

United States Department of the Interior National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

=====
1. Name of Property
=====

historic name: NATIONAL ROAD MILE MARKERS NUMBERS 8, 9, 10, 11, 13, 14

other name/site number: _____

=====
2. Location
=====

street & number: NATIONAL ROAD

not for publication: N/A

city/town: _____

vicinity: X

state: WV county: OHIO

code: 069

zip code: _____

=====
3. Classification
=====

Ownership of Property: public state

Category of Property: objects

Number of Resources within Property:

Table with 2 columns: Contributing, Noncontributing. Rows: buildings, sites, structures, objects, Total. Values: 6, 0, 6, 0.

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Historic and Architectural Resources along the National Road in Ohio County, West Virginia

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4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this

nomination

request for determination of eligibility

meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property

meets

does not meet

the National Register Criteria. See continuation sheet.

William G. Lauer

Signature of Certifying Official

6/4/92

Date

State or Federal agency and bureau

In my opinion, the property

meets

does not meet

the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

Date

=====
5. National Park Service Certification
=====

I, hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the

National Register

See continuation sheet.

determined not eligible for the

National Register

removed from the National Register

other (explain): _____

2/11/93

Signature of Keeper

Date of Action

=====

6. Function or Use

=====

Historic: Landscape

Sub: Street furniture/object

Current : Landscape

Sub: Street furniture/object

=====

7. Description

=====

Architectural Classification:

Other Description: Iron mile marker

Materials: foundation Stone
walls _____

roof _____
other Metal/Iron _____

Describe present and historic physical appearance. See continuation sheet.

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: locally.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions): None

Areas of Significance: Transportation

Period(s) of Significance: c. 1830

Significant Dates: N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Snowden, John

State significance of property, and justify criteria, considerations, and areas and periods of significance noted above.

See continuation sheet.

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

National Road Mile Markers

Section number 7

Page 2

The present six mile markers were placed along the National Road in the 1830's through what was then the state of Virginia. Made of cast iron they were forged at John Snowden's foundry in Brownsville, Pennsylvania, which had the contract to produce the markers from Brownsville to Wheeling, Virginia.

Beginning at the state line the mile markers were placed exactly one mile apart and were located on the north side of the roadway. Owned by the state of West Virginia they are a few feet from the road surface. There are six markers in their original location east of Wheeling's city limits.

Numbered for the distance west to Wheeling these markers are:

Mile Marker 8	Germantown	Map #M06
Mile Marker 9	Valley Camp	Map #M05
Mile Marker 10	Camp Joy	Map #M04
Mile Marker 11	Battle Run Road	Map #M03
Mile Marker 13	Valley Grove	Map #M02
Mile Marker 14	Mt. Echo	Map #M01

The markers are a triangular obelisk in shape standing a total of 55 1/2 inches tall. The main shaft of the marker is 51 1/2" tapering to a 4" tall pyramidal point. Each side of the marker is 16 1/2" wide at the base and 10" wide below the point. The back side of the markers are open with a shelf 17" below the point. Beneath the shelf iron forms the third side of the obelisk. The markers have a corner set to the roadway so that two sides are visible as you approach. The east side always states the distance to Wheeling while the west side names the miles to Cumberland, Maryland. Smaller towns such as Triadelphia, WV, and West Alexander, PA, are also recognized. The sign posts are painted white with black lettering close to a script pattern, and have a black base.

Mile markers were placed along the roadside to identify the route of the first federal highway across the United States. These iron markers still standing in West Virginia have a direct link to the National Road and mark the course of its passage through Ohio County.

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

National Road Mile Markers

Section number 8

Page 2

The six extant mile posts along the National Road outside Wheeling's city limits in Ohio County, West Virginia, are being nominated under National Register criterion A. These markers are significant for their direct association with the National Road. Located a mile apart as signposts to travelers they identified the route of the first federal highway in the United States.

After the National Road was completed to Wheeling in 1818, it immediately began to be heavily used along its entire length. In order to aid travelers, stone mile posts were placed one mile apart along the length of the road. These gave the number of miles to Cumberland, Maryland, as well as distances to nearby towns. By the 1830's many of the stone markers had disappeared, and those remaining had been badly weathered. Major James Francis was contracted to make and deliver iron mile posts between Cumberland and Brownsville, Pennsylvania. John Snowden's foundry in Brownsville manufactured the mile markers for the road between Brownsville and Wheeling, Virginia.

John Snowden was an immigrant from Yorkshire, England, who settled in Brownsville in 1818, where he opened a blacksmith shop. After it became evident that he was highly skilled at his craft, Snowden expanded his enterprise by adding a machine shop and a pattern shop. His business increased and he found it necessary to hire laborers. In 1831, he expanded again by building large shops, which were subsequently destroyed by fire. In 1853 he constructed a large rolling mill. After Snowden's death on January 25, 1875, his foundry was operated by his sons.

Snowden's foundry was well patronized. From 1836 to 1838, Snowden built the first iron bridge west of the Allegheny Mountains. Designed by U.S. Army engineer Captain Richard Delafield, the eighty foot single arch structure still spans Dunlaps Creek in Brownsville, and has been recognized as a National Historic Civil Engineering Landmark. The foundry also turned out engines for many steamers, including the "Monongahela" and the "Manayunk." During the Civil War, the United States government commissioned Snowden to build them a light draft monitor, which was later christened the "Umpqua."

Many of the iron mile markers which were made by Snowden at his foundry during the 1830's still remain today. After they were completed, the markers were delivered in wagons drawn by six horse teams. Like their stone counterparts, the iron mile posts were placed one mile apart along the road and gave the distance to Cumberland as well as nearby towns. There are six of these markers which still stand in their original locations on the National Road in Ohio County.

There are four other mile markers known to be in existence that are not in their original locations at this time. The mile post (marker # 16), which stood at the Virginia/Pennsylvania state line has been placed in

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

National Road Mile Markers

Section number 8 Page 3

temporary storage by the Security National Bank of Wheeling. The marker had been thrown into Little Wheeling Creek by vandals and was later recovered and repaired. The bank maintains and repaints the markers as a community service project and plans to reset the marker. They also care for the two remaining mile markers within Wheeling's city limits which had to be relocated due to a hillslide (marker # 2), and a new interstate exchange for I-70 (marker # 6). The fourth marker (marker # 5) is in storage at Oglebay Park, again needing to be relocated due to a new interstate exchange for I-70.

These iron mile posts provide tangible reminders of the National Road, the only highway built in the United States by the federal government. They also represent an early period in our history when our country was expanding. It is questionable as to how many early travelers on the National Road could actually read the information given by the mile posts, although their similar size and shape must have provided landmarks that were easily recognizable. As the road was carried westward from Wheeling, the styles and materials used to construct the mile markers were left up to the individual states.

The style of marker found in Ohio County is unique to the portion of the road from Brownsville to Wheeling. These early iron posts indicate the beginnings of the nation's highway planning system and became the forerunners of modern road markers, which today convey the same sort of information as was found on National Road mile posts.

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CONTINUATION SHEET

National Road Mile Markers

Section number 9 Page 2

Morse, Joseph E. and R. Duff Green. Thomas B. Searight's The Old Pike: An Illustrated Narrative of the National Road. Orange, Virginia: Green Tree Press, 1971.

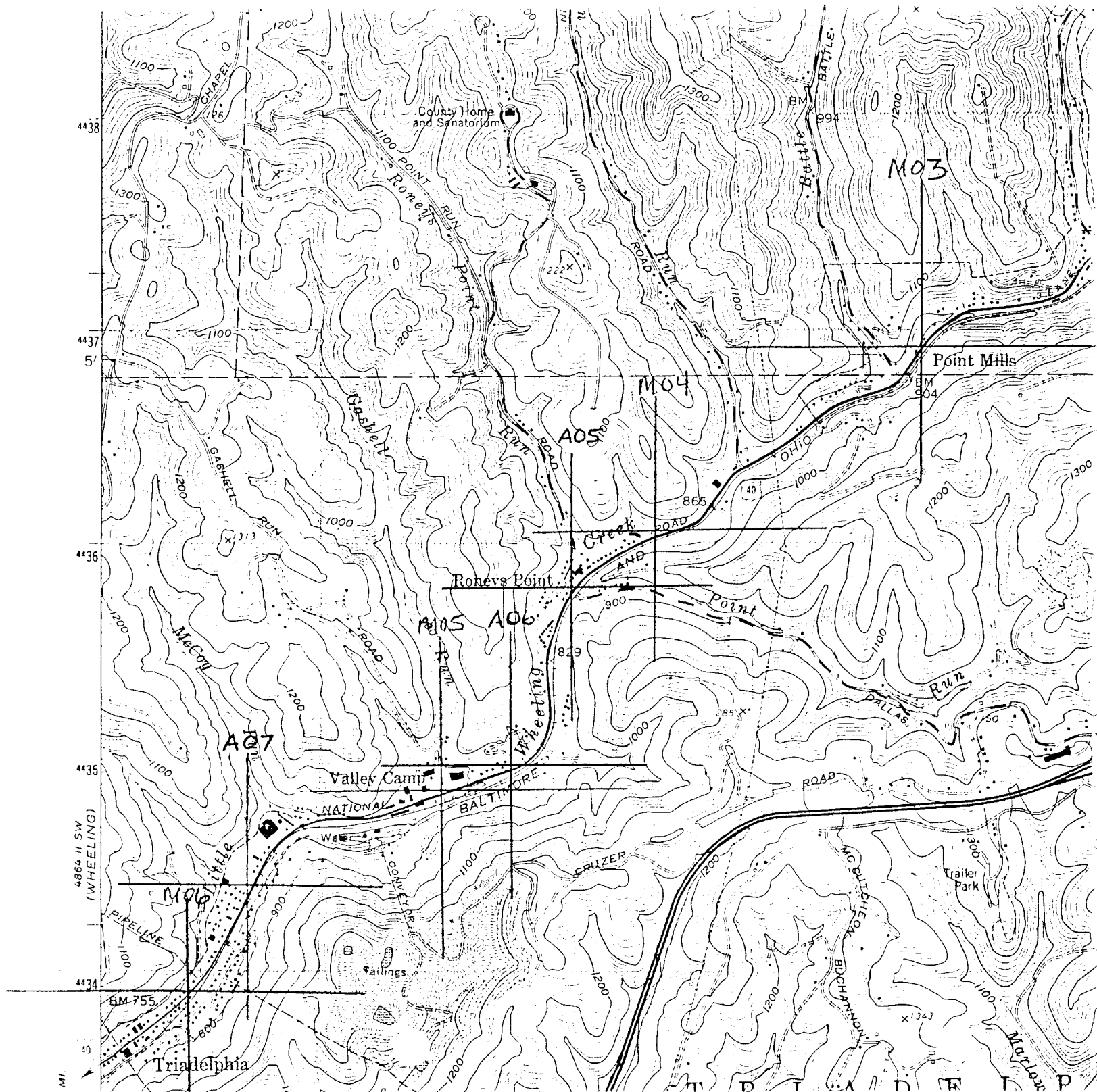
Searight, Thomas B. The Old Pike: A History of the National Road. Uniontown, Pennsylvania: Thomas B. Searight, 1894.

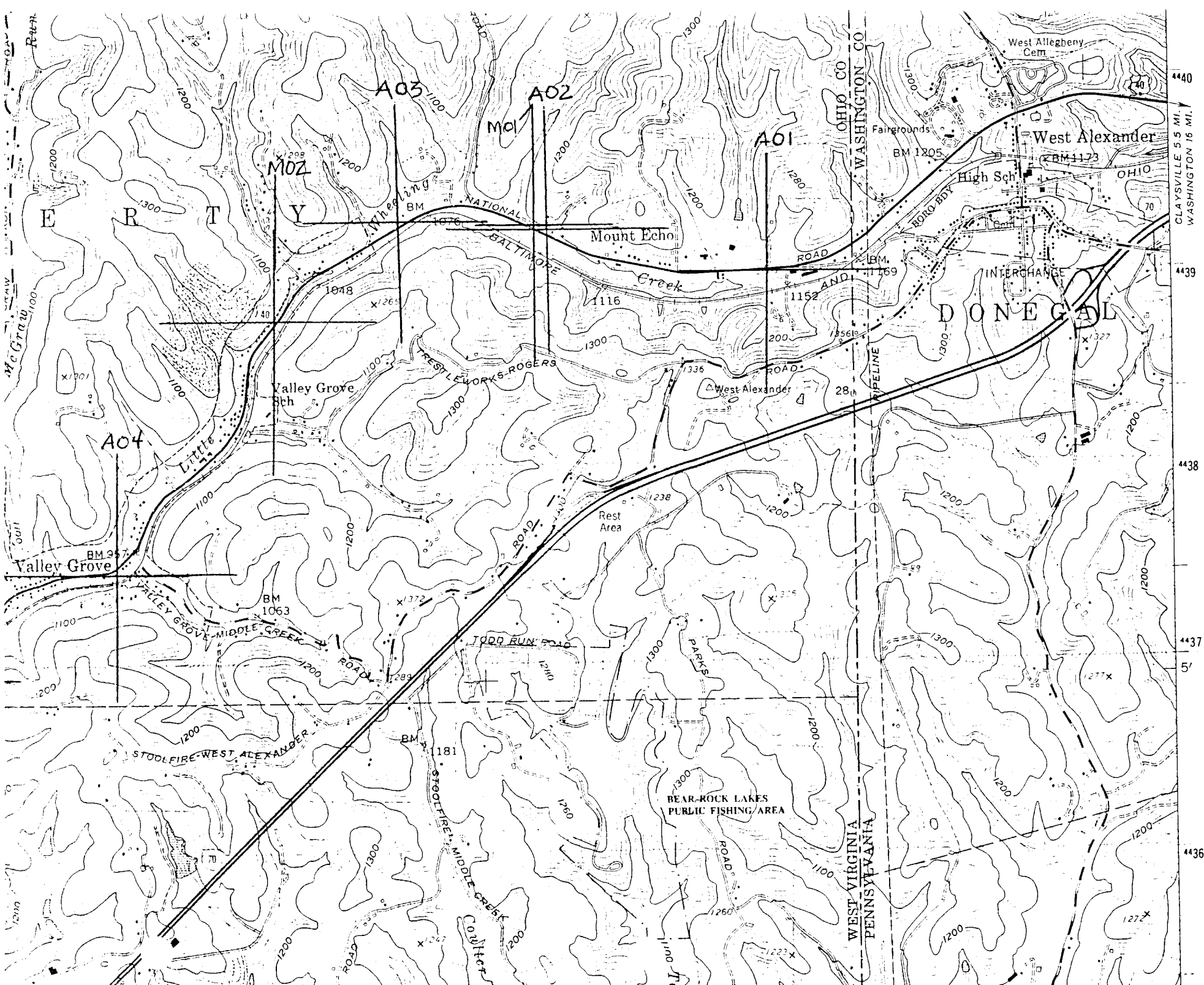
Smith, Helen and George Swetnam. A Guidebook to Historic Western Pennsylvania. University of Pittsburgh Press, 1991.

The Three Towns: A Sketch of Brownsville, Bridgeport, and Brownsville with Notices of Leading Business Houses and Men. Brownsville, Pennsylvania: Brownsville Historical Society, 1976.

Section number 10 Page 2

Mile Marker 8	Germantown	Map #M06
UTM # 17	532380 4433900	
Mile Marker 9	Valley Camp	Map #M05
UTM # 17	533580 4434840	
Mile Marker 10	Camp Joy	Map #M04
UTM # 17	534550 4436050	
Mile Marker 11	Battle Run Road	Map #M03
UTM # 17	535790 4436900	
Mile Marker 13	Valley Grove	Map #M02
UTM # 17	538000 4438750	
Mile Marker 14	Mt. Echo	Map #M01
UTM # 17	539320 4439240	





4440
CLAYSVILLE 5.5 MI.
WASHINGTON 16 MI.
4439
4438
4437
5'
4436



WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

June 1, 1992

Mr. Norm Roush
Chief Engineer
Department of Highways
Building #5, Capitol Complex
Charleston, West Virginia 25305

Dear Mr. Roush:

We are pleased to inform you that the State Review Board has approved the markers, in your jurisdiction, Historical Mile Markers #8, #9, #10, #11, #13, and #14, located on National Road, Ohio County, West Virginia, for nomination to the National Register of Historic Places.

Upon completion of editing and other minor preparation, the nomination will be sent to the National Park Service for review; we anticipate a three to six-month waiting period before this historic resource is entered in the National Register.

If you have any questions concerning this matter, please feel free to call.

Sincerely,

William G. Farrar, Deputy State
Historic Preservation Officer

WGF:RSC/kfs



WEST VIRGINIA DIVISION OF
CULTURE AND HISTORY

June 16, 1993

Mr. Norm Rousch
Chief Engineer
West Virginia Department of Highways
Building # 5, Capitol Complex
Charleston, W.V. 25305

Dear Mr. Rousch:

We are pleased to inform you that the following properties,

National Road Mile Markers
#8, #9, #10, #11, #13, #14
Along the National Road, Wheeling, Ohio County

have been entered in the National Register of Historic Places. These properties now come under limited Federal protection, the specifics of which are described in the accompanying brochure.

Congratulations on this signal honor. If we may be of any additional assistance, please feel free to contact our office.

Sincerely,

William G. Farrar
Deputy State Historic Preservation Officer

Enclosures: Listing Record, brochure