

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Inter County Highway 360
other names/site number Logan-Lancaster Road; S.R.31; Enterprise-Iles Road
Iles Road; HOC-256-3

2. Location

street & number Iles Road not for publication N/A
city or town Logan vicinity N/A
state Ohio code OH county Hocking code 073
zip code 43138

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)

Barbara Power Dept. Head
Planning, Inventory
Signature of certifying official Registration Date October 15, 2002

Ohio Historic Preservation Office -- OH SHPO
State or Federal agency and bureau

Number of contributing resources previously listed in the National Register None

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) **Historic Resources of the Little Cities of Black Diamonds MPD**

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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7. Description

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Architectural Classification (Enter categories from instructions)

other

Materials (Enter categories from instructions)

foundation _____

roof _____

walls _____

other Base: CONCRETE & SAND

Pavement: BRICK & TAR

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

SEE CONTINUATION SHEETS

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8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance 1922-1931

Significant Dates 1922

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation N/A

Architect/Builder Eph Shaw, Resident Engineer; Leon C. Herrick, Director of Highways & Public Works; Ed Turner, Contractor

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) **SEE CONTINUATION SHEETS**

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

SEE CONTINUATION SHEETS

- Previous documentation on file (NPS) None
- 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

Name of repository: The Democrat Sentinel, The Logan Republican, Logan-Hocking District Library

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10. Geographical Data

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Acreage of Property (actual road surface) - 4750 ft. X 40 ft. = 190,000 or 4.4 acres

UTM References - A. 17 373584 4380108
B. 17 374754 4379448

Quadrangle Name: Logan, Ohio USGS 7.5 Minute Quad.
Quadrangle Scale: 1:24,000 or 1 inch = 2000 feet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

See Continuation Sheet

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11. Form Prepared By
=====

name/title - Barb Crawford, Kathy Crisler, Randy Mathias and Steve Williams

organization _____ date March 22, 2002

street & number 29839 Iles Road telephone 385-6360

city or town Logan state OH zip code 43138

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Additional Documentation
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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage
or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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Property Owner
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(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

Estimated Burden Statement: Public reporting burden for this form is estimated
to average 18.1 hours per response including the time for reviewing
instructions, gathering and maintaining data, and completing and reviewing the
form. Direct comments regarding this burden estimate or any aspect of this form
to the Chief, Administrative Services Division, National Park Service, P.O. Box
37127, Washington, DC 20013-7127; and the Office of Management and Budget,
Paperwork Reductions Project (1024-0018), Washington, DC 20503

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Iles Road
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The roadway known today as ILES ROAD is an intact example of state highway engineering of the 1920s using locally produced vitrified brick pavers. Reconstructed in 1922, Iles Road is what remains of a larger road improvement project that was known as Logan-Lancaster Road Inter County Highway 360. By 1928, Logan-Lancaster Road had become part of State Route 31 which was the main thoroughfare that connected southeast Ohio to Columbus. Eventual re-routing of the highway bypassed Iles road. Today, Iles road continues to serve local residents and farmers as it curves through the rural setting of Hocking County (See property map p. 5).

Iles Road is located in sections 4 and 5 in Falls Township, Hocking County, between the small Village of Enterprise and the City of Logan. The immediate environment is predominantly rural with rolling fields and woods, although exurban development is encroaching. Iles Road is 18 feet wide bounded by concrete curbs and has designed drainage ditches 20 feet from the centerline of the road. Beginning at its eastern most extent, the brick-paved Iles road lies approximately 500 feet from Chieftain Drive (formally US Route 33) and travels across a flat glacial terrace of the Hocking River valley (photo 2). The first 1000-foot section of Iles Road is bounded by farmland to the north, while the farmland to the south is proposed to be a city industrial park. The road travels outside of the Logan city limits beyond the intersection of Frasure Helber Road. At the northwest corner of this intersection, stands the Iles farm house (photos 3 and 4). Beyond the farmhouse, Iles Road approaches a 7% grade slope and descends off of the elevated glacial terrace to the flood plain of the Hocking River (photos 6 and 7). At this point, Iles Road curves to the north and crosses a concrete bridge over a small tributary of the Hocking River. The concrete bridge, which has not been upgraded since the 1922 improvement, is a 10-foot by 22-foot span with concrete guardrails and concrete wing-type retaining walls (photo 9). Iles Road continues north paralleling agricultural bottomland of the Hocking River valley to the west and a wooded hillside to the north (photo 11) until its intersection with Chieftain Drive (photo 12).

A small section of the road flanking the bridge (photo 9) has been resurfaced with tar and chip asphalt (approximately 20' on the east side and 30' on the west). All the original pavers remain intact under the tar and chip and on the bridge deck.

In addition to the paver road surface, concrete curb and bridge, all contributing resources, the nomination includes three contributing culverts, all built to original specifications with clay pipe (see Maps, page 6). Two of the culverts have concrete headwalls (the outlets are outside the boundaries of the nomination) and all three inlets are observable adjacent to the road.

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Throughout the early 1920s, the Hocking County Commissioners were applying for state aid for road improvements. Roads were improved by section of various lengths. Conditions were assessed, surveys were made, and applications were made to the state Division of Highways for financial aid.

ILES ROAD was part of a section known as Section L with an assigned Federal Aid Project number of 272. The plans (see Attachment A) were received dated January 1922, and were signed and dated for approval by various state and local parties as follows: On January 25, 1922, Resident Engineer Eph Shaw signed the plans stating, "I hereby approve these plans and declare that the making of this improvement will require the closing to traffic of the highway and that detours will be provided as shown on the plan and estimates." County Commissioners Isaac Vancuren and John L. Smith dated January 27, 1922, stating, "We, the Commissioners of Hocking County hereby approve these plans and certify that the right-of-way 60 feet wide, is available for the construction, maintenance and repair of the above highway." The plans were also signed by Eugene Davis, Division Engineer February 1, 1922; Ed Blosser, State Highway Engineer, July 3, 1922; and subsequently by Leon C. Herrick Director of Highways and Public Works (to whom bids would be submitted) dated July 3, 1922.

The project was advertised for bids by Mr. Herrick on July 6, 1922, with all bids to be submitted to him rather than to local commissioners as was the procedure with many of the other road improvements of this time period. Consequently, many of the original bids and cost sheets have since been destroyed. According to The Logan Republican, dated July 27, 1922, the bid was awarded to local contractor Ed N. Turner with the brick provided by Hocking Valley Brick Company.

The plans called for the submission of bids for a Type A ONE COURSE REINFORCED CONCRETE PAVEMENT construction of 8 to 9 inch reinforced concrete pavement with no curbs, or Type B BRICK ON CONCRETE BASE construction which called for a 5 to 6-inch concrete base with curbs and 3 1/2" Vitrified Paving Brick. According to the notice to contractors printed in the July 6 and 13, 1922, issue of The Democrat Sentinel newspaper, the width of pavement was to be 18 feet and the roadway was to be 28 feet. The length was to be 9,378.5 feet or 1.776 miles.

It is interesting to note that the bid was approved for BRICK ON CONCRETE BASE even though the bid for ONE COURSE REINFORCED CONCRETE PAVEMENT was less expensive. This is likely due to an effort to support the prominent brick industry of southeast Ohio.

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Once the contract was secured, as stated on the plans "The Standard Specifications of the State of Ohio Division of Highways in force on date of contract will govern this improvement", the contractor could commence the work.

With a careful study of the original plans, it can be observed that through both the plan views and cross sections, one can see that the original dirt road was a combination of poor drainage, irregular pitches, ruts, and a general meandering of its course. The improvement would even out curves and meanderings, add needed flatness and consistencies, make improved and straighter courses through uneven terrain, improve the "cut" through a hill, provide much needed drainage, and greatly enhance road maintenance and safety.

The project would begin with excavation and fill as specified by cross sections and elevations on the plans. Cuts were made and ditches and proper slopes were added as well as crown to the centerline of the roadway so as to enhance drainage and maintenance. Eight culverts were added of which six are still part of existing bricked section. The drainage enhancements have served well and can still be observed in the integrity of the existing roadway. Three of the culverts are contributing resources.

According to the 1922 DIVISION OF HIGHWAYS SPECIFICATIONS MANUAL (hereinafter SPECIFICATIONS), the soil subgrade was to be prepared by rolling and filling with a "self-propelled three wheel roller, weighing not less than ten (10) tons."

After the sub-base of the roadway had been properly prepared, it was then time to form the edges of the roadway for the pouring of the concrete base. The concrete was specified on the plans to be mixed at a ratio of 1- 2½ -5 with the proportions being as follows: 1 = 1 sack of Portland Cement (a sack according to SPECIFICATIONS "shall weigh not less than ninety four (94) pounds net and will be considered one cubic foot"), 2½ = 2½ cubic feet of fine aggregate (sand) and 5 = 5 cubic feet of course aggregate (gravel). Concrete curbs were poured after this with a different mix ratio of 1-1½-3, which is unique for this brick road because later road improvements would specify that curbs be poured as an integral concrete curb built at the same time, and of the same materials, mixed in similar proportions, as the concrete base.

The plans called for Section L improvement to have 5-inch concrete base on the first 4,400 feet of roadway and a 6-inch concrete base on the remaining 4,800+ feet of the improvement. Erosion in one area of the road edge, which is part of the 4,800+ feet section, reveals an excellent cross section of the brick and base and a measurement of 5½ + inches can be taken there. The concrete sacks

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were stored in barns owned by Otto Iles, next to Iles Road until ready for use (photo 15) (Risch, 2001).

After the concrete base and curbs had been poured and cured, the base was ready for brick. The first step was to place the sand bed or cushion. SPECIFICATIONS noted that, "Directly before the brick is laid, a bed of sand or granulated slag shall be evenly spread over the completed foundation. The completed depth of the bed be one (1) inch, unless otherwise noted on the plans."

Interestingly, the plans for Section L, Iles Road, call for a 1½ inch sand cushion. However, this was voided out and one inch was penciled in.

After the sand cushion was prepared properly, it was time to lay the bricks (photos 16 and 17). The bricks used on Iles Road project were delivered by railroad to the designated "Delivery Point" (photo 18). This "Delivery Point" was in the nearby village of Enterprise which was located 1/10th of a mile beyond the end of Section L improvement. Brick was to be distributed to the road site for installation.

The brick was specified on the plans to be "3½ inch Vitrified Paving Brick." Field measurements taken on Iles Road of the brick reveal that they measure 9 inches long, 3½ inches in depth and 4 inches in width. These dimensions match closely to SPECIFICATIONS and only the 3½ inch is specified on the plans for Section L.

Brick was to be laid according to the following SPECIFICATIONS:

The brick shall be laid "in straight courses across the road. They shall be laid so that the longitudinal joints are broken approximately at the center of each brick and the long dimension of the brick perpendicular to the center line of the road on the tangents and practically parallel to radius curves having a radius greater than one hundred and fifty (150) feet. On curves having a radius of one hundred and fifty (150) or less, the brick shall be laid in parallel courses until the outer end of the last course is approximately the width of three and one half (3½) brick behind the inner end. Then the direction of courses shall be corrected by moving forward from the outer end of the last course a distance of approximately the width of seven (7) bricks and establishing a new starting course from this point to the inner end of the last course. Parallel courses shall then be laid until the outer end again falls

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approximately the width of three and one half (3½) bricks behind the inner end, when the above operation shall be repeated. The triangular spaces thus formed, shall then be immediately filled in with brick, using as many whole brick as possible to meet the requirements in the matter of breaking longitudinal joints...in no case shall less than one third of a brick be used" (State of Ohio p. 31).

(Note: Iles road has three intact curves in which it may be observed the techniques used to span the radii with bricks (photo 8).

SPECIFICATIONS state, "Soon after the pavement has been properly compacted and surfaced, and before any dirt or other foreign material has entered the joints, they shall be filled with the filler indicated on the plans..."

"The brick must be dry when the filler is applied. All tar filler must be heated to a temperature between 225 degrees and 275 degrees F. After the filler is heated to the specified temperature, it shall be poured or flushed into the joint to the full depth thereof. All joints shall be filled to the top, but an excess of filler must not be left on the surface of the brick. A top dressing of sand shall be spread immediately over the pavement after the filler is applied and while it is still hot. No traffic shall be allowed until twelve (12) hours after the filler has been applied."

Note: The plans stated that the joints are to be filled with Bituminous Filler A-1 which, according to SPECIFICATIONS Materials Detail", was the "Penetration Method". A few remnants of the filler can still be found between cracks on Iles Road.

Note: The plans for Section L improvement also called for approximately 1,050 feet of wood guardrail, which no longer exist.

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Iles Road in Hocking County is eligible for the National Register of Historic Places under Criteria A and C.

Under Criterion A, Iles Road is important as an intact example of 1922 inter-county state highway construction that contributed significantly to the economic and transportation development of the southeastern Ohio region, including the city of Logan. It represents the state and federal government's interest in improving "main market" roads to accommodate the growing automobile and truck industry during the early decades of the 20th century. This interest in improving roads grew from the "Good Roads Movement" that began in the late 1800s. The 1916 Federal Aid Road Act provided monetary support toward construction of a hard-surfaced cross-country road network (Raitz, p. 288). Priority was given to rural roads designated as mail routes (Paxon, p. 245). The Highway Act of 1921 concentrated funds in interconnected systems that stipulated interstate roads could not be less than eighteen feet wide (width of Iles Road: Hugill, Pg. 342). Iles Road also illustrates the emerging tourism industry in Ohio's Hocking Valley region during this period, with attractions such as the Natural Rockbridge, Ash Cave and Rock House becoming popular natural wonders to see. Also under Criterion A, the use of paving bricks to surface the road is important for its association with the local brick industry during this period. As stated in The Democrat Sentinel in the Thursday, July 9, 1925, issue, the improved roads were needed, "In all directions so as to bring more people to Logan as their main marketing center instead of allowing them to go to other towns, just because the roads were better that way. No county ever had too many good roads. These improved roads are bringing into this county and this city thousands of dollars each year."

Under Criterion C, the road is significant as an intact example of state highway engineering of the 1920s, a period when road improvements were being undertaken throughout the state. The nominated portion of Iles Road appears as it did at the time of its construction, when the roadbed was paved with locally produced paving brick. This 0.9 mile-long stretch of the former State Route 31 between Pomeroy and Findlay is the longest remaining rural segment of this road with its pavers still intact.

Presently there are only two rural brick paver roads listed on the National Register in Ohio: The Old National Road in Center Twp., Guernsey County, a .6 mile remnant built in 1918 (National Register Aug. 1985), and Falls River Road in Cuyahoga County, a 1.5 mile section built in 1924 (National Register, April 2000).

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CRITERION A

Iles Road was formerly known as Inter County Highway 360 or Logan-Lancaster Road when the State of Ohio improved the road surface from dirt/gravel to heavy brick pavers in 1922. This construction project demonstrates the state's interest in improving "main market" roads to accommodate the growing automobile and truck industry during the first decades of the 20th century.

Prior to the 20th century, even though the country's railroad system was excellent, roads in the United States were generally of very poor quality. This spurred a grassroots group of individuals and organizations to begin pushing for a movement to improve roads.

In Dan Nerhaugen's article "Good Roads Movement Revolutionized American Travel", he states, "Poor roads imposed an especially crippling hardship on farmers, who had to depend on the railroads to get their crops to market. Since small farms were often many miles from the nearest rail line, and because the railroad companies tended to charge ruinously high rates for shipping the produce of small farms, the nation's farmers were eager for transportation alternatives.

"It was bicyclists, though, who gave the Good Roads movement its initial jump-start. In part because bicycling in the late 1800s was mainly a pastime of the middle and upper classes, politicians tended to listen more carefully to the League of American Wheelmen than they had to small farmers. The League organized the National League for Good Roads at 1893's Columbian exposition in Chicago.

"Later, when America committed itself to automobiles and trucks, Good Roads was no longer merely a movement. It had become a social and economic imperative that transformed a sub-Third World highway system to one of the world's finest during the early and middle 20th century."

In Ohio and Its People, Charles Galbreath notes, "Road improvement ... is almost entirely a development of the twentieth century, and Ohio has been well represented in its growth. Before 1900 there were turnpikes of gravel and broken stone to keep a few farmers out of the mud and most of the cities had some brick and cobblestone pavements. For the most part, though, Ohio farmers had to drive through dust in summer and pull through mud in the winter to get their produce to market. Except in the business districts, where cobblestone paving was much used, most of the city streets had no improvement beyond a gravel or cinder surface. Hard-fired clay brick were first laid in street pavement at Steubenville in 1882.

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"Probably no other governmental agency had as much effect on life in the state in the first forty years of the twentieth century as (to call it by its present name) the Ohio Department of Highways. Founded in 1904, for its first seven years it merely advised the counties on road building. During the period 1911-1928 the Department of Highways constructed and maintained 'sections' radiating from the county seats on the 'inter-county' and 'main-market' roads. In 1928 it became responsible for every mile on the State highway system" (Galbreath, Volume VI pp. 149, 150).

It is interesting to note that Ohio was one of the states to pioneer improving their roads. Ohio's brick industry played an important role in the development of improved highways. In Ohio and Its People by George Knepper, he writes, "For two reasons, Ohio was one of the first of the forty-eight states to develop an efficient system of highways. One was the existence in eastern Ohio of large brick-making facilities. Forty and more years ago most road paving was done with brick, not concrete or macadam. So, because of an ample supply of brick, Ohio started early on road building. Ohio 'ranked either first or second in the manufacture of brick paving blocks. In addition Ohio produced road building equipment, and had a large stake in the manufacture of autos, trucks and their parts. Ultimately Ohio had a highway network to match its rail network'" (Galbreath, p. 301).

"The problem of highway construction was taken up although the electorate had rejected an amendment to the Constitution of 1912 extending the bond limit for the purpose of improving the highways. Governor Cox remained undiscouraged, however, and when the county commissioners of the State met at the State capital in January 1913, he told them to 'be liberal in road appropriations.' At the Rural Life Congress held in March 1913, he again expressed an interest in an improved highway program. The plan he seemed to favor included a codification of road laws, a statewide road tax, and the use of convict labor in building roads and making road materials. Spurred by his interest, the legislature enacted a measure providing for the establishment of a main market and intercounty road system under the supervision of the State highway commissioners, the State to pay one-half of the intercounty highway construction.

"This encouraged the development of a fairly satisfactory highway system throughout the State. To finance this highway improvement, provision was made for a State levy of a half mill to be used for roads; three-fourths of the tax to be turned back to the counties, if they provided an equal amount; and the rest to be use by the State to build intercounty roads" (Galbreath Volume VI pp. 23-24).

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Throughout the early 1920s, the Hocking County Commissioners were applying for state aid for road improvements. Roads were improved by section of various lengths. Conditions were assessed, surveys were made and applications were made to the state Division of Highways for financial aid.

The Iles Road plans indicated that the road project was assigned Federal Aid Project number 272. The plans were received dated January, 1922. This indicates that the project was most likely funded as the result of the Federal Aid Road Act of 1916.

In his article "The Federal-State Partnership at Work", Richard F. Weingroff states, "The federal-aid highway program, which was initiated by the Federal Aid Road Act of 1916, got off to a slow start, with only \$5million available the first year. The biggest initial problem, however, occurred in April 1917, when America entered what is now known as World War I. Personnel shortages were compounded by shortages of road-building material and railroad cars to ship materials to project sites.

"Furthermore, because the railroads were unable to keep up with military shipping, the fledgling trucking industry seized its opportunity to secure interstate shipping. As a result, the roads that the states did not have the resources to improve were deteriorating under the unexpected weight of the loaded trucks.

"When the war ended in November 1918, the need for changes in the federal-aid highway program became evident. Some features of the program - for example, the definition of "rural post road" and the \$10,000 per mile limitation - were a hindrance in many states. The decision to leave project selection in the hands of state highway officials resulted in widely dispersed improvements, spread among political subdivisions and not connected with each other or roads in adjoining states.

"Logan Page, director of the Bureau of Public Roads, who was so instrumental in shaping the program, would not have time to address these and other problems with the program. On Dec. 9, 1918, while attending a meeting of the Executive Committee of the American Association of State Highway Officials (AASHO) in Chicago, Page became ill. He died that night. Thomas H. MacDonald, who had played a key role in developing AASHO's federal-aid highway bill, became the new chief in early 1919. With his technical background and his experience as a state highway official, he proved to be the ideal successor to Page in this new phase of highway development.

"The most difficult problem facing MacDonald was the gap between advocates of long-distance roads and advocates of farm-to-market roads. The answer developed by MacDonald, in close cooperation with AASHO, was contained in the Federal Highway Act of 1921.

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"The 1921 act rejected the view of long-distance road advocates who wanted the federal government to build a national highway network. To satisfy them, the act limited federal aid to a system of federal-aid highways, not to exceed 7 percent of all roads in the state. Three-sevenths of this system must consist of roads that are 'interstate in character.' Up to 60 percent of federal-aid funds could be used on the interstate routes.

"By retaining the federal-aid concept, the act also satisfied advocates of farm-to-market roads. The state highway agencies could be counted on to consider local concerns in deciding the mix of projects.

"In cooperation with the state highway agencies, the Bureau of Public Roads (BPR) completed designation of the federal-aid system in November 1923. It totaled 272,000 kilometers (km) or 5.9 percent of all public roads. The federal-aid system would expand as states completed work on their original system.

"The 1920s were a 'golden age' for road building. In 1922 alone, federal-aid projects totaling 16,500 km were completed at a cost of \$189 million, three times as much roadway as had been improved since the start of the federal-aid highway program in 1916. The projects usually involved providing graded earth, sand-clay, or gravel surfaces" (Weingroff, "Federal-State Partnership at Work, 1996).

Since Iles Road was built in 1922, it seems apparent that this construction project was a product of that "golden age."

CRITERION C

Iles Road was part of a section known as Section L of the Logan to Lancaster Road Inter County Highway 360. Leon C. Herrick, Director of Highways and Public Works signed the engineering plan sheets for Section L, on July 3, 1922.

Bids were placed in the two local newspapers in Hocking County. In July 1922, The Democrat Sentinel and The Logan Republican both printed notices to contractors for bids on the construction of this section of road. Bids were accepted for "grading the roadway, constructing drainage structures and paving with one of the following types:

- Reinforced concrete, estimated cost..... \$61,402.45
- Brick, including brick, estimated cost..... \$72,307.73

The date set for completion was October 15, 1922. According to The Logan Republican newspaper, July 27, 1922, the contract was awarded to Ed N. Turner. The article stated, "Work will be started immediately on both contracts and

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will be pushed to an early completion. Large forces will be employed." The Democrat Sentinel also ran an article, which told of the plans to pave the road. On July 13, 1922, the front-page news item stated, "With the completion of these strips of road, Logan and Lancaster will be connected with a continuous hard road."

According to the 1928 Standard Road Map of Ohio, Logan-Lancaster Road was called State Route 31, which stretched from Pomeroy, Ohio to Findlay, Ohio. State Route 31 was the main thoroughfare connecting southeastern Ohio to Columbus. In 1928, S.R. 31 was considered a first class road with a hard surface (see map Attachment B).

In 1931, State Route 31 was rerouted to the North between the City of Logan and the Village of Enterprise leaving the intact section of Iles Road we see today. By 1940, State Route 31 had become U.S. Route 33. In 1968 this section of road became known as Enterprise-Iles Road. In 1986 the name of the road was shortened to Iles Road (see maps pp. 3, 4).

Brick Industry of Southeast Ohio

The use of vitrified paving bricks to surface Inter-County Highway 360 is important for its contribution to the local brick industry during the 1920s. As noted above, Section L was bid for both reinforced concrete and brick over concrete. The bid was approved by the State for brick over concrete even though concrete pavement only was less expensive. This may have been due to an effort to support the prominent brick industry of southeast Ohio, which by World War I was beginning to decline due to the use of concrete and later oil to make blacktop road. "Brick laying was a labor-intensive trade, and it became far cheaper to pave roads with these alternative materials" (Colias, 1996).

"By the Depression years of the 1930s, road building had changed dramatically. Automobiles were common, and the need for more and better roads was increasing. Alternative surfacing materials, including cement and asphalt, were overtaking brick. Roads could be laid faster and cheaper with other materials, and the demand for paving brick was gone" (Blankenbeker, 1999, p.5).

"The Hocking Valley's abundance of clay, shale, and coal provided the perfect environment for the commercial production of brick. Clay produces the cream-colored brick, and shale is used for red brick. The coal fueled kilns for the burning of bricks. "People who were mining coal at the time would find layers of clay and shale adjacent to the coal," explains Don Russell, who served as plant manager for General Clay Products Corporation from 1956 to 1994. "It was possible to extract both commodities pretty easily, because the clay deposits weren't very deep. That's why the industry became located in southeast Ohio" (Colias, 1996).

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"By 1893, 44 separate firms were producing bricks for paving and 357 kilns were being used exclusively for pavers (Orton pp. 207-208). The annual production of paving brick in Ohio in 1893 was 292 million blocks. To put this in perspective, it required approximately one-half million blocks to pave 1 mile of road 25 feet wide. Thus, there were enough pavers produced annually to pave nearly 600 miles of road." (Blankenbeker, 1999, p.3)

According to an October 19, 1922 newspaper article in The Democrat Sentinel, the Hocking Valley Brick Company supplied the brick pavers for the Logan-Lancaster Inter County Highway 360. The Hocking Valley Brick Company operated plants in the communities of Logan, Nelsonville, New Straitsville, and Greendale. Hocking Valley Brick was a member of the Ohio Paving Brick Manufacturers Association (Highway Topics, 1923). In Logan, the Hocking Valley Brick Company operated from 1910 to 1954. Previous to 1910 it was called the Logan Brick Manufacturing Company. In 1954, the Logan plant was purchased by General Clay Products Corporation and ceased the manufacturing of heavy paving brick.

Multiple Property Documentation (MPD)

Historic Resources of the Little Cities of Black Diamonds
1870 - 1950 Athens, Hocking and Perry Counties

The Little Cities of Black Diamonds refers to approximately 50 small communities in southern Perry and northern Athens and Hocking Counties located in center of Southeastern Ohio's Hocking Valley Coal Field. Many of these communities were "boom towns" growing rapidly during the years between 1870 and 1920 when coal mining and other extractive industries such as clay, oil, and gas reached their peaks.

The geographic area covered by the MPD includes three townships in Hocking County - Falls Gore, Green and Ward. Falls Township, where Iles Road and the City of Logan are located, lies directly west of this area. The Hocking Valley Brick Company which supplied the brick pavers for Iles Road, operated plants in the communities of Nelsonville, New Straitsville, and Greendale, located in the Little Cities Region and the City of Logan.

The MPD for the Little Cities of Black Diamonds list "Locally Produced Building Materials" as an associated property type which contributes to the distinctive character of this region. To be eligible for listing the MPD states that streets must be relatively intact and the locally produced building materials must be an integral element of the design and at least one block long. These properties are eligible under Criteria A of the National Register Criteria of Significance.

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The following text is taken from the MPD for the Little Cities of Black Diamonds:

Description

The Little Cities of Black Diamonds region was known for its production of clay products - especially tile glazed brick and street/sidewalk pavers. These locally manufactured products can be found in communities throughout the Little Cities of Black Diamonds - in buildings and in the pavement of the streets and sidewalks in communities. These structures and streets tend to stand out in an area where most of the construction was wood frame. In fact, the churches and schools are frequently among the only brick buildings in a number of communities.

Significance

Buildings, streets and sidewalks built from locally manufactured clay products are a physical reminder of the close relationship between the coal mining and clay making industries. The clay, which was considered the best in Ohio, was found in the same location as the Great Vein of coal. Local coal was used to fire the kilns of most of the clay products industries and the distinctive iron spot color found in a number of the clay products from the region are also distinctive because of the iron deposits found in the area. These products - especially the pavers that are frequently stamped with the name of the community in which they were produced - contribute to the variegated textures that help to define the physical environment of the region.

Contribution to Economy and Tourism

Iles Road is important as an intact example of 1922 inter-county state highway construction that contributed significantly to the economic and transportation development of the southeastern Ohio region, including the city of Logan. The road supported the emerging tourism industry in the Hocking Valley during this period, with attractions such as the Natural Rockbridge, Ash Cave, and Rock House becoming popular natural wonders to see.

Having good roads through Ohio was needed to accommodate tourist traffic. "Ohio is in the center of tourist traffic between East and West. A reflection of this position is the fact Ohio ranks third among the states, next to New York and California, in number of gasoline filling stations. Garages are the most numerous retail service establishments in the State" (Galbreath, Volume VI p. 151).

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Howes' book also records the popularity of the natural wonders in the county, such as Rock House, Ash Cave and the natural Rockbridge. These natural curiosities also drew people to the area (Howe, pp. 929,930).

"Ash Cave is formed by the projecting cliff at the source of a little stream, whose deep valley or gulch parts the bold rock-ribbed hills whose summits look down upon the tops of the loftiest pines, which grow at their base. The dimensions of the cave are given as 700 feet long, ninety feet high and ninety feet wide. It is located twenty-one miles southwest of Logan.

"Rock House is a natural structure, rising to a height of 166 feet. Time and the elements have hewn out halls and rooms and massive columns that support the vast roof. This chambered cave is 350 feet long, twenty-five feet high and twenty-five feet wide. It is twelve miles southwest of Logan.

"Rockbridge is a natural span of sandstone rock from ten to twenty feet wide and level on the top. The supporting arch is about 150 feet from side to side at the base. The gulch spanned is about fifty feet deep. It is northwest of Logan, near the Hocking Valley Railroad and the northern boundary of the county" (Galbreath, Volume I, p. 365).

Better roads leading to the areas would have most certainly made people more willing to come to Hocking County to see these natural wonders.

Early History of Hocking County and Iles Road

Hocking County was formed March 1, 1818, from parts of Ross, Athens, and Fairfield Counties. Its name was a contraction of the river that flows through it, the Hockhocking River" (Howe, pp. 925, 927). Part of the Hocking County was a portion of the Northwest Territory purchased by the Ohio Company (History of Hocking Valley Ohio, p. 813). The Bunch of Grapes tavern in Boston was the gathering place for a group of Revolutionary War veterans in January 1786. General Rufus Putnam and Benjamin Tupper organized the group into the Ohio Company of Associates. The men pooled their land warrants and bought one million acres of land in southeastern Ohio. Congress approved the land deal on October 27, 1787 (Benson, p.46). The other part of Hocking County was first a part of lands that had been formed into Congress Lands in 1792-1812 (Knepper, p. 114).

Iles road is located in Falls Township, Hocking County, Ohio. "Falls Township is the oldest settled township in the county, the first settler, Mr. Westenhaver, having located within its limits. The early history of Hocking County and Logan comprises to a great extent the history of the township.

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Falls Township was settled the year made memorable as the first in which any permanent settlement was made in Ohio outside of the river cities. The year 1798 is the first that any record can be found of a settlement in the State, but that year Athens County, including Hocking as now formed and Ross, were formed" (History of Hocking Valley Ohio, p. 884).

"Hocking County can claim, without discussion, a greater love from her sons and daughters than any other county in the state. This steady settlement caused the county to have in the year 1820 a population of 2,080 souls. The progress of the pioneer was measurable slow, for outside their own wants there was little market for surplus stock and produce. This want of a market was a serious drawback to the rapid development of the county. In good weather work had to be done and in bad, the roads were such as to make long hauls impossible" (History of Hocking Valley Ohio, pp. 816-817). "Two months after the first settlement by Westenhaver, John Pence and Conrad (Coon) Brian, who were brothers-in-law, settled in what is now Logan's East End. Pence and Brian were in a short time followed by several pioneers. They were Israel Francois and family, Michael Beard, Patrick Beard, two daughters and a granddaughter. The group made quite an opening on the Hocking river which later became know as the Iles farm when that family arrived in 1811" (A Historical Review of Hocking County 1841-1923 p. 1).

"In December, 1823, a road was ordered open to the Fairfield County line, by the Hocking County Commissioners, not to exceed 40 feet in width" (History of Hocking Valley Ohio pg. 823). The December 1, 1823, commissioners' records read, "The report of the viewers on the road from the county between Fairfield and Hocking on the road from Logan to Lancaster thence to Logan was read the first time." On December 2, 1823, at the commissioners' meeting the following was recorded: "The report of the viewers on the road from the line of Fairfield and Hocking County (on the road from Lancaster to Logan) to the town of Logan was read a second time and the report confirmed. Ordered that same road be recorded and opened not exceeding forty feet wide" (Hocking County Commissioners Journal A, pp. 47,48). This record of the road was plotted on a map dated 1823 entitled "A Plat of a Road from the County Line Between Fairfield and Hocking" (see map p. 1).

Since a small part of the Iles Road was annexed into the Logan city limits in 2000, the following is brief discussion of the history of the city of Logan: "At the session of the General Assembly in the winter of 1838-1839 the town of Logan was incorporated by an act of the Legislature, passed March 5, 1839. The City of the Hocking Valley, whose growth has been most firm and steady, is the one whose name commemorates the famous Mingo Chief Logan. Aside from its rich surrounding, both in soil and mineral, which look toward Logan for an outlet, a more favorable location for a city could hardly be conceived" (History of Hocking Valley Ohio p. 894).

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At the time of incorporation, Logan had about fifty houses, and the census the following year gave her a population of 436. The population today is 6,725.

The city of Logan continued to grow with many businesses and industries. Some were operational for many years, then ceased to exist. Others continued and are still in operation today. One such industry is Keynes Mill, which was started in 1869. Another business still in operation is King Lumber. The King Lumber Company began as a warehouse built on the Hocking Canal in 1855. One last example is the Hocking Valley Feed Company. Founded in 1927, this operation is the oldest Purina dealer in Southeastern Ohio (Logan 150 1833-1988 pp. 29,30,34).

The Hocking Canal was another public improvement that opened up the resources of the Hocking Valley. Farmers transported their produce on roads such as Iles Road to be shipped by this new means of transportation. "The short lateral canal, or as it was then called, the 'Side Cut,' proved of so much value that the Board of Public Works concluded to purchase it for the State and extend it down the Hocking Valley. This information gave intense joy to the people, and in March 1838, the news was corroborated by an Act passed by the Legislature, authorizing the then Canal commissioners to purchase the 'Side Cut.' This was effected December 22, 1838, and the canal purchased for the sum of \$61,241.04. The Hocking Valley Canal, which had been projected in 1836, and a portion put under contract, being some sixteen and one-half miles from Lancaster to Bower's lock in July, 1837, was now rapidly pushed forward, and the work completed as per contract in 1839. A further contract was also let the same year, October 1837, to build from Bowner's lock to Nelsonville, a further distance of sixteen and one-half miles, the same to be completed within two years. This last, however, was not finished until 1840" (History of Hocking Valley, p. 131).

"The prospect of building the Hocking Canal in 1838 gave hope to the people of Logan, but it did not start her growth materially until this means of transportation became an accomplished fact in 1840. This was to the people of the valley at that day of great importance, and was at least an outlet for their products, and a way to bring in their necessities. It was well patronized until the advent of the railroads" (ibid. p. 896). "Business began to improve as the canal was finished and boats started. The first boat to come down the canal, the A. McCaw, in October, 1840, brought down a large number of visitors to hear a speech in Logan by Honorable Thomas Corwin, in the celebrated log cabin and hard-cider campaign in 1840. The opening of the canal also stimulated the farmers, who, finding they could now get their produce to market, began to enlarge their farming operations and raise a large supply above home consumption. Trade began to improve and the merchant enlarged his stock and met the increased demand. In a few years the business of Logan needed better and larger shipping facilities, and in 1846 John Rochester, Sr., erected the warehouse at the foot of Mulberry Street and became a purchaser for

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grain and produce, giving the farmers of Hocking County a home market for their surplus products" (ibid. p. 897). The road first mapped in 1823 from the Fairfield County line to Logan had to have been a major thoroughfare of transportation for the farmers to get their produce to the canal.

"When the railroad came into the valley in the 1870s, its faster transportation along with several severely damaging floods eventually spelled the demise of the canal system" (Historical Review of Hocking Co. 1841-1923, p. 10).

The possibility of having a railroad line through Hocking County was another avenue through which the county could grow. Roads leading to the railroad stations had to be available. "The Hocking Valley, as a field for railroad enterprise, early attracted the attention of capitalists and public men, and many projects were started in an early day for building a Hocking Valley railroad to connect with that pioneer of railroads, the Baltimore & Ohio. The State Legislature passed an act as early as March 1834, authorizing the construction of a railroad from Lancaster to a point on the Ohio River, opposite Parkersburg. Section second of the bill was as follows: 'The capital stock of the Hocking Valley Railroad Company shall be \$1,000,000 and shall be divided into shares of \$50 each. These shares may be subscribed for by any corporation for commence the construction of the said railroad, and enjoy all the powers and privileges conferred by this act, as soon as \$50,000 shall be subscribed to said stock.' The idea of the building the Hocking Valley Canal soon after supplanted this project of building a railroad, and nothing was done under the act. It was not until 1854, some twenty years after the above charter was granted, that active steps were again taken to secure a railroad through the valley of the Hocking. It again fell through and active work did not commence until 1856.

"Meetings were held and every effort made to carry forward the work. At the next session of the Legislature, in 1858, the way for active operation was again opened. But the financial crash of 1857 was still severely felt the following year, and although opposition had ceased, the monetary situation prevented further progress. The war then came on, and it was of until the year 1865 that the project was again resurrected. In that year the Mineral Railroad Company was organized. It was necessary to raise \$750,000 to complete the project. After the money was raised the name of the company was changed to the Columbus & Hocking Valley Railroad Company. The ground was broken in Columbus, July 1867, and the railroad reached Athens in the summer of 1870.

"The railroad line is well equipped and has been a prosperous one from the start. Three passenger trains run each way daily, and thus by affording prompt means of transportation to the coal fields of the Hocking Valley, the road has been of untold benefit to both consumers and producers as well as the welfare of its own exchequer" (History of Hocking Valley Ohio pp. 138,139,140).

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The railroad "was a social phenomenon, a symbol. It was the link between small towns and the metropolis. It signified power, travel, speed and adventure. It fed the imagination with the lure of distant places and exciting things yet to come" (Galbreath p. 162). The Enterprise Depot was located in Enterprise, which is the first village west of Logan. Iles Road crosses over this railroad line today and in the 1920s it served as the transportation route to the depot. "The Enterprise Depot served a large territory in Hocking County as a shipping point for farm products, hay, milk, lumber and railroad ties. Joe Brashares's general store in Enterprise depended upon this station for delivery of merchandise and supplies. In addition to the many coal trains passing through the area, several passenger trains also came through Enterprise each day, stopping to pick up passengers, express packages and mail. The Enterprise Depot was abandoned and razed sometime in the 1930s" (A Historical Review of Hocking County - The Depot Hotel 1881-1950 p. 22).

The next map showing the road can be seen in the Atlas of Hocking County Ohio. This plat map shows the road running through the two Iles' farms (see map p. 2). The current name of Iles road was named for the Iles family that originally settled on the farmland bordering the road. There were two Iles farms located along the road. John Iles, born February 5, 1784, in Pennsylvania to parents Henry and Mary M. Stine Iles settled the first farm established. John Iles married Elizabeth Saunders in 1811. "In this year John settled on a portion of uncultivated timber land along the Hocking Valley, three miles west of Logan; consequently they toiled hard in clearing off the land and endured the hardships and privations of pioneer life and became acquainted with the the ways and doings of the red man" (History of Hocking Valley Ohio p. 960).

John and Elizabeth's son Jeremiah was born November 25, 1828. Jeremiah was engaged in church ministry along with farming and wool growing. Jeremiah married Eliza Gray and they lived on and farmed the land until their deaths. Jeremiah died January 18, 1911.

George Edward Iles, son of Jeremiah and Eliza Iles, was the next son to carry on the farming of the land. George Edward was born October 19, 1887, and died February 23, 1957. He was married to Olive Jane Arnold on March 30, 1920.

The next owners of the land (and the current owners as of 2002) are the daughter of George Edward Iles, Josephine B. Iles Mathias and her husband, Charles H. Mathias.

William Iles, who was a brother to Jeremiah Iles, was born January 25, 1834. In 1851, he inherited from his father John Iles what became the second farm. William's son, William Otterbein (Otto) Iles, who was born May 25, 1885, farmed

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the land next. "On the Otto Iles farm... was a huge gravel pit which for many years supplied material for county and township roads in Hocking. This gravel pit was located near the village of Enterprise" (The Harris History, pp. 268, 269). At the time of Otto's death in 1974, the Otto Iles farm was sold outside the family.

SUMMARY

Iles Road is a part of a state highway that first began in 1823 and the only brick county road left intact in Hocking County used each day by many travelers and residents of the area. Most of the road is surrounded by farmland that is still used for farming today. It was part of the path used by the first settlers of the Hocking Valley and is a reminder of the hard work our forefathers endured to make their travels easier.

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PHOTOGRAPHS - BLACK AND WHITE

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The following 14 photographs were taken by Steven E. Williams on October 21, 2001. The original negatives are located with the photographer at 24439 Miller Road, Rockbridge Ohio 43149. The photographs sequence from east to west on Iles Road beginning near the intersection with Chieftan Drive.

1. View to the east towards the intersection of Iles Road and Chieftan Drive within the City of Logan (This section of Iles Road was removed in November 2001 to allow an entrance to the proposed Logan-Hocking Industrial Park).
2. View of existing Iles Road looking northwest within the City of Logan.
3. Iles farm house on curve of Iles Road at the intersection Frasure-Helber Road. View looking west heading out of the City of Logan and into Falls Township. Shows concrete curb bordering brick pavers.
4. Iles farm and old barn looking north, Falls Township
5. Iles Road facing east showing farm house and barns.
6. Iles Road traveling west approaching down hill section. Entrance to Randy Mathais home on left.
7. Down hill View of Iles Road and curve to the north along the Hocking River Valley.
8. Up hill view of Iles Road at transition of curve to the north. Shows brick pattern to accommodate curve in road.
9. View of original 1922 concrete bridge on Iles Road over a small tributary to the Hocking River.
10. View to the south towards concrete bridge and farm buildings.
11. Iles Road looking northwest within the Hocking River valley.
12. Iles Road looking north towards the intersection with Chieftan Drive near the small village of Enterprise, Ohio.
13. View of the Hocking River valley facing south from Chieftan Drive. Iles road follows tree line on the left side of the photograph.

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The following are historical photographs taken by unknown photographers:

14. Approximately 1950 view to the north of Iles Road and the Otto Iles farm. The farm house and large barns no longer exist.
15. Photograph of worker laying bricks in a portion of Inter-Highway 360 in Hocking County in 1922. Note conveyor to more easily move bricks to roadbed for placement by hand.
16. Photograph of similar to above of Inter-County Highway 360 in Hocking County in 1922.

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VERBAL BOUNDARY DESCRIPTION AND
JUSTIFICATION

Iles Road
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Verbal Bounday Description and Justification

Iles Road is located in sections 4 and 5 in Falls Township, Hocking County, between the small village of Enterprise and the City of Logan, Ohio. Iles Road begins in the east at its intersection with Chieftain Drive (formally US Route 33) at an engineering elevation of 815.78 feet above mean sea level (MSL) (based on plan sheet 3, State of Ohio, Logan to Lancaster Road, 1922). Iles Road heads west-northwest across the flat terrain of an Illinoian glacial terrace. This section of Iles Road is within a currently undeveloped section of the City of Logan. At approximately 1500 feet from Chieftain Drive, Iles Road travels beyond the City limits and veers west at the intersection of Frasure Helber Road. At the northwest corner of Iles and Frasure Helber, stands the Iles Farm. Approximately 2500 feet from Chieftain Drive Iles Road begins to descend from the glacial terrace down an approximate 7% grade slope.

Iles Road crosses a small tributary of the Hocking River where a bridge was replaced at the time of brick road improvements. The concrete bridge is located about 3700 feet from the east intersection with Chieftain Drive and is at an elevation of 744.77 feet above MSL. Iles Road continues to the north-northwest and travels just above the flood plain of the Hocking River until it once again intersects with Chieftain Drive. Iles Road has a total length of 0.9 of a mile.

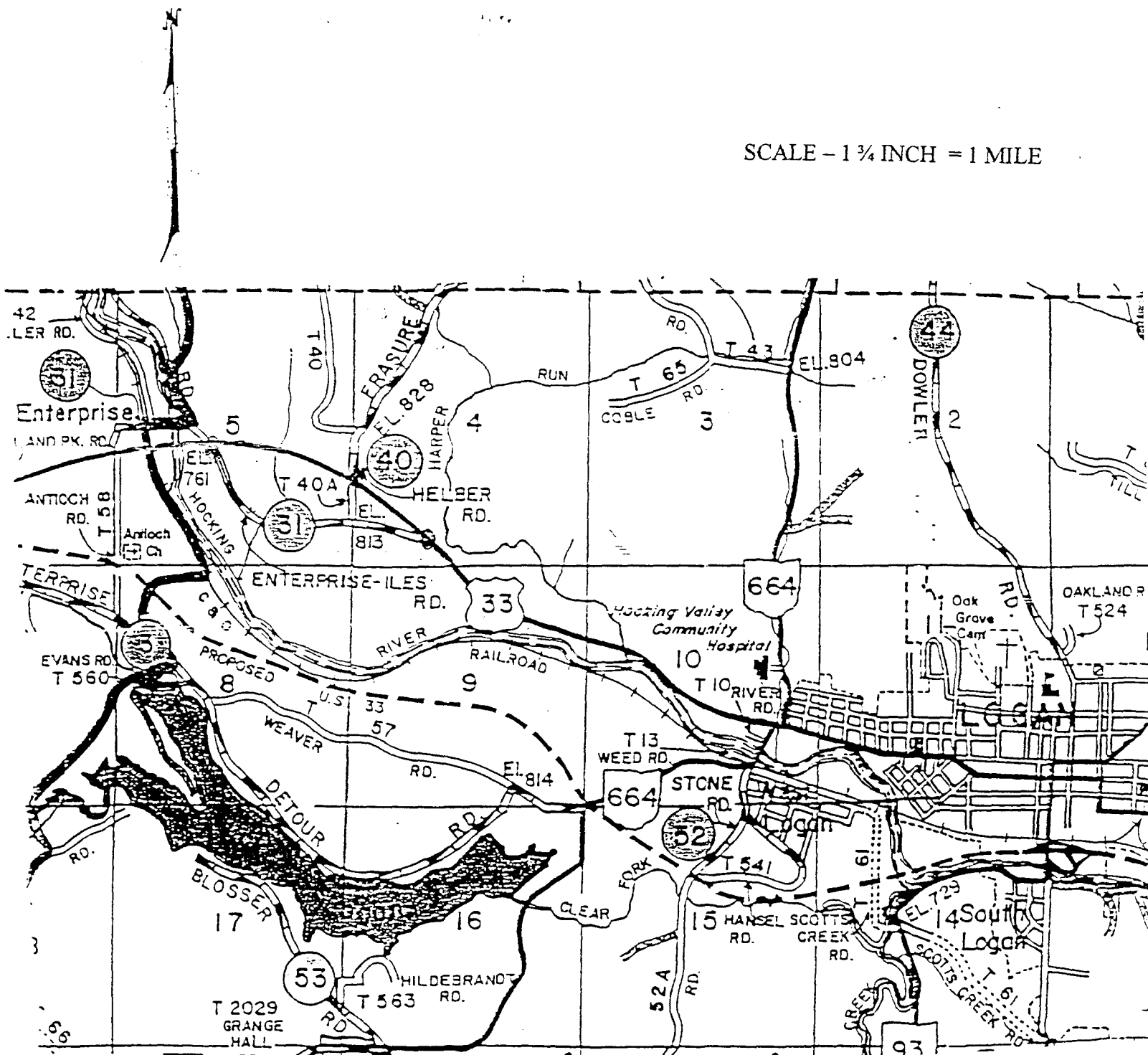
The nominated property includes most of the length of Iles Road. It begins approximately 500' west of Chieftain Drive within the city limits of Logan and ends at Chieftain Drive just south of the village of Enterprise. Iles Road is 18 feet wide from curb to curb, and has original drainage ditches 20 feet from the centerline of the brick road. The nomination includes the vitrified paving brick road bed, concrete curbs, drainage ditches, three culverts and a bridge which are all within 20 feet from the center line of the road.

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MAPS

Iles Road
Hocking County, Ohio

SCALE - 1 3/4 INCH = 1 MILE



FALLS TOWNSHIP
HIGHWAY MAP OF HOCKING COUNTY OHIO 1968

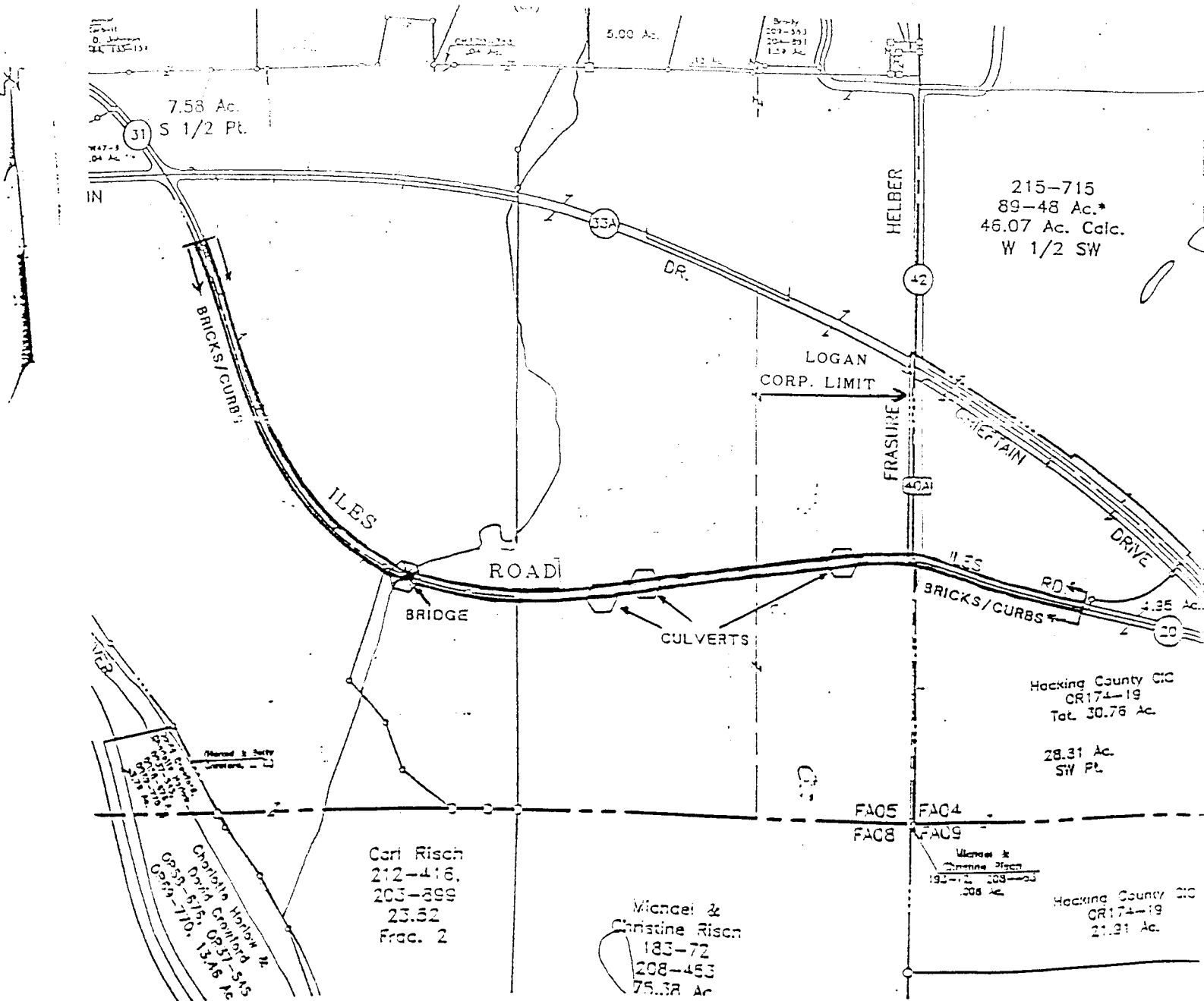
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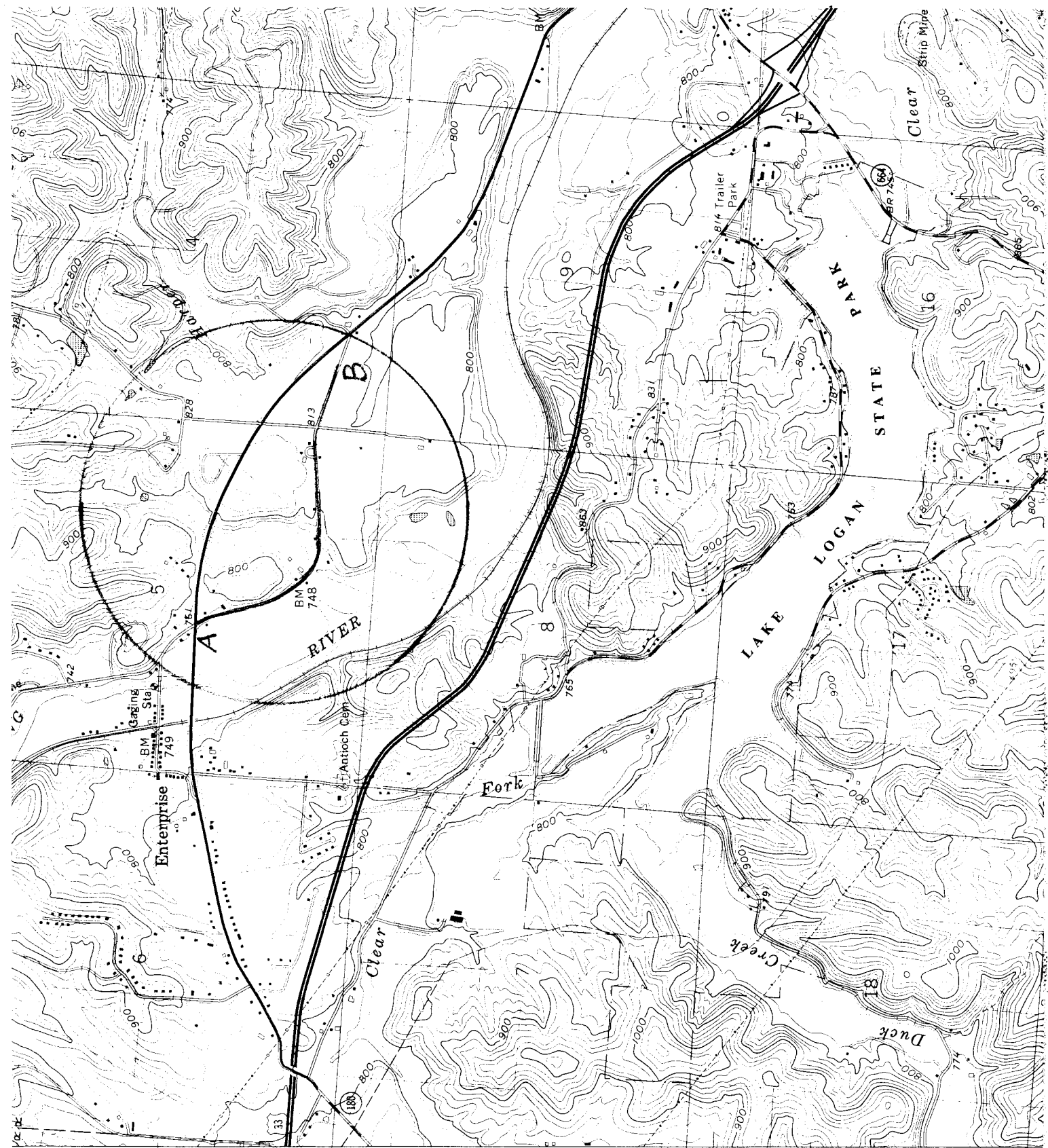
MAPS

Iles Road
Hocking County, Ohio

Map of Iles Road with Contributing Structures

SCALE - 1 INCH = 400 FEET





4381
 LANCASTER 13 MI.
 ROCKBRIDGE 2.1 MI.
 (ROCKBRIDGE) 4463 II SE
 LAURELVILLE 16 M.
 SOUTH PERRY 11 M.

*TRUSS ROAD
 FOUND: 6/1/50*

UTM Coordinates: 4378

321301'

A) 17 373584 4380108

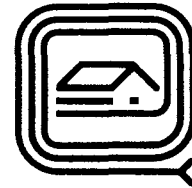
B) 17 344454 4380448

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Ohio Historic Preservation Office

567 East Hudson Street
Columbus, Ohio 43211-1030
614/ 298-2000 Fax: 614/ 298-2037

Visit us at www.ohiohistory.org/resource/histpres



**OHIO
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SOCIETY**
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January 6, 2003

Mr. William Shaw
Hocking County Engineer
1286 California Avenue
Logan, Ohio 43138

Dear Mr. Shaw:

Congratulations on the recent listing of your property into the National Register of Historic Places!

The National Park Service, United States Department of the Interior listed the **Inter County Highway 360** at Falls Township, Ohio, on December 20, 2002. The nomination was made in connection with a state plan to identify and document prehistoric and historic places in Ohio which qualify for National Register status under provisions of the National Historic Preservation Act of 1966 as amended.

The Ohio Historic Preservation Office (OHPO) is available to advise you in maintaining the historic character of your property. As you know from previous mailings received from this office, there are no restrictions placed on your property following the National Register listing. However, the OHPO strongly encourages owners of historic properties to consider all options before completing work that could damage the structure or impair its historic integrity. Careful planning can facilitate the sensitive incorporation of contemporary alterations with the historic fabric. The OHPO provides free information on how to sensitively rehabilitate and repair historic properties, upon request.

Thank you for your interest in historic preservation and the National Register of Historic Places.

Sincerely,

Barbara A. Powers
Department Head
Planning, Inventory, and Registration

Cc: Barbara Crawford, Form Preparer
Mayor Paula Tucker, City of Logan
Commissioner Gary Starner, Hocking County
Senator Jay Hottinger, District # 31
Representative Joseph P. Sulzar, District #91
Buckeye Hills-Hocking Valley Regional Development
Paul Graham, Ohio Department of Transportation

Ohio Historic Preservation Office

National Register of Historic Places File Checklist

The following materials are contained in this file of the National Register form for:

Name: Inter County Highway 2600

County: Harrison

Original National Register of Historic Places nomination form + 20 photos

Multiple Property Nomination form

Photograph(s)

Photograph(s) (copies)

USGS map(s)

USGS map(s) (copies)

Sketch map(s)/figure(s)/exhibit(s)

Correspondence

Other detached photos, articles, newspaper articles

