

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Searights Toll House, National Road

AND/OR COMMON

Searights Toll House, National Road

2 LOCATION

STREET & NUMBER

U.S. 40, west of Uniontown

__NOT FOR PUBLICATION

CITY, TOWN

Uniontown

CONGRESSIONAL DISTRICT

__ VICINITY OF

22nd

STATE

Pennsylvania

CODE

42

COUNTY

Fayette

CODE

051

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 OWNER OF PROPERTY

NAME

Mr. Charles B. Martin, Curator-Commonwealth of Pennsylvania

STREET & NUMBER

Box 313

CITY, TOWN

Fairbank

STATE

__ VICINITY OF

Pennsylvania 15435

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Pennsylvania Historical and Museum Commission

STREET & NUMBER

Box 1026

CITY, TOWN

Harrisburg

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Bureau of Historic Sites and Properties

DATE

n.d.

__FEDERAL STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

William Penn Memorial Museum, Box 1026

CITY, TOWN

Harrisburg

STATE

Pennsylvania

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Recently restored by the Commonwealth of Pennsylvania, the toll house west of Uniontown was erected in 1835. A two-story octagonal brick tower is the dominant feature of the building. This tower, from the ground to the roof, is about 20 feet high; has a toll board on the road side; has a porch encircling most of the first floor, and is crowned by a small tower atop its roof. The toll-keeper from inside the house had an excellent view of the road in both directions. When in use, the toll house also had an iron gate that could be swung across the road.

The tower has two wings. One is on the east and the other is located on the south. Each consists of a single room, with a fireplace. The wings are one-story and have gabled roofs. Sometime after the construction of the toll house, another small room was added in the rear of the building. There are no original furnishings in the toll house, which is presently operated as a museum. Admission is free.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1835-1885

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In 1831, the Federal Government turned over to Pennsylvania that portion of the National Road within the State. Four years later the State authorized the construction of six toll houses, two of which are extant.

The National Road, or Cumberland Road as Congress always referred to the highway, was one of the great national undertakings in the early years of the 19th century. As the lands west of Allegheny Mountains grew in population and wealth, Congress was subjected to increasing pressures to improve communication between the newer and older parts of the country. In answer to western demands, the Congress on March 29, 1806, authorized the construction of a road from Cumberland, Maryland, to the Ohio River.

Pennsylvania reaped a greater return from the road than any other eastern state. As an example of the highway's benefit, before the road reached Wheeling, mail was in passage for a week between Baltimore and Wheeling. But, with the completion of this first section that time alone was reduced to two days. Pennsylvania clearly realized the value of the road, and as early as 1828 passed laws to protect the highway.

The National Government, because of constitutional and political questions, in the early 1820's authorized the transfer of the National Road to the respective states through which it passed. The Keystone State then planned to erect six toll houses on the road in order to help pay for the maintenance of the highway. And when Pennsylvania received her section of the Cumberland Road in 1835, the toll house just west of Uniontown was erected. The great years of the road had passed, but for about the next 50 years Pennsylvania collected tolls from the road. By the 1870's, the once magnificent highway was hardly more than a rough lane, and in the following years the toll house itself deteriorated. Through the efforts of the Commonwealth of Pennsylvania, the Toll House has been restored and is presently opened to the public.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Hulbert, Archer B., The Old National Road-The Historic Highway of America in Publications, LX (1901), Ohio Archaeological and Historical Society.
 Jordan, Philip D., The National Road, (Indianapolis, 1948).
 Miller, (Mrs.) Carroll, "Romance of the National Pike," Western Pennsylvania Historical Magazine X (1927).
 Searight, Thomas B., The Old Pike, A History of the National Road (Uniontown, 1894).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A	1,7	6,0,2	9,80	4,4	2,2	3,8,0	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C							D			

VERBAL BOUNDARY DESCRIPTION

The Toll House sits on the Old National Road, U.S. Route 40, facing east. Located on a small knoll, the property is less than one acre. The boundary of the landmark is the edge of the knoll on which the toll house stands and the west curb of the Old National Road. This boundary is indicated by a red line on an accompanying sketch map labeled The Toll House, National Road.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph S. Mendinghall-Historian (Original form completed by S. Sydney Bradford)

ORGANIZATION

National Park Service - Historic Sites Survey

DATE

5/8/75

STREET & NUMBER

1100 L Street NW.

TELEPHONE

CITY OR TOWN

Washington

STATE

D.C.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

Landmark

Designated: 1/29/64

date

DATE

Boundary Certified: [Signature]

Chief, Hist. & Arch. Surveys

date

DATE

Boundary Re-evaluated: [Signature]

DATE

acting: [Signature]

Director, OAHIP

date

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Signature] 11/24/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER