

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/road-related (vehicular)

INDUSTRY/PROCESSING/EXTRACTION/extractive facility

Current functions (enter categories from instructions)

DEFENSE/military facility

RECREATION AND CULTURE/outdoor recreation

7. Description

Architectural Classification

(enter categories from instructions)

EARLY REPUBLIC

Materials (enter categories from instructions)

foundation STONE/limestone

walls STONE/limestone

roof

other STONE/limestone

Describe present and historic physical appearance.

The property is a minimally altered segment of the Louisville-Nashville (L&N) Turnpike which includes three stone bridges and an adjoining quarry associated with the construction of the road and bridges. The segment being nominated begins at the Ft. Knox military reservation north boundary at the foot of Muldraugh Hill and continues southward for three miles. The segment is part of Section 2 of the L&N Turnpike, which extended from the Salt River to Elizabethtown, Kentucky. Construction of Section 2 began in 1837. The section was surfaced with limestone in a modified Telford design. All grading, rock preparation, and construction was by hand. The limestone was obtained from local quarries, including one immediately adjoining the turnpike which is included in this property nomination (Pollock 1992:5-6).

In the original construction of Section 2 of the L&N Turnpike, a foundation eight inches thick was formed by the laying of cobblestones across a prepared, graded roadbed. Carved limestone stakes, resembling railroad stakes, were driven into the ground to form a continuous, non-overlapping cobblestone surface approximately 20 feet wide (Urbans 1989; Pollock 1992:6-7). Layers of pounded limestone were placed on top of the cobblestone foundation to a four inch depth (Boyd 1925). Section 2 was constructed with a two degree maximum grade. To achieve this grade, the turnpike followed the natural contours of the terrain and includes many curves. The turnpike crosses Tioga Creek, or Abrahams Run, three times within a one mile stretch of the segment being nominated, and a stone arch bridge exists at each crossing. The bridges originally had no rails or barriers on the sides, because vehicles with wide loads, which would not have been able to negotiate the curving approached to the bridges if there had been barriers, were common on the turnpike. The keystones and other details of the three bridges differ, reflecting the fact that each bridge was constructed under a separate contract by different builders. Stone retaining walls, in some areas more than 10 feet high, were also constructed on the vertical cuts below the turnpike adjoining the creek. A ditch 15 inches deep, with a surface width of approximately five feet and a base width of one foot, was excavated on each side of the turnpike where the turnpike did not immediately adjoin a creek, to ensure drainage (Boyd 1925; Pollock 1992:6).

Repairs to the turnpike segment have consisted primarily of the addition of layers of crushed stone to the turnpike surface as needed and the asphalt paving of the segment in the 1940's. The original turnpike cobblestone surface exists intact beneath the later layers of stone fill and the asphalt surface in the segment and is visible in vertical road cuts adjoining the turnpike in some locations. The original turnpike surface lies approximately four inches below the modern surface at the south end of the segment and approximately 50 inches below the modern surface at the north end of the segment. The addition of fill to the turnpike and sedimentation gradually filled in the original drainage ditches. The last known repairs to the bridges and retaining walls were during World War II, by German prisoners of war who were master stonemasons. These repairs consisted primarily of the addition of a cement facing to the underside of the arches of the three tunnels and to the north side of Bridge 2. One of the prisoners inscribed his name, and other information, in the cement coating on the underside of one of the bridges. Bridge 3 was slightly damaged when a tank fell off it in the 1960's and scraped against it when being raised back onto the road.

The segment was acquired by the Army in 1919, at which time it was closed as a public highway, but used for local traffic until the 1940's. In the 1940's the segment was closed to through public traffic but was used by commuting post employees. The segment was closed to all vehicular traffic, except that authorized on a case-by-case basis, in the 1980's, because it lies in a military training area. The segment is open to the public, currently for 34 weekends per year, as a hiking trail, however. The Army has added tree trunk-and-sapling guardrails on the bridges and along steeper drop-offs to minimize the potential for accidents, and a chain-link gate at the south end and a movable rock barrier (to eventually be replaced by a chain-link gate) at the north end to control access to the segment. Historical markers and signs identifying vegetation or describing natural features adjoining the turnpike have also been added. Wood chip walkways have been added at some locations to permit sightseers to leave the turnpike to get a better view of the bridges and other cultural or natural features. A small wood and glass sign-in/ information stand has recently been installed near the north end of the quarry site, and a second just north of the north end of the segment.

[] See continuation sheet.

9. Major Bibliographic References

Boyd, Samuel G.
1926 The Louisville and Nashville Turnpike. The Register. Kentucky State Historical Society, Frankfort. 24(71):163-174.

Briggs, Richard A.
1977 The Building of the L&N Turnpike. Ancestral News. Ancestral Trail Historical Society, Vine Grove, Kentucky. 2(3):80-83.

Pollock, Linda Gail
1992 The Louisville-Nashville Turnpike. Graduate student paper for ES594, Cultural Resources. University of Louisville.

[] See continuation sheet.

Previous documentation on file (NPS):

- [] preliminary determination of individual listing (36 CFR 67) has been requested
[] previously listed in the National Register
[] previously determined eligible by the National Register
[] designated a National Historic Landmark
[] recorded by Historic American Buildings Survey # _____
[] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [X] State Historic Preservation Office
[] Other State agency
[X] Federal agency
[] Local government
[] University
[X] Other

Specify repository:

Federal agency: DPW, Ft. Knox, KY

Other: Filson Club, Louisville, KY

10. Geographical Data

Acreage of Property 68 acres

UTM References

A 116 | 59112810 | 420216410

Zone Easting Northing

C 116 | 591131510 | 420211410

B 116 | 591212610 | 41191941010

Zone Easting Northing

D 116 | 591161510 | 42011611010

[X] See continuation Sheet

Verbal boundary description

UTM point A is north end of L&N Turnpike segment; B is south end of segment; C is Stone Bridge 1; D is Stone Bridge 2; E is Stone Bridge 3; F is quarry. The north end of the segment is at the north boundary of the military reservation along the turnpike, and the south end of the segment is the point at which the turnpike enters the more disturbed cantonment area. The east and west boundaries for this segment for the north 6000 feet of the nominated property are determined by the width of the steep valley through which it meanders. This valley is approximately 1000 feet wide at the north end of the segment and tapers to the 30 foot width of the turnpike and ditches towards the south end. Because the turnpike has many curves, the actual length of the turnpike (three miles) is longer than the linear length of the nominated property.

[] See continuation sheet

Boundary justification

The north and south boundaries of the nominated property are based on the integrity of the segment within the military reservation. The east and west boundaries are based on the width of the turnpike and ditches for the south 5000 feet of the segment and on the width of the steep valley through which the turnpike meanders for the north 6000 feet of the segment.

[] See continuation sheet

11. Form Prepared by

name/title Pamela A. Schenian, Staff Archeologist

organization Fort Knox

date August 30, 1993

street & number DPW, ATZK-DPW

telephone 502-624-6581

city or town Fort Knox

state KY

zip code 40121-5000

Continuation Sheet

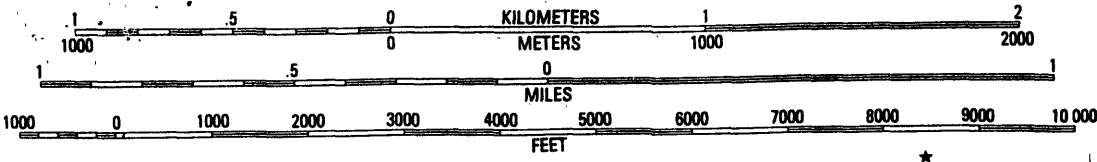
10. Geographical Data

UTM References

E |1|6| |5|9|1|6|6|0| |4|2|0|1|4|8|0|
Zone Easting Northing

F |1|6| |5|9|1|3|8|0| |4|2|0|2|3|8|0|
Zone Easting Northing

SCALE 1:24 000

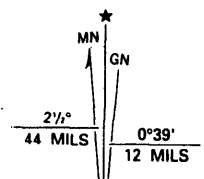


CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

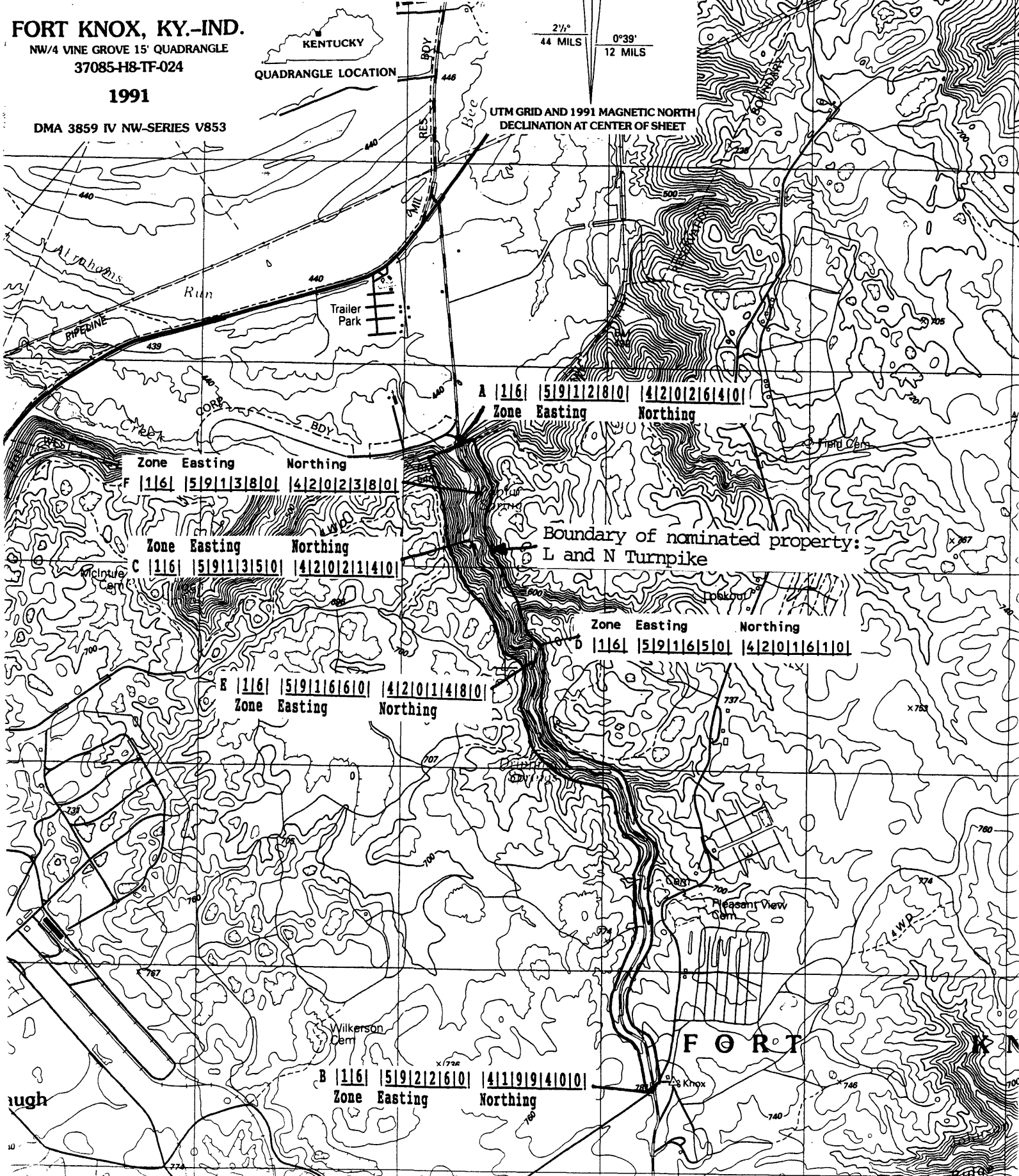
FORT KNOX, KY.-IND.
NW/4 VINE GROVE 15' QUADRANGLE
37085-H8-TF-024

1991

DMA 3859 IV NW-SERIES V853



UTM GRID AND 1991 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



A 116 | 5191121810 | 4121012161410
Zone Easting Northing

Zone Easting Northing
F 116 | 5191131810 | 4121012131810

Zone Easting Northing
C 116 | 5191131510 | 412101211410

Boundary of nominated property:
L and N Turnpike

Zone Easting Northing
D 116 | 5191161510 | 412101161110

Zone Easting Northing
E 116 | 5191161610 | 412101141810
Zone Easting Northing

Zone Easting Northing
B 116 | 51912121610 | 411919141010
Zone Easting Northing

INTRODUCTION

Welcome to the BRIDGES TO THE PAST guided tour that will take you along a portion of the historic Louisville & Nashville (L&N) Turnpike. The tour and this guidebook were developed to facilitate public visitation to an area of unique natural beauty and nineteenth century history.

The tour enters an area of Fort Knox used for military training and as a result is OFF LIMITS to the public except within designated times during which Fort Knox suspends training in and around the area.

The tour of the historic L&N Turnpike contains 16 points of interest, each addressed in this guidebook. You will meander through a natural environment as peaceful as the trickling creek over which the turnpike passes on three occasions in less than a mile.

The only modern day incursion into this valley, other than signs erected for this occasion, is the black top surface of the road. Were the blacktop to be removed from atop the original cobblestone surface of the old turnpike the pristine valley you are entering would be as it was over 150 years ago.

THE BRIDGES TO THE PAST tour is located entirely on a part of the route of the old L&N Turnpike. The turnpike was first chartered by the Kentucky State Legislature in 1829 by the name of the Louisville, West Point, and Elizabethtown Turnpike Road Company. Capitol stock of \$100,000 was issued. Turnpike commissioners in this area included James Young, Henry Ditto, John Stockman, Horatio G. Wintersmith, and James Crutcher. The company was re-chartered in 1833 and again in 1837. The road was finally completed about 1838.

The turnpike was heavily traveled in the 19th century. President Andrew Jackson traveled the road several times. In 1851 the famous Swedish singer Jenny Lind rode in a stage coach along this route during her tour of America.

During the time of the Civil War the importance of the turnpike for military operations is shown by examination of the toll gate record books kept by George Fisher. On November 16, 1861, 43 wagons of the 37th Infantry, Indiana Regiment traveled this section of the L&N Turnpike moving from West Point to Bacon Creek. On December 9, 107 more wagons from the same unit went the same way. Three entries for December 1862 show additional military activity:

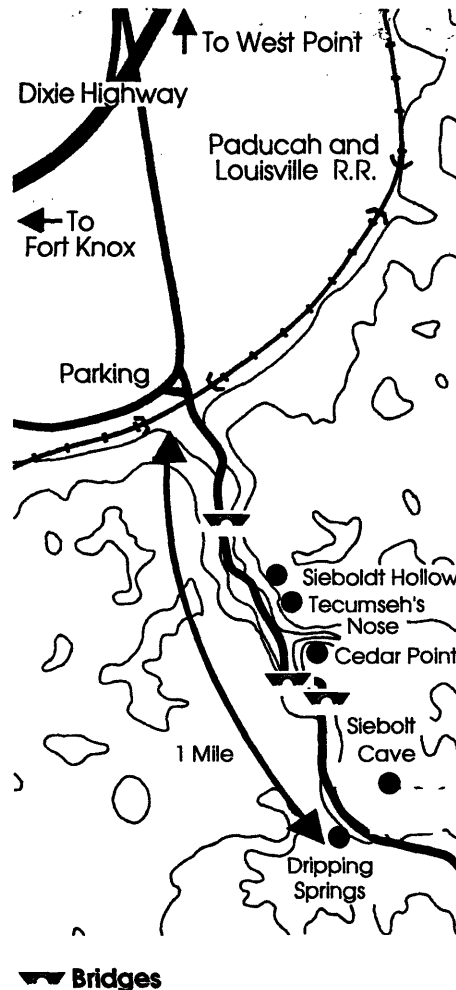
Dec 9, 1862 800 cavalry and 22 horse ambulances
Dec 11, 1862 600 cavalry
Dec 14, 1862 1600 cavalry

POINTS OF INTEREST

The Old L&N Turnpike tour commences at the same road junction as the Tioga Falls National Recreation Trail. The road junction is that of the old L&N Turnpike and the old Dixie Highway. The L&N Turnpike was called "a fine example of old Telford road construction" by Camp Knox Construction Quartermaster, MAJ. W.H. Radcliffe, in 1919 when the road (Turnpike) was taken out of public service. Military officials determined the old turnpike route was too near areas intended for artillery ranges, making it necessary to relocate a section of road 9.5 miles long farther west, going through present day Muldraugh. This new route, now designated Old Dixie Highway veers off to the right (west) while the historic L&N Turnpike continues straight ahead (south). On the left (east) beneath the silver poplar trees was located a road house (restaurant) well known throughout the area as Mom and Pop's Place prior to the location of the Dixie Highway (US 31W) to its present location in 1942. At one time this site housed one of the turnpike toll gates. Our tour passes beneath the steel trestle of the Paducah and Louisville Railroad. This railroad was formerly the Illinois Central Railroad. The railroad was originally constructed in 1873 as the Elizabethtown & Paducah Railroad.

1. On the left is an old farm road that ran up into the hills to several farms that were owned by German immigrants prior to the purchase of the land by the government in World War I. This area once served as a Gypsy Camp and was known as Poplar Spring.

2. On the right is the East Fork of Tioga Creek. Tioga Creek has its source near the extinct village of Pleasant View (also called Wigginton in the 19th century) and empties into the Ohio River in Meade County. This creek is also often called Abrahams Run. Some people erroneously believe the name Abrahams Run had a connection to a nearby, one time residence of President Lincoln's ancestors. Actually this creek was known locally by the name Abrahams Run before the former president was born. It was named for a resident of the area, Abraham Ditto.



Bridges

3. At this eroded spot you can see your first actual remnant of the old turnpike. About 2 feet below the road surface you can see the cobblestone base of the old turnpike as it was built about 1837/38. This method of road building was known as a McAdamized Road. Rough shaped cobblestones were placed on edge across the road to form a foundation eight inches thick.

The original contract for construction of the turnpike was very specific, "the stones to be the full depth of the pavement and the height not made up by splicing or setting one stone on top of another". On top of these stones successive layers of pounded, or crushed stones were laid to give a finishing layer four inches thick. The road was required to have a total thickness of 12 inches. Beneath layers of recent blacktop and gravel, the turnpike road remains substantially intact today.

4. On the left is a small quarry where many of the turnpike cobblestones were shaped for the road work. Note the easy grade that the turnpike used in climbing the Muldraugh Hill escarpment. The engineers who planned the road laid out a route with the easiest grades due to heavy cargos that would be pulled up the grade. Among these engineers were Si Welch, Henry Eastin, and Thomas Knott, later Governor of Kentucky from 1883-1887. There were two heavily traveled stage coach lines that operated on this turnpike. One ran from West Point to Nashville, and the other from West Point to Shawneetown, Illinois. The Haycraft Inn, a private residence in present day Radcliff, was a stage coach stop along the old Louisville & Nashville Turnpike.

5. On the right lie the ruins of a seasonal mill that was operated in the early 1800's by Ezekiel Field. A seasonal mill could only be operated a few months of the year when rains would cause a heavy flow of water in the nearby creek. A wooden dam on the creek would back up the water to run through a millrace. Ezekiel Field had two brothers who were members of the Lewis and Clark Expedition to the Pacific Ocean in 1803-6.

6. The concrete post along the roadway was erected as part of a guard station in World War II.

7. The turnpike crosses the east Fork of Tioga Creek on the first of three stone arch bridges, which are now over 150 years old. These Pre-Civil War bridges are among the oldest standing bridges in Kentucky. Collins Fitch and James Carrico were among the contractors who constructed these bridges. During World War II, these bridges were re-pointed. German Prisoners of War, some of whom were expert stonemasons were used in this work. One of them scraped his name in the

mortar, leaving his mark behind. You can see this on the inside of the arch beneath the bridge.

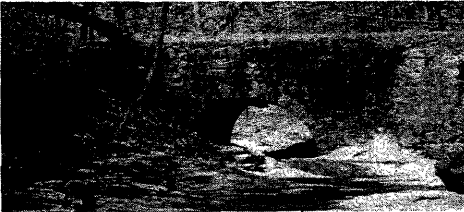
PW
1945
Josef Schechtl
aus
Oberbayern
Germany

8. On the right you will notice another old country road that climbed the hill at a very steep grade. This road led to Shady Grove School, a one room school, where the children who lived in this area between 1891 and 1919 received their education.

9. On the left side of the road, near the mouth of Sieboldt Hollow, another country road can be seen climbing the hill. Notice the extensive stone work that was used to contain the roadbed. Further along on the left, just past Sieboldt Hollow notice the large rock outcroppings. This formation was known to local residents a century ago as Tecumseh's Nose.

10. On the left is an area that was known as Cedar Point. The metal and asphalt were put here in recent years to curb erosion caused by the strong current of the creek. As we pass Cedar Point, look back and note the extensive vertical stone work of the original turnpike builders designed to curb erosion and contain the roadbed.

11. This is the second of the old stone bridges used to cross the east Fork of Tioga Creek. The road crosses the creek and then doubles back to cross on the third of the old stone bridges.



12. This is the third and final bridge on our tour. After you cross this bridge, look backward at the splendid use of the Keystone on the arch. These keystones are

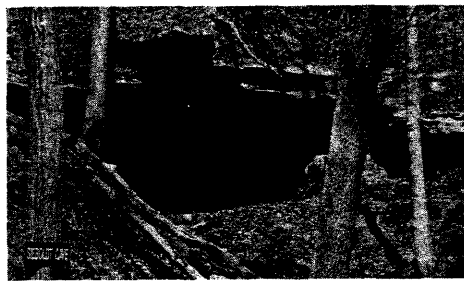
at the topmost point of the arch and held the whole structure in place.



13. On top of the hill to the left is a training area for the Armor Center at Fort Knox. During the Vietnam war a close combat training area was situated here called "Little Vietnam Village."

14. Once again, another place is visible showing the cobblestones from the old L&N Turnpike. This entire section of the road, from West Point to the Redmar Shopping Center in Radcliff, is cobblestone covered by asphalt.

15. On the left is Sieboldt Cave, named after August Sieboldt, a German farmer on whose land the cave was located. The farmers in this area, would cool their milk,



cream, and butter in the cave before taking it to market in West Point.

16. On the right is Dripping Springs, a well known landmark. In fact, this old road was often called Dripping Springs Road by the natives of this area. In the 1800's drovers would often camp here all night on their way to the Stock Yards in Louisville, with their livestock. At the top of the hill this road merges into Wilson Road and passes through Fort Knox.

SAFETY REGULATIONS
FOR VISITORS
TO THE HISTORICAL
LOUISVILLE & NASHVILLE TURNPIKE

The BRIDGES TO THE PAST tour of the historic L & N Turnpike enters an area of Fort Knox Military Reservation used for military training. To ensure visitor safety during the time the area is open for public tours (September 5, 6, and 7, 10:00am-8:00pm) military training in and around the area will be suspended. Due to the types of training conducted over the years, unfired and dud pyrotechnics may be present in the area. For this reason these safety regulations must be strictly followed.

- a. Motorized vehicles, bicycles, skate boards, horses, etc., are not permitted beyond the parking lot. Visitors are required to walk to the bridge sites.
- b. Except where walkways have been provided for viewing bridge construction, visitors are confined to the hard surfaced road. The areas adjacent to the road may contain hazardous man-made objects.
- c. Vegetation is not to be disturbed. The picking of flowers, shrubs, or the uprooting of any vegetation is not authorized. The area has an abundance of poison ivy, poison oak and poison sumac
- d. Children under the age of 16 years must be under the supervision of a person 21 years of age or older.
- e. No alcohol, illegal narcotics, firearms, metal detectors, fireworks, glass bottles or containers are permitted on the military reservation.
- f. All visitors will sign-in and sign-out using the official guest register. The tour guide maintains the guest register. All personnel must be off the military reservation by 8:00pm daily.
- g. To insure the safety of all visitors, personnel violating these safety procedures, or otherwise committing an unsafe act, will be required to immediately depart the military reservation.

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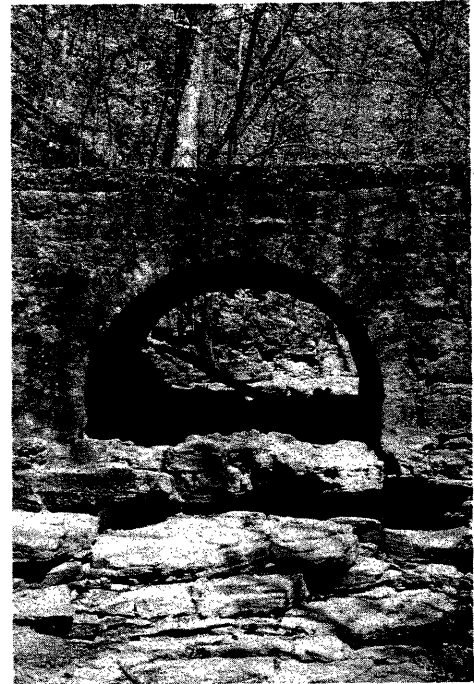
Historical information provided by,
Richard Briggs, Historian, West Point, KY

For more information on the Historic L & N Turnpike, call the Radcliff Convention and Tourism Commission at:

(502) 352-1204,
or write,
P.O.Box 845, Radcliff, KY. 40159-0845

Bridges to the Past

The Historic L&N Turnpike
(8 miles north of Fort Knox, off 31W)



September 5,6,7, 1992
10:00AM-8:00PM

U.S. Army Armor Center
and Fort Knox