio Department of Transportation and the Ohio Historical Society.

This fourth edition of the Guide was made possible in large part by generous contributions from the Carelton and Ruth Davidson Trust and the Ohio National Road Association.

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Design: Gayle Holton Design, Dublin, Ohio.



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This publication was made possible in part by a grant from the U.S. Department of the Interior's Historic Preservation Fund, administered by the Ohio Historic Preservation Office of the Ohio Historical Society, U.S. Department of the Interior regulations prohibit unlawful discrimination in departmental federally assisted programs on the basis of race, color, national origin, age or disability. Any person who believes he or she has been discriminated against in any program, activity or facility operation by a recipient of Federal assistance should write to Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C. 20240.

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Wish You Were Here!

Postcard images from the collections of Cyndie Gerken and Doug Smith recall the golden age of auto touring.



The U.S. Post Office began issuing pre-stamped postal cards in 1873. Congress authorized the private printing of postcards in 1898 and in 1907 the back of the card was divided into two sections, one for the message and one for the address. The divided back card ushered in the golden age of postcards which dovetailed nicely with the golden age of auto touring on America's highways, including the National Road.

People had long collected and traded postcards known as view cards of buildings, streets, towns and highways. As the major east-west highway during the early automobile era, view cards of the National Road were plentiful. Storied and picturesque road segments, tourist cabins, motels, bridges, commercial main streets and historic landmarks were common subjects.