

NHL, Travel and Communication (XVIII)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE 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—NOT FOR PUBLICATION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
CODE

CONGRESSIONAL DISTRICT

18th

STATE

Ohio

39

COUNTY *Madison* CODE
Guernsey 059**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
☒ OTHER commemorative site**4 OWNER OF PROPERTY**

NAME

Guernsey County Commissioners

STREET & NUMBER

County Courthouse

CITY, TOWN

Guernsey

— VICINITY OF

STATE

Ohio

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
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 ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Library of Congress/Annex

CITY, TOWN

Washington

STATE
D.C.

7 DESCRIPTION

CONDITION

___EXCELLENT

___GOOD

☒FAIR

___DETERIORATED

___RUINS

___UNEXPOSED

CHECK ONE

☒UNALTERED

___ALTERED

CHECK ONE

☒ORIGINAL SITE

___MOVED DATE _____

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 still in use). BUILDER/ARCHITECT

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 17 468070 4432639
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C
ZONE EASTING NORTHING

D
ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

See continuation sheet

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 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

DATE

1/25/79

ATTEST: B. L. Leberich

KEEPER OF THE NATIONAL REGISTER

((NATIONAL HISTORIC
LANDMARKS))

UNITED STATES DEPARTMENT OF THE INTERIOR
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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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INVENTORY -- NOMINATION FORM

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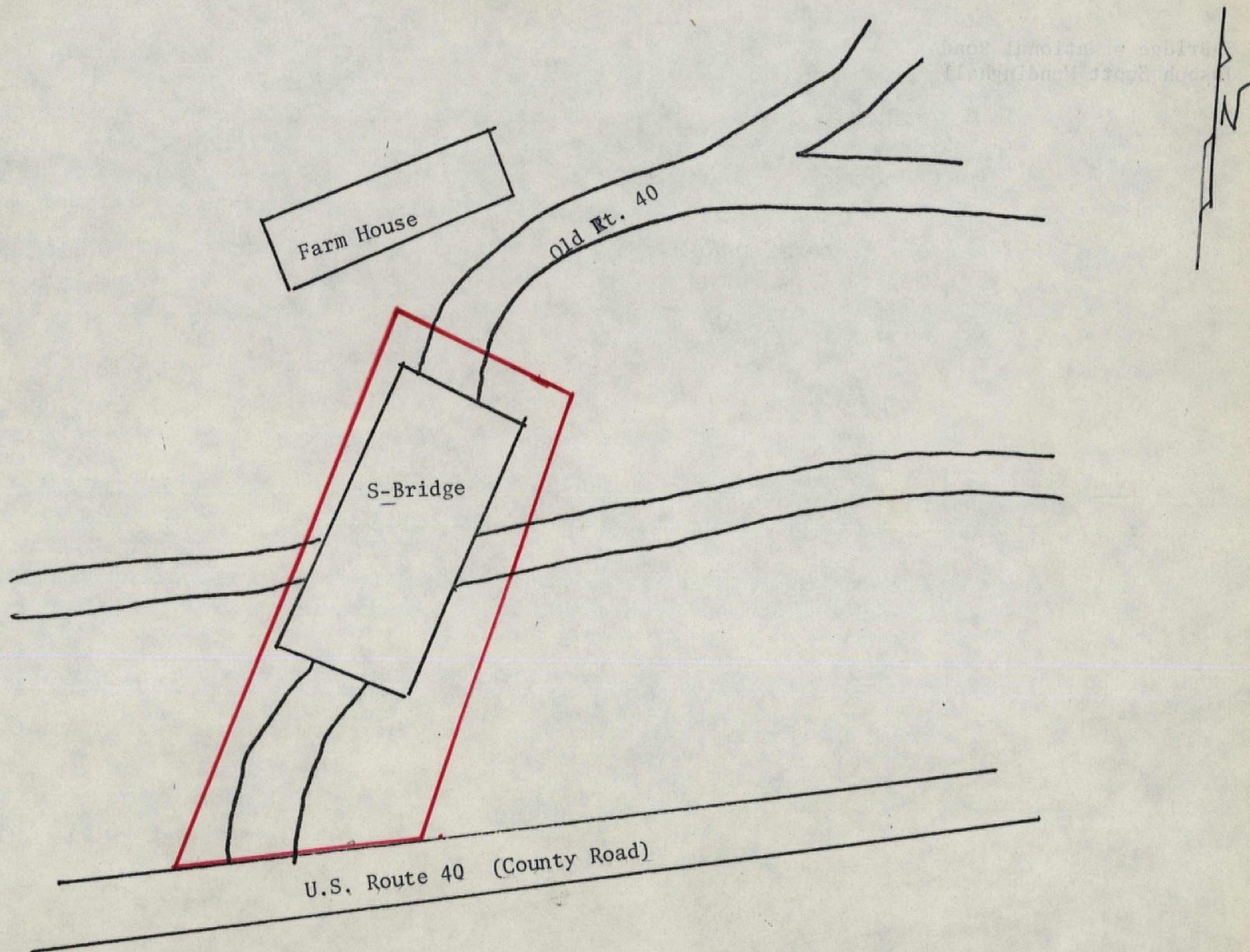
DATE ENTERED

CONTINUATION SHEET

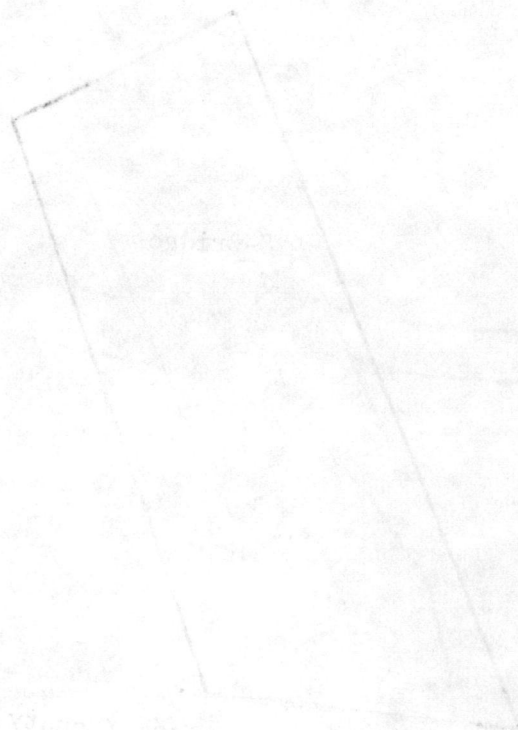
ITEM NUMBER 10 PAGE 1

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



Property

S-Bridge, National Road

#459

BOUNDARY DEFINITION
RECEIVED 4/12/76

State Ohio

Working Number NKK

TECHNICAL

Photos _____

Maps _____

UTM Correct CONTROL

JE

8/31/76

HISTORIAN

ok

B. Grosvonts

1/6/77

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

Why isn't there a discussion of its engineering significance?

What county? OTHER

Boundary

OK

C. Hamm

6-14-78

HAER

~~The~~ Bridge is significant because it is a structure representing the National Road which retains a great amount of historic integrity. It is of engineering significance but then is superseded by its association with the National Road.

Inventory _____

Review 6/14/78

Donald C. Johnson

REVIEW UNIT CHIEF

Boundary ok

blowich

1/25/79

BRANCH CHIEF

KEEPER

National Register Write-up _____

Send-back _____

Entered _____

Federal Register Entry _____

Re-submit _____

INT:2106-74



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC S-BRIDGE, NATIONAL ROAD

AND/OR COMMON S-Bridge, National Road

2 LOCATION

CITY, TOWN Old Washington

☒ VICINITY OF

Ohio STATE

Guernsey COUNTY

3 PHOTO REFERENCE

PHOTO CREDIT National Park Service

DATE OF PHOTO Unknown (verified,
1975)

NEGATIVE FILED AT Historic Sites Survey, Washington, D.C.

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO.

West side of bridge, looking east.



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AND/OR COMMON

S-Bridge, National Road

2 LOCATION

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X VICINITY OF

STATE Ohio

COUNTY Guernsey

3 PHOTO REFERENCE

PHOTO CREDIT

National Park Service

DATE OF PHOTO

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Historic Sites Survey, Washington, D.C.

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

View across bridge, looking northeast.

PHOTO NO.



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AND/OR COMMON

S-Bridge, National Road

2 LOCATION

CITY, TOWN

Old Washington

X VICINITY OF

STATE

Ohio

COUNTY

Guernsey

3 PHOTO REFERENCE

PHOTO CREDIT

Joseph S. Mendinghall

DATE OF PHOTO

1/75

NEGATIVE FILED AT

Historic Sites Survey, Washington, D.C.

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO.

View across bridge between parapets looking northeast.



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AND/OR COMMON

S-Bridge, National Road

2 LOCATION

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Old Washington

☒ VICINITY OF

STATE

Ohio

COUNTY

Guernsey

3 PHOTO REFERENCE

PHOTO CREDIT

Joseph S. Mendinghall

DATE OF PHOTO

1/75

NEGATIVE FILED AT

Historic Sites Survey, Washington, D.C.

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

East side of the bridge, looking west.

PHOTO NO.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- **ENCLOSE WITH MAP**

1 NAME

HISTORIC

S-BRIDGE, NATIONAL ROAD

AND/OR COMMON

S-Bridge, National Road

2 LOCATION

CITY, TOWN

Old Washington

☒ VICINITY OF

COUNTY
Guernsey

STATE
Ohio

3 MAP REFERENCE

SOURCE

Joseph Scott Mendinghall

SCALE

not to scale

DATE

4/75

4 REQUIREMENTS

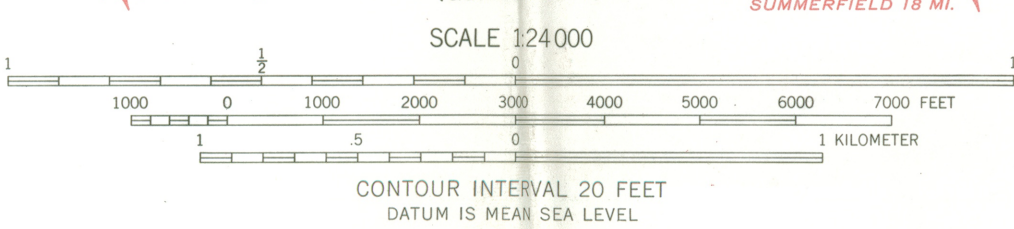
TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



S-bridge, National Road
U.S.G.S. 7.5' series map
Antrim, Ohio Quadrangle
UTM
17.468070-4432630

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1960. Field checked 1962
Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Land lines within the Old Seven Ranges based on the Ohio River Base
Land lines within the United States Military District based on the
Base Line of the United States Military District
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route State Route



ANTRIM, OHIO
SE 1/4 ANTRIM 15' QUADRANGLE
N4000—W8115/7.5

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

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HISTORIC S-BRIDGE, NATIONAL ROAD

AND/OR COMMON S-Bridge, National Road

2 LOCATION

CITY, TOWN Old Washington

☒ VICINITY OF

COUNTY
~~Guernsey~~
Muskingum

STATE Ohio

3 MAP REFERENCE

SOURCE USGS map, 7.5 series, Antrim, Ohio Quadrangle

SCALE 1:24,000

DATE 1962

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

"Old Washington Bridge" National Road

JAN 28 1964

Dear Mr. Secrest:

It is a pleasure to inform you that in your Congressional District the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

As explained in the enclosures this historic property is eligible to receive, from the Department of the Interior, a certificate and bronze plaque designating it as a Registered National Historic Landmark. The Director of the National Park Service will notify the owner and provide him with the proper application forms.

In recognizing the historical importance of this site, we wish to commend the owner for the care and preservation of this property.

Sincerely yours,

(sgd) Stewart L. Udall

Secretary of the Interior

Hon. Robert T. Secrest
House of Representatives
Washington, D. C.

Enclosures

cc:
LM (2)
Secretary's Reading File
Regional Director, Northeast
Mr. Littleton

JOLittleton:mg 12-6-63

January 28, 1964

LSB-CHAM PARKS

"OLD WASHINGTON BRIDGE," NATIONAL ROAD

Dear Mr. Taft:

It is a pleasure to inform you that in your State the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

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Sincerely yours,

/s/ Stewart L. Udall

Secretary of the Interior

Hon. Robert Taft, Jr.
House of Representatives
Washington, D. C.

Enclosures

January 28, 1964

L58-CHAH PARKS

Dear Senator Young:

"Old Washington Bridge," National Road, Ohio

It is a pleasure to inform you that in your State the historic sites listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

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Sincerely yours,

/s/ Stewart L. Udall

Secretary of the Interior

Hon. Stephen M. Young
United States Senate
Washington, D. C.

Enclosures

January 28, 1964

L58-CHAH PARKS

"OLD WASHINGTON BRIDGE," NATIONAL ROAD
Ohio

Dear Senator Lausche:

It is a pleasure to inform you that in your State the historic site listed on the enclosure has been found to possess exceptional value in commemorating and illustrating the history of the United States.

This site has been evaluated in the National Survey of Historic Sites and Buildings, and by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, and approved by me pursuant to the Historic Sites Act of August 21, 1935.

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In recognizing the historical importance of this site, we wish to commend the owner for the care and preservation of this property.

Sincerely ;yours,

/s/ Stewart L. Udall

Secretary of the Interior

Hon. Frank J. Lausche
United States Senate
Washington, D. C.

Enclosures

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ news release

Foley - 343-4895

SECRETARY UDALL ANNOUNCES FORTY-EIGHT SITES ELIGIBLE FOR REGISTERED
NATIONAL HISTORIC LANDMARK STATUS

Secretary Udall explained that Registered National Historic Landmarks are areas which have been found to possess exceptional value and are of national significance in commemorating and illustrating the history of the United States. Such landmark sites are not administered by the Department's National Park Service, but are recognized by the Service with a certificate and bronze plaque. The number of sites declared eligible for Registered National Historic Landmark status now totals 452.

Political and Military Landmark examples are: Pearl Harbor Naval Base, Hawaii, intimately associated with the rise of the United States as a world power;

"Fairview," home of William Jennings Bryan at Lincoln, Nebraska, commemorating one of the major leaders of the late 19th and early 20th century who had a great impact on the political history of that time; Robert M. Lafollette Home, Maple Bluff, Wisconsin, memorializing a man who believed with his heart and soul that democracy had to rest on the people, not on special interest groups or cliques; U. S. S. Olympia, Philadelphia, Pennsylvania, one of the most historic naval vessels in America; and Temple Square, Salt Lake City, Utah, which captured the essence of the Mormon achievement in building a kingdom on the Utah desert.

Travel and Communication examples include: The First Telephone Exchange, New Haven, Connecticut, the building in which the world's first telephone exchange was established, which began operations on January 28, 1878; Jarrett Manor, "Travelers Rest," Toccoa, Georgia, which served as a well-known stagecoach inn, tavern, and post office throughout the 19th century; Illinois and Michigan Canal (Locks and Towpath), Channahon, Illinois, which propelled Chicago into a position of supremacy in the Middle West; Sandy Hook Light, Sandy Hook, New Jersey, the oldest standing light tower in the United States; and Samuel F. B. Morse Home, "Locust Grove," New York, where Morse first successfully demonstrated his telegraph in 1844.

Archeological Landmarks are Angel Mounds, Indiana, a site which has produced more than 2,000,000 catalogued artifacts--the most outstanding being an effigy of a seated man which was carved from fluorspar; Pinson Mounds, Tennessee, a site of major importance, one of the few large temple mound sites with an earthworks; and Piilanihale Heiau, Hawaii, a structure attributed to Piilani, of the Maui line of great chiefs of the 16th century.

Brief descriptions are attached of the 48 sites.

X X X

Political and Military Affairs After 1865

In the study of "Political and Military Affairs After 1865," 16 sites were listed by the Advisory Board. They are as follows:

1. Pearl Harbor Naval Base, Hawaii. Pearl Harbor was one of the keys to the development of American naval power in the Pacific, and is still today an active, major naval base. The U. S. S. Arizona Memorial, where over 1,100 men were entombed in the battleship sunk by the Japanese in their surprise attack of December 7, 1941, is a point of major visitor interest.
2. Benjamin Harrison Home, Indiana. President Harrison's house was constructed in 1874-75 and remained his home, when he was not in Washington, D. C., until his death in 1901. It is well maintained and contains many furnishings that formerly belonged to Harrison.
3. James G. Blaine Home, "Blaine House," Maine. The Blaine House was built in the early 19th century, and purchased by Blaine in 1862. Now the governor's mansion, it was restored and redecorated in 1962, and the study meticulously restored to its appearance when Blaine occupied it.
4. William Jennings Bryan Home, "Fairview," Nebraska. Bryan moved in 1887 to Lincoln, Nebraska, and soon launched his significant political career, serving in Congress, three times as Democratic candidate for President, and as Secretary of State from 1913-1915. The first floor has been restored as a historic house, containing original furnishings contributed by the family.
5. Thomas Nast Home, "Villa Fontana," New Jersey. The famous cartoonist's well-preserved home is not open to the public. He occupied it from 1873 to 1902, a handsome three-story, clapboard building with mansard roof which was built about 1860.
6. William H. Seward House, New York. The Seward House was built in 1816-17 as the home of Mrs. Seward's parents. Mr. and Mrs. Seward made it their home after their marriage in 1824, to the time of his death in 1872. It is in excellent condition, well maintained, under foundation ownership.
7. James A. Garfield Home, "Lawnfield," Ohio. Garfield purchased Lawnfield in 1876, a 152-acre farm with 1½-story house built in 1832 and outbuildings. He enlarged and remodeled it extensively, and ran his successful presidential election campaign of 1880 from this house, now restored and owned by the Lake County Historical Society.
8. Rutherford B. Hayes Home, "Spiegel Grove," Ohio. The Hayes house, built between 1859 and 1863, and later enlarged, is located on the grounds of the Hayes State Memorial. The Memorial contains the graves of the 19th president and Mrs. Hayes, and also a museum and library building preserving their papers and other possessions.

9. William Howard Taft Home, Ohio. Taft was born and spent his first 25, formative years in this house, from which he emerged to pursue his remarkable career in law and public administration. The house is still basically sound, but somewhat altered and in only fair condition.
10. U. S. S. "Olympia," Pennsylvania. This cruiser, built in 1888, is the oldest steel-hulled American naval ship afloat. Excellently restored by a patriotic association, it commemorates the triumph of May 1, 1898, when it was Commodore George Dewey's flagship in the Battle of Manila Bay.
11. U.S. Naval War College, Rhode Island. Alfred Thayer Mahan became president of the Naval War College in 1886, one year after the first students were received. Under him it developed in spite of vigorous opposition into an institution of inestimable value. The original college building, built in 1819, is now the Newport Naval Base commander's residence.
12. Temple Square, Utah. The walled Temple Square symbolizes achievement in the Utah desert, as well as Mormon religious and cultural individuality. The three historic structures in Temple Square are the Temple, built between 1853 and 1893, the Tabernacle, an architectural and engineering marvel built between 1862 and 1867, and the Assembly Hall, completed in 1882.
13. Brigham Young House, "Lion House," Utah. This two-story adobe building, plastered, with small-paned windows, green shutters, tall chimneys, and 20 steep-roofed gables, was built under Brigham Young's direction in 1856. He and his large family resided here until his death in 1877. It is now a public center and historic house museum.
14. Robert M. LaFollette Home, Wisconsin. Three acres remain in family ownership of the 60-acre farm LaFollette purchased in 1905. The house, originally built about 1860, remains in a condition generally similar to that of the time of his death in 1925.
15. George Hunt Pendleton Home, Ohio. Pendleton, the "patron saint" of the U. S. Civil Service, lived in a brick, three-story home on a splendid site overlooking Cincinnati. The structure is not in a good state of preservation.
16. John Sherman Birthplace, Ohio. Born here in 1823, younger brother of William Tecumseh Sherman who was also born here, John Sherman enjoyed a remarkable career in U. S. House and Senate, and as Secretary of the Treasury and, later, of State. The house is open to the public.

Travel and Communication

In the study of "Travel and Communication," 25 sites were listed by the Advisory Board. They are as follows:

1. The First Telephone Exchange, Connecticut. The world's first telephone exchange (commercial switchboard) began operating on January 28, 1878, in a room of the Metropolitan Building, New Haven.
2. Jarrett Manor, "Travelers Rest," Georgia. Built in 1784 as a frontier home and fort, this structure near Toccoa served as a stagecoach inn, tavern, and post office throughout the 19th century. It is an excellent example of an early inn in a rural, frontier setting.
3. Illinois and Michigan Canal (Locks and Towpath at Channahon), Illinois. This canal propelled Chicago into a position of supremacy in the Middle West. Built from 1836-1848, it linked Chicago to the Mississippi River, completing a continuous waterway from New York to the Mississippi. It has not been used commercially since 1933, but the locks have been restored and the old towpath may be followed.
4. Castleman Bridge, National Road, Maryland. This well-built stone bridge over the Little Youghiogeny River was used from 1813 to 1933. It included the largest stone arch in the United States when erected, and is still a magnificent example of the bridge-building art of the early 19th century.
5. Thomas Viaduct, Baltimore and Ohio Railroad, Maryland. This majestic solidly-built bridge, still used today, is the world's oldest multiple stone-arch railroad bridge. Completed in 1835, it was designed by Benjamin H. Latrobe, civil engineer, son of the famous architect of the same name.
6. Boston Light, Massachusetts. Little Brewster Island is the site of the first lighthouse in North America, erected in 1716 and destroyed in 1776. The present structure, built in 1783 on the same site, is the second oldest light tower in the United States, and is still in use.
7. Boston Subway, Massachusetts. Boston's subway (built 1895-98) was the first in North America and the fifth such system in the world. New York and other cities later followed Boston's example, making the subway a major means of urban transportation.
8. Eads Bridge, Missouri. James Buchanan Eads designed and built, 1867-1874, the world's first steel-truss bridge, spanning the Mississippi River at St. Louis. It was one of the major engineering achievements of its time, and opened up a new era in bridge construction.
9. Sandy Hook Light, New Jersey. This is the oldest standing light tower in the United States. It was erected in 1764 and is still in use.

10. Old Blenheim Bridge, New York. This magnificent example of the lost American art of building wooden covered bridges was erected in 1835 by Nicholas M. Powers, a leading covered-bridge builder of New England.
11. Samuel F. B. Morse Home, "Locust Grove," New York. Morse purchased Locust Grove estate in 1847 and returned to it summer after summer until his death in 1871. The original part of the house was built in 1830, but Morse added onto it a great deal, including the four-story tower on the west side.
12. Brooklyn Bridge, New York. This was the world's first great steel suspension bridge, both a thing of beauty and a technical masterpiece which opened a new era in bridge construction. It was designed and constructed, 1869-1883, by John A. and Washington A. Roebling, father and son.
13. Salem Tavern, North Carolina. Salem Tavern is a splendid example of an 18th-century "ordinary" in the South. Erected in 1784, it enjoyed a widespread reputation for hospitality and comfort.
14. S-Bridge (Old Washington Bridge), National Road, Ohio. This stone bridge, constructed in 1828, is a splendid reminder of the great National Road which was built across Ohio between 1825 and 1837. The bridge is still in excellent condition, along U. S. Highway 40 west of Old Washington.
15. Miami and Erie Canal (Deep Cut), Ohio. The "Deep Cut" of the Miami and Erie Canal, near Spencerville, is a striking remain of Ohio's great antebellum canal system, which contributed notably to Ohio's swift rise to a leading position in the nation by 1860. It was originally 6,600 feet long and 5 to 52 feet deep. It is identified today by a State roadside park and marker.
16. William Aiken House and Associated Railroad Structures, South Carolina. Aiken was first president (1828-1831) of the South Carolina Canal and Railroad Company, and builder (1830-33) of the pioneer Charleston and Hamburg Railroad, 136 miles in length. The handsome, stuccoed, brick house was built between 1807 and 1811 and is now Division Headquarters of the Southern Railway Company. Other interesting antebellum railroad buildings are located nearby.
17. Lakeboat, The Ticonderoga, Vermont. The Ticonderoga carried passengers on Lake Champlain from 1906, when it was built, until 1953. This side-paddlewheel lakeboat is the only extant and basically unchanged vessel of its kind in the United States.
18. Cape Henry Lighthouse, Virginia. This was the first lighthouse to be erected by the Federal Government, and was used as a light tower from its completion in 1792 until 1881. It is the third oldest standing structure of this type in the United States.

19. Gadsby's Tavern, Virginia. Gadsby's was an important center of Virginia life in the 18th and early 19th centuries, for both travelers and residents of the Alexandria area. It consists of two adjoining taverns erected in 1752 and 1792.

20. Rising Sun Tavern, Virginia. This tavern was a favorite stopping and meeting place of Virginia Revolutionary War patriots--social center, post office, and stagecoach stop for Fredericksburg, traditionally built about 1760.

21. Sheridan Inn, Wyoming. This hotel opened in 1893 and rated for years as the finest hotel between Chicago and San Francisco. It was also the social center of the region.

22. Robert Fulton Birthplace, Pennsylvania. Robert Fulton was born in 1765 in this 2½-story stone structure 8 miles south of Quarryville. Since that time the building has been altered notably.

23. Toll House, National Road, Pennsylvania. This brick structure, recently restored, is a reminder of the transfer from Federal to State ownership of the National Road, lifeline of the early West, in 1831. The building was constructed in 1835 and is on U. S. 40, just west of Uniontown.

24. East Broad Top Railroad, Pennsylvania. The E. B. T. Railroad was primarily a coal-carrying line, operating over 30 miles of narrow gauge track between Mount Union and Robertsdale from 1872 to 1953. The old station at Orbinsonia is now preserved along with 3½ miles of track over which passenger trains are run for visitors.

25. San Francisco Cable Cars, California. This method of urban transportation--cars moved by gripping moving underground cables--was pioneered in 1873 in San Francisco, to which it was especially well suited because of steep hills in the downtown area. At the maximum, 8 companies operated 112 miles of track in San Francisco, and 5 other American cities had similar lines. About 10 miles are still in operation, all in San Francisco.

Indian Villages and Communities

In the study of "Indian Villages and Communities," two sites were listed by the Advisory Board. They are as follows:

1. Angel Mounds, Indiana. Deriving its name from former owners of the property, Angel Mounds is one of the largest and most impressive "Mississippian" temple mound sites, covering over 100 acres. Excavation over a long period has uncovered numerous rectangular houses, temples, a town square, a palisade augmented with projecting bastions at 120-foot intervals, and over 2,000,000 catalogued artifacts relating to the period of occupancy, about A. D. 1400-1600.

2. Pinson Mounds, Tennessee. This site includes probably more than 30 mounds, thousands of yards of earthworks and other features. It is believed to cover about 1,000 acres, and is of major importance as one of the few large temple mound sites with an earthworks. Furthermore, it was occupied during several major archeological periods, from Late Archaic to Woodland and Mississippian periods.

Westward Expansion

in the study of "Westward Expansion," subtheme: "Military and Indian Affairs" one site was listed by the Advisory Board:

1. Fort Richardson, Texas. Fort Richardson was one of the most important military posts on the southwest frontier during the period of Comanche and Kiowa depredations. It obstructed the movement of Indian raiders against the Texas frontier and down across the Rio Grande into Mexico. Fort Richardson and its troops played key roles in the Jacksboro case of 1871 and the Red River War of 1874, which brought peace to the Texas frontier. The site is owned by the State of Texas and administered by the Jack County Historical Society.

Architecture

In the study of "Architecture," one site was listed by the Advisory Board:

1. The Robie House, Illinois. Frank Lloyd Wright designed and built this residence for Frederick Carleton Robie in 1907-09. Incorporating many forms which have become identified with modern styles, the Robie house has won international acclaim as a turning point in architectural development. Now part of the University of Chicago campus, it is the object of a nation-wide fund-raising campaign for its restoration and preservation.

Conservation of Natural Resources

In the study of "Conservation of Natural Resources one site was listed by the Advisory Board:

1. Stephen Tyng Mather Homestead, Connecticut. This residence is notable as the home of the man who, more than any single individual, created the National Park System and made it the organization that now serves the country so capably. It was built by Mather's great-grandfather in 1778, and after undergoing various modifications through the years now remains substantially the same as it was when Mather died in 1930.

Commerce and Industry

In the study of "Commerce and Industry," one site was recommended by the Advisory Board:

1. Saugus Iron Works, Massachusetts. The First Iron Works Association, Inc., owns and operates this careful reconstruction of the original iron works which operated intermittently at Saugus between 1648 and 1670. Consisting of a blast furnace, casting house, forge, and rolling and slitting mill, it was an important business enterprise in American history.

Hawaii Aboriginal Culture

In the study of "Hawaii Aboriginal Culture" one site was recommended by the Advisory Board:

1. Piilanihale Heiau, Hawaii. This is the largest heiau, or temple, in the Hawaiian Islands, about 340 by 425 feet, built probably in the 16th century. Privately owned, located on the east coast of Maui, it is well preserved because of heavy vegetation but also difficult to reach for the same reason.

X X X

Rutherford B. Hayes Home, "Speigel Grove,"
Ohio

"Old Washington Bridge," National Road, Ohio

JAN 29 1964

Honorable James A. Rhodes
Governor of Ohio
Columbus, Ohio

Dear Governor Rhodes:

It is a pleasure to inform you that the properties described in the enclosures have been found to possess exceptional value in commemorating and illustrating the history of the United States.

They have been studied by the National Survey of Historic Sites and Buildings; evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments; and approved by the Secretary of the Interior pursuant to the Historic Sites Act of August 21, 1935.

As explained in the enclosed folder, the sites are eligible for Registered National Historic Landmark status. Certificates and bronze plaques attesting to this status may be obtained upon your application and your agreement to adhere to simple preservation practices. Should you wish to apply for the certificates and plaques, copies of the application form are enclosed. These should be completed in triplicate for each site to be certified. Two copies for each site should be returned to the National Park Service. You may retain the third copy of each application as part of your own records.

At the present time, the work of the National Survey of Historic Sites and Buildings is incomplete. From time to time, announcements will be made of additional sites eligible for landmark certification.

The Registry of National Historic Landmarks is designed to encourage the preservation of the Nation's historical and archeological heritage. We will be happy to have you participate in the Program.

Sincerely yours,

A. CLARK STRATTON

Acting

Director

Enclosures

cc: Regional Director, Northeast
Mr. Littleton

JOLittleton:mg 12-20-63



JAMES A. RHODES
GOVERNOR

STATE OF OHIO
OFFICE OF THE GOVERNOR
COLUMBUS 43215

December 18, 1964

H/34

Northeast Region		Initial and Date
Reg. Director		
Asst. to RD (PA)		
Asst. to RD (Dev. L)		
Resource Studies Adv.		
Asst. Dir. Adm.		
Finance & Prop.		
Personnel		
Programs		
Asst. Reg. Dir.-Oper.		
Interp. & VS		
Land & Water		
Maintenance		
Master Plan Coord.		
Rec. Mgmt. & VP		
Asst. Dir. Plan.-Co-Act		
Fed'l Agency Ass's.		
NPS Studies		
State Ass'tant		

VLLS
H/17/62

Mr. George A. Palmer
Acting Regional Director
United States Department of the Interior
National Park Service, Northeast Region
143 South Third Street
Philadelphia, Pennsylvania 19106

Dear Mr. Palmer:

In the course of developing Interstate 70, the old National Road, U.S. 40, has in places been transferred to the counties through which it passes. This turns out to be true of that portion of old U.S. 40 containing the Old Washington S-Bridge. Accordingly, I have written the County Commissioners of Guernsey County asking them to execute the application for designation of the bridge as a Registered National Historic Landmark.

Sincerely,

James A. Rhodes
JAMES A. RHODES
Governor

JAR:mh
Encl.



JAMES A. RHODES
GOVERNOR

STATE OF OHIO
OFFICE OF THE GOVERNOR
COLUMBUS 43215

December 18, 1964

The County Commissioners of Guernsey County
Guernsey County Courthouse
Cambridge, Ohio

Gentlemen:

I am sending you herewith a copy of a letter I have received from Mr. George A. Palmer, Acting Regional Director of the United States Department of the Interior, National Park Service, together with the enclosure that came with the letter, namely, three copies of a form to be used in applying for the designation of a property as a Registered National Historic Landmark.

I am sending these items to you as my inquiries lead me to believe that the Old Washington Bridge, the S-Bridge formerly on old State Route 40, is now the property of Guernsey County. It would, accordingly, be appropriate for the County Commissioners of Guernsey County to request the designation of the bridge as a Registered National Historic Landmark.

Sincerely,

JAMES A. RHODES
Governor

JAR:mh
Encl.

cc: Mr. George A. Palmer

December 21, 1964
(Date) DEC 23 9 27 AM '64

DEC 23 1964

Mr. George B. Hartzog, Jr., Director
National Park Service
Department of the Interior
Washington, D. C. 20240

Dear Mr. Hartzog:

As the (owner, owners) of Old S-Bridge (Old U.S. 40) located in
(Name of site)
Wills Township Guernsey County Ohio
(City) (County) (State)

(I, we) hereby make formal application for a certificate (☒ and bronze marker, 17" x 18", (☒) designating this historic property as a Registered National Historic Landmark. (Check one or both as desired).

1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having exceptional value and worthy of Registered National Historic Landmark status (I, we) agree to preserve, so far as practicable and to the best of (my, our) ability, the historical integrity of this important part of the national cultural heritage.

2. Toward this end, (I, we) agree to continue to use the property only for purposes consistent with its historical character.

3. (I, We) also agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing landmark status.

4. If, for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the Registered National Historic Landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the Registered National Historic Landmark Certificate nor the Marker will be displayed.

Sincerely yours,

Oliver Edward Tipton
Clerk, Guernsey Co. Commissioners

Copy to Reg. 1-6-65

Mr. Walker wrote Mr. Tipton Jan 6-65 and asked if was OK to use name S-Bridge, National Road.

file in inventory

DEC 28 1964

RECEIVED
DATA SERVICE
ON OFFICE
Northeast Region
143 South Third Street
Philadelphia, Pa. 19106
10 08 AM '64

H34-RHAI

DEC 24 1964

Hon. James A. Rhodes
Governor of Ohio
Columbus, Ohio 43215

Dear Governor Rhodes:

Thank you for your letter of December 18.

We greatly appreciate learning that the State of Ohio has requested the County Commissioners of Guernsey County to complete the application for Registered National Historic Landmark designation for the Old Washington S-Bridge. We will look forward to hearing from the County Commissioners.

Sincerely yours,

(Sgd.) Ronald F. Lee

Ronald F. Lee
Regional Director

cc:

✓ Director w/copy of incoming

RH
Mr. Lilliston
12/30/64

January 6, 1965

H34-RH

Mr. Lewis Edward Tipton
Clerk, Guernsey County Commissioners
Box 240
Cambridge, Ohio

Dear Mr. Tipton:

We were pleased to receive your application for the certificate and bronze plaque designating the S-Bridge, National Road near Old Washington, Ohio, a Registered National Historic Landmark.

We note that on the application you refer to the site as "Old S-Bridge (Old U.S. 40)." However, since the Bridge was selected as a Landmark primarily in recognition of the historical importance of the National Road, we feel the name used on the certificate and plaque should contain a reference to the National Road. If agreeable with you, we would prefer using the name "S-Bridge, National Road." Please let us have your thoughts on the matter.

When we have heard from you, we will proceed with the preparation of the certificate and the manufacture of the plaque. Upon their completion they will be presented to you by Mr. Ronald F. Lee, Regional Director of our Northeast Region, or by a representative of his Office. Should you wish the Service's help in planning and arranging ceremonies for these presentations, Mr. Lee will be glad to assist you. His address is: Regional Director Ronald F. Lee, Northeast Region, National Park Service, 143 South Third Street, Philadelphia, Pennsylvania 19106.

We are happy to have the S-Bridge, National Road included in the Registry of National Historic Landmarks.

Sincerely yours,

SIGNED

Robert M. Utley
Chief, Division of
History Studies

cc:
Regional Director, Northeast w/cy application
Mr. Littleton

JWWalker:gb

LEWIS E. TIPTON
GUERNSEY COUNTY, CAMBRIDGE, OHIO

AUDITOR

January 8, 1965

Mr. Robert M. Utley, Chief
Division of History Studies
Department of the Interior
National Park Service
Washington, D. C. 20240

Re: "S-Bridge, National Road"
Old Washington, Ohio

Dear Mr, Utley:

Received your letter as of this date concerning the above mentioned bridge, to which the Commissioners of Guernsey County is asking to dedicate a National Registered Historic Landmark.

I am in agreement with you that the bridge be so designated, "S-Bridge National Road".

Thank you for referring me to Mr. Lee for making the arrangements of the presentation of the bronze plaque.

Sincerely yours,

LEWIS EDWARD TIPTON (signed)
County Auditor

LET/lm

(COPY)

January 13, 1965

H34-RH

Mr. Lewis E. Tipton
Clerk, Guernsey County Commissioners
Box 240
Cambridge, Ohio

Dear Mr. Tipton:

Thank you for your letter of January 8, agreeing to the use of the name "S-Bridge, National Road" on the Landmark certificate and plaque for the S-Bridge near Old Washington. We will proceed with the preparation of the certificate and the plaque using this name.

Mr. Ronald F. Lee, Regional Director of our Northeast Region, will inform you when the plaque and certificate are ready for presentation. As stated in our earlier letter, he will be happy to assist you in arranging ceremonies for their presentation, if such help is desired.

In the meantime, should you have any questions concerning the Landmarks program, please feel free to write either to us or to Mr. Lee.

Sincerely yours,

SIGNED

Rogers W. Young
Acting Chief, Division of
History Studies

cc:
Regional Director, Northeast w/cy inc.

Mr. Littleton

JWWalker:gb

February 18, 1965

H34-NH

Memorandum

To: Regional Director, Northeast Region
From: Chief, Division of History Studies
Subject: Registered National Historic Landmark Certificates
for Sites in the Northeast Region

We are enclosing the following Registered National Historic
Landmark Certificates for sites in your Region:

John Deere Home and Shop, Illinois
Site of First Self-Sustaining Nuclear Reaction, Illinois
Nathaniel Bowditch House, Massachusetts
Walden Pond, Massachusetts
Joseph Henry House, New Jersey
Elkanah Watson Home, New York
Fort Ancient, Ohio
S-Bridge, National Road, Ohio
Serpent Mound, Ohio
Axtalan, Wisconsin

Please notify us well in advance of presentation of the certificates
to the respective owners, whether formally or informally.

Robert M. Utley

Enclosures 12

cc:
Mr. Littleton

JOLittleton:mg



JAMES A. RHODES
GOVERNOR

STATE OF OHIO
OFFICE OF THE GOVERNOR
COLUMBUS 43215

March 12, 1965

H-3

Northeast Region		Initial and Date
Reg. Director		
Asst. to RD (PA)		
Asst. to RD (Dev. L)		
Resource Studies Adv.		
Asst Reg. Dir. Adm.		
Finance & Prop.		
Personnel		
Programs		
Asst. Reg. Dir.-Oper.		
Interp. & VS		
Land & Water		
Maintenance		
Master Plan Coord.		
Res. Manage. & VP		
Asst Reg. Dir. Co-Act		
Fed'l Agency Assis.		
NPS Studies		
State Assistance		

*VHS
3/15*

Mr. Ronald F. Lee
Regional Director
United States
Department of the Interior
143 South Third Street
Philadelphia, Pa. 19106

Dear Mr. Lee:

Your letter has reached me, but I find that records needed for answering it are in Department files.

Rather than delay replying, I am sending your letter to Mr. Fred Morr, Director, Department of Natural Resources. I shall ask him to reply to you in greater detail.

Sincerely,

James A. Rhodes
JAMES A. RHODES
Governor

JAR/vrf
cc: Director
Dept. Nat. Res.

MAR 18 1965

M. L. Lee
J. H.

Northeast Region
143 South Third Street
Philadelphia, Pa. 19106

134-RHAA

L 58

MAR 18 8 46 AM '65

MAR 17 1965

RH

Hon. James A. Rhodes
Governor of Ohio
Columbus, Ohio 43215

Dear Governor Rhodes:

Thank you for your letter of March 12.

We will look forward to hearing from Mr. Fred Morr, Director, Department of Natural Resources, about the possible presentation of the Registered National Historic Landmark certificate for the S-Bridge, National Road, at Washington.

Sincerely yours,

(Sgd.) Ronald F. Lee

Ronald F. Lee
Regional Director

✓
cc:
Director w/copy of incoming

L58
H34-RHAH
NER

Northeast Region
143 South Third Street
Philadelphia, Pennsylvania 19106

RH JAN 11 1966

JAN 7 1966

Mr. Lutz

Mr. Fred Morr
Director
Department of Natural Resources
State of Ohio
Columbus, Ohio

Dear Mr. Morr:

We would like to ask if any plans have been made regarding the presentation of the Registered National Historic Landmark plaque and certificate for the S-Bridge, National Road. If so, we would be pleased to arrange for a National Park Service representative to attend the occasion.

If a formal presentation is not planned, we would be glad to forward the plaque and certificate to you.

Sincerely yours,

George A. Palmer

George A. Palmer
Acting Regional Director

Xcc--Director--Att.--Nat'l Survey of Historic Sites and Buildings



STATE OF OHIO
DEPARTMENT OF NATURAL RESOURCES
COLUMBUS 43215

JAMES A. RHODES
GOVERNOR

FRED E. MORR
DIRECTOR

January 13, 1966

Mr. Daniel P. Porter, Director
The Ohio Historical Society
High Street at 15th Avenue
Columbus, Ohio

Dear Mr. Porter:

The attached letter dated January 7 from Mr. George A Palmer, Acting Regional Director, Northeast Region, National Park Service, regarding the S-Bridge, National Road, is forwarded as a matter under your jurisdiction.

Very truly yours,

Thomas W. Lane
Administrative Assistant

TWL:bbp

Enclosure

cc: Mr. Palmer

Northeast Region		Initial and Date
JAN 17 1966		
Reg. Director		
Asst. to Dir. (Adm.)		
Asst. to Dir. (Ext.)		
Resource Planning Div.		
Asst. Dir. (Adm.)		
Asst. Dir. (Ext.)		
Personnel		
Programs		
Asst. Reg. Dir. - Oper.		
Inter. & Vt.		
Land & Water		
Maintenance		
Master Plan Coord.		
P.S. Planning & VP		
Asst. Reg. Dir. - Gen'l		
Reg'l Agency Assis.		
NPS Studies		
Reclamation		
Watercraft		

DIVISIONS

LANDS AND SOIL • WATER • FORESTRY • WILDLIFE • GEOLOGICAL SURVEY • PARKS AND RECREATION • RECLAMATION • WATERCRAFT

H34-RHAH
NER

MAR 3 1966

RH

Mr. E. K. Core
Deputy Director
Division of Operations
State of Ohio
Department of Highways
Columbus 15, Ohio

Dear Mr. Core:

Thank you for your letter of February 25.

We will be glad to await the development of plans for the presentation of the Registered National Historic Landmark plaque and certificate for the "S" Bridge, U. S. Route 40, ~~Muskingum~~ ^{Governor} County. Once the date and time have been set, we will arrange for a Service representative to attend the ceremony.

Sincerely yours,

George A. Palmer
George A. Palmer

George A. Palmer
Acting Regional Director

cc:
Director, att: National Survey Historic Site & Buildings

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS

1. STATE Ohio	2. THEME(S). IF ARCHEOLOGICAL SITE, WRITE "ARCH" BEFORE THEME NO. Theme XVIII, Travel and Communication
3. NAME(S) OF SITE National Road, S-Bridge	4. APPROX. ACREAGE
5. EXACT LOCATION (County, township, roads, etc. If difficult to find, sketch on Supplementary Sheet) U. S. Route 40, five miles west of Old Washington	
6. NAME AND ADDRESS OF PRESENT OWNER (Also administrator if different from owner) Governor James A. Rhodes, Columbus, Ohio	

7. IMPORTANCE AND DESCRIPTION (Describe briefly what makes site important and what remains are extant)
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 five miles west of Old Washington is a tangible reminder of the old artery and a fine memorial to its contributions to Ohio.

The Congressional Act of April 30, 1802 that provided for the creation of 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 had reached Wheeling, but 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 through Ohio, and five years later a \$150,000 appropriation provided for extending the road from Wheeling to Zanesville. Officials turned the first spades of earth for the highway in Ohio at St. Clairsville on July 4, 1825, and 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 as 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.

8. BIBLIOGRAPHICAL REFERENCES (Give best sources; give location of manuscripts and rare works)
Philip D. Jordan, The National Road (Indianapolis, 1948), 95-96; George R. Stewart, U. S. 40, Cross Section of the United States of America (Boston, 1953), 124-125; Carl Wittke (ed.), The History of the State of Ohio (6 vols.; Columbus, 1941-43, III, 108-109.

9. REPORTS AND STUDIES (Mention best reports and studies, as, NPS study, HABS, etc.) Archer B. Hulbert, <u>The Old National Road - The Historic Highway of America</u> , in <u>Publications</u> , IX (1901), Ohio Archaeological and Historical Society, 405-407, 417, 434, 436-437, 444, 455.			
10. PHOTOGRAPHS* ATTACHED: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	11. CONDITION Excellent	12. PRESENT USE (Museum, farm, etc.) Bridge	13. DATE OF VISIT November, 1962
14. NAME OF RECORDER (Signature) S. Sydney Bradford	15. TITLE Historic Sites Historian	16. DATE 5/14/63	

* DRY MOUNT ON AN 8 X 10 1/4 SHEET OF FAIRLY HEAVY PAPER. IDENTIFY BY VIEW AND NAME OF THE SITE, DATE OF PHOTOGRAPH, AND NAME OF PHOTOGRAPHER. GIVE LOCATION OF NEGATIVE. IF ATTACHED, ENCLOSE IN PROPER NEGATIVE ENVELOPES.

(IF ADDITIONAL SPACE IS NEEDED USE SUPPLEMENTARY SHEET, 10-317a, AND REFER TO ITEM NUMBER)

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL SURVEY OF HISTORIC SITES AND BUILDINGS
SUPPLEMENTARY SHEET

This sheet is to be used for giving additional information or comments, for more space for any item on the regular form, and for recording pertinent data from future studies, visitations, etc. Be brief, but use as many Supplement Sheets as necessary. When items are continued they should be listed, if possible, in numerical order of the items. All information given should be headed by the item number, its name, and the word (cont'd), as, 6. Description and Importance (cont'd) . . .

STATE	NAME(S) OF SITE
Ohio	National Road, S-Bridge

7. Importance and Description (cont'd)

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 relates that an English engineer and an Irish builder met in a tavern, and that the confidant son of St. Patrick 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. Nothing daunted, the contractor took the drawing and in the following days erected the bridge. The best conjecture today is that the S-bridge involved the easiest kind of arch to make and called for the least amount of building material.

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 Ohio in the 1830's, she immediately erected toll houses. The State collected over a million dollars in tolls from users of the highway between 1831 and 1877.

Present Condition: Although over a hundred years old, the S-bridge is in excellent condition. The abutments and arch appear to be in as good condition as when built. The bridge is maintained by the State of Ohio and is the center of a small roadside park. Individuals can walk over the bridge and a marker explains the bridge's construction. Picnic tables are available at the site.

(4/77)

LANDMARK VISIT REPORTI. GENERAL BACKGROUND

1. Name of Site: S-Bridge, National Road
2. Type of Landmark: Historic X Natural Environmental
Education
3. Name of Visitor: Fred J. Fagergren
4. Title: Superintendent
5. Organization: National Park Service
6. Name and title of person contacted: John Mehaffey, County
Commissioners
7. Name and title of person responsible for the management of the
site: Gurnsey County Engineers
8. Owner - telephone and address: Gurnsey County, Cambridge, Ohio
(614) 432-2505
9. Briefly state why site was declared a landmark: A uniquely designed
bridge on the National Road. It is one of four of its kind extent in Ohio

II. OWNERSHIP

1. What is the attitude toward continued participation in the
landmark program? Wish to continue X. Does not wish to continue .
Is not participating .
2. Have any changes in land ownership taken place since designation?
Yes X No . If yes, if possible, list new owners and addresses.
New owners are the Gurnsey County Commissioners, Cambridge, Ohio
3. If ownership changes have taken place might these changes nullify
"registered" status or allow a change from "eligible" to "registered"
status? Yes No X. If yes, please explain:

4. Does the present owner wish to change from "eligible" status to "registered" status? Yes ___ No ___.

III. CONDITION AND MAINTENANCE OF SITE

1. Condition includes any structures(s), grounds, furnishings, etc. that are a part of the landmark. Please check applicable box(s). (Cross out "no" as needed)

- a. ☐ Condition of the site is excellent, signs of regular maintenance.
- b. ☐ Condition of the site is good, regular maintenance performed.
- c. ☐ Condition of the site shows decline, no regular maintenance performed.
- d. ☒ Condition of the site shows serious deterioration, no regular maintenance performed.
- e. ☐ Condition of the site threatens integrity of the landmark.
- f. ☐ _____ shows signs of deterioration but the rest of the site is in good condition, no regular maintenance performed.
- g. ☐ Other

2. If c, d, e, f, or g has been checked, please explain.

*Portions of capstones showing extreme weathering; several stones likely to soon fall off

State sign which provides information on bridge shows poor state of repair. Little indication of any maintenance.

3. Measures that are being taken or planned to improve condition of site: Plans exist to repair capstones, Service organization is being sought to take care of site. At this stage however, only plans exist. There is no indication funds necessary for the repair will be available in the near future.

IV. SITE INTEGRITY

1. Has there been any destruction or alteration of all or part of the landmark? Yes ___ No X. If yes, please explain:

Continued use of structure is bound to affect integrity.

2. Have there been circumstances or events on the lands adjacent to the landmark that have resulted in serious impairment, diminishment, or destruction of landmark resources, character, and/or significance? Yes ___ No X. If yes, please explain.

3. Has there been an introduction of visual, audible, or atmospheric elements that are out of character with the property and its setting? Yes ___ No X. If yes, please explain.

Continued use of structure is bound to affect integrity.

/4./ Have any other threats to the integrity of the site taken place? Yes ___ No X. If yes, please explain.

/5./ Are there any threats likely to occur in the future? Yes ___ No X. If yes, please explain:

/6./ Is there urgency regarding any of the threats? Yes X No ___.
If yes, please explain:

Capstones are likely to fall off in very near future. (Probably before next summer)

7. Do any financial problems exist in maintaining the landmark? Yes X No ___ . If yes, please describe.

Limited funds available and county does not place this very high on priorities.

8. Are there any special problems, or special problems that we can assist in solving? Yes ☐ No ☒. If yes, please explain.

Funding is the only problem preventing action.

V. ACCEPTABILITY OF USE

1. How is the landmark used:

Residential property	<input type="checkbox"/>	Mixed use	<input type="checkbox"/>
Commercial property	<input type="checkbox"/>	Private property	<input type="checkbox"/>
Public property	<input checked="" type="checkbox"/>		

2. Is present use of the site acceptable to maintenance of the landmark's integrity? Yes ☐ No ☒. If no, please describe unacceptable uses.

Continued use of the bridge for vehicular traffic causes difficulties in maintaining integrity.

3. Is the landmark interpreted to the public via brochures, signing or other means? Yes ☒ No ☐. If yes, describe the nature and accuracy of the interpretation.

One sign, in poor repair, provides basic data on the bridge. Information is accurate.

4. If a registered landmark, is the bronze plaque displayed? Yes ☐ No ☒. If no, explain.

Owners not aware of where the plaque is.

5. Where is the landmark certificate located?

Location is not known

RECOMMENDATIONS

/1./ On the basis of this report is landmark designation recommended to continue for this site? Yes X No _____. If no, explain citing specific examples from this report and any other sources.

/2./ What follow-up action do you suggest for the MWRO and/or others?

Close monitoring of condition. If suggestions for funding exist; they should be made.

/3./ Is a special team needed to assess threats, problems, or special items? If so, what type of expertise is needed, approximately how long, and when will they be needed? No

4. Is there any new information, corrections, or comments on the significance of the area as described in the original report or brief? Yes ____
No X

5. Did you offer any suggestions to the owner/administrator? Yes X
No _____. If so, please note.

I indicated poor condition of structure & need for work. Recommended they check out the Tax Reform Act of 1976 and suggested a local service club be found to care for site.

6. Did you give the owner/administrator the tax and grants-in-aid handouts? Yes ____ No X. Gave information on phone - owner not on-site during visit.

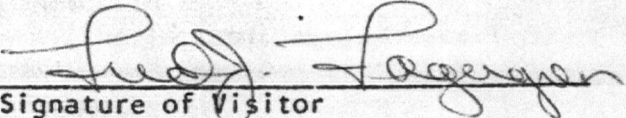
7. Did you contact local/state agencies to ascertain threats? Yes X
No ____.

8. Did you attach to this report dated, captioned photographs of threats, site condition, site use, display of plaque, and other conditions? Yes X
No ____.

9. General Comments:

Files should be corrected to show actual location of bridge is five (5) miles East of Old Washington, Ohio on a portion of US40 now under county ownership and designated Gurnsey County 690. Bridge is not part of a roadside park as indicated in files and is still part of county road system and does now support traffic.

To get to the site, exit I-70 a S.R. 513. Go North on SR 513. Turn left (west) on to County Road 690. The bridge is approximately seven miles back towards Old Washington.


Signature of Visitor

Date: 8/19/77

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON, D. C. 20240

The National Survey of Historic Sites and Buildings:

S-Bridge, National Road, Ohio

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 west of Old Washington, 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. Nothing daunted, 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.

Although over a hundred years old, the S-bridge is in excellent condition. It is owned and maintained by the State of Ohio.

NSHSB:JPC
1-12-65