

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

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INTERAGENCY RESOURCES DIVISION
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This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic Resources of the National Road in Pennsylvania

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Growth and Development of the National Road, 1811-1945

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

DR. BRENT D. GLASS Brent D. Glass 9/29/95
Signature and title of certifying official Date
PA HISTORICAL & MUSEUM COMMISSION
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beal 11.27.95
Signature of the Keeper Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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The National Road (Cumberland Road, National Pike, or Old Pike) was the first federally funded road in the nation, setting the constitutional precedent for federal involvement in internal improvements. It was built to facilitate trade and communication and "unite by a still more intimate community of interests the most remote quarters of the United States." Actual construction began in 1811, it opened to traffic in 1818 but was not completed to Illinois until 1852. Running between Cumberland, Maryland and Vandalia, Illinois, the portion of the road that was purportedly the best made, and that which currently retains very good integrity of resources, was the portion between Cumberland and Wheeling. Ninety miles of that stretch lies within Pennsylvania's boundaries, entering from Maryland in southwestern Somerset County near Addison, extending through the cities of Uniontown and Washington, and continuing west through Wheeling in West Virginia. (The Papers of Albert Gallatin, Roll 16, Frame 0106)

Three distinct phases emerge in the history of the National Road. From the time it opened until 1853, when interstate railroad systems crossed the Allegheny Mountains, the road supported a constant stream of traffic. (The Pennsylvania Railroad was opened to through traffic in 1854.) The National Road was the primary route west for countless settlers, merchants, statesmen, and politicians. This period saw the greatest amount of road-related development with the construction of many taverns, hotels, and blacksmith and wagon making shops to service the traffic along the road. After the railroads became the favored mode of transportation, from the mid-nineteenth century to the early twentieth century, the National Road was virtually abandoned as an interstate highway, being primarily used for local traffic. In Pennsylvania during the late nineteenth and early twentieth centuries, coal and coke operations developed in the southwestern region of the state, which benefitted certain towns on or near the National Road, like Uniontown, but had a limited impact on the National Road itself. Automobile touring, a popular form of recreation in the early twentieth century, reversed the National Road's decline. A new wave of travelers and their needs resulted in building types being developed along the road to service travelers such as garages, gas stations, eateries, and tourist cabins. (Baldwin: 197)

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BACKGROUND

What is today the National Road began as a series of paths used for hundreds of years by Native Americans for trade and communication. The transportation links took on new meaning in the early eighteenth century, however, as competing factions of white settlers began focusing on the trade and settlement possibilities of the region west of the Allegheny Mountains. The British and French each claimed the region; in addition, the British colonies of Virginia, Pennsylvania, and New York each vied for control of its trade. To that end, in 1752 the Ohio Company of Virginia, with the aid of Nemacolin, a Delaware Indian guide, improved a route from Cumberland, Maryland, to the confluence of the Redstone Creek on the Monongahela River near present-day Brownsville.

From 1753 the British actively used Nemacolin's Path. It was especially important during the French and Indian War, 1754-1763. In 1753, the British commander, General Edward Braddock, sent Colonel George Washington of the Virginia Militia to formally demand the withdrawal of the French from the disputed territory. A year later Washington again traveled the path, seeking to expel the French from Fort Duquesne, located at the forks of the Allegheny and Monongahela rivers. The French, however, routed Washington's troops, forcing him to retreat and subsequently to surrender at Fort Necessity. (Fort Necessity is located east of Laurel Hill where the Braddock Road crossed the Great Meadows or ten miles east of present-day Uniontown.) The following year, General Braddock personally set out to seize Fort Duquesne, using 500 men to clear and widen Nemacolin's path for his infantry and supplies. But the French once again defeated the British just east of Duquesne, killing Braddock. Braddock's grave stands along the National Road near Fort Necessity and has been an attraction to travelers since the mid-1800s. For many years thereafter the route his army improved bore his name, Braddock's Road. In 1758, Braddock's successor, General John Forbes, advancing along a more northerly route through Raystown (now Bedford) and Ligonier, finally recaptured Fort Duquesne. Braddock's Road soon fell into disrepair.

Following the American Revolution, two concerns prompted the development of Braddock's Road into the National Road: east-to-west commerce and communications with the interior. The first involved the shipment of produce to market. Settlers on the

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frontier in western Pennsylvania found it difficult to transport agricultural products to eastern markets using packhorse trails. As a solution, they distilled the crops into the more easily transportable whiskey. One horse could transport 24 bushels of rye in the form of whiskey, compared to just four bushels of grain. However, the profit the farmers received from this trade became non-existent in 1791 when Congress passed a tax on distilled liquor, a part of the financial plan proposed by George Washington's treasurer, Alexander Hamilton (Schneider: 3). The government's action precipitated the Whiskey Rebellion, a test of the power of the new nation's constitution. Farmers west of the Alleghenies initially opposed the tax, which they considered unfair, through petitions to Congress, and non-payment of the tax. In addition, protest meetings were held, tax collectors were tarred and feathered, and finally, liberty poles were erected throughout the region. Violence erupted in mid-July 1794 when the U.S. Marshal tried to deliver a court summons to an Allegheny County farmer/distiller. The federal government, viewing the uprising as a challenge to its authority, sent troops to impose order, protect tax collectors, and re-establish tax offices. (Clouse: 25)

The Whiskey Rebellion highlighted the division between the new nation's established eastern seaboard and its western frontier. As large numbers of immigrants entered the frontier of western Pennsylvania, including thousands of Revolutionary War veterans who received land grants in payment for their services, links to eastern markets became essential. At the time, the easiest transportation route was via the Ohio and Mississippi rivers to Spanish-held New Orleans. By the 1790s there was a large downriver trade which included ports in Kentucky, Natchez, and New Orleans. The national government also realized that transportation networks were essential to satisfy frontier communication needs. The federal government grew concerned that the settlers would form commercial and political alliances with Spain or England. To counteract this possibility, Washington saw the need to "open a wide door, and make a smooth way for the Produce of that Country to pass to our Markets before the trade may get into another channel." A congressional committee reported to the Senate in 1805 that to facilitate the intercourse of our western brethren with those on the Atlantic is the most effectual cement of union applicable. (Schneider: 2; Clouse: 11-12; Searight: 24)

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Men such as George Washington, Tench Coxe, Thomas Jefferson, and Albert Gallatin early saw the need for roads from the coastal areas to the interior. By 1790 Pennsylvania had begun a survey for a system of canals and roads to facilitate transportation across the state. The 1792-93 Pennsylvania Assembly session passed an omnibus act for internal improvement. This created the Pennsylvania Road from Philadelphia to Pittsburgh. The bulk of traffic from the Chesapeake regions to the Upper Ohio went north to Chambersburg and then took the Pennsylvania Road west. Although Pennsylvania took the lead in transportation with the Philadelphia/Lancaster turnpike in 1794, other projects within the state languished. Coxe stated in the 1790s, "The interior of Pennsylvania is peculiarly adapted and impelled to the manufactory of glass, earthen ware, stone ware, and iron ware." The late eighteenth century beginnings of these industries in southwestern Pennsylvania also stimulated the need for better transportation networks there. The Pennsylvania Road reportedly carried nine-tenths of all transmontane traffic of the nation until the opening of the Erie Canal. (Buck and Buck: 233, Klein and Hoogenboom: 203)

Albert Gallatin in his report of 1808 as Secretary of the Treasury promoted the "early and efficient aid of the federal government" to create good roads and canals which will shorten distances, facilitate commerce and unite a community of interests. Gallatin emphasized that, "No other single operation, within the power of government can more effectually tend to strengthen and perpetuate the union." This is one of the earliest implications for federal involvement in internal improvements. Gallatin's report summarized the progress of transportation development in the various states and where it should lead from there. Gallatin's effort at regional planning via through routes would have saved much time and money, but the people feared giving governmental entities power over transportation routes. At the end of Gallatin's letter accompanying this report to Samuel Mitchell of the Senate, he stated, "Finally, you may make an additional appropriation for the road from Cumberland to (Redstone) Brownsville, the only work of the kind undertaken by the United States, a part of the general plan, and which should not be suffered to die away." His report also mentioned that the state of Pennsylvania had incorporated two companies to extend the road from Philadelphia by two different routes to Pittsburgh, the southern route through Bedford and Somerset, and the northern route through Huntingdon

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and Frankstown. Although the Pennsylvania Road west to Chambersburg was made a toll road in 1806, work on it was not completed until 1818. (Papers of Albert Gallatin, Roll 16, Frame 0104-0106; Buck and Buck: 237-238; Klein and Hoogenboom: 202)

President Washington proposed a portage between the Potomac River at Cumberland, Maryland, and the Ohio River or one of its tributaries. The precise route had been a topic of an earlier discussion during a meeting between settlers and Washington in 1784 near Georges Creek, Fayette County, Pennsylvania. According to tradition, it was at this meeting that Albert Gallatin suggested that the best route for the "open door" lay along the seldom-used path developed by Braddock across the Alleghenies. (Walters: 18)

Albert Gallatin, a resident of Fayette County, had long dreamed of a system of internal improvements "to knit all sections of the nation into a tight union." The idea laid dormant until 1802 when Gallatin, now Secretary of the Treasury under Thomas Jefferson, designed the federal legislation authorizing the construction of this road, then referred to as the Cumberland Road. The proposal provoked a constitutional debate over the power of the newly formed federal government to fund "internal improvements." The controversy, part of an on-going dispute over the powers of the central government, would reverberate until the administration of the road was passed to the individual states in 1831. Proponents argued that congressional power to fund such projects was implied in the Constitution's general welfare clause and under the provisions granting Congress the power to establish post roads and to "regulate commerce with the foreign nations and among the several states and with the Indian tribes." Opponents, strictly construing the Constitutional provisions, countered that since the power to fund internal improvements was not specifically enumerated the Congress could take no such action. States-rights advocates added that the Federal government had no power of eminent domain within the states through which the proposed road would pass; as a consequence, the federal government could not condemn any land for a right of way without the consent of the states. (Walters: 181)

The Constitutional dispute threatened to scuttle federal efforts to build the road. President Jefferson proposed amending the Constitution to specifically grant the federal government the

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power to build roads. Eventually, however, Gallatin authored a compromise which expanded federal power but preserved a state role. Under Gallatin's plan, the Ohio Territory, then seeking statehood, would be admitted to the Union. In return, the state agreed that two percent of all money raised from the sale of land in the territory would be used for construction of roads to and through the state, to be spent at the discretion of Congress. The states through which the road passed (originally Maryland, Pennsylvania, and Virginia, and later Ohio, Indiana, and Illinois) would be consulted on the route and would condemn land for the right of way. This compact between the federal government and the various states temporarily quelled the constitutional challenge, enabling the bill to be passed.

The bill, entitled "An Act to Regulate the Laying Out and Making a Road from Cumberland, in the State of Maryland, to the State of Ohio," became law on 24 March 1806. The road would link Cumberland with the Ohio River. Cumberland was chosen as the starting point due to its situation at the headwaters of the Potomac, which were to be made navigable, and because of its position as a terminus on a privately funded road to the port of Baltimore.

The Act called for the formation of a commission to lay out the route between Cumberland and the Ohio River. Before construction started, the commissioners surveyed a route generally following Braddock's Road. (The National Road roughly paralleled Braddock's Road to just west of Fort Necessity where Braddock's Road headed north on Chestnut Ridge, crossing the Youghiogheny just west of Connellsville, while the National Road continued west over Laurel Hill to Uniontown.) Their goal was to map out the shortest distance between "navigable points on the eastern and western waters, crossing the Monongahela River at a point convenient to the area, reaching the Ohio River where that stream was navigable and where emigrants could cross, and diffusing benefits with least distance of road" (Schneider, 6).

Politics played an important role in determining the precise route of the road. Several states opposed the Act, including Pennsylvania and Virginia, who saw no benefits for their seaports. Pennsylvania demanded as compensation that the road be routed through Uniontown and later, Washington as well. Although Gallatin was somewhat disappointed in the state's actions, he argued that it would be politically expedient to allow these

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minor diversions to benefit these communities in order to satisfy voters of those areas. These diversions opened the door to demands from other communities. For instance, Steubenville, Ohio, wanted the road to cross the Ohio River there, rather than at Wheeling, Virginia. Wheeling was retained due to the backing of national political leader Henry Clay, a strong proponent of federally supported internal improvements, especially the National Road. Wheeling provided access to the Ohio at a point where the water was never too shallow to be navigable. (Durrenberger: 48, 125; Walters: 182; Baldwin: 184)

The route as ultimately chosen went west from Cumberland through Maryland for approximately 40 miles. The National Road then angled in a northwesterly direction through Pennsylvania, passing through Addison, Uniontown, Brownsville (Redstone Old Fort), and Washington. At Washington, the road turned westward towards Wheeling. The bulk of the first segment of the road (130 mile long road), 90 plus miles, fell in Pennsylvania. The Act outlined specifications for the road's construction. The right of way was to be 60 feet across, with a center strip of 20 feet laid with any combination of stone, gravel, earth, and sand. Initially, the center 20-foot section of roadbed consisted of a base of stones, each stone measuring no more than seven inches in diameter, covered by a surface of smaller stones that were small enough to "pass through a three inch ring" (Searight/Morse, 17). This method was not consistently adhered to west of Wheeling, however. The legislation recommended that slopes be no steeper than five percent grade with the horizon, an ideal which could not be achieved in mountainous western Pennsylvania. At one point, the road climbed 555 feet in a mile (Swetnam, 14).

Construction began in 1811 with a ten-mile section just west of Cumberland. Other sections proceeded separately along the route between Cumberland and Wheeling. Contracts for the construction of the road were let out to private contractors through the War Department. One contractor, Mordecai Cochran, built a portion of the road with "his immortal Irish brigade, a thousand strong with their carts, wheel barrows, picks, shovels and blasting tools, grading these commons and climbing the long mountain side up to Point Lookout, like a well trained army, and leaving behind them as they went a road good enough for an emperor to travel over." (Miller: 10) Farmers who lived along the road earned a little money hauling earth or performing other small tasks. The steep grades of the Allegheny Mountains and

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profiteering caused the cost of the road to increase from the estimated \$6,000 per mile to \$9,745 per mile in the mountains, and more west of the mountains. The final average cost per mile between Cumberland and Wheeling was approximately \$13,000 per mile. The total cost of the substantial turnpike was nearly 1.7 million dollars.

GOLDEN ERA, 1818 - 1853

The Cumberland to Wheeling portion of the National Road opened to traffic in 1818, and was completely finished in the fall of 1820. It immediately became a busy highway with livestock heading for eastern markets, stagecoaches filled with mail and passengers, and Conestoga wagons filled with freight or emigrants heading west. The road cut the time traveled between Baltimore and the Ohio River and the cost of transporting goods in half. According to Searight's The Old Pike, "until the coming of the Railroads over the mountains, the National Road was the one great highway over which passed the bulk of trade, and the mails between east and west." The volume of traffic carried was triple what had been estimated prior to construction.

The National Road was built during the great national turnpike era. These improved roads were needed to connect ports with long established communities as well as with rapidly growing western sections of the country. Competition between the ports of Baltimore, Philadelphia, and New York spurred a series of roads and canals from the east coast to interior commercial centers and waterways. This western trade rivalry resulted in several routes of through travel, prominent of which was the National Road. Of course, this rivalry didn't end with roads. By 1825 the Erie Canal had been completed providing an edge for New York. Three years previous Maryland had authorized the Chesapeake and Ohio Canal. (The C & O Canal was not completed to Cumberland until 1850 and never figured greatly in western trade.) Pennsylvania soon began a system of canals and railroads to connect Philadelphia with Pittsburgh, with the Main Line of Public Works completed in 1834. Baltimore answered with its charter of the Baltimore and Ohio Railroad in 1826, the first United States railroad built expressly for freight and passengers. (The B & O reached Wheeling in 1853.) A national gazetteer noted in 1844 that Pennsylvania had undertaken the most gigantic system of internal improvements--an enterprising achievement. At that time there were 600 miles of completed

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state canals and another 600 in the course of construction. In addition, 120 miles of railroads were completed with 600 miles in construction. (Derrenberger: 51-69, 134, 137; Chapin: 241; Cupper: 2)

More turnpikes were chartered in the second quarter of the nineteenth century than in the first quarter, but most of these were short connectors or feeders to main lines. Canal and railroad competition brought disaster to the older trunk line turnpikes. Both canals and railroads could ship goods much faster at a lower cost. Despite the fact that canals took over most long distance hauling, turnpikes continued to handle local business until the railroads came to power. Still, wagons were used for short distances. In addition, canals posed little threat to turnpikes in passenger service. (Derringer: 140; Taylor: 156)

The National Road was host to many famous travelers during this early period. Politicians and Presidents like Henry Clay, a staunch backer of the road, Andrew Jackson, James K. Polk, and William Henry Harrison joined common travelers in Conestoga wagons who traveled along the road. The most famous traveler in the early period was perhaps the Marquis de Lafayette, who traversed the road during his triumphal return tour of America in 1825. (Walters: 326, Bruce: 69)

The road altered the landscape through which it passed, not only by way of its massive stone bridges, retaining walls, and culverts, but also through the residents along the route who took advantage of the economic opportunities provided by its traffic. The tax rolls for the townships through which the road passed attest to the increased commerce and road-related jobs created in these townships. Existing towns like Addison, Uniontown, Brownsville, and Washington flourished due to the National Road, while new "Pike Towns" such as Centerville and Beallsville developed to provide food, lodging, and other services for travelers. Individual taverns and adjoining complexes developed every mile or so to meet the travelers' needs as well.

Brownsville perhaps typified the union of an existing town with the National Road during the road's heyday. Laid-out in 1785 on the east side of the Monongahela River, Brownsville was already a growing commercial and boat building center by the 1790s. The American Gazetteer described Brownsville in 1804 as

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the most considerable town in the western parts of the state next to Pittsburgh. It was incorporated in 1815. A crossing point over the river and an embarkation area for early pioneers who used flatboats to travel to Pittsburgh and down the Ohio, Brownsville's prominence was enhanced by the National Road. Stagecoach passengers and other travellers on the improved road came to Brownsville and either ferried across the river, continuing their journey by land, or traveled by water to Pittsburgh and beyond. With the National Road as a stimulus, Brownsville flourished into a major transportation center. The first steamboat to make the round trip to and from New Orleans was built there, in 1815. (Harper, 89; Ellis, 429; Morse, n.p.)

By 1830 with a population of 1233, Brownsville boasted a glass manufactory, a steam engine factory, and a steamboat yard. Passenger travel on the slackwater river system between Brownsville and Pittsburgh peaked in 1848. In 1853 the town was flourishing with iron, glass, cotton, and paper manufactures and a population of 4500. Brownsville generally languished from the mid-1850s until it received a connection with the Pennsylvania Railroad in 1881. In 1890 it maintained a wide range of manufactures, but its population had fallen to 4000. (Gordon: 67; Polk: 888; Gazetteer of the U.S.: 150; Michael and Carlisle: 33)

New "Pike Towns" often developed to provide service for travelers. They generally grew up around the taverns, along the line of the road, which was the new town's main street. Centerville and Beallsville, each laid out in 1821, and Scenery Hill (Hillsboro) laid out in 1819 in Washington County, are well-preserved examples of pike towns. Each of these developed in linear fashion and retain hotels, commercial buildings, and residences from various periods of the road's development. Hopwood, situated at the western foot of Laurel Hill in Fayette County, also retains many of its stone hotels and houses associated with the nineteenth-century eras of the National Road. The architecture of these towns generally reflect the vernacular architecture trends of southwestern Pennsylvania with embellishments from contemporary national styles. Most of the buildings in these villages are two-and-a-half stories, but there are one-and-a-half story buildings as well. (Bruce: 73-74)

Taverns served as the centers of economic and social activities along the road, providing not only food, drink, and shelter for travelers but a convenient gathering place for local

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residents to obtain news from the East and the West. Whiskey was the leading beverage, and it was plentiful and cheap. More than one generation of men and their relatives spent their life on the road either as wagoners, coach drivers, or tavern keepers, often having more than one occupation on the road during their lifetime. Few of the taverns were owner operated, but innkeeping was certainly a profitable enterprise during this period of the road. The best taverns were recognized by their yards crowded with teams and wagons. In the mountains where travel was slow and often troublesome, a tavern could be found every mile, with or without a corresponding town. Where travel was easier, taverns were not as numerous. (Searight: 17, 192; Michael and Carlisle: 32, 34)

The hierarchy of rates and quality food and services of taverns were reflective of the clientele. (Rice, 20-21) Generally, coach taverns servicing stagecoach lines had the highest quality food and lodging; accommodations at other taverns varied according to the abilities of the proprietor. Wagon stands provided a yard and stables for wagons and their teams and less costly accommodations. At the bottom of the scale were the drover stands erected to house the livestock being herded to markets in the east.

Bridges and culverts great and small were required to carry the National Road over water. The structures, with one exception, were built of the abundant sandstone found along the route. A number of significant structures date from this early period, including the triple span, stone-arched Great Crossings Bridge (1817-1818) over the Youghiogheny River at Somerfield, near Addison. This bridge, contracted out to Kinkead, Beck and Evans, was dedicated with great ceremony on July 4, 1818. In addition, there is the stone-arched, skewed "S" bridge (1818-1820) over Buffalo Creek, Buffalo Township, Washington County, and Dunlap's Creek Bridge in Brownsville (1836-1839), the first cast iron span erected in this country. (The "S" Bridge and Dunlap's Bridge are listed on the National Register, and the Great Crossings Bridge has been determined eligible for the National Register.) National Road historian Thomas Searight wrote in 1894, "The bridges remain as enduring monuments to the National Road's grandeur and solidity." Searight's work on the National Road remains the most comprehensive on the subject. (Searight: 12).

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Water was not the only problem facing travelers along the National Road. Many thought that the substantially built road would last for 25 years without needing repair; the reality was quite different. The eastern part was so heavily exploited that maintenance became a problem within five years of completion. The constitutionality of federal involvement was still in question, however, and President James Monroe in 1822 refused to sign a bill obligating funds for repairs. Funding disputes continued until 1831, when the states through which the road passed agreed to accept responsibility for maintaining their portions, on the condition that the federal government first improve the route. As a result, the road received its first macadam surface. After 1830 turnpikes were chiefly used as feeders for other modes of transportation. Long distance traffic on turnpikes consisted chiefly of wagons hauling freight, stage service, emigrant traffic, and livestock drovers. The hauling of freight occurred mostly in the spring and autumn seasons. By 1840 railroads had demonstrated their superiority over canals such that investment was diverted to this mode of transportation. (Derringer: 117-119, 130)

The farmers of western Pennsylvania often found it more profitable to convert their grain into livestock rather than into flour. Drove of cattle, hogs, and sheep traveled about ten miles a day, making the journey from Pittsburgh to Philadelphia in thirty days. (Derringer: 124)

A number of significant changes occurred under state administration. Pennsylvania financed continued maintenance by erecting brick or stone tollhouses every fifteen miles and establishing tolls according to types of vehicle and number and type of livestock. Only two tollhouses remain in Pennsylvania: one in Addison, built of stone; and Searights, constructed of brick, just west of Uniontown. Both are listed on the National Register. Cast iron mile markers, painted white, were also placed on the north side of the road in the 1830s, replacing stone markers erected when the road was first built. Cast locally, the three-sided obelisks indicated mileage to and from Wheeling and Cumberland, and points in between.

DECLINE 1854 - 1900

The peak years of the National Road ended with the completion of the B & O Railroad between Baltimore and Wheeling

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in 1853 and the engineering of the Horseshoe Curve in 1854 which provided the Pennsylvania Railroad with a through route between Philadelphia and Pittsburgh. The bulk of the east-west traffic preferred the faster, more comfortable, and less expensive new mode of transportation. Although local usage continued, the road fell into disrepair, beginning a half century of decline. Traffic revived slightly during the Civil War, moving men and supplies after the Confederate army interrupted the B & O line between Cumberland and Wheeling. In the latter portion of the nineteenth century, historic sites like Washington's battleground at Great Meadows continued to draw some traffic, but the glory days were gone.

Not everyone appreciated the change. Journalist William H. Rideing wistfully declared the road "a glory departed." Reflecting on the dominance of the railroad, Rideing wrote: "[it is] questionable whether or not our means of locomotion in palace-cars are preferable to the [stage]coach in terms of luxury, but it is certain that the extinction of the old tavern of the pre-railway period deprives the world of a great boon." A Fayette County native, Thomas Searight, sought to keep alive the memory of the road's heyday by cataloguing the buildings and personalities of the National Road in his 1894 nostalgic reminiscence and travel guide.

Not all the communities along the road suffered during its decline. In Fayette and Washington Counties, large coal mining and coking operations developed in the 1880s and 1890s, producing a boom in some of the old pike towns or creating new ones. Although coal had been mined in southwestern Pennsylvania since the mid-1700s, large-scale mining did not occur until after the introduction of the railroads into the area and the development of steel manufacturing in the Monongahela Valley. The railroads made shipment of coal to market more economical, and also made it possible for companies to bring predominantly immigrant labor into the region. The production of bituminous coal burgeoned as the western Pennsylvania iron and steel industry consumed large quantities of coke during the 1870s. The coke ovens of Fayette and Westmoreland counties, comprising the Connellsville Coke Region, supplied nearly all the coke burned in southwestern Pennsylvania iron and steel furnaces. At its peak output in 1916, this region had over forty thousand coke ovens. (Bomberger and Sisson: 19)

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Among the National Road communities affected by mining were Brier Hill and Ritcheyville. The population of Brier Hill, the location of the 1796 National Register Peter Colley Tavern, swelled due to the influx of mine workers. Ritcheyville, in Washington County, was established as a population center of the Vesta No. 4 mining operation, owned by the Jones and Laughlin Steel Corporation, one of the largest in the region. The Vesta mines operated between c. 1892 and 1978, employing more than 1000 men.

The three largest southwestern Pennsylvania urban centers along the National Road, Uniontown, Brownsville, and Washington, experienced the greatest prosperity, becoming financial centers for the region's coal and coke and iron and steel industries. Each experienced tremendous growth, with revitalized downtowns sporting large hotels, banks, and other commercial buildings, and new residential areas developed to house the influx of immigrants. The old National Road continued to function as main street in these important towns.

REBIRTH 1901-1945

The National Road's revival as a single rather than piecemeal transportation artery awaited the automobile revolution of the early twentieth century. Transportation planner Archer Butler Hulbert, writing in 1900, forecast that the automobile would herald the revival of the National Road and "its historic association will render the route of increasing interest" (Rhoads: 132). A decade later the prediction was coming true. The industrial revolution increased middle class affluence and created more leisure time, helping boost the affordability and popularity of automobile touring. The National Road's earlier association with the colonial and pioneer eras attracted motorists to the historic route.

By 1910, portions of the National Road were being improved for rubber-tired vehicles, partly out of appreciation for its historic value. Two years later, the National Highway Association, seeking federal and state highway funds, appealed to historical and patriotic interests. They succeeded in having the National Road designated as the eastern segment of the National Old Trails Road. Travel magazines recommended the Pennsylvania portion of the National Road for the history-minded tourist, "where you begin to feel that you are traveling on hallowed _

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ground" (Travel Magazine, Dec. 1909). Travel guides like Robert Bruce's 1916 The National Road: Most Historic Thoroughfare in the U.S., and Strategic Eastern Link in the National Old Trails Ocean to Ocean Highway indicated the location and significance of taverns, bridges, and other landmarks on the still largely unmarked route. These efforts played an important role in the promotion of highway development and automobile touring.

At the same time (1912-1914) that the National Road was being promoted, various national efforts were begun for the creation of the Lincoln Highway to stretch across the United States. There was a much more visible effort to promote the improvement of this route for automobiles. Men, such as Henry B. Joy, President of Packard Motor Car Company, became involved. Similar to the National Road, patriotic themes were established as part of the promotion. (Hokanson: 9)

The increased travel produced a spate of monument building along the National Road. In 1909, the Braddock Memorial Park Association laid out a park and granite monument in Braddock's honor. The Daughters of the American Revolution created an Old Trails Road Department and placed bronze tablets at various historic venues to educate travelers. The DAR also produced monuments called "Madonna of the Trails" (1928), one of which stands outside of Beallsville on the National Road. The ten-foot high statue of a woman clutching a baby honored the strength and spirit of pioneer motherhood. In 1932 Fort Necessity was recreated at Great Meadows, as part of the centennial celebration for George Washington's birth. Over 20,000 people attended the ceremony dedicating the "altar of national patriotism," most arriving at the remote site after traveling by automobile over the National Road. In addition, that same year the Sons of the American Revolution published a book on Fort Necessity and Historic Shrines of the Redstone Country in order to direct attention to the "first wilderness gateway to the golden west." The National Road or Route 40 tied these sites together.

Automobile touring spurred the growth of new businesses to accommodate the needs of travelers. Some old taverns re-opened or saw increased trade, but the new mode of transportation brought with it different needs and new concepts of time and travel, demanding the creation of different building types along the road. Large new hotels like the White Swan in Uniontown or the George Washington Hotel in Washington serviced some

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travelers. However, most tourists desired inexpensive accommodations, fast service, and fast food, a need met by motels, tourist courts, cabin camps, service stations, cafes, and diners.

By the 1920s the National Road's renaissance was in full swing. Tourist attractions and other service industries developed in response to the demands of the automobile traveler. Diners, gas stations, and tourist cabins sprang up to meet these demands. Truck traffic grew as motor vehicles took an increasingly larger portion of the freight-hauling business. The more romantic likened the truck convoys to lines of Conestoga wagons from the earlier period, referring to them as "motor-conestogas" (Faris, 77). In 1926, when the National Road became a part of cross-continental U.S. Route 40, the road was carrying a greater volume of traffic than in the stagecoach days. For safety and maintenance reasons that came with the automobile age, some of the road was soon realigned and original portions abandoned or by-passed.

Governor George Earle created the Pennsylvania Turnpike Commission in 1937 to develop a four lane highway from Carlisle through the Alleghenies. America's first superhighway initiated a new era of road building. The turnpike, which opened in 1940, diverted traffic away from U.S. Route 40. (Klein and Hoogenboom: 459; Cupper: n.p.)

RECENT PAST 1946-PRESENT

Auto touring declined on the National Road with the Depression of the 1930s and the gas rationing of the 1940s, but resumed following World War II. The nature of the road changed, however. The Interstate Transportation Act was passed in 1956, and the creation of Interstate 70 in the 1960s siphoned much of the east-west traffic away from Route 40. To meet the challenge, Route 40 was again realigned, bypassing some existing communities. Like the taverns of an earlier era, the businesses along the abandoned portions of the Old Pike fell into a decline. Many once-prosperous pike towns, re-borne during the early automobile era, once again became sleepy little rural villages.

Nevertheless, the road continues in use today, still serving local traffic and the history-minded traveler. Extant taverns and pike towns stand side-by-side with later service stations and

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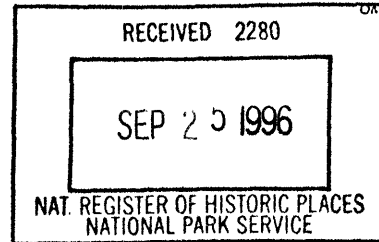
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repair garages along the National Road through Pennsylvania. Suburban sprawl and other development pressures threaten historic resources in a few places, creating a feeling and association very different from earlier periods. But for the most part, the National Road is remarkably well-preserved, retaining many resources associated with its early and later history. The original route itself imparts a great deal of integrity in terms of feeling and association, especially on those portions that were by-passed, where subsequent development has not been so intrusive, and where often the road has neither been widened or straightened. The old road extending west out of Addison and the portion of the Old Pike between Claysville and West Alexander best portray the National Road as it may have appeared in the early part of this century. But this is only part of its charm. The National Road, captures through its resources the continuum of the road's development, portraying the history of the road from its construction beginning in 1811 to the present day.

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I. Name of Property Type: Historic District

II. Description

Historic districts on the National Road consist of pike towns and bypassed sections of the original route. Bypassed sections can include pike towns. Both retain integrity and a strong sense of place reflecting the history of the National Road for the period of its significance, 1811 - 1945.

Pike Towns

Pike towns are the small communities that developed along the National Road during its golden age c. 1818 to 1853. Small towns, such as Addison flourished because of the increased trade from traffic along the road. The pike towns reflect changing patterns of use and life that are the history of the National Road from its golden age, through its decline in the late nineteenth century, to its rebirth in the early twentieth century. These districts include buildings, structures, sites, and objects directly associated with the construction of the road and travel.

Set in rural landscapes, pike towns are characterized by their linear form. The towns' main streets are the original route of the National Road and buildings, primarily vernacular in style, front directly on it. Most often the pike towns did not develop beyond the alleys which run behind the buildings and parallel to the main street. Buildings constructed before 1853 are predominantly wood frame with the exception of taverns and some other commercial buildings constructed of stone or brick. Construction after 1853 was limited until the late nineteenth century and early twentieth century. During this period new construction, primarily consisting of houses and churches, occurred along the outskirts of these towns succeeding in elongating the linear form to the east and west with only limited development to the north or south beyond the back alleys. Examples of pike towns along the National Road are Beallsville, Centerville, Scenery Hill, and Hopwood.

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Bypassed sections of the National Road

Bypassed sections of the original route are those stretches of the National Road that have been bypassed by U. S. Route 40 since 1926. These may include a pike town, or small collections of buildings, structures, and objects, such as taverns, stores, houses, gas stations, bridges, culverts, and milemarkers, constructed in response to the construction of the road and travel along it during the nineteenth century and early twentieth century. Bypassed sections may also be the original National Road with few or no buildings present, having a rural landscape that retains the feeling and association of travel during the significant periods of the National Road. The road in these sections is narrow with a maximum of two lanes in width. Shoulders, if present, are unpaved, grades tend to be steeper, and curves sharper. The old route accommodates the landscape more so than the modern road which overcomes the terrain and thus is isolated from the landscape. There are approximately 33 identified bypassed sections of the original route many of which are very short, less than one half of a mile. About a quarter of these may retain the characteristics and integrity necessary to be eligible for listing in the National Register under this property type. Examples of these bypassed sections are those through Addison Borough, South Strabane at Anderson Road, and sections between Claysville and West Alexander.

III. Significance

National Road historic districts are significant under Criterion A for their association with the history of the National Road, specifically transportation and commerce. This property type may also be significant under Criterion C as reflecting the engineering or architectural styles and vernacular forms typical during the eras of the National Road from the early nineteenth century to the early twentieth century.

Residents along the route of the National Road took advantage of the opportunities provided by its construction and later by its traffic. Pike towns developed and flourished providing food, lodging, and other services for those working on the road and travellers. Pike towns generally grew up around taverns, centers of economic and social activities for the local residents.

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Use of the road declined when the railroads reached Wheeling and Pittsburgh during the latter half of the nineteenth century. Little development occurred along the National Road at this time and once busy pike towns became sleepy hamlets that served mostly local residents. In the 1870s and 1880s the coal and coke industry began to mature bringing some prosperity to those towns fortunate enough to be close to a mine, such as Brier Hill.

The National Road experienced a rebirth during the early twentieth century when automobile touring became popular. This spurred the growth of new businesses, such as tourist courts, cabin camps, service stations, motels, and diners that catered to automobile culture. The first realignment and by-passing of portions of the National Road occurred in 1926 with the creation of U.S. Route 40. More portions of the National Road were by-passed in the 1960s. Those communities and rural areas along by-passed sections fell into decline and remained rural in character. In some instances, location on the by-passed road has helped to preserve the historic character of these communities and rural areas from new development and sprawl.

IV. Registration Requirements

In order to be eligible for listing in the National Register of Historic Places under Criterion A in the areas of transportation and commerce, historic districts must demonstrate association with the transportation and commercial history of the National Road. Pike towns must be documented in sources, such as Searight, Bruce, Earle, or county histories, as being related to the National Road. They must embody those characteristics identified as common to all National Road pike towns including linear plan and the National Road as the main street. Bypassed sections of the original route of the National Road must be documented in sources such as early atlases and other maps as being the original route.

To be eligible under Criterion C, pike towns and bypassed sections of the road must be rural in character and may contain buildings, structures, and/or objects that reflect the construction, form, style, and workmanship common during the recognized eras of the National Road.

Historic Districts must retain integrity of materials, design, setting, workmanship, location, feeling, and association in order

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to be eligible for listing in the National Register. The rural and architectural characteristics must be present as well as the feeling and association one would expect traveling along an old nineteenth and early twentieth century road. New pavement alone does not necessarily compromise the eligibility of a bypassed section of the old road. Modern sections of U. S. Route 40 and historic sections that lack integrity are not eligible for listing in the National Register.

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I. Name of Property Type Tavern Buildings

II. Description

Travelers on the National Road required places to lodge. In the earliest period of the National Road, accommodations were limited to boarding in private homes or staying in one of the public houses established to cater to travellers on the road. This Property Type includes taverns and related buildings associated with the operation of public accommodations, such as stables, springhouses, smoke houses, summer kitchens, and innkeeper's residences, during the National Road's peak period, 1818-1853.

Most of the tavern buildings were built during the early, boom years of the National Road, although a small number pre-date the road's construction. Nearly all continued in operation beyond the mid-nineteenth century, but for each the primary period of significance is during the heyday of the National Road. A total of 28 resources are eligible for the National Register within this property type. Seven other tavern buildings--Hills Tavern, Malden Inn and stable, Mt. Washington Tavern, Peter Colley Tavern, the Fulton House, and the Rush House--were previously listed in the National Register.

Three types of taverns specialized in catering to three particular groups; stagecoach travelers, wagoners, and drovers. For each group there were particular needs which mostly defined the size of the yard and the number of outbuildings. A stagecoach tavern required stables to keep the relay teams as well as rooms for passengers staying overnight. This may mean that some stagecoach taverns were larger than wagon or drover taverns. Wagoners required a large yard where their teams and wagons could park overnight while drovers needed separate pens to keep their herds. Both wagoners and drovers provided their own bedding and often slept in the barroom in front of the fireplace. Visual and written records are not always complete enough to differentiate the various types of taverns along the National Road today.

The tavern buildings share a number of associative characteristics. Most of the surviving tavern buildings are of masonry construction, frequently native sandstone or brick, have a five-bay facade, and are two stories in height. An overwhelming majority of the surviving taverns in Fayette County are stone, but the bulk of

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Washington County taverns are brick. A few log or frame taverns do survive however. A majority of the taverns are double pile, but a number are single pile as well. The taverns are generally larger than those buildings in the surrounding village or countryside. (Those taverns measured in Fayette and Somerset counties had an average measurement of 45 feet for their front elevation, 28 feet for the gable end, and 57 feet for the kitchen ell.)

These taverns have other distinctive qualities. Many of the taverns have a central front door along with another door to the side which opened into the barroom. Most of the taverns have a kitchen ell, usually two stories, to the rear. Often this ell has an open porch along its eastern side. The main block of the house and the kitchen ell is sometimes joined at the top with a hipped roof. The architectural styles are Federal, Greek Revival or, more commonly, a vernacular variation of each. The very finest examples have double end chimneys; double-hung, multi-pane sash; stone lintels; and quoins. All front directly on the original National Road, in keeping with their public functions.

A number of taverns have associated outbuildings such as stables, barns, springhouses, summer kitchens, and innkeeper's residences. In a few cases these outbuildings remain although the tavern itself has disappeared or has lost integrity. Outbuildings are generally less imposing than the tavern, and almost always are vernacular in construction. Stone is the most prevalent building material, although frame and brick buildings survive also. They were built in close proximity to the main building, and where the tavern exists, are considered part of the same historic property. Where they exist independently, they form the best surviving link to the no-longer-extant tavern.

III. Significance

The tavern buildings are locally significant under Criterion A due to their association with travel and commerce along the National Road, and locally significant under Criterion C for their recognizable tavern house form, often influenced by early to mid-nineteenth century southwestern Pennsylvania vernacular architecture or period styles.

Tavern buildings are intimately linked with travel and commerce along the National Road, the most important east-to-west transportation artery until the coming of the railroads in the

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early 1850s. Taverns served as centers of economic and social activities along the road, providing food, drink, and shelter for travelers and wagoners as well as a convenient gathering place for local residents looking to obtain news from the east and the west. They also often were the focal point for pike towns which grew up along the new road. Taverns were commonplace and necessary in an era when twelve to fourteen miles per day was the limit of most travel. They provided lodging, yards and stables for wagons and teams, and pens for the livestock. Cleanliness and comfort varied from place to place, but the services provided were essential for those using the road.

The tavern buildings are also significant under Criterion C, because they embody the distinctive characteristics of a type, period, and method of construction. The taverns themselves, whether stone, brick, or frame construction, are representative of the type of tavern building built along the length of the National Road. Although a few pre-date the road, the remainder, with one exception, were built between 1818 and 1853, during the National Road's most important period. They share common characteristics which immediately identify them as public accommodations, including the five ranked, symmetrical plan with center door; two- or two-and-a-half stories height; double-hung sash; side gable or hip roof; and Federal or Greek Revival architectural influences. All front directly on the National Road, in keeping with their public functions. They were also the most imposing buildings found along the road at a time when that section of western Pennsylvania was still only sparsely settled. The similar plans and comparatively monumental construction are distinctive characteristics of tavern buildings.

IV. Registration Requirements

In order to be eligible for the National Register of Historic Places under Criterion A in the areas of transportation and commerce, tavern buildings must demonstrate a link to the transportation and commercial history of the National Road. The tavern must be mentioned as a National Road tavern site in one of the tour guides, such as those done by Searight or Bruce to the National Road, in a county history, or in some other documentary source.

To be eligible under Criterion C, the minimum requirements embodies

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those exterior elements identified as common to all National Road taverns, including the recognizable three to five-bay facade, ell-shaped plan with a central door; two or two-and-a-half stories height; double-hung sash; side gable or hip roof; and Federal or Greek Revival architectural influences. They should front directly on the original National Road, but they are still considered eligible if the road has been re-routed for the convenience of twentieth-century travel. Exterior material should be ashlar-faced or rubble sandstone; brick laid in common or Flemish bond; or wood siding, if a log or frame structure. Therefore, it follows that eligible taverns must have some of those elements. In addition, some will possess stylistic elements associated with either Federal or Greek Revival style architecture, such as stone or wood lintels; quoins; dentiled cornice; multi-pane sash; and fanlights and door surrounds.

If the symmetrical plan of the tavern has been altered, or the massing and scale of the building compromised, integrity will be considered lost, and the tavern will not be eligible for the National Register. Replacement of windows, repointing with inappropriate mortar, or, on frame or log buildings, covering with aluminum or vinyl siding are not sufficient in and of themselves to compromise the National Register eligibility of the taverns. However, in conjunction with other changes, integrity might be called into question.

All extant taverns and tavern keepers' houses eligible under Criteria A and/or C must also possess architectural integrity. Alterations to design, scale and materials of the outbuildings, in particular, may compromise National Register eligibility. Buildings should retain their original orientation, form, and a majority of their building materials. Where they do not, and they are part of a tavern complex, they should be considered noncontributing; where they are the only extant remains of the tavern, they should be considered not eligible for the National Register.

Tavern buildings may be evaluated for nomination as a complex including the tavern and related outbuildings. Outbuildings, whether they are part of an extant tavern complex or individual resources, will not possess the same architectural characteristics as the taverns; nevertheless, they must maintain integrity of materials, design, workmanship, location, feeling, and association.

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The properties included within this multiple property group are found in southwestern Pennsylvania in the counties of Somerset, Fayette, and Washington.

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Methodology

In July 1986 a survey team, headed by Denise Grantz, from California University of Pennsylvania received a one-year, 70/30 matching grant from the Pennsylvania Bureau for Historic Preservation to study historical/architectural transportation resources along the National Road in Somerset, Fayette, and Washington counties. The data generated provided the foundation for a future Multiple Property nomination of the road and its associated resources to the National Register of Historic Places.

The survey, completed in June 1987, studied an approximately eighty-mile long, 400-foot wide corridor along present-day U.S. Route 40 from the Maryland/Pennsylvania state boundary near Addison to the West Virginia/Pennsylvania state boundary near West Alexander. The field survey resulted in the identification of 205 resources and the preparation of 170 PHMC Historic Resource Survey Forms, grouped into eight distinct resource categories: structural features (bridges, culverts, retaining walls, and mileposts); taverns/inns; toll house complexes; cottage industries (wagon or blacksmith shops); hotels/motels; cabin camps; auto facilities (service stations, repair garages, auto sales); and miscellaneous (historic markers/monuments, roadside parks). The survey team also prepared a final report analyzing data along with USGS maps marking the location of the surveyed resources.

The National Road as a preservation issue laid dormant until the fall of 1990 when a separate study was launched to see whether the National Road corridor should be designated as a State Heritage Park under the Commonwealth of Pennsylvania. The consultant hired for the feasibility study, Thomas and Means Associates of Alexandria, Virginia, concluded in December 1991 that the resources warranted establishing a park. Concurrently with that study, the Bureau for Historic Preservation reviewed the survey files to determine which National Road resources were eligible for the National Register of Historic Places. The Bureau's Johnstown Regional Office conducted follow-up site visits in late 1990 and early 1991 where additional information was needed. In all, 81 resources appeared to meet National Register criteria, including 28 tavern buildings.

In the fall of 1991, the Johnstown Regional Office, following consultations with Bureau staff in Harrisburg, successfully applied

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to the Southwestern Pennsylvania Heritage Preservation Commission for a grant to fund the preparation of an historic context for the National Road and individual nomination forms of the first property type, taverns. The joint project between the Johnstown Regional Office staff and consultant was the first step in a Multiple Property nomination of all National Road transportation resources. An intern was hired in May of 1992 to update all survey forms. Subsequently a decision was made to include the National Road Multiple Property Nomination within a larger unlimited quantities contract for National Register work. The Johnstown Regional Office, however, was directed to continue work begun on the historic context and property type description.

The historic contexts prepared by the Johnstown staff built on the preliminary work done by both the California University of Pennsylvania study and the Thomas and Means work. The California University study, after a comprehensive look at source material, identified three periods of development on the National Road. The Bureau for Historic Preservation modified this slightly to include: the Golden Age, 1818-1853; Age of Decline, 1854-1900; Rebirth, 1901-1945; 1946-present. A review of the literature and of the survey forms confirmed these periods. The intensive survey in 1986-87, and the follow-up visits 1990-92 further identified the property types, and helped derive standards for integrity. In April 1995 Jerry Clouse of the Bureau staff began revising the National Road context as well as doing field work for writing the individual tavern nominations.

Taverns were chosen as the first resource category to be listed for a variety of reasons. First, they are among the most substantial and visible surviving resources from the National Road's greatest period of significance, the period 1818-1853. Taverns provide the most visible link between the early nineteenth century and the present-day National Road. Situated immediately on the road, taverns are the historic resources most-often identified by local people and visitors alike with travel on the National Road. Because of this association, the National Road Feasibility Study recommended that the State Heritage Park interpret the National Road story within a tavern. (Other adaptive re-use projects are also suggested.) Second, taverns typify road-related, public travel accommodations during the pre-railroad era. This important role on a nationally important route makes them worthy of preservation. Third, while many taverns are still in use as restaurants, museums, antique shops, bed and breakfasts, or private

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homes, still others are abandoned and in danger of demolition by neglect. Listing on the National Register would enable tavern owners in Somerset and Fayette counties to apply for rehabilitation funding through the Southwestern Pennsylvania Heritage Preservation Commission. During the summer of 1995, the Bureau for Historic Preservation undertook completion of individual nominations for 9 of the taverns.

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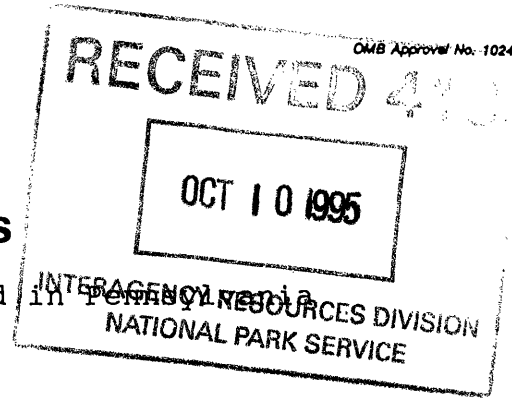
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