

United States Department of the Interior National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: National Road Corridor Historic District

other name/site number: _____

2. Location

street & number: National Road from Bethany Pike to Park View Lane

not for publication: N/A

city/town: Wheeling

vicinity: N/A

state: WV county: Ohio code: 069 zip code: 26003

3. Classification

Ownership of Property: Private

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing	
<u>121</u>	<u>45</u>	buildings
<u>3</u>	<u>0</u>	sites
<u>3</u>	<u>0</u>	structures
<u>12</u>	<u>0</u>	objects
<u>139</u>	<u>45</u>	Total

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
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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
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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

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6. Function or Use

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Historic: Domestic	Sub: Single Dwelling
Domestic	Multiple Dwelling
Commerce	Business
Current : Domestic	Sub: Single Dwelling
Domestic	Multiple Dwelling
Commerce	Business

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7. Description

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Architectural Classification:
Late 19th & 20th Century Revivals/ Colonial Revival-Georgian Revival
Classical Revival-Neoclassical Revival

Late Victorian/ Queen Anne, Shingle

Other Description: None

Materials: foundation Sandstone	roof Asphalt
walls Clapboard	other _____

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: C

Criteria Considerations (Exceptions): N/A

Areas of Significance: Architecture

Period(s) of Significance: 1866-1935

Significant Dates: N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Faris, Frederick F.
Franzheim, Edward B.

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

See continuation sheet.

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9. Major Bibliographical References

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See continuation sheet. **X**

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State historic preservation office
 - Other state agency
 - Federal agency
 - Local government
 - University
 - Other -- Specify Repository: N/A
- _____

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10. Geographical Data

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Acreage of Property: Approximately 411 acres more or less

UTM References: Zone Easting Northing Zone Easting Northing

A	17	526620	4436400	B	17	526880	4436250
C	17	527560	4434770	D	17	528460	4433370

X See continuation sheet.

Verbal Boundary Description: **X** See continuation sheet.

Boundary Justification: **X** See continuation sheet.

The boundaries include those original properties that face the National Road between Bethany Pike and Park View Lane, and are associated with its

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11. Form Prepared By

=====

Name/Title: Katherine M. Jourdan and Laura J. Pfeifer

Organization: Division of Culture & History Date: 20 April 1992

Street & Number: 1528 Market Street Telephone: (304) 238-1300

City or Town: Wheeling State: WV ZIP: 26003

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National Road Corridor Historic District
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The National Road Corridor represents a period and area of growth and development for the City of Wheeling near the turn of the century. Using the corridor established by the early surveyors for the first Federal highway in 1806, the National Road has been used by both travelers and local citizens. Early farms were gradually divided into building lots before the turn of the century. These new residences became popular as summer country homes preceding the development into small individual communities. With the advent of the streetcar and later the popularity of the automobile the National Road continued to develop eventually being incorporated into Wheeling's city limits.

The National Road enters Wheeling on the southeast corner of the city and after passing through Elm Grove runs directly north until making a sharp bend to the west at the top of what is called Chicken Neck Hill. The road continues through the Leatherwood and Fulton neighborhoods before ascending over 300 feet in elevation up Wheeling Hill. The road then drops down to the Ohio River waterfront and the central business district. The section of the road considered as a corridor historic district is along the eastern edge of the city from Park View Lane to Bethany Pike. The length of the corridor is approximately one and a half miles.

The boundaries of the historic district are delineated by the commercial strips that have developed at each end of the corridor. These strips have been somewhat governed by the Elm Grove and Oglebay Park interstate exchanges for I-70. At the intersection of Park View Lane and the National Road is the Elm Grove interstate exchange for I-70. A block to the south is the elevated highway over the National Road and the split from I-70 for I-470. South of the highway is the commercial strip that has developed at the north end of Elm Grove. At the north end of the district, west of Bethany Pike, there is a heavy commercial area from the end of the historic district to the Oglebay interstate exchange at Mt. De Chantal Road. The east and west boundaries of the corridor historic district are the rear property lines of the contributing buildings or the edge of the National Road right-of-way.

Through the historic district the corridor of the National Road has undulating curves and hills as it parallels the course of Wheeling Creek. To the east there is an incline towards the hillside for part of the route, broken in places by flat spaces suitable for building. To the west the terrain is fairly flat as it slopes down to Wheeling Creek. The buildings representing this district face the National Road and not the side streets. Because of the terrain of the valley the National Road became an early east-west artery connecting Wheeling to Elm Grove and points beyond. Neighborhoods developed off to the sides either as cul-de-sacs, such as Elmwood Place and Oak Park, or grided streets such as the Oakmont area popular through the 1940's. Because of their exceptional architecture these streets are included in the nomination.

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The National Road Corridor Historic District is primarily residential in character although there did develop a small commercial area near Edgington Lane. Many of the residences are large in scale and were placed on spacious lots by the influential commercial and industrialist leaders in Wheeling. There are also rows of substantial Queen Anne and Colonial Revival homes interspersed along the streetscape. Outlining the front property lines of these homes along the National Road are many sandstone walls, some forming the function of retaining walls, and entrances to avenues or driveways.

There are two large cemeteries within the district as well as a city park providing some open green space. Greenwood Cemetery was formed in 1866 and now has over 101 acres between the west side of the National Road and I-70. The contributing entrance gate is flanked by contributing gatehouses and there is an iron paling fence around the property. The late 19th and early 20th century stone monuments in the cemetery are exceptional with designs ranging from 15-20 foot fluted columns, to castle towers, and unique statuary. There are a number of mausoleums on the grounds with the Greek temple front being a popular style for small family crypts and a large Egyptian Revival Mausoleum along the south boundary. Nearby is the Mt. Calvary Cemetery, organized by the Catholic diocese in 1872. After passing the entrance gates and gatehouse one is drawn to the contributing Victorian Gothic chapel in the center front of the grounds. The exceptional sandstone chapel is in excellent condition.

Wheeling Park is just to the south of Mt. Calvary Cemetery. The park had its beginning as a botanical garden for its owner Thomas Hornbrook, who allowed the public on his grounds. Following his death the property was purchased by Anton Reymann, owner of Reymann Brewery and president of the Wheeling and Elm Grove Railroad. He developed the grounds as an amusement park and beer garden as well as having a opera house with live performances for the local citizens who could ride the streetcar to the park. In fact the park was later owned by the Wheeling Public Service Company around 1910, who also owned the Elm Grove Traction Company.

The City of Wheeling purchased the park in 1924, and it continues to be operated by a park commission. The city solicited gifts from leading citizens and many of the features of the park can be traced to their generosity. These contributing features include: Otto Schenk Memorial Pavilion - open air dance pavilion and administration building (today called the White Palace it has been enclosed for year round use); L.S. Good Lakes; Moses Sonneborn and the Louis Bertschy Memorial Entrance Gates; Otto Schenk Bird Aviary; W.H. Frank Memorial Rock Garden; Mary A. Watkins Bandstand and Shelter; Flagpole given by the Daughters of the Union Veterans; WW I Doughboy statue from the Service Star Legion; and the Madonna of the Trail erected by the Daughters of the American Revolution. As one enters the Wheeling Park through the limestone gate there is a Craftsman cottage to the right for a park personnel residence

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with a nine hole golf course behind it to the south. The drive continues east and curves to the north to the White Palace and large parking area. To the left is a drive between the hillside and the lake to a pedestrian entrance and cul-de-sac. On the center hillside is a narrow drive to reach the top bluff where the bandstand shelter and the Soldiers and Sailors Monument are at opposite ends. The rock garden is tucked under the trees on the north side of the hillside. The Schenk Aviary is on the north side of the lake as the drive goes past the parking lot and curves west around the lake to the National Road.

Within the linear boundaries of the corridor historic district is a blend of rich architecture comprising residences, churches, schools, and apartment dwellings. This section of the city was home to many of the elite families of Wheeling who moved to what was then considered the country at the turn of the century. There were various farms which straddled or faced the National Road that eventually were divided and platted into building lots. The John Woods estate began to be divided into lots in 1890 by his heirs, Archibald, Joseph, George, and Hamilton. These gentlemen had laid out roads which became the neighborhood of Woodsdale. Other estates along the National Road were also being divided at this time such as brewer John Reid's farm, tavern owner William Stamm and farmer S.H.B. Carter's property. These farms soon became the neighborhoods of Pleasant Valley, Pleasanton and Park View and were incorporated into Wheeling's city limits in 1919. Most of the families that moved to the "pike" area, as it was called, were leaving homes they had built on Wheeling Island. The island is centered in the Ohio River and was connected to downtown Wheeling by a suspension bridge in 1849. Wheeling Island was subjected to a number of devastating floods, as were some of the homes in the fashionable parts of North Wheeling on Main Street, in the latter part of the nineteenth century. These floods coupled with the extension of the streetcar system to Bethany Pike and later Elm Grove sparked increased interest in moving to the country.

Over the years the corridor has remained fairly stable and is still a fashionable area of Wheeling. However, there are 45 noncontributing structures within the historic district. These are primarily buildings of recent construction which are less than 50 years in age, and possess no historic architectural details. A number of the large homes on the bigger lots have been removed so the land could be developed for apartment complexes and highrise dwellings. A few lots have had new homes constructed in front of the older residences. Other homes have been divided into apartments although the exteriors remain intact. In fact two homes, the Samuel Bloch and John O. Schenk residences, have become homes for the elderly. Along the west end of the district are two small commercial strips. East of Washington Avenue are several apartment complexes with two multi-story buildings and three having multiple buildings. Again large single family residences were removed to accomodate this new construction. A former new car lot now has a chain grocery store. The streetscape of the National Road is tree-lined in areas with the sandstone walls and entrances (Photo 1).

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The following histories and descriptions describe a selection of contributing buildings comprising the National Road Corridor Historic District:

NATIONAL ROAD

VANCE MEMORIAL CHURCH (Photo 2)
905 National Road

On the site of Vance Memorial Church there originally stood Frank Walters Road House, a stopping place for travelers along the National Road. This building was moved across the street for the construction of the church in 1896. The benefactor of the church building was James N. Vance who had grown up near the John Woods farm of which the site was once a part. By the late 1880's the farm was subdivided into Woodsdale and was fast becoming a fashionable residential area east of Wheeling. Vance had formed Dewey, Vance and Company in 1861, manufactures of bar iron, which eventually became Riverside Iron Works. Knowing of an interest on the east side of Wheeling for a Union Sunday School with students of many faiths, Vance purchased the property for the construction of a memorial chapel to be dedicated to his parents. It was a year after the chapel was built that a meeting was held to organize a Presbyterian church. Vance bore the total cost of the \$60,000 Richardsonian Romanesque chapel designed by the architectural firm of Franzheim, Giesey, & Faris. The firm also constructed the Romanesque Revival flatiron office building for the Riverside Iron Co. on Main Street during the same year. Additions have been made to the church with a second chapel and Sunday School room (donated by Vance) in 1913, an education wing in 1956, and enlargement of the sanctuary in 1966.

The Richardsonian Romanesque church is constructed of rusticated sandstone with a clay tile roof. The west end of the church has an angled circular tower with a conical shaped roof, and is encircled by a round arched arcade supported by columns. The tower and arched arcade are two details repeated throughout the design of the church. The heavy round arched doorway on the south side is reminiscent of architect H.H. Richardson's designs. A small angled chapel and education wing were attached to the east end of the building in 1913. These are both visible on the south side with the projecting angled bay and the gabled end education wing to the right. The brick education wing is on the northeast corner of the building. In 1966 the sanctuary was enlarged with the center dome over the seating area being lengthened by a hip roof, and the sandstone arcade continuing down the facade.

GIBSON LAMB RESIDENCE (Photo 3)
1031 National Road

This outstanding Neoclassical residence was built in 1893 by Gibson Lamb, president of the Bank of Wheeling. Sited at the top of Chicken Neck Hill where the National Road makes a sharp turn to the west, the house has a

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prominent location. Following Lamb's death in 1899 the house passed to his wife, Kate, until it was sold in 1903 to Charles W. Franzheim, president of The Wheeling Potteries Co. The family was moving from Front Street on Wheeling Island to the elite east side of town. Franzheim had established the pottery in 1889 at 31st and Jacob Street, next to the La Belle Iron Works. One of the lines of china produced was a white graniteware called La Belle China. The pottery continued under his direction until his death in 1912. His widow, Lida Merts Franzheim, continued to reside here until 1919 when the house was sold to Edward L. Stone, vice president of the Stone & Thomas Department Store. The house was sold by the Stone's in 1949 and eventually was divided into apartments called Echo Manor.

The Lamb residence is sited behind a sandstone property wall, fronting the National Road with a curved drive and graveled front yard. The large Neoclassical residence is two and a half stories with three center bays. The center door is recessed with an arched transom having a leaded sunburst and sidelights with oval fluer de lis and quatrefoils, with wood panels below. The eight panel door has egg and dart moulding and flanking Ionic columns. Projecting from the center bay is a two story porte cochere with paired Ionic columns having sandstone bases, at the front corners and a single column near the facade. These columns support a decorative wooden entablature, with swags, fluer de lis, dentils and brackets, which wraps around the building. To the right of the doorway on the first floor is a round-arched window with deep hood. To the left side of the front facade is a projecting first floor bay with leaded windows. The second floor openings are 1/1 double-hung windows with the center projecting bay over the door having a front oval window with pediment above and sides having diamond panes over 1 light. Heavy brackets are under the bay with paired fluted Ionic columns flanking the windows. There is a low hip roof with flat sections and four dormers on the front facade, two having a broken pediment and two being hipped. There are tall corbelled brick chimneys at each of the four corners of the house. The sandstone foundation is visible across the front and to the east under the one story open porch. The porch has a curved east end with the flat roof supported by Ionic columns, and having a decorative entablature. There is a large stained glass window on the second floor of the east end. On the west side of the house is a large curved bay with fluted pilasters. The clapboard residence has been sensitively clad in aluminum siding on the main body of the house. All the wooden mouldings, entablatures and other details remain untouched.

ALEXANDER BELTZ RESIDENCE

(Photo 4)

1060 National Road

The Beltz residence is the sole home nestled among the trees on the west side of the National Road as it begins the eastern ascent of Chicken Neck Hill. The property was purchased by the Beltz's in 1892 who soon built their Colonial Revival residence. Alexander Beltz owned his own

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cooperage shop at 22 17th Street in East Wheeling. He is listed in the city directories as making "tight" kegs, probably for the breweries in Wheeling.

The clapboard home is two stories with a lower level having a sandstone foundation, and there are five front bays. A full porch stretches across the front with paired columns and a center gable end. The second floor has a center narrow gable end with two thin windows to each side are two other openings. The gable roof is seamed metal.

STEL-MAR APARTMENTS

(Photo 5)

1081 National Road

This three story apartment building is within easy walking of the Edginton Lane commercial area. Apartment buildings were popular at the north bend of the National Road. Built in the 1920's the location took advantage of the streetcar line along the National Road.

Constructed of blond brick the apartment block has three front bays with a center projecting porch for all three stories. The porch has substantial square piers and brick railings with a pediment at the top. The first floor has french doors, to each side of the center entrance, opening onto a open porch. The entrance has a multipaned door and sidelights with a stone arch over the door having the inscription "STEL-MAR". The upper floors have paired 6/1 double-hung windows and a center door onto the balcony. The center doorway provides access to the twelve units.

PETTICORD ROW APARTMENTS

(Photo 6)

1093-1103 National Road

Within the Woodsdale and Edgwood neighborhood are a number of apartment row house dwellings dating to the 1920's. There are two such townhouse apartment buildings facing the National Road near the north bend of the corridor historic district.

The Tudor Revival townhouse has six apartment units with each unit having three bays on the two and a half story facade. The first floor of the building is brick with a tan brick watertable. Each unit has a projecting porch with green fiberglass awnings and flat roofs, except for the two center gabled units. The unit's three bays include a door and two 6/1 double-hung windows, with varying placements. The second floor of the building has multiple bays with projecting angled bays with clay tiled roofs, and block glass windows with decorative sills for the bathroom. The two ends of the building have front gable ends with three multipaned openings. There is a center double gable end with flanking gable dormers all having paired windows. The gabled roof is asphalt. The second floor has a stucco facade with the gable ends having

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additional half-timbering.

El VILLA APARTMENTS
1153 National Road

(Photo 7)

The Mission Style apartment building was designed by Edward B. Franzheim in 1923 for Henry S. Schaefer, president of Service Auto & Equipment Company whose office was in the south wing of the building. Dominating the Edgington Lane intersection is the five story apartment highrise with commercial enterprises on the first floor and the extending wing to the south. This corner along the National Road developed as a business district with commercial storefronts along the street and professional offices in the upper stories.

The white stucco building is patterned in the Mission Style with round arch window bays, metal balconies and hipped roofs. The five story apartment block has three bays on the first floor and five on the upper stories. To the south is a one and a half story wing. On the first floor of the apartment building are two storefronts with a center doorway to the apartments above. This center door has a broken pediment moulding with a acorn finial. The facade of the first floor is a dressed sandstone, and the corners of the building have matching quoins. Across the second floor and on the upper end bays are metal balconies. The front facade windows are casement openings in a mixture of round arch openings, french doors and square openings. The roof is hipped in the center with false front ends on the north and south. A recessed balcony is on the top floor with three round arch openings. To the south of the apartment block is a one and a half story wing with two store fronts and a center arched opening. There is a small two story tower with pyramid roof connected by a gable roof over a storefront and the open arch to the end storefront with the front second floor metal balcony and hip roof. The open arch leads to a parking garage behind the one story wing.

EDGWOOD LUTHERAN CHURCH
1154 National Road

(Photo 8)

As the pike area developed the churches in Wheeling began to establish mission churches and Sunday schools for the growing population. The First English Church on 16th Street established a Sunday School on the National Road in 1912, organizing the Edgwood Lutheran Church a year later. Services were held on the second floor of the Edgwood Town Hall which stood on the southeast corner of Edgington Lane. The congregation purchased property across the street in 1914, and laid their cornerstone in 1916. The construction was delayed because of the First World War but the church was finally dedicated in 1918.

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The Gothic Revival Church occupies half of the block facing the National Road. The brick edifice is one and a half stories with a four story bell tower on the southeast corner. The tower has elongated lancet windows with art glass windows broken by spandrels. There is a center irregular gable end with a cross finial and stone medallion in the peak. On the first floor is a three arch recessed porch with entrances to the side and a center art glass window. To the north the facade projects out with a double entrance and metal overhang. An angled bay with large art glass window is on the northeast corner of the church. The coping and details on the building are sandstone and there is a rusticated sandstone foundation.

GEORGE M. SNOOK RESIDENCE (Photo 9)
1315 National Road

One of the few Shingle Style homes in Wheeling, this house was constructed in 1898 for George and Emma Snook. It was designed by Frederick F. Faris, a noted architect at the time with the Wheeling firm Franzheim, Giesey and Faris. George M. Snook was president of the George M. Snook & Co. a department store on Market Street which he founded in 1884.

The two and a half story home has three bays across the front facade. The house has clapboard siding on the first floor and wood shingles on the second floor. To the left is a gambrel end with a oval window in the peak. On the first floor is a recessed porch with doorway, and windows to the left. On the second floor are two pairs of 10/1 double-hung windows. The right side of the front facade is recessed back with ribbon windows of 6/1 lights on the first floor. The second floor has a single window with an eyebrow dormer on the hip roof. The right corner of the second floor has a curved facade. The front windows have striped canvas awnings over the window openings.

REMICK P. TRUXELL (Photo 10)
1325 National Road

Remick P. Truxell built his residence next to his employer and relative, George M. Snook, in 1900. Truxell worked at Snook's department store, on Market Street in Wheeling. The interesting Colonial Revival style residence has a side entrance door which faced a right-of-way leading up to Carmel Drive. This path provided access to the streetcar for the residences east of National Road.

The Neoclassical Revival clapboard home is two and a half stories with three bays on the front facade divided by fluted pilasters. Each bay has a single window on each floor with 1/1 double-hung openings. A pedimented gable end for the asphalt roof has a fanlight transom in the peak. The brick foundation is visible across the front facade. The main entrance

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is on the north side of the house. The front portion of the house was added in the 1930's.

GLESSNER-STIFEL HOME (Photo 11)
1343 National Road

This outstanding 1902 Neoclassical home was built by William L. Glessner, president of the Laughlin Nail Co. He resided here only a few short years before building a new home farther east on National Road near Park View Lane in 1909. The second owner was George E. Stifel, who operated a dry goods store on Main Street. Stifel was the grandson of Johann Stifel who founded the Stifel Calico Works in Wheeling. The house stayed in the Stifel family until 1962. It was sold two years later to the First Christian Church which has a modern sanctuary fronting the National Road taking part of the former front yard.

The clapboard residence is two and a half stories with five bays. It is sited on a rise of land with a sandstone retaining wall as the porch foundation. There is a center half-circular two story porch with four colossal Corinthian columns supporting a deep entablature. On the second floor is a circular balcony. The center door has a fanlight transom. The windows are all 1/1 double-hung with shutters. On the low hip roof are two round arch dormers. To the south is a open porch off the first floor with Corinthian column supports.

JOHN O. SCHENK/ALTENHEIM (Photo 12)
1387 National Road

The property was once called "Uplands" when it was part of the farm owned by John Reid. He had land on both sides of the National Road and the section now called Howard's Place was originally known as Reid's Hill. The original house on the property was built by Reid who lived there until about 1880 when he moved to a new house on 15th Street in Wheeling. The house was rented until after his death when his daughter, Elizabeth Prather, sold it to James W. Paxton in 1894. Paxton was a partner in the firm Paxton and Bloomfield, wholesale dealers in tea and tobacco. The family occupied the house until about 1917, when it was sold to John Otto Schenk. He was one of the descendents of Fred Schenk who started a meat packing business in the Fulton area on National Road back in 1857. Schenk lived in the house for several years until it was decided to raze the structure and build a new home. This was completed after two and a half years of construction, in 1922. The architect was Edward B. Franzheim, who designed the Georgian Revival house using Indiana limestone on the exterior. The pedimented porch from the original house was moved by Franzheim and attached to the front facade of the W.P. Wilson home in Highland Park. The house was purchased in 1953, by Altenheim which is a retirement organization providing a home for women. Begun in 1891, by Wheeling brewer Anton Reymann, it was to be a retirement home for

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immigrant German women who had worked as domestics, had no relatives, and did not plan to return to Germany. They were originally housed in the Mount Bellevue Hotel on National Road, near Bethany Pike, which had been a summer resort.

The residence is located on the east side of National Road with the lot sloping up from the street to the hillside behind the house. Constructed of Indiana limestone the two and a half story Georgian Revival residence has a center projecting section with seven bays and a wing to each side with two bays. The center double doors has a broken pediment, and Corinthian capitals on each side pilaster. The door has a decorative fanlight. Flanking the doorway are narrow 4/4 double-hung windows with decorative metal bars over each window. Over the door is a paired 6/6 window with 6 light transom. To each side are 4 light casement windows with floral stone roundels underneath. There is a pedimented gable end, with a stone roundel in the peak, forming a projecting two story portico across the three center bays with four Corinthian columns across the front, two behind, and two pilasters against the house. To each side of the portico on the center section are two bays, the first floor windows have stone hoods and brackets with a bracketed sill and are 10 light casements with a 4 light transom. The second floor has 12/1 double-hung openings with radiating voussoirs and bracketed sill. There is a decorative stone swag design under the second floor windows. On corners of the center section is a quoin design. The wings to each end are recessed with two bays on each floor. The north wing has a sunporch on the first floor with two openings having center 10 light casements with 5 light sidelights and a 5 light transom. There is a narrow dentilled entablature between floors. On the second floor are two french doors with 12 lights and a 4 light transom. Connecting the two windows is a curved metal balcony. To the north end is a double curved stairway to a sunporch door. A deep entablature surrounds the home with dentils. There are two front arched dormers with fanlights and a 6 light casements. The roof is hipped with a gable front. It was originally clay tile but was changed to asphalt in 1980. There are seven chimneys. The interior retains many of the home's original features with Italian marble fireplace mantels, black and white marble floor in the foyer with Ionic columns, in the living room is a narrow herringbone parquet floor, and there are three Tiffany light fixtures, as well as crystal chandeliers.

Southeast of the house is a brick one and a half story garage with two front (west) garage doors, a single entrance and a window opening. There are fluted pilasters at the corners of the building and between the bays. There is a deep entablature with brackets, and a center pedimented gable second floor. A one story frame addition is to the rear. The gabled roof is asphalt and there is a sandstone foundation. The apartment in the garage was used for the chauffeur.

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The property includes sixteen acres with front limestone posts and iron gates. Stone steps in the rear wind along stone walkways to the rose gardens and cross a concrete-stucco arched bridge. A second concrete bridge to the north leads the walk to a pair of millstones.

TRIADELPHIA HIGH SCHOOL (Photo 13)
1636 National Road

Built as a high school in 1917-1919, the present middle school was designed by noted Wheeling architect, Frederick F. Faris. He is credited with two other schools similar in size and design, namely Madison School on Wheeling Island and Bridgeport High School across the Ohio River, as well as several smaller elementary schools in Ohio County.

The blond brick Neoclassical school has five front sections with every other section projecting out, and two sections being slightly recessed. There are three stories with a lower level and twenty-one bays. The center double doors have a transom and sidelights with corbelled moulding. Flanking the doors are torch light fixtures. Above the doorway are two engaged columns stretching from the second to third floor. On the roof edge is a terra cotta medallion. The projecting end sections have ribbon windows and the center section has three sets of paired windows with end pilasters and terra cotta details. The two recessed sections have individual windows divided by pilasters with decorative brick work at the top. There is a terra cotta stringcourse above the first floor line and on the deep entablature. A similar three story addition was made to the rear c. 1924 and a modern one story brick gym has been attached to the south end of the building.

Behind the school is a one story L-shape Arts Building that was designed by Frederick F. Faris and erected in 1923. The building has three sections with the center recessed back. There are multiple bays, and two entrances with shed overhangs supported by wooden knee bracing.

CONRAD KRAFT HOME (Photo 14)
1684 National Road

Conrad Kraft (also called Coon Craft) and Mary, his wife, purchased 121 acres in 1873 from W.T. Chambers who had received the property from the estate of James Chambers. The Kraft's built their home four miles from the center of Wheeling on the National Road. At the turn of the century the property was transferred to son, Charles Kraft, who operated a restaurant, hotel, and bowling alley called The Oakes in a separate building on the property. The then four acre property was later sold to the Reymann Brewing Co. in 1915. The house is across the street from Wheeling Park which was owned by the Reymann Brewing Co. as a German beer garden and was a major attraction as a recreational facility for the citizens of Wheeling. Today the house and land behind it are owned by

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gable roof has two gabled dormers.

STAMM-MERRIMAN RESIDENCE (Photo 17)
1745 National Road

The William Stamm farm began to be divided around the turn of the century. Daughter, Amelia Stamm, sold this lot to J.D. Merriman in 1905 and two years later the Queen Anne home was constructed. Merriman was president of Klein and Merriman, wholesale grocers at 2019-2021 Main Street near Centre Market in Wheeling, and later became president of an investment securities firm in the 1920's. The Merriman's sold the home in 1915 to Isaac M. Scott, who had been president of La Belle Iron Works at the plant in Steubenville, Ohio. The Scott family moved to Wheeling's east side in 1915 when Isaac became president of Wheeling Steel and Iron Company. He also continued as vice-president of the Scott Lumber Co., the family business. After Isaac's death in 1942 the home was owned by his son Hugh and his wife, Charlotte, until 1976.

The Queen Anne home is two and a half stories with wooden shingles as siding and a stone and rusticated concrete block foundation. On the center of the first floor is a stone porch with a gable end with projecting bay. There is a second gable end on the center of the house with the facade curving into paired windows. The first floor windows are 1/1 and the second and third floor have elongated angled panes in the upper sash of the double-hung openings. The gable roof is steeply pitched.

GEORGE W. HANNAN RESIDENCE (Photo 18)
1782 National Road

The lot(s) for this corner property was platted in 1885 by Mrs. Effie M. Russell who had a cottage on the rear acreage. It was later acquired by George W. Hannan, who was vice-president of Hazel-Atlas Glass Company. George and his wife, Kate, had Edward Franzheim design this home in 1928. The house was left to their daughter, Harriet Hannan McClure, who sold it in 1949.

The Colonial Revival home is two and a half stories with three bays on the first floor and five on the second. The house has a wide elevated terrace around three sides with a balustrade and corner urns along the edge. On the north side of the terrace is a covered porch. The center doorway is dressed limestone with sidelights. The flanking bays are triple windows. A stringcourse encircles the house at the first floor ceiling level. The second floor has five bays with 6/1 double-hung openings. The center window has sidelights. The gabled roof has clay tile with a single chimney on the south end. In the rear yard is a pergola covered walkway leading to the brick carriage house.

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WILLIAM L. GLESSNER RESIDENCE (Photo 19)
1911 National Road

William Glessner, president of the Laughlin Nail Company, moved from his Neoclassical residence at 1343 National Road to his new home in 1909. The property had been part of the Mary Woods estate which had been donated to the Stone Presbyterian Church in 1886 along with a mansion house as a parsonage. The property was later sold by the trustees in 1909.

The Colonial Revival residence is tucked back among the trees and is reached by entering a rock faced entrance gate and retaining wall. The two and a half story brick home has four bays and two front gable ends. A porte cochere is on the northwest corner of the home and connects to a front porch and entrance. The left gable end has two sets of paired windows on the second floor and a single set in the gable peak. The right gable end is set slightly back and has single windows flanking a center exterior chimney.

OAK PARK

This cul-de-sac has an angled parkway at the entrance from the National Road. The street was platted in 1915 for development from the Fidelity Investment Association. The street is named for the number of Oak trees planted along the roadway.

11 OAK PARK (Photo 20)

This small Craftsman Bungalow is a fairly typical style of the Colonial Revival homes built along the street from 1915 to 1930.

The one and a half story home has a wide full porch supported by thick columns. There are three bays across the front with a center entrance. The gable roof has a elongated front shed dormer with four openings.

ELMWOOD PLACE

The entrance to Elmwood Place has two stone gateposts at the corner with the street name inscribed. The houses along the street have a wide range of architectural styles from the older stick farmhouse, to the later Colonial Revivals, English Tudor, and Mission Revival homes built after the street was platted in 1904.

"ELMCREST" (Photo 21)

52 Elmwood Place

This exceptional residence was built in 1910 by William E. Weiss who named it Elmcrest. Locating in Wheeling in 1901 after receiving a degree in pharmacy and science in 1896, Weiss worked for two manufactures of proprietary medicines. He soon began his own business on 19th Street in

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East Wheeling which grew into Sterling Drug Company, one of the largest patent medicine firms in the country. These remedies included vitamins, sulfa drugs, and Bayer aspirin. After Weiss' death in 1942 the property, which included the house, carriage house, greenhouse and gardens, was occupied by his wife until her death in 1962. It was then deeded to Linsley Institute, on whose board Weiss had served. The house proved too much of a distance from the school campus and was sold about 1968, to the Bishop of the Catholic Diocese. It was at this time that the greenhouse was sold and removed from the property.

The Colonial Revival home is two and a half stories with rusticated stone on the first floor and lower level and wood shingles on the upper stories. There are five bays across the front facade with a center entrance. The house has a wraparound porch with a porte cochere to the right. The second floor has a rounded bay over the center door and there are three hipped dormers across the front.

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The National Road Corridor Historic District in Wheeling, West Virginia, is being nominated under National Register Criterion C and Criterion Exception D. This area is important for its broad range of architecturally significant examples of late nineteenth and early twentieth century architecture. The period of significance for this district extends from the founding of Greenwood Cemetery in 1866 to the end of the housing boom in 1930.

The National, or Cumberland, Road was completed to Wheeling in 1818, in fulfillment of an act of Congress passed in 1806. The road became a major highway in the northern United States, as emigrants traveled West, and products, produce, and livestock were shipped between East and West. Unfortunately, the tremendous amount of traffic on the National Road gradually declined with the ever increasing reliance on the nation's expanding railroad network. After the Baltimore and Ohio Railroad lines reached Wheeling in 1853, the Cumberland Road saw a marked decrease in traffic on what was once a national thoroughfare. However, the road did continue to be important as a local transportation route through Ohio County, and it figured prominently in the growth of Wheeling during the late nineteenth and early twentieth centuries.

Wheeling is situated between the Ohio River on the west and large hills on the east. The city today is thought of in terms of distinct neighborhoods. These neighborhoods along the National Road east of Wheeling's downtown waterfront (Fulton, Leatherwood, Woodsdale, Edgwood, Pleasant Valley, Park View, and Elm Grove) were once separate communities that have now been incorporated into Wheeling's city limits. This corridor historic district nomination is concerned with the resources along the National Road in the areas of Woodsdale, Edgwood, Pleasant Valley, and Park View. It also includes three cul-de-sacs branching off the National Road, which have exceptional early twentieth century homes.

As Wheeling grew, its streetcar system impacted the city's development and the growth of the outlying communities that would eventually become part of the city proper. On July 1, 1867, the Citizens Railway Company ran the first horse-drawn streetcars in Wheeling. The line ran from the southern end of town to the McLure House on the corner of 12th and Main Streets in the downtown area. The service was expanded to North Wheeling by the end of July. By 1877 Citizens Company had five miles of track with service extending south to 42nd Street and across the suspension bridge and island to Bridgeport, Ohio.

In 1874 the Wheeling and Elm Grove Railway Company was incorporated by a dozen of Wheeling's leading businessmen, several of whom owned property along the National Road and future route of the streetcar lines. The company had finished four miles of track that ran along the National Road and extended beyond Wheeling's city limits, past Hornbrook Park in Park View by 1877. Cars on the route were horse-drawn as many of the farmers along the Cumberland Road protested the use of steam engines. They

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feared that the land adjacent to the road and route of the railway lines would have to be abandoned and refused to believe the company's promise of noiseless engines. The company continued to fight for the right to use steam power. They were allowed to use steam engines east of Wheeling sometime before September 1883. However, during the fight for steam power, that form of energy had been superseded by the use of electricity. The Citizens Company had already abandoned horse-drawn cars in favor of electricity by mid August 1887. In 1900 all of the streetcar lines in and about Wheeling, with the exception of Wheeling and Elm Grove Company, were consolidated under the Wheeling Traction Company.

The city and interurban railway system had a great impact on the growth of the Wheeling Creek valley. After the Civil War this area was mostly undeveloped, and Wheeling was separated from the village of Elm Grove by several miles of farmland. Beginning in the late 1880's the farms began to be broken up and sold. The period between 1890 and 1910 saw the area along the National Road expand in an "almost continuous succession of suburban centers." (Wingerter, 234) The interurban lines allowed easy access to Wheeling's business district from the outlying communities.

Although the desire to move into the country and away from the city was responsible in part for the growth of Wheeling's suburbs, the development was strengthened by a series of floods. During the mid-nineteenth century, many of Wheeling's leading citizens and industrialists lived on Wheeling Island, which was easily covered with water during a flood. The worst flood in Wheeling's history to that point, and the second worst in its history to date, occurred on February 7, 1884, when the Ohio River crested at a height of 52.6 feet. The entire island and South Wheeling were covered with water. The downtown area of the city flooded, and the Centre Market was covered completely. Many businesses suffered heavy losses, and many homes were damaged. The total damage was estimated at \$4,000,000. Communication with nearby communities proved impossible, the railroads and streetcars stopped working, and the city's water works shut down temporarily. More floods followed, with two occurring only six days apart in February of 1891. Over the next 29 years from 1884 to 1913, Wheeling had seventeen floods. It seems that this period of heavy flooding corresponds to the period of rapid suburban development along the National Road, and suggests that families tended to move off the Island and into the Wheeling Creek valley.

The architecture along the corridor of the National Road is exceptional with styles ranging from late Victorian Italianate, Shingle and Queen Anne fashions to early twentieth century Neoclassical, Colonial, Mission, and Tudor Revivals. A number of the homes and buildings have been identified as being designed by noted local architects Edward B. Franzheim, and Frederick F. Faris, who practiced in the Wheeling area from roughly 1895 to the 1940's. In many cases the homes were placed on sizable lots with stone walls delineating the front property lines. Only a few of these homes have since been lost when they were removed so the

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land could be developed for apartment complexes of highrises. With the accessibility of the streetcar line, early 1920's townhouse and apartment buildings began to appear near the Edgington Lane business district. People could easily ride into Wheeling's downtown to work or shop.

As the outlying areas became increasingly populated, features other than houses, such as cemeteries, a park, churches, and schools began to locate along the National Road outside of Wheeling. Greenwood Cemetery had already been located along the west side of the National Road in what was to become the Park View neighborhood. The cemetery was incorporated on 1866. Its 37 1/2 acres were purchased from the Hildreth Brothers. The grounds were laid out by James Gilchrist, a civil engineer, and the first interment took place in July of 1866. Many of Wheeling's wealthy citizens and industrial entrepreneurs were buried in this cemetery, which now encompasses 100 acres and contains 34,500 burials. The monuments and statuary found in the cemetery are massive and richly ornamented. The mausoleums have a diversity of styles. A short distance to the south along the National Road is Mt. Calvary Cemetery. Bishop R. V. Whelan purchased the 32 acres for the Catholic cemetery from Edward Larkin and S.H.B. Carter. The cemetery chapel's cornerstone was laid on August 27, 1876. After the Victorian Gothic chapel was finished in 1879, Bishop Whelan's remains were interred in one of its vaults. Nearly all of the Bishops of Wheeling are buried in this cemetery. The first interment in Mt. Calvary occurred in September 1872, and by 1902 there had been 3,000 burials. Both of these cemeteries contain outstanding examples of funerary architecture.

Adjacent to Mt. Calvary Cemetery to the south was Hornbrook Park (now Wheeling Park). The property was owned by Thomas Hornbrook, who had his summer residence there. Hornbrook planted botanical gardens and opened his property to the public. The park became a popular resort. After Hornbrook's death, the park was acquired by Anton Reymann, a local brewer and president of the Wheeling and Elm Grove Railroad, who opened a beer garden and an amusement park. The land was then owned by Wheeling Public Service Company before it was purchased by the City of Wheeling in 1924. Today the park contains many of the special features donated by the citizens of Wheeling when it became a city park. These features include the limestone gates at each entrance, the lake, the aviary, and a rock garden with a fountain. It also contained monuments honoring veterans of the Civil War and World War I. The Civil War Soldiers and Sailors Monument was placed in the park after the county courthouse was replaced in 1956. Wheeling Park is also the home of a Madonna of the Trail. These statues were placed along the National Old Trails Road, of which the Cumberland Road forms a part, in 1928 by the Daughters of the American Revolution. The twenty foot tall algonite statue depicts a woman with a baby in her arms and her son holding to her skirt, and is intended to honor pioneer women who moved west and settled in wilderness areas. There were twelve of these monuments placed the length of the transcontinental route of the National Road, or what became U.S. 40 in 1926, one for each state through which the highway passed.

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As the neighborhoods grew, schools and churches were constructed to meet the needs of the outlying communities. Triadelphia High School (now Triadelphia Middle School) was built immediately adjacent to the National Road in 1917-1919. Its architect was Frederick F. Faris, a popular Wheeling architect, who also designed Madison School on Wheeling Island and the Bridgeport, Ohio, high school as well as several elementary schools in Ohio County. In 1923 he also designed the Arts Building that was built behind Triadelphia High School. Spiritual needs of the residents were met by various religious organizations, some of which built churches along the National Road. Vance Memorial Church was constructed in 1896 to house a nondenominational Sunday School, although a year after the chapel was constructed it became a Presbyterian church. A mission church from one of the downtown congregations became Edgwood Lutheran Church in 1913. A third church to locate along the National Road during this time period is St. Michael's Catholic Church. Although the present church was completed in 1951, the Catholic school next to it was completed in 1930. Also associated with St. Michael's along the National Road are a convent and a rectory.

With the increasing popularity of automobiles and motoring, the Cumberland Road again became the scene of heavy traffic. In 1912 the road became part of the National Old Trails Road, a trans continental route designated by the Missouri Old Trails Road Association. In 1916 Congress passed a federal aid road act, and the Bureau of Public Roads began operating. The National Road again became a major highway and carries more traffic than it had during stagecoach days. Locally, the advent of the automobile allowed more people to move from Wheeling to its suburbs. Living "out the pike" became stylish, and more middle class families built homes there. In 1919 Wheeling's city limits were expanded to include its suburbs. As the housing boom continued through the 1920's the neighborhoods grew, and aside from small business districts near Edgington Lane and in Elm Grove, they have retained their residential character. By 1930 there was a marked decrease in the number of houses being built due to the economic conditions at the onset of the Great Depression. The next housing boom would not take place until after World War II.

The stretch of the National Road Corridor Historic District on the east side of Wheeling has significant architecture ranging from the high styles to the moderate income homes built by Wheeling's business and industrial leaders at the turn of the century. The advent of the streetcar system in the 1870's led to the development of the area from country farms into several small communities. The character of the corridor is exceptional and well represents Wheeling's architectural development after the Civil War up to the beginning of the Great Depression. This district is probably the finest display of residential architecture of this period in the state of West Virginia.

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UTM References: Zone Easting Northing				Zone Easting Northing			
E	17	528360	4433370	F	17	527400	4434700
G	17	526680	4436270	H	17	526140	4436150
I	17	526140	4436240				

VERBAL BOUNDARY DESCRIPTION

Beginning at the northeast corner of the district, at the northeast point of the lot for 1031 National Road; thence 260' south along the east property line to Heiskell Avenue; thence south diagonally across the 50' right-of-way of Heiskell to the point of intersection with the National Road; thence following the east side of National Road 540' to the north side of Elm Street; thence 45' south across the right-of-way of Elm Street; thence 126' east along the south side of Elm Street to the alley known as Conrad Lane; thence south along the west side of Conrad Lane to the north side of Edgington Lane; thence south across the 33' right-of-way of Edgington Lane and following the rear property lines for the lots facing National Road, 756' south; thence east 130' to Lynwood Road and following the east property line for St. Michaels Church 250' to the north side of Seiberts Street; then west along the north side of Seiberts Street 275' to the intersection with the National Road; thence south 40' across Seiberts Street and following the east side of National Road 133' to Bae-Mar Avenue and then 33' across the right-of-way to the south side of Bae-Mar Avenue; thence 100' east along the south side of Bae-Mar Place; thence south 115' to the south property line; thence west 100' along the property line to the National Road; thence south along the east side of National Road 350' to a point; thence along the north property line of 1315 National Road 685' to Carmel Road; thence with the east property line and the west side of Carmel Road 240' south to a point; thence west 140'; thence south 123'; then east 48'; thence south 140'; thence west 170'; thence south 80'; thence east 720' to the rear property line of 1343 National Road; thence south along the east property line 898' to a point; thence west 820' to a point; thence south along the east property line 76'; thence west 30'; thence south 80'; thence 265' west to the National Road; thence following the east side of National Road across Beverly Drive and Arlington Drive, and including the sandstone retaining walls and steps; continuing south 189' past the south side of Romney Road; thence east 160' along the access to 1637 National Road; thence north 135'; thence east 197'; thence south 210'; thence east 115'; thence south 61'; thence east along the north property line of Mt. Calvary Cemetery, turning south to follow the east property line and crossing Krieger's Lane to follow the east property line of Wheeling Park; thence following the south property lines for Wheeling Park until it reaches the north side of Willow Lane and running to a point 146' east of National Road; thence south crossing Willow Lane and along the lane behind 1835 National Road 187.83' to the run and then along the north side of the stream 206.46' to the National Road; and along the east side

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of the National Road to the north side of Patricia Drive; thence east 103' to a point; thence north 192' following the property lines; thence east 164'; thence south 215' to the south side of Patricia Drive; thence along the south side of Patricia Drive 180' to a point; thence south along the east property line 90'; thence east 95' to a point; thence south 97' along the rear property line of 1911 National Road; thence west along the south property line 334' to the National Road and across the 66' right-of-way to a point, and curving around the west property lines of the lots for Cecil Place to a point approximately 527' north of the point of crossing the National Road; thence north along the west side of the National Road to a point 173' south of the south side of Elmwood Place; thence west following the south property lines 323' to an alley; thence north on the east side of the alley to the south side of Elmwood Place; thence west 455' with the south edge of Elmwood Place; thence north across the end of the street and 161' to the north property lines for the Elmwood Place subdivision; thence east 784' to the National Road; thence north along the west side of the National Road to a point 149' south of the south side of Hubbard's Lane; thence west along the north side of the private drive 286.47' to the west property line; then turning north along the property line 149' to the south side of Hubbard's Lane; thence east 231' to the west side of National Road; thence north 40' across the right-of-way of Hubbard's Lane and 256' north to a point; thence west 391' along the south property line of 1745 National Road; thence north 176' to the south side of Stamm Lane, thence east 349' to the National Road; thence north 176' to the south side of Stamm Lane; thence east 349' to the National Road; thence north across the 40' right-of-way of Stamm Lane and continuing 150' north to a point; thence west 410' to the rear property line; thence north 299' to the south property line for 1648 National Road; thence west along the south property line of Greenwood Cemetery to Wheeling Creek; thence following the east bank of Wheeling Creek to the north property line of Greenwood Cemetery; thence following the north property line of Greenwood Cemetery to a point 350' west of the National Road; thence turning north and crossing the right-of-way of Veron Avenue and following the lane 405' to a point, then east 231'; thence north along the rear property lines 160' to Rush Avenue; thence crossing the 40' right-of-way and going west approximately 80' to the east side of Lane B; thence north 112'; thence west 180' along the north side of Lane A to the rear alley or lane; thence following the east side of the alley along the rear property lines north to Cypress Avenue; thence crossing the 25' right-of-way of Cypress and following the south property line of 1330 National Road west to Wheeling Creek; thence following the east bank of Wheeling Creek north to a point 345' north of the north side of Washington Avenue; thence east 500' to the west side of National Road; thence following the west side of National Road 509' to the south side of Lane B; thence west 100' to a point; thence north 299' to a point behind Edgwood Lutheran Church; thence west 50'; thence north along the west property lines 310'; thence

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angling across Bedillions Lane and following the alley, running north 109'; thence east 70' along the south side of Byrd Avenue to a point; thence north across Byrd and following the rear property lines along the alley 109' north; thence east 40'; thence north 120'; thence east 150' along the south side of America Avenue to the National Road; thence north 361' to a point; thence west 162' following the south property line of 1060 National Road; thence north 75'; thence west approximately 300' picking up the south property line of 1018 National Road and continuing west 376' to a point; thence north 144', along the west property line of 986 National Road to a point; thence west 114' to a point; thence 160' north along the west property line of 984 National Road to the south side of National Road; thence along the south side of the National Road 842' to Altenheim Street; thence north across the 66' right-of-way of the National Road and continuing 185' north along the east side of Bethany Pike to Pine Street; thence east along the south side of Pine Street 1589.5' to the place of beginning.

BOUNDARY JUSTIFICATION:

historic integrity. The boundaries also include three cul-de-sacs, Oak Park, Elmwood Place and Cecil Place, that were early finger developments.

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PHOTOGRAPHS National Road Corridor Historic District

Photos taken by Katherine M. Jourdan
Negatives on file at WV SHPO, Charleston, WV

Photo #	Name/Address	Date	Description
Contributing Sites			
1	Streetscape 1300 Block National Road Block	2/5/92	Looking NE at West Side of Street
2	Vance Memorial Church 905 National Road	2/5/92	Looking NE at South Facade
3	Gibson Lamb Residence 1031 National Road	7/16/91	Looking North at South Facade
4	Alexander Beltz Home 1060 National Road	7/16/91	Looking West at East Facade
5	Stel-O-Mar Apartments 1081 National Road	7/16/91	Looking NE at West Facade
6	Petticord Row Apartments 1093-1103 National Road	1/23/92	Looking SE at West Facade
7	El Villa Apartments 1153 National Road	7/16/91	Looking NE at West Facade
8	Edgwood Lutheran Church 1154 National Road	10/1/91	Looking NE at East Facade
9	George M. Snook Home 1315 National Road	7/10/91	Looking East at West Facade
10	Remick P. Truxell Home 1325 National Road	7/10/91	Looking East at West Facade
11	Glessner-Stifel Home 1343 National Road	7/10/91	Looking NE at West and South Facade
12	John O. Schenk/Altenheim 1387 National Road	1/31/92	Looking East at West Facade
13	Triadelphia High School 1636 National Road	2/5/92	Looking SW at East Facade
14	Conrad Kraft Home 1684 National Road	6/25/91	Looking West at East Facade

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

National Road Corridor Historic District
Photo Information Page 2

15	Mt. Calvary Cemetery Chapel 1685 National Road	10/1/91	Looking East at West and South Facade
16	Stifel-Hart Residence 1720 National Road	6/26/91	Looking West at East Facade
17	Stamm-Merriman Home National Road	6/25/91	Looking West at East 1745 Facade
18	George W. Hannan Home 1782 National Road	6/25/91	Looking West at East Facade
19	William L. Glessner Home 1911 National Road	10/1/91	Looking East at West Facade
20	Residence 11 Oak Park Avenue	6/25/91	Looking NE at South Facade
21	"Elmcrest" 52 Elmwood Place	6/25/91	Looking NE at South Facade

Noncontributing Sites

22	Commercial Strip 900 Block National Road	10/92	Looking NE at North side of Street
23	Commercial Building 1079 National Road	10/92	Looking SE at East side of Street
24	Parking Lot on Site of Former Welty Residence	10/92	Looking NW at West side of Street
25	Streetscape 1300 Block National Road	10/92	Looking NW at West side of Street
26	First Christian Church 1343 National Road	10/92	Looking SE at West and North Facade
27	Residences 3 and 1 Elmwood Place	10/92	Looking NE at South Facades

NATIONAL ROAD CORRIDOR
HISTORIC DISTRICT

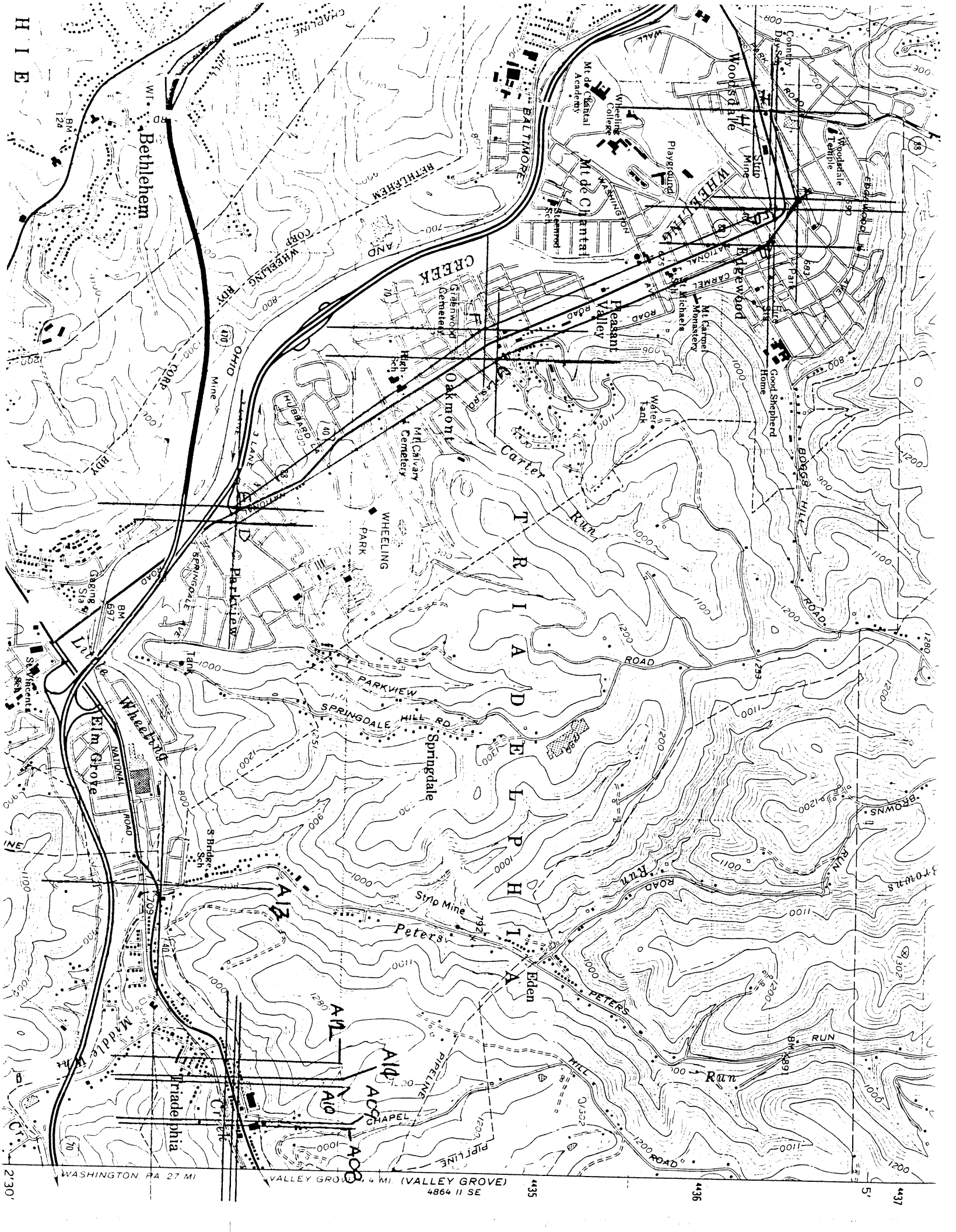
WHEELING, WEST VIRGINIA



- CONTRIBUTING
- NONCONTRIBUTING
- P PARKING
- + CHURCH
- G GARAGE



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Triadelphia

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WASHINGTON, PA 27 MI

VALLEY GROVE, W. VA 4 MI (VALLEY GROVE)

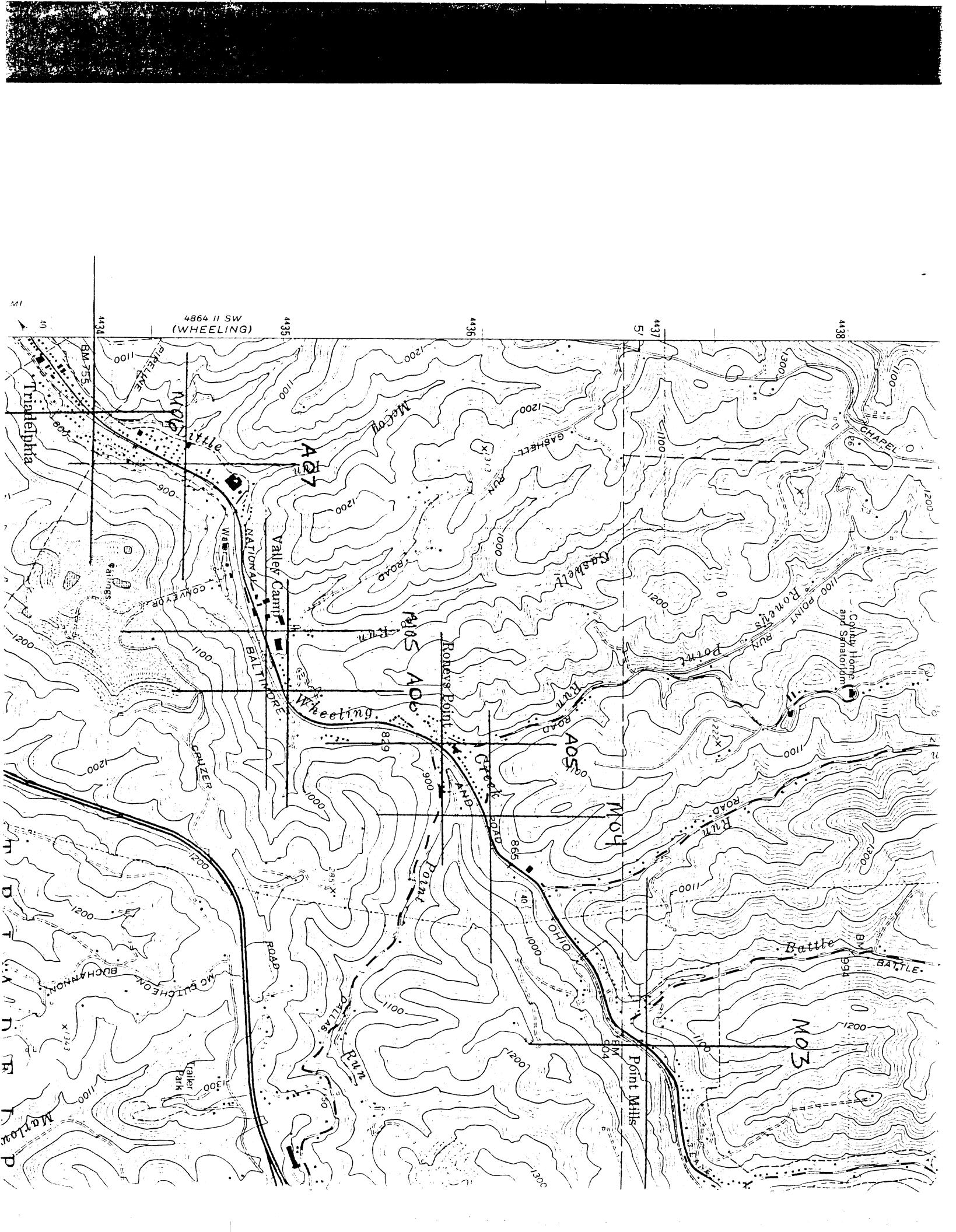
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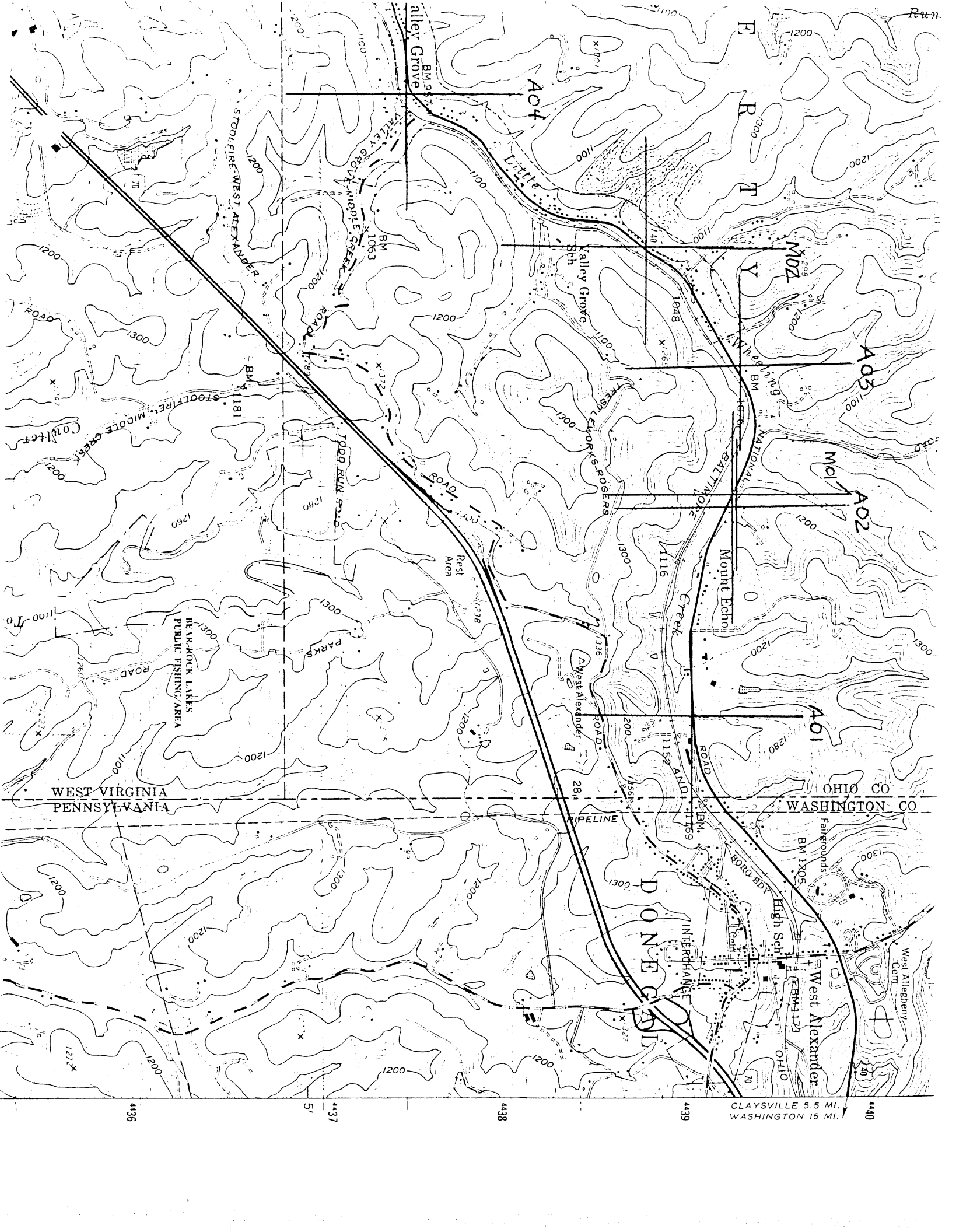
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WEST VIRGINIA
PENNSYLVANIA

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WASHINGTON CO

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