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**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 S-BRIDGE, NATIONAL ROAD

AND/OR COMMON

S-Bridge, National Road

2 LOCATION

STREET & NUMBER U.S. Route 40, five miles east of Old Washington

— NOT FOR PUBLICATION

CITY, TOWN

Old Washington

VICINITY OF

CONGRESSIONAL DISTRICT

18th

STATE

Ohio

CODE

39

COUNTY Muskingum CODE

Guernsey 059

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER commemorative site

4 OWNER OF PROPERTY

NAME

Guernsey County Commissioners

STREET & NUMBER

County Courthouse

CITY, TOWN

Guernsey

— VICINITY OF

Ohio

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
 REGISTRY OF DEEDS, ETC.

Registry of Deeds, Guernsey County Courthouse

STREET & NUMBER

Wheeling Avenue

CITY, TOWN

Cambridge

STATE
Ohio

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Building Survey (5 ext. photos, 1 data sheet)

DATE

1971

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
 SURVEY RECORDS

Library of Congress/Annex

CITY, TOWN

Washington

STATE
D.C.

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The S-Bridge is located five miles east of Old Washington, just off County Road, formally U.S. Route 40, which has now been supplanted by Interstate 70. The S-Bridge is a single arch structure with stones laid in an irregular ashlar fashion. The bridge is approximately 185 feet in length, including the approaches, and rises only 18 feet from the waterline below to the height of the crown. The bridge traverses a rippling brook. It measures 26 feet between parapets. The bridge proper is straight. The approaches curve, rather sharply, which gives the appearance of an S-shape in plan. There are large buttresses at each end of the single segmented arch.

Though over 130 years old, the bridge remains in structurally sound condition. A sign supplied by the Guernsey County Highway commissioners indicates it can withstand a weight of five tons. Stones have begun to fall from the walls of the structure and it is apparent that no attention has been given the bridge in recent years. The State of Ohio has placed historical markers at each end of the structure which relate the significance of the bridge's construction. The area adjacent to the bridge is rural in character. To the east, dense trees block vision while on the west a small fenced pasture provides grazing for cows.

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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input 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 1828-present (bridge is BUILDER/ARCHITECT
~~still in use).~~

STATEMENT OF SIGNIFICANCE

The Congressional Act of April 30, 1802, creating the State of Ohio, also included a provision for the construction of a road to the west. This road came to be known as the National, or Cumberland, Road and by 1818 it reached Wheeling. There the artery stopped and no extension of it occurred for several years. Congress appropriated \$10,000 in 1820 for a survey of the route from Wheeling to Zanesville. Five years later \$150,000 was appropriated for this extension. Officials turned the first spades of earth for the highway in Ohio at St. Clairsville on July 4, 1825. As laborers subsequently pushed the highway towards Zanesville, they followed the route of Zane's Trace, the State's first road. Construction of the road proceeded without too much difficulty because of the easy terrain; a mile of road in eastern Ohio cost about \$3,400, whereas between Cumberland, Maryland, and Uniontown, Pennsylvania, the same distance had cost about \$9,745 because the highway had been thrown over the mountains. After the Cumberland Road entered Zanesville, additional Congressional appropriations had carried it to Columbus by 1833 and to the Indiana border by 1837.

Swarms of traffic began to move over the pike's completed sections, even before the National Road reached Ohio's western border. And as had happened in Maryland and Pennsylvania, the highway's crushed stone paving tended to deteriorate under the constant pounding that it received. Only the bridges bore the great parade of wagons without collapsing, and the S-Bridge near Old Washington testifies to the excellence of their construction.

When the Cumberland Road reached its terminus in Vandalia, Illinois in 1852, Ohio possessed more of the road than any other state, and her pride in the highway and realization of its value led to legislation to protect it. As early as 1828 the State had provided for its maintenance and for the punishment of those who damaged the highway. Anyone who mutilated the milestones, culverts or bridges, for example, could be fined \$500, or imprisoned for up to thirty days, or both. When the National Government gave the completed sections of the road to the State in the 1830's, the State erected tollhouses. The State collected over a million dollars in tolls from users of the highway between 1831 and 1877.

Ohio benefited tremendously from the National Road. The broad highway not only brought hordes of settlers into the Buckeye State, but also gave her citizens an excellent means of shipping produce to the East. Rapid development of the area resulted, and Ohio soon became a major force in the Union. The S-Bridge across a small stream on U.S. Route 40, five miles east of Old Washington

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Hulbert, Archer B., The Old National Road--The Historic Highway of America, in Publications, IX (1901), Ohio Archaeological and Historical Society.
 Jordan, Philip D., The National Road, (Indianapolis, 1948).
 Stewart, George R., U.S. 40, Cross Section of the United States of America (Boston, 1953).
 Wittke, Carl (ed.), the History of the State of Ohio (6 vols., Columbus, 1941-43).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre

UTM REFERENCES

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

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joseph S. Mendinghall, Historian (original form prepared by S. Sydney Bradford)

ORGANIZATION

DATE

National Park Service-Historic Sites Survey

STREET & NUMBER

TELEPHONE

1100 L Street, N.W.

CITY OR TOWN

STATE

Washington, 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

DATE

FOR NPS USE ONLY

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

DATE

1/26/79

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

DATE

1/25/79

KEEPER OF THE NATIONAL REGISTER

(NATIONAL HISTORIC
LANDMARKS)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

is a tangible reminder of the old artery and a fine memorial to its contributions to Ohio.

The Bridge was constructed in 1828 and is one of four of its kind extant in Ohio. Many legends offer explanations for their unusual design. One tale has it that an English engineer and an Irish builder met in a tavern, and the Irishman proclaimed that he could build any bridge that a man from England could design. The Englishman, after several drams, produced the plan of the S-Bridge and placed it before the Irishman. Undaunted, the contractor took the drawing and in the following days erected the bridge. The best conjecture today, however, is that the S-Bridge involved the easiest kind of arch to make and called for the least amount of building material.

UNITED STATES DEPARTMENT OF THE INTERIOR
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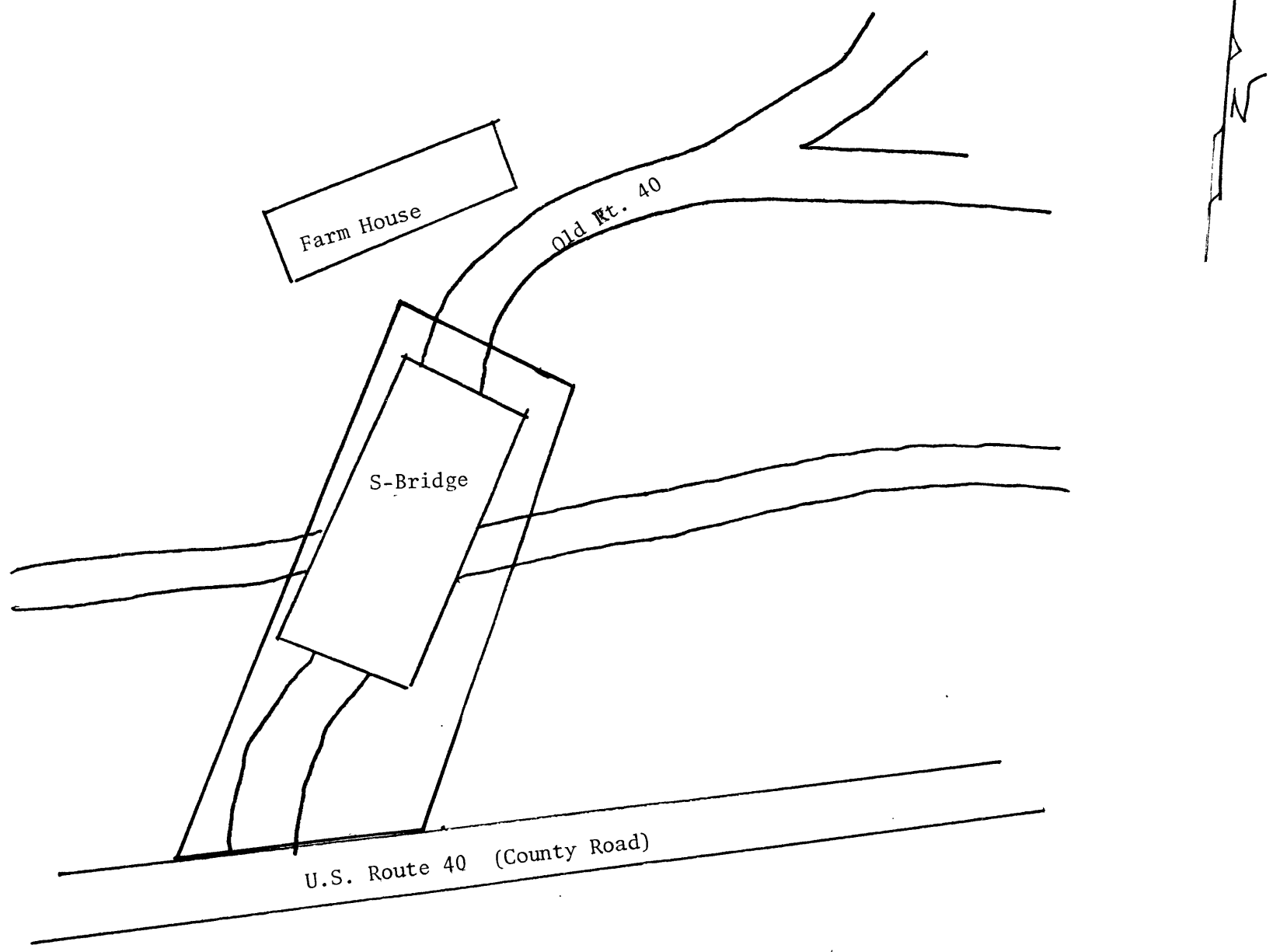
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

Commencing at a point three (3) feet west of the intersection of old US Route 40 with the north edge of present Route 40 (County Road), proceed in a northeasterly direction along the west side of the bridge to a point ten (10) feet northwest off the northeast corner of the bridge, which sits adjacent to an old farmhouse, thence proceed in a southeasterly direction to the point three (3) feet from the opposite edge of Old Route 40, thence proceed in a southwesterly direction to a point of intersection with the north side of County Road, thence west to the point of origin.

Sketch Map
S-Bridge, National Road



S-Bridge = National Road
Joseph Scott Mendinghall