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United States Department of the Interior National Park Service

NATIONAL REGISTER OF HISTORIC PLACES MULTIPLE PROPERTY SUBMISSION FORM

X New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources along the National Road in Ohio County, West Virginia

B. Associated Historic Contexts

The Heyday of the National Road, 1818-1853
Decline of the National Road and Continued Development of Ohio County, 1853-1890
Development of Wheeling Suburbia and Resurgence of the National Road, 1890-1930

C. Form Prepared By

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City or Town: Wheeling State: WV ZIP: 26003

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 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.)

William G Tanner 6/4/92
Signature and title of certifying official Date

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.

for Patrick Andrus 2/11/93
Signature of the Keeper Date of Action

Historic and Architectural Resources Along the National Road in Ohio County, West VIrginia

B. ASSOCIATED HISTORIC CONTEXTS

Construction of the National Road to Wheeling 1805-1818
The Heyday of the National Road 1818-1853
Decline of the National Road
and Continued Development of Ohio County 1853-1890
Development of Wheeling Suburbia
and Resurgence of the National Road 1890-1935

INTRODUCTION

Westward expansion caused the clamor for better transportation links with the east coast and connections for marketing goods produced in the west. As early as 1752 the Ohio Company of Virginia, which included George Washington among its members, engaged the blazing of a path from Cumberland, Maryland, to its trading post on the Monongahela River. This work was carried out with the employment of the Delaware Indian Nemacolin, so that this predecessor to the National Road was called Nemacolin's Path. Later Washington was to travel this route on three military campaigns to drive out the French, including his retreat to Fort Necessity, and the ambush and death of General Edward Braddock. The idea for a roadway linking the western territories to the east coast was again expressed by George Washington and Thomas Jefferson in 1784, when a portage between the Potomac and Ohio River was desired by native Virginian's seeking to establish trade with Ohio Valley settlers.

Western settlers continued to demand better transportation routes. The major obstacle to a roadway was the costs to construct such an undertaking. The project was not possible by any lone state and cooperation among the states was very poor. The question was then raised to have the federal government pay for the road using the Doctrine of Implied Powers which was an interpretation that Congress, in addition to expressly enumerated powers, also possessed resultant and implied powers derived from the clause of the Constitution which states: "To make all laws which shall be necessary and proper for carrying into execution the foregoing powers, and all other powers vested by the Constitution in the government of the United States, or in any department or officer thereof." In 1803, Congress and President Thomas Jefferson felt that the following powers implied a power to adopt and execute internal improvements: 1. The right to establish post offices and post roads; 2. The right to declare war; 3. To regulate commerce; 4. To pay the debts and provide for the common defence and general welfare.

Because some Americans considered federal financing of internal improvements to be unconstitutional, congressional leaders devised a method to circumvent opposition, without passing an amendment, by means of a compact between Congress and the states which were to be carved out of the Northwest Territory. It was Albert Gallatin, Secretary of the Treasury, in a letter dated February 13, 1802 that proposed that if the states would exempt the lands sold by Congress from taxation for ten years, five percent of the net proceeds from sale of those public lands in the new states would be used for construction of roads, "first from the navigable waters emptying into the Atlantic to the Ohio [River], and afterwards continued through the new State". Gallatin proudly endorsed this letter "Origin of National Road". The enabling act to allow Ohio to form a state constitution passed in April 1802 and provided admission of

Ohio to the Union in 1803, as well as containing provisions for construction of such a road leading to the state of Ohio as well as across its interior. Of the five percent from the proceeds of sale, three percent was used for laying out and making roads within the State of Ohio, leaving two percent of the appropriation to make a road across Maryland, Pennsylvania, and (West) Virginia to the Ohio border. Such appropriations continued as other states joined the Union, for example Indiana (1816) and Illinois (1818).

CONSTRUCTION OF THE NATIONAL ROAD TO WHEELING 1805-1818

The beginning point of the National Road was anticipated by several cities to start in their midst, such as Richmond, Philadelphia, and the new nation's capital, Washington, D.C. But Cumberland, Maryland, had been the starting point for the Nemacolin, Washington, and Braddock expeditions. A small but thriving county seat, Cumberland was already the proposed terminus of a road under construction from Baltimore westward. Plans for making the Potomac River navigable to Cumberland also favored the choice of that place as the beginning point of the National Road. The report to Congress in December 1805 recommended "the laying out and making a road from Cumberland to the river Ohio, at the most convenient place between a point on the easterly bank of said river, opposite to Steubenville (Ohio) and the mouth of Grave creek, which empties into said river Ohio, a little below Wheeling, in Virginia." In official documents the portage is referred to as the Cumberland Road, but the most popular name was the National Road, which was in general use by 1825.

The act entitled "An act to regulate the laying out and making a road from Cumberland, in the State of Maryland, to the State of Ohio" was made law in March 1806. The methods of construction were specified by practices of the times: No slope could be steeper than an angle of five degrees with the horizon, a right-of-way sixty-six feet wide was to be cleared of trees and brush, and along the center a strip twenty feet wide was to be covered with "stone, earth, or gravel and sand, or a combination of some or all of them."

President Thomas Jefferson appointed Commissioners Thomas Moore, of Maryland; Joseph Kerr, of Ohio; and Elie Williams, of Maryland to lay out the road. Their report was sent to Congress on January 31, 1807. In the report Josias Thompson had been taken into service as a surveyor to document the path of the road. The direction of the route was determined by several objectives: "1) Shortness of distance between navigable points on the eastern and western waters. 2) A point on the Monongahela best calculated to equalize the advantages of this portage in the country

within reach of it. 3) A point on the Ohio river most capable of combining certainty of navigation with road accommodation embracing, in this estimate, remote points westwardly, as well as present and probable population on the north and south. 4) Best mode of diffusing benefits with least distance of road." The report also details the reasons for choosing Wheeling as the crossing point on the Ohio River. "It was found that obstructions in the river between Steubenville and Grave Creek lay principally above the town and mouth of Wheeling [Creek], which was ascertained by the commissioners examination of the channel, as well as common usage which had long given a decided preference to Wheeling as a place of embarkation and port of departure in dry seasons. It was also seen that Wheeling lay in a line from Brownsville [PA] to the center of the State of Ohio and Post Vincennes [IN]". Since these circumstances corresponded with the chief objectives and the ground from Wheeling westward being known of equal fitness with any other way out from the river, it was thought most proper to locate the point of crossing below the mouth of Wheeling Creek.

The siting of the National Road through Wheeling was also supported by Henry Clay, the leading advocate of internal improvements. Locally it was Moses and Lydia Shepherd who lobbied Clay for the choice of Wheeling as the terminus of the road on the Ohio River. Their 1798 sandstone home, Shepherd Hall, was placed on the National Register in 1970. Moses, who became a road contractor in Ohio County, had the contract to construct the stone bridges along the 16 mile route through (West) Virginia. He had two extra bridges built across Little Wheeling Creek so that the road would pass near his home. One of these is the Elm Grove Stone Arch Bridge which was placed on the National Register in 1981. The bridge is recognized as the oldest bridge in West Virginia and the only original extant bridge on the state's section of the National Road.

The surface of the roadway through West Virginia is fairly level following the course of Little Wheeling Creek from the Pennsylvania state line to Elm Grove, where the creek merges with Big Wheeling Creek to form Wheeling Creek that empties into the Ohio River. As the road turns northward to follow Wheeling Creek it finds rolling hills in places followed by long stretches on a flat plain. Finally the base of Wheeling Hill is reached with over a 300 foot climb in elevation. Once over the hill the road continued down Main Street until it reached present day 24th Street where it turned west to cross the Ohio River south of Wheeling Island. During periods of high water ferries were used to cross the river, but there were times of low water when the Ohio River was so shallow that it was possible to drive or walk across the river bed. [It was not until the locks and dams were installed on the Ohio River from 1910 to 1929 that a minimum depth of nine feet was established.]

Even though a shorter route was found that did not pass through the town of Wheeling, it did not lengthen the route to pass through the town and the commissioners felt it would provide advantages to the emigrants, traders, and others in the choice of supplies of stores, boats and accommodations. Therefore, the commissioners believed the town route was preferable although it did present some difficulties in getting over the hillside. A report to Congress by Commissioners Elie Williams and Thomas Moore on December 13, 1808 reports that the crossing of the mountains is confined to the sides of hills which, from necessity, were crossed obliquely. They were concerned with the crossing over Wheeling Creek between the town and the lower point of the island, and the crossing over Wheeling Hill. They recommended the expense of $4,000 for a bridge over the creek, "and that $1,500 may be usefully and effectually applied to cutting and forming a secure and easy pass over Wheelen hill". The first bridge over Wheeling Creek connecting Main Street was a wooden structure erected in 1817. An ice gorge subsequently carried it away and it was replaced by a stone bridge in 1832-33 and again in 1892.

The contracts to actually begin construction on the National Road westward from Cumberland were finally given out in 1811. Part of the labor on the road was from Irish workers, as well as local farmers along the route who earned a few dollars by hauling earth to fill gullies. In Triadelphia, (West) Virginia, some land which was conveyed to Josias Thompson in 1817, is recorded as being given to Irish workers on the National Road in which to bury their dead. The land was later donated to the Archbishop of Baltimore for a Catholic church and cemetery in 1826. The actual road surface to Wheeling was completed by 1816. Construction of at least five stone bridges in Ohio County [1. East end of Wheeling Hill; 2. Elm Grove Stone Arch Bridge; 3. Peters Run Road S-bridge; 4. Germantown; 5. S-bridge near Atkinson Road] took place between 1817-1818, with the road being completed to Wheeling by 1818.

Other early road features that are still extant from this period include sandstone retaining walls at the west end of Wheeling Hill as the National Road connects to Seventh Street and which is visible on the north side of Market Street; in Fulton on the north bank of Wheeling Creek just east of Mt. de Chantal Road; and along the north bank of Little Wheeling Creek at the west end of Triadelphia. Some sandstone bridge abutments may still be seen near the Germantown bridge site, and Peters Run Road. The road surface at this time was dirt with scattered sand or gravel. Building sites identified as being constructed during this time period include two stone inns. The architectural styles had Federal influences with an I-house form.

HEYDAY OF THE NATIONAL ROAD 1818-1853

When the sixteen miles of the National Road that traversed (West) Virginia were completed to Wheeling in 1818, the road created a vital role for the city in the nation's transportation network. Immediately after traffic began using the National Road, Wheeling became a major gateway to the West. Eastern goods were dispersed after their arrival in Wheeling to Pittsburgh, Ohio, Illinois, and Louisiana; southern and western crops were sent through Wheeling on their way to eastern markets. Freight that previously needed between six to eight weeks to arrive in Wheeling from Baltimore took only two weeks to deliver after the National Road was completed. The cost of transporting goods was cut in half, and the nation saved at least $300,000 a year in shipping costs. In 1818 it was less expensive to ship goods from Baltimore to Wheeling than from Philadelphia to Pittsburgh. Each year 1,000 wagons hauled 1,700 tons of freight, causing traffic heavy enough that wagoners often had to wait in line to cross bridges. One of Wheeling's five commission houses recorded an average of 3500 pounds of freight for each of the 1,081 wagons it unloaded in 1822. Wheeling's population boomed and increased 500 percent during the twenty year period following the completion of the National Road to the city, growing from 1,567 people in 1820 to 8,793 in 1840. In 1845 business was thriving, and it was not unusual for 100 tons of eastern freight to arrive daily in Wheeling. An average of 200,000 people traveled the road each year, and 90% of the emigrants pouring into Indiana and Ohio had come over the road.

All the traffic using the National Road cut the roadway into deep ruts. It was generally agreed that the cost of repair should be paid by users of the road in the form of tolls. After years of debate Congress decided it was unconstitutional for the federal government to collect toll. Instead, in the 1830's Congress began to turn the road over to the states for administration and maintenance. The road through (West) Virginia was turned over to the state in 1836. There were several toll houses erected along the route, none of which are now standing. A few of those toll house sites in Wheeling were: at the west end of the Suspension Bridge on Wheeling Island; a small gabled vertical board shed at the top of Wheeling Hill; and an Italianate two story building with angled front bay in Leatherwood.

The road surface when first built was dirt with scattered sand and gravel that did not provide a durable road surface. The McAdam method of interlocking crushed stone surface became popular after 1825. Introduced by Scotsman, John L. McAdam, mcadamizing was the layering of stone beginning with a base of three inch size pieces, which tapered to a top layer of one inch size stones, rolled and watered to interlock. Congressional reports indicated that repairs were made to the National

Road between Cumberland and Wheeling in 1823 and 1827. The stone bridges remained the same as those constructed in 1818. The route of the National Road was altered when the Suspension Bridge was constructed across the Ohio River in 1849. The highway now turned west at present day 10th Street instead of passing through town and crossing below Wheeling Island. The back channel of the Ohio River had a covered wooden bridge by 1837, which spanned the distance between Wheeling Island and the Ohio state line before entering Bridgeport, Ohio.

Building styles during this time period range from Federal and Greek Revival I-houses to folk buildings constructed by local carpenters. These styles are reflected in homes, taverns, and a mill site. The cast iron milemarkers from the Snowden foundry in Pennsylvania were placed between Brownsville, Pennsylvania, and Wheeling in the 1830's.

DECLINE OF THE NATIONAL ROAD AND CONTINUED DEVELOPMENT OF OHIO COUNTY 1853-1890

The effects of the increased trade with the east had a great impact on Ohio County. With increased economic activity and local prominence came a corresponding rise in land values along the road. Taverns and other businesses were located along the road in an attempt to make a profit from the heavy traffic. Factories were attracted to the area by its connection to the nation's transportation system, allowing companies to ship their products easily and cheaply to markets across the country. The transportation network of Virginia's northern panhandle sharpened the differences between western Virginia and its mother state as the area became increasingly dependent on eastern rather than southern markets. This influence later became one factor in the separation of the western counties from Virginia during the Civil War.

The steady flow of goods over the National Road gradually declined as the expanding railroad industry transported an ever increasing amount of freight. After the Baltimore and Ohio Railroad line was completed to Wheeling in 1853, the trip to Baltimore took only 18 hours. Since the B&O line followed the route of the National Road through the northern panhandle, taking advantage of established towns, businesses continued to build along the road well into the twentieth century in order to be close to the railroad. Traffic on the National Road became almost nonexistent, although the road did have occasional resurgences. During the Civil War the National Road was used after the Southern army had interrupted the B&O railroad lines between Cumberland and Wheeling. It was also used during World War I after the railroad lines became over burdened and could not meet the country's shipping needs. Although traffic on the National Road had declined, it was still a center of activity in Ohio County. Homes continued to be built along the road during the mid-1800's.

During this time period the road surface continued to be dirt with scattered stone surfaces throughout Ohio County. Streetcar tracks ran along the side or sometimes down the middle of the road with a gravel fill between the rails. The bridges continued to be used. Architectural styles of roadside buildings include Gothic Revival, Italianate, Queen Anne, Second Empire, and National.

DEVELOPMENT OF WHEELING SUBURBIA AND RESURGENCE OF THE NATIONAL ROAD 1890-1930

Beginning in the late 1800's, flooding on Wheeling Island and a desire to live outside the city caused families from Wheeling to move to the country. Around 1890, the outlying farms began to be subdivided into smaller building lots. Some of these farms included the Woods estate, now Woodsdale; John Reid's farm which is now part of Pleasant Valley; plus the Stamm and Carter farms which are now part of Oakmont. The National Road became the route of expansion, allowing families to live in the country while using the road and the streetcar lines for easy access to the city.

The first horse-drawn street cars in Wheeling began operating in 1866. In the mid-1870's, the Wheeling and Elm Grove Railroad ran horse-drawn lines connecting Wheeling and its suburbs. Wheeling became the third city in the United States to have electric streetcars in 1887. The interurban lines were switched to electricity in 1898. Despite easy access to the city, Wheeling's suburbs remained relatively small until 1890, when tremendous growth began. By 1906 the Wheeling and Elm Grove Railroad had 45 miles of track and 94 cars, making it the largest streetcar system in West Virginia, with service extending across the Pennsylvania line to West Alexander. The property in the village of Elm Grove went from a total value of $500,000 in 1905 to $1,500,000 in 1909.

Some of the homes built along "the pike" were owned by Wheeling's industrial leaders. These substantial homes seemed to favor the Neoclassical style but also present are Queen Anne, Italian Renaissance, Colonial Revival, Shingle, and Mission Revival. The smaller Craftsman Bungalow and Tudor styles are also seen in bordering neighborhoods such as Edgwood and Oakmont. Amenities such as schools, churches and businesses soon followed the families to the suburbs. In 1919, Wheeling's city limits were expanded to include the outlying settlements, which are now seen as distinct neighborhoods. These include the suburbs of Fulton, Leatherwood, Woodsdale, Pleasanton, Pleasant Valley, Patterson, Edgwood, and Elm Grove. Outside of the city there was still the growing towns of Triadelphia, Valley Grove and Mt. Echo which have a fair number of Bungalows and acted to some extent as bedroom communities to Wheeling. After the stock market crash of 1929 and the onset of the

Depression in the 1930's, there was a marked decrease in the number of houses being built. The next housing boom would not take place until after World War II.

During this time period an industrial influence was felt upon development along the National Road. Coal mining has always been an important resource in West Virginia. Coal had been mined in the area from an early date, and in 1807 the county produced 2,500 tons of coal. Coal production continued to increase throughout the years, and, until the twentieth century, all of the coal mined in Ohio County was consumed locally. Sometime between 1907 and 1910 the Valley Camp Coal Company established itself in Ohio County with an office on the National Road in Elm Grove. Valley Camp began to provide for employees by building houses. These two story box-like homes were constructed into the 1940's. In Triadelphia these are located on the south side of Little Wheeling Creek east of Middle Creek Road. Valley Camp also had a company store located on the National Road, which supplied employees with clothing, appliances, guns, tools, and hardhats as well as groceries. Next to the store was a company owned gas station where employees could charge gasoline. Aside from influencing construction along the National Road, Valley Camp also used the road to deliver its product. Although much of the coal was sent to other markets, some was still being used at a local level and was transported by truck over the National Road.

On the national scene, bicycle enthusiasts began using the National Road in the late 1800's and became a major advocate of road improvements. Soon early automobile owners joined with the bicyclists in campaigning for better roads. Their lobbying spurred Congress to create the Office of Road Inquiry in 1893. In 1916 the Bureau of Public Roads began operating, and Congress passed a federal aid road act. As the traffic on the highway increased, its paving was improved. MOTOR AGE magazine in February 1915 gave the road conditions as follows: "Cumberland to Wheeling, 133 miles, improved road with some gravel". A year later Robert Bruce in his book THE NATIONAL ROAD gives a running account of the road, stating that once inside Wheeling's city limits "there are places where the trolley leaves the roadway and there are fine stretches of brick". As one ascends Wheeling Hill there is "more brick pavement, some of it laid upon a high and expensive retaining wall built to assist travel up the grade. Considerable of this improvement was made possible through several thousands of dollars raised by or through the Ohio Valley Automobile Club, whose headquarters are at Wheeling". This retaining wall is concrete with a balustrade acting as a guardrail.

Traveling and camping in an automobile quickly became a national pastime. Auto clubs printed guide books to help their members stay on designated routes, since there were no road signs. Auto camps, gas stations, and

motels appeared to supply the needs of travelers as Americans camped and vacationed along the route originally used by coaches and Conestoga wagons. The Missouri Old Trails Road Association wanted the Cumberland Road restored and extended into a transcontinental highway. In 1912 the association named the National Road as part of the National Old Trails Road. After the United States adopted a system for numbering highways, the Cumberland Road became part of U.S. 40 in 1926. The National Road had become a major highway once again and carried more traffic than it had during stagecoach days. During the period from 1915 to 1935 there were further improvements to the road surface. Some of these improvements affected the bridges along Route 40. Many of the small bridges crossing the runs leading into Little Wheeling Creek have a concrete railing and support structure, although on some sites a sandstone block foundation can be found. The stone S-bridges constructed by Moses Shepherd were replaced at this time except for the Elm Grove Stone Arch Bridge. The S-bridge at Peters Run Road was replaced by a steel bridge (No. 1320) that has a metal plaque reading "U.S. Public Works Project, 1934". Guardrails consisting of concrete balustrades were erected in places. At the Mt. de Chantal and Triadelphia sties the concrete railing was placed on top of the earlier sandstone retaining wall. The state highway division staff suspects these road improvement projects may also have been part of the Works Progress Administration or Civilian Conservation Corps, but this has not been confirmed. The covered bridge over the back channel was replaced in 1893 by the steel Bridgeport Bridge with its bow arches and truss system. It was a prefabricated bridge purchased from a catalogue of the Wrought Iron Bridge Company of Canton, Ohio. The entire 16 mile road surface was probably paved across the state by 1940.

Other improvements included widening the roadway to three lanes in certain areas allowing cars to pass more easily. It was also changed at the Pennsylvania state line to bypass West Alexander as it enters West Virginia. Local residents report that the route was straightened in places away from the curving path of Little Wheeling Creek. But the majority of the highway appears to follow its original course through the rest of the state. Changing the direction of the route seems to have had no impact on the older structures. With the limited building areas between the creek and the hillside many of the resources had been built fairly close to the National Road. The last streetcar to run to Wheeling was in 1948, although limited bus service continued for some years to the outlying towns. U.S. 40 was bypassed by I-70 in the 1960's although it continued to be a major local thoroughfare through Ohio County.

I. Name of Property Type: Road Features

II. Description
Road features would include anything along the road surface that aids travel either by directional information or transportation itself. This would include the iron mile markers placed one mile apart along the highway. These markers were cast in an triangular obelisk form and stand 51 1/2 inches tall. They are painted white with black script lettering. Another road feature are the tapered concrete sign posts scattered along the length of the highway onto which metal signs are wired. These posts are approximately six to eight feet tall with the four sides coming to a pyramidal point. In several locations coursed sandstone block walls are located along the banks of the paralleling creeks and edge of the roadway acting as a retaining wall against erosion. These massive stones seem to be very stable. In some locations concrete has been used as in-fill in areas bordering the sandstone walls. These sandstone block or concrete walls are also found at each end of Wheeling Hill acting as retaining walls for the hillside. Along this same hillside and near the creek retaining walls are concrete guard rails which look like a spindled balustrade. These are constructed of an aggregate concrete with a thick iron wire reinforcement.

III. Significance
Construction 1805-1818:
The sandstone block retaining walls were probably installed at this time to keep the creek bed from eroding the bank and into the roadside. They were also installed at the ends of Wheeling Hill to shore up the road surface and act as a retaining wall for the side streets.
Heyday 1818-1853:
The cast iron mile markers were placed on the north side of the roadway in the 1830's. It is unknown if the markers were part of the improvements made to the road before the federal government turned the road over to the state of (West) Virginia, or undertaken once it was under state supervision. The markers were cast by the Snowden Foundry in Brownsville, PA and are extant from Brownsville to Wheeling.
Decline 1853-1890:
No known changes occurred to the road features during this time.
Suburbia 1890-1935:
After the advent of the automobile and the beginning of recreational travel there were improvements to assist with directional information and road safety. The concrete signposts were used to identify side roads as well as the highway route. Concrete guardrails and retaining walls were used to improve safety conditions for motorists, and to maintain the road surface.

The features are significant in the area of transportation under Criterion A, or engineering under Criterion C, when changes are noted in techniques for directing the route of the highway across the state, or construction technologies in keeping the road surface in repair. Resources are significant under Criterion D for their potential to yield information on important themes of transportation or engineering in regards to construction methods or engineering used on the National Road throughout Ohio County.

IV. Registration Requirements
The contributing road features should be in their original location, and have the same set back and setting, especially the iron mile markers since they identify a specific location and the next destination. Materials to maintain the path of the road, such as the sandstone blocks used as retaining walls along the creeks or at the approaches to Wheeling Hill, should reflect the integrity of the original composition and be unaltered in sections large enough to express the breadth of construction. If the sandstone blocks are in a extremely deteriorated condition or have been significantly repaired or covered they may be considered under Criterion D as a resource that can yield information on the historic methods of engineering. The concrete guardrails which delineate the edge of the roadway along the creek and line the edge of Wheeling Hill should be unaltered in their massing and rhythm. The concrete sign posts should continue to identify the route of the road either by providing metal signage for travelers or as a silent marker on the roadside. The white shafts should be original in material and retain enough of the massing to be recognizable in its original form.

I. Name of Property Type: Bridges

II. Description
The path of the National Road paralleled Little Wheeling Creek and Wheeling Creek across (West) Virginia until it reached the Ohio River. It was necessary in places to cross the creek or the small runs which fed the stream. The first bridges along West Virginia's length of the National Road were built in 1817-1818 and these were constructed of stone taken from the nearby hillsides, except for one wooden bridge in Wheeling on Main Street over Wheeling Creek. The construction techniques at that time had the arch of the bridge built across the width of the stream and the approach to the bridge was angled when necessary to accommodate the path of the road. This caused some of the bridges to be named S-bridges because of their snake-like appearance.

The lone remaining bridge of this time period along the highway and the oldest bridge still in use in West Virginia is the Elm Grove Stone Arch

Bridge nominated to the National Register in 1981. This is a three span arch bridge with ellipse arches to refrain from having the bridge become excessively high in the middle.

Some of the bridges were changed in the nineteenth century as they deteriorated due to heavy traffic on the National Road or new engineering methods changed the shape and size of construction. The wooden bridge at Main and 20th Street was replaced twice with a stone bridge in 1833 and again in 1892. The route of the National Road was diverted from lower Main Street at 10th Street with the opening of the Suspension Bridge in 1849. This bridge with its stone towers and single 1,010 foot span supported by a cable system was damaged by a storm in 1854 and reopened 40 days later to one lane of traffic until complete repairs were made six years later. The Bridge has been nominated as a National Historic Landmark (1975) and a National Civil Engineering Landmark (1969). The covered wooden bridge that was constructed across the back channel on the west side of Wheeling Island was replaced by a metal Parker Truss bridge in 1893. Called the Bridgeport Bridge, the structure was prefabricated by the Wrought Iron Bridge Company of Canton, Ohio. It was erected on the sandstone piers of the previous covered bridge.

The stone bridges along the National Road were gradually replaced from 1915 to 1935 with concrete supports and generally a single span. The guardrails along the bridges are concrete with either a solid railing or a spindled balustrade. The S-bridge at Peters Run Road was replaced with a metal span as part of the Public Works Project in 1934. A similar metal bridge near Germantown was replaced in 1991-92 with a concrete structure.

III. Significance
Construction 1805-1818:
Crossings over the creeks or river were nonexistent until the National Road project placed stone bridges through (West) Virginia and a wooden bridge on Main Street over Wheeling Creek. The Elm Grove Stone Arch Bridge is the single example in West Virginia of an original structure constructed as part of the nation's first federal internal improvement.
Heyday 1818-1853/Decline 1853-1890:
Suspension bridges were a new idea in the 1830's which would not impede navigation. The Suspension Bridge straddles these two time periods with the original construction in 1849, and the repairs in 1860 after it was storm damaged six years earlier. It was the first bridge to span the Ohio River and for a time was the longest suspension bridge in the world.
Suburbia 1890-1935:
Bridge construction had changed by the late nineteenth century to steel supports with wood decking. This continued into the twentieth century for dual lanes of traffic. On smaller bridges the steel truss was used as well as a concrete span and railing.

The significance of the bridges along the National Road in the area of transportation under Criterion A is that they served as important links in the local road network and the transportation of goods, raw materials and people in the county. Structures under Criterion C in the area of engineering could show a evolution of construction, from the early design styles of substantial masonry construction, to the lighter suspended cable bridge, to the twentieth century designs in concrete and metal truss systems.

IV. Registration Requirements
The bridge should be in its original location, although it may no longer provide the original intention of traffic flow. Some flexibility in alteration under engineering should be allowed for form and materials as long as the intent of the engineering design is conveyed. In fact the alteration may become significant as an example of a change in technology.

I. Name of Property Type: Inns, Taverns or Motels

II. Description
The earliest inns along the National Road were settler's cabins who took in guests for the night allowing them to spread a bedroll on the floor or rent a bed. These were probably log buildings in a Single-Pen form, which was a square pile of logs with a single room. Gradually buildings were built for the express purpose of housing overnight guests although some farmers continued to operate what became known as houses of "private entertainment" meaning there was no public room or alcohol. The more formal inns often had a tavern room for the drinking man where he could find a newspaper or hear the local news or land for sale, a dining room, and a ladies parlor. The early architectural styles were usually a I-house plan with some Federal or Greek Revival details on the stone or brick buildings. The Stone Tavern at Roney's Point and the Feay Inn are early Ohio County inns. Both buildings are built of stone with an I-house form that was later updated with Italianate features. The Feay Inn has fieldstone walls with the form being more of a folk structure. The Stone Tavern, however, has dressed front walls of sandstone block with a recessed entrance and fanlight transom. Some of the door details bear a close resemblance to Shepherd Hall, the only Georgian structure in the county, but the inn is Federal in style.

The larger brick and frame Italianate or Neoclassical hotels were to be found in the cities and could be several stories in height with private rooms. These were usually easily accessible to several modes of travel such as stagecoach, steamboat, and later to the railroads. The advent of the automobile after the turn of the twentieth century reestablished an independent means of travel. Motels sprang up along the highway offering

accommodations to motorists. These buildings were one story in height being strung out under one roof with a separate entrance for each unit. Auto camps were also popular with small cabins containing a sleeping room and maybe a kitchenette or bath. These courts sometimes had an attached car port or garage for automobiles. Some motels became a small complex of buildings with the owners home and office being surrounded by cabins.

III. Significance
Construction 1805-1818:
Settlers along the route of the National Road undoubtedly took in travelers for the night by throwing a bedroll on the floor of their rough single-pen log cabins. Entrepreneurs soon built stone inns to take advantage of the increasing traffic.
Heyday 1818-1853:
As the completion of the road increased traffic, inns and taverns appeared roughly a mile apart to provide service to travelers. Some farmhouses probably provided overnight accommodations when necessary, or offered pens for drovers to rest their livestock.
Decline 1853-1890:
As the traffic dwindled due to increased railroad service many of the inns and taverns either struggled to survive or became residences.
Suburbia 1890-1935:
After the turn of the century automobile traffic along the National Road and its later designation as U.S. 40 increased traffic and brought new demands for overnight accommodations. There are scattered sites throughout the county of motels and auto camps which sprang up between 1920 to 1940. Some of these motels are still in use while others are vacant. Often the office/residence is occupied by the owner and the cabins are rented by the week or month.

These property types are significant under Criterion A for the area of transportation as examples of service oriented buildings that appeared in reaction to the construction of the National Road and its later designation as a federal highway. Under Criterion C the architecture of the building should reflect either the features of its high style of design or be a typical vernacular form. The change of building forms with the advent of the automobile reflects the innovation in new methods of travel.

III. Registration Requirements
Some idea of the original building materials should be conveyed on the exterior. Alterations in materials and floor plan may be allowed if they do not obscure the original building plan, and could be potentially reversible. If a high style is present those distinct building details and materials should be evident. In Vernacular or Folk buildings the form of the building should be easily delineated.

I. Name of Property Type: Agriculture & Farm Related Resources

II. Description
These properties used the National Road as a means of transporting their county produced goods, and people they housed. Generally these properties have a rural setting with a farmhouse of varying traditional form or style, and outbuildings consisting of, but not limited to, a large frame barn, granary, springhouse, smokehouse, livestock sheds, and corn cribs. Materials for these outbuildings generally have a wooden form, although in the case of springhouses they can have a stone facade or lower level, or be built into a hillside.

Farmhouses from the Heyday period (1818-1852) were usually an I-house form and were constructed of brick or frame, some giving evidence of Federal or Greek Revival details. Large outbuildings would be pegged timber frame construction with wide vertical board siding and many of the foundations would be of sandstone. As the nineteenth century progressed into the period of Decline for the National Road (1853-1890) farmhouses began to be more of a high style Italianate, or Queen Anne with folk styled outbuildings continuing to have the pegged timber frame. The late nineteenth century styles such as Italianate and Queen Anne continued to be popular with the move to Suburbia (1890-1935) through about 1910. After that time the new Colonial Revival styles were popular through the rest of the period ending in 1935. The farmhouses tended to be frame at this time and a glazed tile block may have been used for their foundations as well as the outbuildings. The pegged timber frame barns could still be found on many of the homesteads but the smaller outbuildings were usually built with a balloon frame.

III. Significance
Construction 1805-1818:
As the nineteenth century began the Revolutionary War land grants to military personnel or the late eighteenth century purchases of settlers were being broken down to smaller more workable farm acreages. Any building activity from this time period would have been after the plans for the National Road were made public or construction had begun. The establishment of a road gave easier access to the eastern section of Ohio County, which was primarily agriculture, and encouraged settlement.
Heyday 1818-1853:
The completion of the road further encouraged settlement along the National Road which was the main access route through eastern Ohio County. The road was the means of transporting goods, products produced on the farms to market as well as a means of movement for the local citizens.
Decline 1853-1890:
While cross country traffic on the National Road declined during this time period there would still have been local traffic transporting goods

to market or to a railroad access. Farmsteads began to be developed on the hilly land behind those farms directly on the roadway. Many of these sites are not visible from the National Road but use the highway as access to their lane leading to their property.

Suburbia 1890-1935:

As the next generation took control of the farms the earlier farmhouse was sometimes removed in favor of a more modern residence. In other cases a separate residence was constructed for the married son or daughter near the original homestead. The barns and outbuildings continued to be used or, as more modern conveniences became available such as refrigerators which caused springhouses to be outmoded, turned into storage sheds. Land was also sold along the highway for building lots, many of the new owners being commuters to their jobs in Wheeling or Washington, PA. These small homes are usually Bungalow in style.

The agriculture properties are significant under Criterion A in the area of transportation for their use of the National Road as a transportation means for the goods they produced or for they people they sheltered. The farmsteads may also be listed under agriculture for any innovative techniques that may have been developed on the property. The properties are eligible under Criterion B for any significant owners and their contributions to society or local history. Under Criterion C the architecture of the properties should either reflect features of a high style of design, or a traditional form, floor plan or materials.

IV. Registration Requirements

Agriculture and farm related resources should reflect a rural setting with no buildings or structures not related to the site within one acre of the resources. The buildings do not need to be visible from the National Road but should have direct access to the highway either by a driveway, farm lane, or right-of-way. The architecture of the farmhouses and outbuildings should convey the idea of the original materials and any stylistic details on the facades. Alterations in materials and floor plan may be allowed if they do not obscure the original building plan, and could be potentially reversible. If a later style of residence is found on a early farm site the property may still be nominated if the home is 50 years of age and a represents a period of architecture.

I. Name of Property Type: Residences

II. Description

Residences were built along the path of the National Road when the route was first announced in 1806, and as the road opened the county to development along its course. While these early homes tended to be connected to farms, people later built houses as summer homes or primary

residences. The highway provided a major transportation route through the county and into the city of Wheeling for workers and business needs, and gave access to those amenities for people living along or near its path. In the late nineteenth century there was a move to the country and a suburbia setting was created along the route of the National Road from Fulton to Elm Grove, which later was annexed to Wheeling in 1919. Bedroom communities were also established along the rest of the route of the road east through Ohio County. Traces of these twentieth century suburbs, which mainly had Bungalows, can still be seen in Mt. Echo, Valley Grove and Triadelphia.

III. Significance
Heyday 1818-1853:
Residences from this period tend to have Federal or Greek Revival details although they often were updated with Italianate features as styles changed through the nineteenth century. There began to be development in Triadelphia after the town was platted by Josias Thompson in 1829.
Decline 1853-1890/Suburbia 1890-1935:
Building lots of one to a few acres along the route of the National Road began to be sold by farmers. High styles became popular with some of them having: Gothic Revival, Italianate, Shingle, Queen Anne, National, Neoclassical, Tudor, Colonial Revival, and Bungalow details. The influential leaders of Wheeling began to build their homes in the area from Leatherwood to Elm Grove, bordering or with access to the National Road. Small residential areas or cul-de-sacs grew substantially along the highway after the turn of the century.

The properties along the National Road are significant in the area of transportation under Criterion A since it provided a network of transporting county produced goods, raw materials and people within the county. Properties significant under Criterion B would reflect a contribution by the owner as a leader in Wheeling business, industry or other recognized field. The architecture under Criterion C should reflect a recognized style and noted if it was the work of a master with the building plans drawn up by one of Wheeling's leading architects such as Frederick F. Faris, Edward B. Franzheim or Charles Bates.

IV. Registration Requirements
An idea of the original building fabric should be conveyed on the facades, along with any stylistic details. Alterations in materials and floor plan may be allowed if they do not obscure the original building plan, and could be potentially reversible. Neighborhoods or cul-de-sacs may be eligible for historic districts if there are concentrations of buildings reflecting periods of development.

I. Name of Property Type: Valley Camp Coal Company Resources

II. Description
Valley Camp Coal had a impact on the built environment in Elm Grove and Triadelphia with the homes and amenities they built for their workers. The company moved into the area between 1907 and 1910 when they operated four mines along the route of the National Road. These included the Eskew Mine on the west side of Wheeling Creek and the original Number One Mine on the east hillside, both in the 2100 block of National Road in Elm Grove. The Number Two Mine was in the center of Triadelphia on the south side of Little Wheeling Creek opposite what now remains of a concrete tipple. The Number Three or Boyd Mine was across from the Valley Camp Coal offices at the intersection of Gashell Road and National Road, east of Triadelphia. This site also had a coal washing plant which operated from 1917 to 1980.

Valley Camp Coal housed their workers in company built housing which was constructed from c. 1910 to the 1940's. The slightly varying two-story box-like houses or one story gable end and wing were primarily built on the south side of National Road or Little Wheeling Creek near Middle Creek Road in Triadelphia. The camps which were numbered 1, 2, and 3 are located on pockets of land between the creek and the ridge of hills to the south. The management personnel for the company constructed their own homes on the north side of the National Road, according to local residents. These homes are scattered and interspersed with non-company residents along the length of the highway and would only be detected by deed searches or oral information. This time period does coincide with the suburbia development in the small towns of Triadelphia, Valley Grove and Mt. Echo. These towns and areas in between show a significant number of Bungalows. Valley Camp employed 1500 people before 1979, when operations were curtailed due to federal regulations regarding high sulphur coal.

The original offices of Valley Camp Coal used to be in Elm Grove in the 2100 block of National Road with the offices on the second floor and the company store on the first floor. This building has since been razed. In the 1940's the headquarters moved to the Gashell Road location on National Road where they shared a building before moving next door to their own office in 1948. A small complex was created along the National Road with the coal mine and coal washing plant on the south side of the roadway, next to the railroad line, and the offices on the north side. Valley Camp Coal also operated a company store on National Road next to their headquarters. The store, which is a large gabled two-story building, closed in 1988, but until that time sold clothing, appliances, guns, tools, and hardhats as well as groceries. Next to the store Valley Camp Coal operated a gas station where employees could charge gasoline.

III. Significance
Suburbia 1890-1935:
All the resources of Valley Camp Coal would fall under the Suburbia time period since the company only began operations in 1907. The need for worker housing in the area of Elm Grove and Triadelphia is undoubtedly what spurred development in those areas. The built resources of Valley Camp Coal Company are significant under Criterion A in the area of transportation since the National Road provided a major artery for the local transportation of coal. Being a cheap local resource, coal was in demand by the nearby colleges, nail plants and hospitals as well as local home owners. The resources would also be significant under industry since the coal industry is a major business in West Virginia. Under Criterion C the architecture for the buildings should reflect a traditional form, floor plan or materials, or have features of a high style of architecture. There may be some resources still extant that could be contributing under engineering if they reflect a construction or manufacturing technique that is unique or traditional within the coal industry.

IV. Registration Requirements
The workers houses located in the three camps are going to be of a folk or local carpenter-builder design and form. Given the time of construction there will most likely be some Colonial Revival or Bungalow details. If any of the camps should be proposed as a historic district, a significant number of the homes should retain their architectural character with some idea of the original materials conveyed on the facade. Alterations in materials and floor plan may be allowed if they do not obscure the original building plan and could be potentially reversible. Also the streetscape and subdivision of the district should reflect the original layout of the camp site.

Since the homes of the management personnel are going to be interspersed in the county they will either have to stand on their own architectural merit, or be part of a neighborhood. These homes should convey the idea of the original building fabric or stylistic features on the exterior, allowing some alterations in materials and floor plan that do not obscure the original building plan and could be potentially reversible.

The headquarter buildings of the coal company form a small complex at the intersection of Gashell and National Road. If nominated together as a historic district the buildings should reflect their original building layout, with the exterior requirements the same for the housing. The company store has been covered with metal siding but the other buildings seem to reflect their original materials.

I. Name of Property Type: Business/Commerce Buildings

II. Description
With the move of people and homes outside the original boundaries of Wheeling at the turn of the twentieth century and the development of a string of suburbs along the route of the National Road, there predictably followed a development of business and commerce to provide service and necessities to the population. Business districts developed in Elm Grove, Leatherwood and Edgwood along the National Road as well as the small towns of Triadelphia, and Valley Grove. These business areas are distinguished by groupings of commercial buildings with a storefront on the first floor that range in height from one to six stories.

In Triadelphia, these buildings were built mid-to-late nineteenth century with brick facades expressing stylistic features of Federal, Greek Revival or Italianate design. Generally the buildings are two stories in height and have a large front display window. Those existing buildings in Valley Grove tend to be early twentieth century to the 1940's with a wood, brick or concrete block facade. Service oriented businesses include two early gas stations. Scattered along the road are some turn of the century general stores with a two to three story facade usually covered with insul-brick or metal siding.

Within the present day Wheeling there is a business district in Elm Grove that is concentrated in the 2100 to 2200 block of National Road. The buildings are late nineteenth to early twentieth century with stylistic features including but not limited to Italianate, Neoclassical, and Art Deco. The buildings are generally brick and are two to six stories in height. North of the now defunct elevated railroad line the contributing buildings are scattered with noncontributing late twentieth century in-fill.

In Edgwood a small business district developed about 1910 at Edgington Lane and National Road. Some of the buildings are a combination of first floor commercial spaces with offices or apartments on the upper floors. The buildings are brick and are one to five stories in height exhibiting stylistic features of Classical Revival, aside from a general three part storefront, as well as one stucco Mission Revival. There are other nearby business buildings on Edgington Lane which contributed to the business district. These are scattered from National Road to Carmel Road.

The business district in Leatherwood has been modernized with a commercial strip from Mt. de Chantal Road to Bethany Pike. There is one brick commercial building from the early twentieth century within these

boundaries, as well as a 1930's Pure Oil gas station. There are other brick commercial buildings to the west at Glenwood Avenue., Bank Street, and Wagner Street, filtering into the Fulton neighborhood. These one to three story buildings are constructed of brick with Neoclassical or Art Deco stylistic features, or exhibit a general three part facade.

III. Significance
Heyday 1818-1853:
The route of the National Road and the constant traffic was appealing to businesses and commercial ventures. Early districts developed in Fulton, Elm Grove and Triadelphia. Grist mill activities in Elm Grove, and Valley Grove were a natural draw to farmers and caused some nearby development.
Decline 1853-1890:
The railroads began to transport goods ordered by businesses and commercial enterprises. Owners liked to be near access to these delivery sites and the traffic of people using the facilities. The death of Lydia Shepherd and the sale of her lots in Elm Grove in 1869 caused the development of the then outlying district.
Suburbia 1890-1935:
The move of residents to the outlying suburbs caused business and commercial enterprises to grow along the route of the National Road. Small districts developed in Leatherwood, and Edgwood.

The business or commercial buildings along the National Road are significant under Criterion A for commerce, since they involved the business of trading goods, services and commodities; and also for transportation since the National Road was used to transport those goods and people. A few of the buildings may be significant under Criterion B if the owner played a significant part in Ohio County's past and development. The architecture of the buildings under Criterion C should reflect certain features for any high style, or have a three part storefront. A few of the buildings are known to have been designed by the hand of a master or noted Wheeling architect such as Frederick F. Faris, Edward B. Franzheim, or Charles Bates.

IV. Registration Requirements
Any commercial building should retain its three part front of: first floor storefront, upper story openings, and entablature or cornice. While the first floor may be altered with the display area filled-in or covered, there should be evidence on the upper story or entablature of the original materials and any stylistic features. Some businesses or offices may not have a first floor storefront but have smaller windows that mirror the upper story openings. There may still be delineation of a three part front by use of a first floor cornice or stringcourse.

Both types of buildings should convey an idea of the original materials on the exterior. Alterations and additions to the storefronts may be allowed if they do not distract from the original building plan, and could be potentially reversible.

I. Name of Property Type: Civic Buildings

II. Description
As the National Road began to be developed in the late nineteenth and early twentieth century and people began to populate Ohio County east of downtown Wheeling, there arose a need for civic improvements. These improvements evolved in the form of schools for the education of both blacks and whites, and the construction of churches.

During the nineteenth century and early twentieth century there were a number of small one or two room schools scattered throughout Ohio County. These are primarily one story in height with wood siding, having a center front door and side windows. The Kruger School in Elm Grove is one of two remaining Wheeling examples of a Victorian style school with a red brick two-story facade and square tower. Some of those one room schools constructed during the late nineteenth and early twentieth century are still in existence although many have been converted for a new use. A few of these were built directly along the route of the National Road in such areas as Leatherwood, and Valley Grove as early as the 1870's.

With the annexation of the suburbs and the push to consolidate the schools there was a marked increase in the number of schools built in the 1920's. At least four of these public schools, and one parochial school, are located along the current route of the National Road and six schools are within a few blocks. These buildings are of red or tan brick color with limestone details, being two to three stories in height and favoring a Neoclassical style of design.

Mission churches sponsored by the downtown Wheeling churches followed the move to locate outside of Wheeling. Later, as the downtown lost its population to the suburbs new sanctuaries were constructed along the National Road mainly between Bethany Pike and Park View Lane. The style of architecture varies for the individual churches with Richardsonian Romanesque, Gothic Revival and other modern edifices being present. Materials vary from stone to different colors of brick with the form being a gabled sanctuary with irregular wings.

III. Significance
Decline 1853-1890:
A few one-room schools may still be located on or near the National Road although most have been converted to residential or storage use and may

be hard to distinguish. These do represent the efforts of the county to provide free schooling to children.

Suburbs 1890-1935:

The move to the suburbs increased the number of children needing education. In 1919 the consolidation of the Ohio County Schools was begun, coinciding with the annexation of the suburbs to the city of Wheeling. This move spurred construction of larger schools beginning about 1916 until 1929, in regional areas of the county. The cornerstones of some of these schools indicate that the architectural plans were favored from Wheeling architects Frederick F. Faris and Edward B. Franzheim. Just as there was need to educate the children in the fundamentals there was a wish to provide a religious environment for the children who were being moved to the suburbs. Hence private individuals sponsored nondenominational Sunday schools or downtown institutions opened mission churches.

The significance of the civic buildings would be under Criterion A for transportation, since the National Road was the source of moving children and families to these church and school institutions as well as communicating the growth and development of Ohio County. The buildings may also be significant in the areas of education or religion depending on their focus. In the case of parochial schools the buildings might share these areas of significance.

Churches would be significant under Criterion C if their architecture displayed stylistic features in Gothic Revival, Richardsonian Romanesque, or another recognized style. Schools buildings would be significant under Criterion C if their architecture displayed any new ideas in form for classrooms, or recreational areas; or if the style details were significant in Neoclassical, Art Deco or Modern designs. These new churches and schools were often designed by one of Wheeling's noted architects, such as Frederick F. Faris, Edward B. Franzheim, or Charles Bates.

IV. Registration Requirements

The civic building resources must be examples of the identified subtypes: schools or churches. They must be either located on the National Road or have used that route for access to their property site. The buildings must also convey some idea of original materials, and details of any high style. Alterations and additions in materials and floor plan may be allowed if they do not distract from the original building plan.

subtype: schools

These resources are considered under Criterion A in the area of education if they were used for conveying or acquiring knowledge or skills through systematic instruction, training, or study. They may also be considered

under transportation if they are constructed on or near the National Road which encouraged the growth and development of Ohio County and was a principal means of transporting people throughout the county. If a school is affiliated with a church it may also be considered in the area of religion if the curriculum has close ties with the doctrine of the church. The buildings may be under Criterion C if the architecture of the school exhibits the work of a master or has a significant number of details suggesting a recognized architectural style such as Neoclassical, Art Deco or Modern.

subtype: churches
Building resources would be considered under Criterion A in the area of religion if they are examples of institutions having a organized system of beliefs, practices, and traditions. They may also be under the area of transportation if they are constructed on or near the National Road which encouraged the growth and development of Ohio County and was a principle means of transporting people throughout the county. The buildings may be under Criterion C if the architecture exhibits the work of a master or is a recognized style such as Gothic Revival, Richardsonian Romanesque or Modern.

The geographical area encompasses the properties adjacent to the sixteen miles of the National Road that traverse Ohio County, West Virginia, including the city of Wheeling; the communities of Triadelphia, Valley Camp, Roney's Point, Valley Grove, and Mt. Echo; and the rural areas between the settlements.

Section Number H/Page 1 Summary of Identification and Evaluation Methods

The multiple property listing of historic and architectural resources along the National Road in Ohio County is based on 1991 surveys of Wheeling, Wheeling Island, and the remainder of Ohio County. The Wheeling Island survey was conducted by Donnelly, Sandor and Sands for the City of Wheeling, while the Wheeling and Ohio County surveys were done by Katherine Jourdan and Laura Pfeifer under the auspices of the West Virginia Department of Culture and History. The inventories identified 3,878 resources in Wheeling, 921 on the Island, and 894 in Ohio County. Resources included buildings, bridges, and street furniture. Every passable road, public and private, leading to a known or suspected property was driven, and every building marked on the USGS topographical maps of the county were viewed. The buildings were recorded based upon their architectural character with an emphasis upon age and rarity, as well as an unaltered appearance, and representative of varied types and styles. Those not recorded were passed over due to lack of integrity or because they were less than fifty years old. All recorded resources were photographed and documented on inventory forms. Resources within Wheeling's city limits were recorded on maps obtained from the City of Wheeling's Department of Development. Sites outside of Wheeling limits were recorded on USGS topographical maps. The survey identified a wide range of resources in the county spanning the years from 1798 to World War II.

Due to time and budgetary limitations and the large number of identified resources, the Department of Culture and History focused on exceptional resources to be included in National Register nominations based upon their important styles and property types in the county. The area along the National Road was selected for a multiple property nomination due to its historic importance, its impact on local communities, and the remarkable breadth of intact resources located along the road. The four associated historic contexts were suggested by the history of the road itself, and each represents a different stage in the life and continued use of the National Road. These four stages were also used to organize the significant property types by function under the historic contexts:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Historic and Architectural Resources along the National Road
in Ohio County, West Virginia
Section Number H/Page 2 Summary of Identification and Evaluation Methods

1) Construction of the National Road 1805-1818; 2) Heyday of the National Road 1818-1853; 3) Decline of the National Road and Continued Development of Ohio County 1853-1890; 4) Growth of Wheeling Suburbia and the Resurgence of the National Road 1890-1930.

The architecture of the selected resources was evaluated with the registration requirements in mind, focusing on those buildings that displayed original materials for the time and style period in which they were constructed. Those styles include folk or rural floor plans and building traditions as well as those having style features typical during the nineteenth and early twentieth centuries. Requirements were based upon a knowledge of existing properties.

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