Maryland Historical Trust
State Historic Sites Inventory Form

Survey No. F-4-123

Magi No.

DOE ___ yes ___ no

1. Name of Property (indicate preferred name)

historic Old National Pike, Hagerstown Turnpike

and/or common Alternate US Route 40

2. Location

street & number Boliver Crossroads to Turner's Gap ___ not for publication

city, town Middletown X vicinity of congressional district 6

state Maryland county Frederick

3. Classification

Category	Ownership	Status	Present Use	
___ district)	X public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
X structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	X transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name US Department of Transportation

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse Liber

street & number 100 West Patrick Street Folio

city, town Frederick state MD

6. Representation in Existing Historical Surveys

title National Register Nomination Form, South Mountain Battlefields F-4-17, A,B,C

date Feb. 19, 1986 X federal ___ state ___ county ___ local

depository for survey records Maryland Historical Trust

city, town Crownsville state MD

Survey # F-4-123 Approximate date September 14, 1862
Old National Pike segment
Street Address: US 40, Alternate, from Boliver Crossroads to South Mountain summit.
Town, State: Middletown vicinity, MD
private ___, public X

This property is included in the survey of resources associated with the Civil War Battle of South Mountain, which occurred on September 14, 1862. This documentation covers a section of the Old National Pike, today's Alternate US 40, that played a major role in the Battle of South Mountain. The section of Pike includes the segment from Boliver Crossroads west to the summit of South Mountain at Turner's Gap. The National Pike has been discussed in other surveys and nominations, such as the National Register documentation for the National Pike Milestones. The National Road through Frederick County was constructed during the early 1800s. Prior to that, the Old Hagerstown Road and the route through Fox's Gap were the major highways over the mountain. After the National Road was developed, it handled most of the east-west traffic, and had a smooth macadam surface. Built to handle heavy freight and passenger traffic, this road was the route of choice for both the Union and Confederate armies when moving thousands of men with their equipment and wagon trains with supplies and ammunition. Turner's Gap at the summit became the focal point for the fight and was the main objective for the Union army as it attempted to follow the Confederates into the Hagerstown Valley and capture the divided ebel army.

Photo Reference: Photo #

Form Prepared By: Paula S. Reed, PhD and Edith B. Wallace
Woodward-Clyde
200 Orchard Ridge Drive
Gaithersburg, MD 20878

Date: February, 1998

7. Description

Survey No. F-4-123

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This documentation covers a section of the Old National Pike, today's Alternate US 40, that played a major role in the Battle of South Mountain. The section of Pike includes the segment from Boliver Crossroads west to the summit of South Mountain at Turner's Gap. The National Pike has been discussed in other surveys and nominations, such as the National Register documentation for the National Pike Milestones. This survey form addresses the pike's significance as it relates to the Civil War Battle of South Mountain which occurred on September 14, 1862. The National Road through Frederick County was constructed during the early 1800s. Prior to that, the Old Hagerstown Road and the route through Fox's Gap were the major highways over the mountain. After the National Road was developed, it handled most of the east-west traffic, and had a smooth macadam surface. Built to handle heavy freight and passenger traffic, this road was the route of choice for both the Union and Confederate armies when moving thousands of men with their equipment and wagon trains with supplies and ammunition.

The Old National Pike is the main pass across South Mountain leading west, toward the Potomac River from the northeast. The modern, paved, two-lane highway follows the original winding path of the historic toll road. The pass at Turner's Gap, where the Old National Pike crossed the mountain, was the main objective of the Union commander Major General McClellan following the discovery of Lee's lost Order #191 near Frederick. Special Order #191 outlined Confederate plans to divide the rebel army, with part sent to Harper's Ferry to capture the Federal garrison there, and part to wait near Hagerstown until the army could be reunited for invasion of Pennsylvania.

The Old National Pike approaches South Mountain at Turner's Gap from the east out of the town of Middletown. Approximately 1/2 mile from the base of the mountain is a crossroads called Bolivar. Here Bolivar Road (referred to as Old Sharpsburg Road in the Official Reports) runs to the south, and Mt. Tabor Road (referred to as Old Hagerstown Road in the Official Reports) runs to the north. A half mile further to the west, at the base of the mountain, Fox Gap Road runs to the south. In 1862 Fox Gap Road also ran to the north (see Army Engineer's Maps) and intersected with the Old Frostown Road (Dahlgren Rd. today, Old Hagerstown Rd. in the Official Reports), the road trace can still be seen today. The Old National Pike continues west up the mountain following it's original winding path (see maps). Just below the crest, on the north side, Dahlgren Rd. leads north across the side of the ravine to the knoll where Confederate batteries had been placed. On the crest of Turner's Gap the Old National Pike passes the South Mountain Inn, historically known as the Mountain House, which Gen. D.H. Hill used as his headquarters. From the crest the Old National Pike continues down the mountain into the town of Boonsboro and further west to the town of Hagerstown.

8. Significance

Survey No. F-4-123

Period	Areas of Significance	Check and justify below		
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	___ architecture	___ education	X military	___ social/ humanitarian
___ 1700-1799	___ art	___ engineering	___ music	
X 1800-1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater
___ 1900-	___ communications	___ industry	___ politics/government	X transportation
		___ invention		___ other(specify)

Specific dates September 14, 1862 **Builder/Architect**

check: Applicable Criteria: X A ___ B ___ C ___ D

and/or

Applicable Exceptions: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Level of Significance: X national ___ state ___ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The segment of the Old National Pike from Boliver crossroads to the summit at Turner's Gap is significant for the role the highway played in the Civil War Battle of South Mountain which occurred on September 14, 1862. The road was of strategic importance because it provided access to one of the few crossing places through the mountains and because of the superior quality of its surface which could accommodate large numbers of marching men, horses and supply trains. Turner's Gap at the summit became the focal point for the fight and was the main objective for the Union army as it attempted to follow the Confederates into the Hagerstown Valley and capture the divided rebel army.

The discovery on September 13, 1862 of General Robert E. Lee's Special Order #191, the Lost Order, in a field near Frederick where the Confederates had camped precipitated the march of the Army of the Potomac toward South Mountain along the Old National Pike. The turnpike crossed the mountain running west toward the center of Lee's divided army. Had Union commander, George B. McClellan approached the mountain with speed, as he had indicated he would to President Lincoln, the Battle of South Mountain might have ended differently.[1]

Special Order #191 detailed General Lee's deployment of the Army of Northern Virginia in September 1862. In addition to the siege of Harper's Ferry by three divisions under Stonewall Jackson from the west and two divisions under Lafayette McLaws from the northeast, the orders described the location of Robert E. Lee and James Longstreet with two divisions at Hagerstown and D.H.Hill's division, alone at Boonsboro, just below Turner's Gap. With the knowledge of the divided nature of Lee's army on the west side of South Mountain, and the small defensive line at the pass, McClellan felt confident in his army's ability to catch Lee's forces in this vulnerable position. However, McClellan's infamous cautiousness and over-estimation of the size of his opponent, delayed the movement of the Army of the Potomac for half a day. The result of his slow approach to the pass at South Mountain was to give the Confederate defenders time to reinforce their tenuous position and begin pulling their divided army together again at Sharpsburg.

General Alfred Pleasonton's Cavalry were the first Union troops to approach South Mountain by the Old National Pike on September 13, 1862. Jacob D. Cox's Kanawha Division was in Middletown to serve as support for the

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[1]Stephen W. Sears, "Fire on the Mountain," **Blue and Gray**, December-January, 1986-86, p. 11

cavalry.[2] Brigadier General Cox reported, "At 6 o'clock in the morning of September 14 the division marched from Middletown under an order...from Major-General Reno, directing me to support...the advance of General Pleasanton, who, with his brigade of cavalry and artillery, was moving up the Hagerstown turnpike toward the positions of the enemy in the pass of South Mountain."[3] Here the famous warning "My God, be careful" from Colonel Moore, who had been paroled by the Confederates, convinced Cox that a greater force was on the mountain than the Lost Orders had led them to believe, a result of McClellan's delay.[4] Thus began the Federals' plan to flank the defenders on the left and right by the convenient Sharpsburg and Hagerstown Roads leading from the National Pike at Bolivar. General Cox continued, "...I rode forward to find Pleasonton, who was...where the old Sharpsburg road leaves the turnpike. I found that he was convinced that the enemy's position in the gap was too strong to be carried by a direct attack, and that he had determined to let his horsemen demonstrate on the main road, supporting the batteries... while Scammon should march by the Sharpsburg road and try to reach the flank of the force on the summit."[5] Later in the day, Hooker's I Corps would be sent by General McClellan down the Old Hagerstown Road (Mt. Tabor and Frostown Roads) to flank the left side of the Confederate defense. (Murfin, p.178) D.H.Hill's response to the deployment of the Union troops as he viewed them from his headquarters at the Mountain House on the crest of the pass, would set up the battles at Fox's and Turner's Gaps. Major General Hill stated, "Should the truth be known, the battle of South Mountain, as far as my division was concerned, will be regarded as one of the most remarkable and creditable of the war....the division numbered less than 5,000 men the morning of September 14, and we had five roads to guard, extending over a space of as many miles."[6]

Later that day the Old National Pike again became a center of action, in an attempt to distract the Confederate defenders from the attacks on their left and right.[7] In the words of Brigadier General John Gibbon, "...Late in the afternoon I was ordered to move up the Hagerstown turnpike with my brigade and one section of Gibbon's battery, to attack the position of the enemy in the gorge. The 7th Wisconsin and the 19th Indiana wwereplaced respectively on the right and left of the turnpike...the section of the battery under Lieutenant Stewart, 4th Artillery, keeping on the pike a little distance in

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[2]James V. Murfin, **The Gleam of Bayonettes**, New York: Thomas Yoseloff, 1965, p. 162.

[3]Jay Luvaas and Harold W. Nelson, eds. **The US Army War College Guide to the Battle of Antietam, the Maryland Campaign of 1862**, Washington: Harper Collins, 1987, p. 16, citing the Official Records, War of the Rebellion, Vol. XIX, Part I, p. 458-9.

[4]War College Guide, P. 17.

[5]War College Guide, p. 17, citing **Battles and Leaders of the Civil War**, vol. II, p. 585-6.

[6]Official Records, Vol. XIX, Part I, p. 1021.

[7]Stephen W. Sears, **Landscape Turned Red**, New York: Ticknor and Fields, 1983, p. 141.

the rear of the first line..."[8] This direct advance up the Old National Pike was eventually stalled as darkness fell. However, in combination with the flanking attacks on the Old Sharpsburg Road and the Old Hagerstown Road, enough damage had been done and the Confederates had retreated by morning.

The Old National Road which had seen heavy freight and passenger traffic since the early 1800s, as one of America's leading turnpikes, on a Sunday in September of 1862, was both fought over and fought on, as Confederates attempted to protect their separated army, and Federals attempted to take advantage of their aquisition of Special Order #191.

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[8]War College Guide, p. 42, citing Official Records, Vol. XIX, Part I, p 247-8.

HISTORICAL CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s):
Agricultural-Industrial Transition, A.D. 1815-1870

Prehistoric/Historic Period Theme(s):
Military

Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s):
Transportation/turnpike

Known Design Source: None

9. Major Bibliographical References

Survey No. F-4-123

Books

Hartwig, D. Scott, Civil War Regiments, A Journal of the American Civil War, Vol 5, #3, "Antietam, the Maryland Campaign of 1862". Article entitled "My God, Be Careful! The Morning Battle of Fox's Gap", Savas Publishing Co., Campbell, CA, 1997.

Luvaas, Jay and Harold W. Nelson eds., The U.S. Army War College Guide to the Battle of Antietam, The Maryland Campaign of 1862, Harper Collins Publishers, Washington, 1987.

Murfin, James V., The Gleam of Bayonets, The Battle of Antietam and Robert E. Lee's Maryland Campaign, September 1862, Thomas Yoseloff, New York, 1965.

Roth, Dave, "The General's Tour of South Mountain", Blue & Gray Magazine, Dec-Jan, 1986-87.

Schildt, John W., The Ninth Corps, At Antietam, Chewsville, Maryland, 1988.

Sears, Stephen W., "Fire On The Mountain, The Battle of South Mountain September 14, 1862", Blue & Gray Magazine, Dec-Jan, 1986-87.

Sears, Stephen W., Landscape Turned Red, The Battle of Antietam, Ticknor and Fields, New York, 1983.

Swinton, William, Army of the Potomac, Smithmark Publisher, New York, 1995.

U.S. War Department, The War of Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Series I, Vol XIX, Parts I and II, Government Printing Office, Washington, 1880-1901.

Manuscripts

Frye, Dennis, National Register Nomination Form, South Mountain Battlefields F-4-17-A,B,C, 1986.

Maps

The Official Military Atlas of the Civil War, Plate 27, Gramercy Books, New York, 1983.

Engineers Maps, 1862, National Register Nomination, South Mountain Battlefields F-4-17-A,B,C, 1986.

Macombe Map, 1861.

10. Geographical Data

F-4-123

Acreage of nominated property approximately 10

Quadrangle name Middletown

Quadrangle scale 1:24,000

UTM References DO NOT COMPLETE UTM REFERENCES

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

Beginning at the Bolivar crossroads and travelling west approximately 2 miles to the crest of South Mountain at Turner's Gap. Frederick Co. Tax Map #45.

List all states and counties for properties overlapping state or county boundaries

state	Maryland	code	county	Frederick	code
state	Maryland	code	county	Washington	code

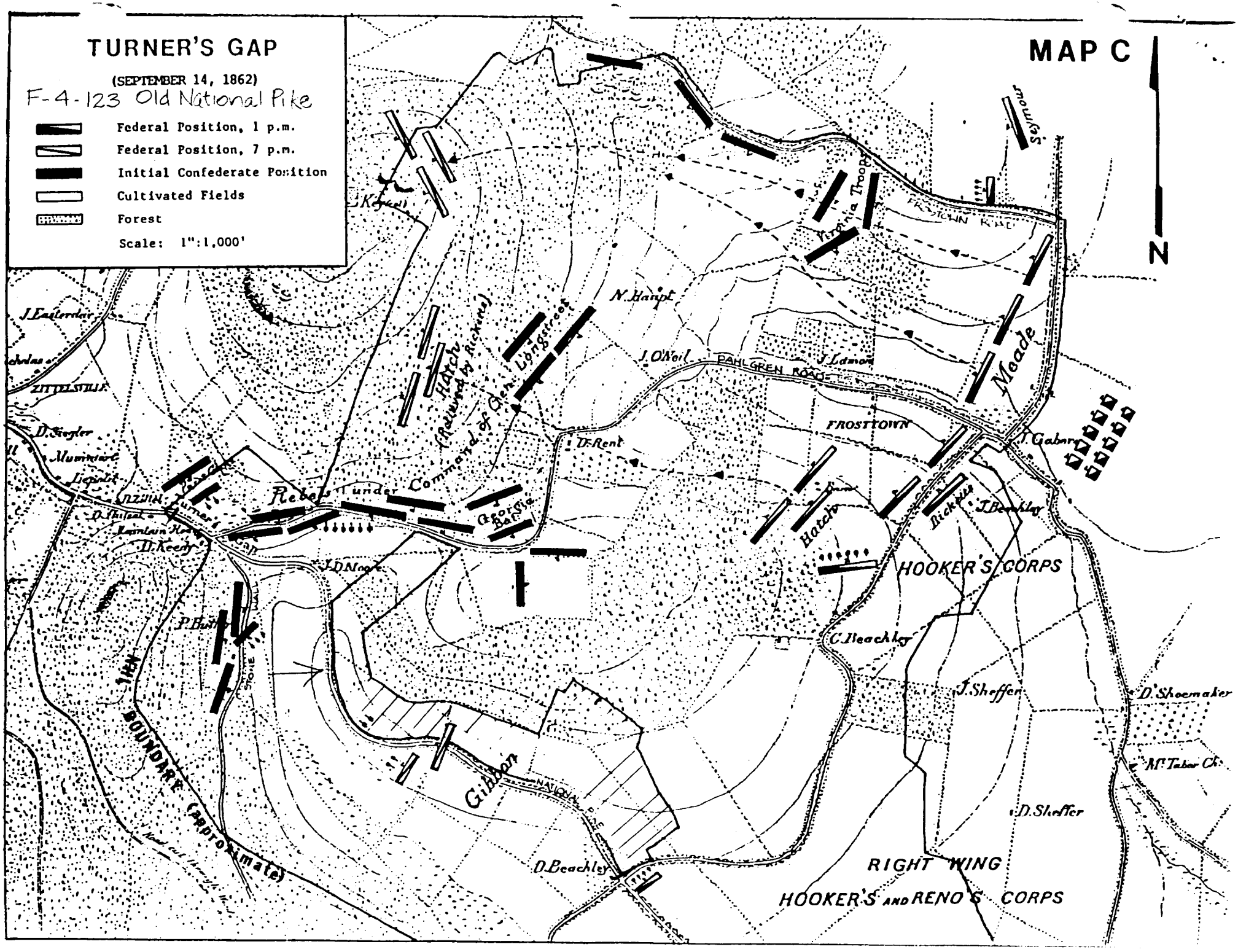
1. Form Prepared By

name/title	Paula S. Reed, PhD and Edith B. Wallace		
organization	Woodward-Clyde	date	2/98
street & number	200 Orchard Ridge Drive	telephone	301-739-2070
city or town	Gaithersburg	state	MD 20878

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

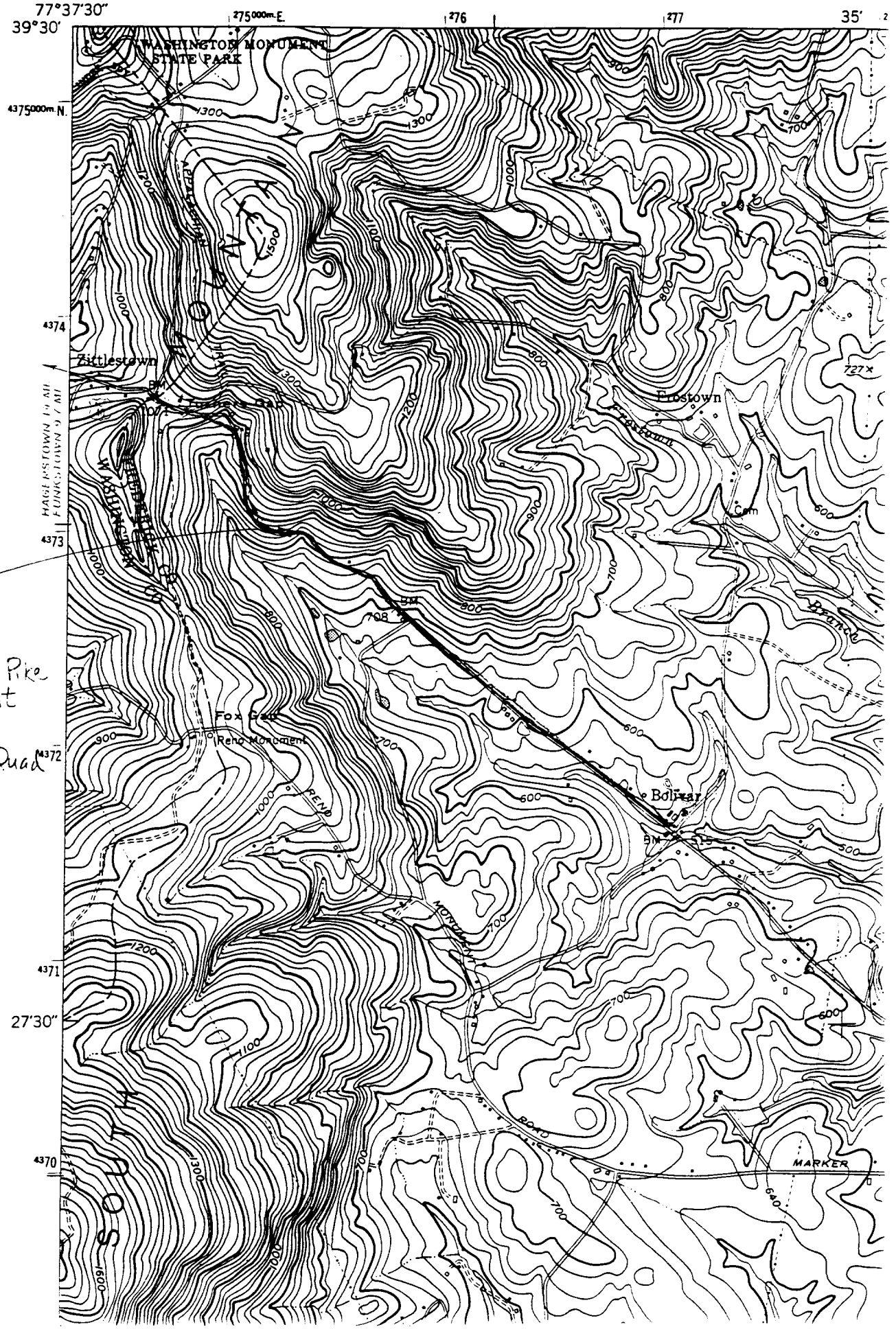
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
People's Resource Center
100 Community Place
Crownsville, MD 21032-2023
410-514-7000


TURNER'S GAP
(SEPTEMBER 14, 1862)
F-4-123 Old National Pike
Federal Position, 1 p.m.
Federal Position, 7 p.m.
Initial Confederate Position
Cultivated Fields
Forest
Scale: 1":1,000'
MAP C
N
Seymour
Virginia Troops
FROSTOWN ROAD
N. Haupt
J. O'Neil
PAHLGREN ROAD
J. Lamon
Meade
FROSTOWN
J. Gabers
Hatch
(Relieved by Ricketts)
Command of Gen. Longstreet
D. Rent
Rebels under
Turner's Gap
Georgia Bat.
Hatch
Ricketts
J. Beachley
HOOKER'S CORPS
C. Beachley
J. Sheffer
D. Shoemaker
Mt. Tabor Ch.
D. Sheffer
RIGHT WING
HOOKER'S AND RENO'S CORPS
D. Beachley
Gibbon
NATIONAL PIKE
J. D. Moore
P. Butler
D. Keedy
D. Siegler
Mummert
Liepolt
ZITTELSVILLE
J. Easterday
BOUNDARY (approximate)

3463 II SW
FUNKSTOWN

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



4-123
Old National Pike
Segment

Middletown Quad

F-4-123
Old National Pike
Frederick Co., Maryland
Edith B. Wallace
4 November 1997
Maryland SHPO
view SE
1/1