

# 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street & number Boliver Crossroads to Turner's Gap \_\_\_ not for publication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	
<input type="checkbox"/> district)	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> 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 Rebel 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

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved      date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> 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 its 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

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

Specific dates September 14, 1862

Builder/Architect

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exceptions:  A  B  C  D  E  F  G

Level of Significance:  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.<sup>1</sup>

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

<sup>1</sup>Stephen W. Sears, "Fire on the Mountain," *Blue and Gray*, December-January, 1986-86, p. 11

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cavalry.<sup>2</sup> 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."<sup>3</sup> 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.<sup>4</sup> 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 Pleasanton, 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."<sup>5</sup> 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."<sup>6</sup>

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.<sup>7</sup> 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 were placed 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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<sup>2</sup>James V. Murfin, *The Glean of Bayonettes*, New York: Thomas Yoseloff, 1965, p. 162.

<sup>3</sup>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.

<sup>4</sup>War College Guide, P. 17.

<sup>5</sup>War College Guide, p. 17, citing *Battles and Leaders of the Civil War*, vol. II, p. 585-6.

<sup>6</sup>Official Records, Vol. XIX, Part I, p. 1021.

<sup>7</sup>Stephen W. Sears, *Landscape Turned Red*, New York: Ticknor and Fields, 1983, p. 141.

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the rear of the first line..."<sup>8</sup> 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 acquisition of Special Order #191.

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<sup>8</sup>War College Guide, p. 42, citing Official Records, Vol. XIX, Part I, p 247-8.

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## 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

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## 9. Major Bibliographical References

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### 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 Glean 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.



# TURNER'S GAP

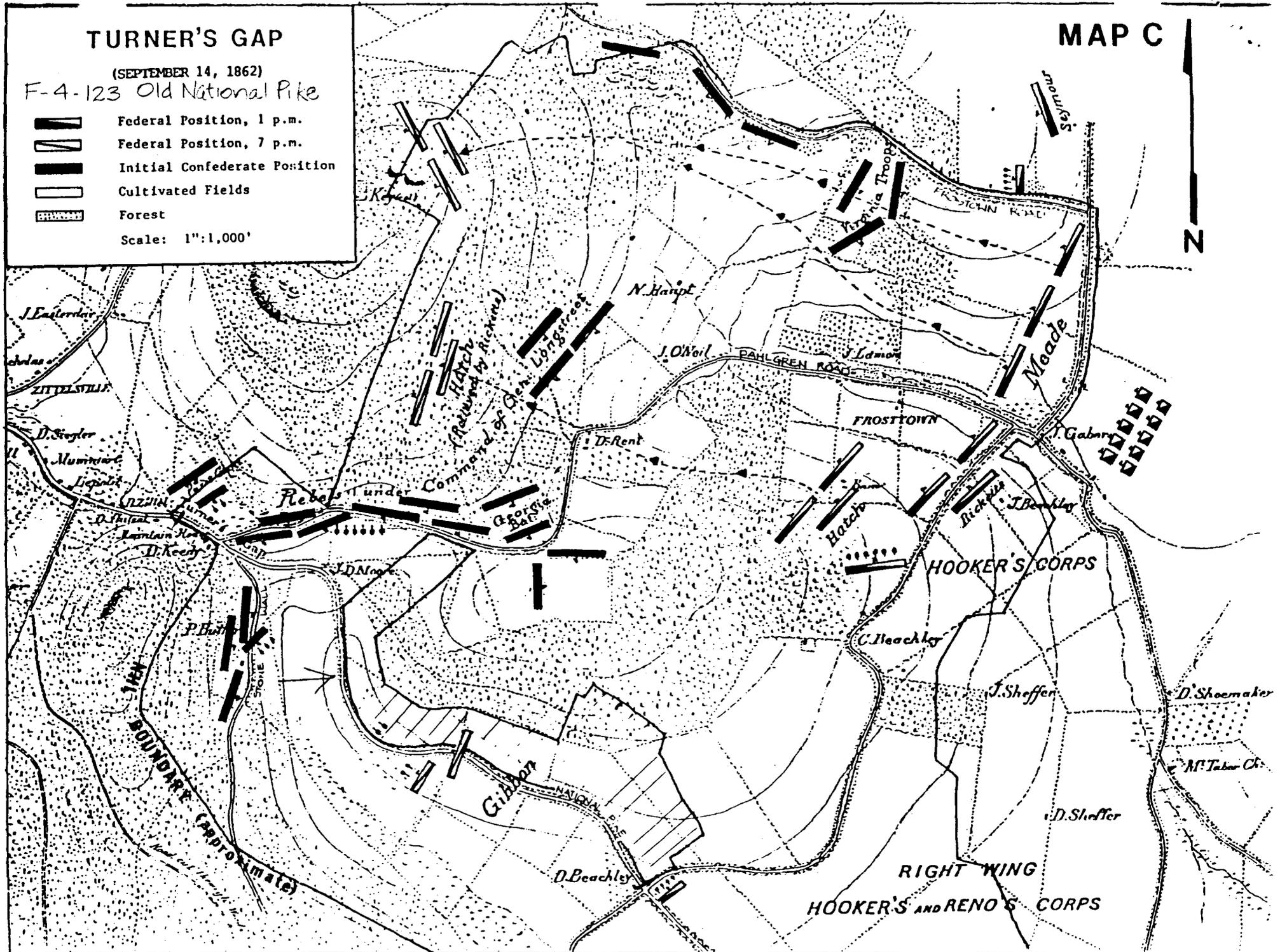
(SEPTEMBER 14, 1862)

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'

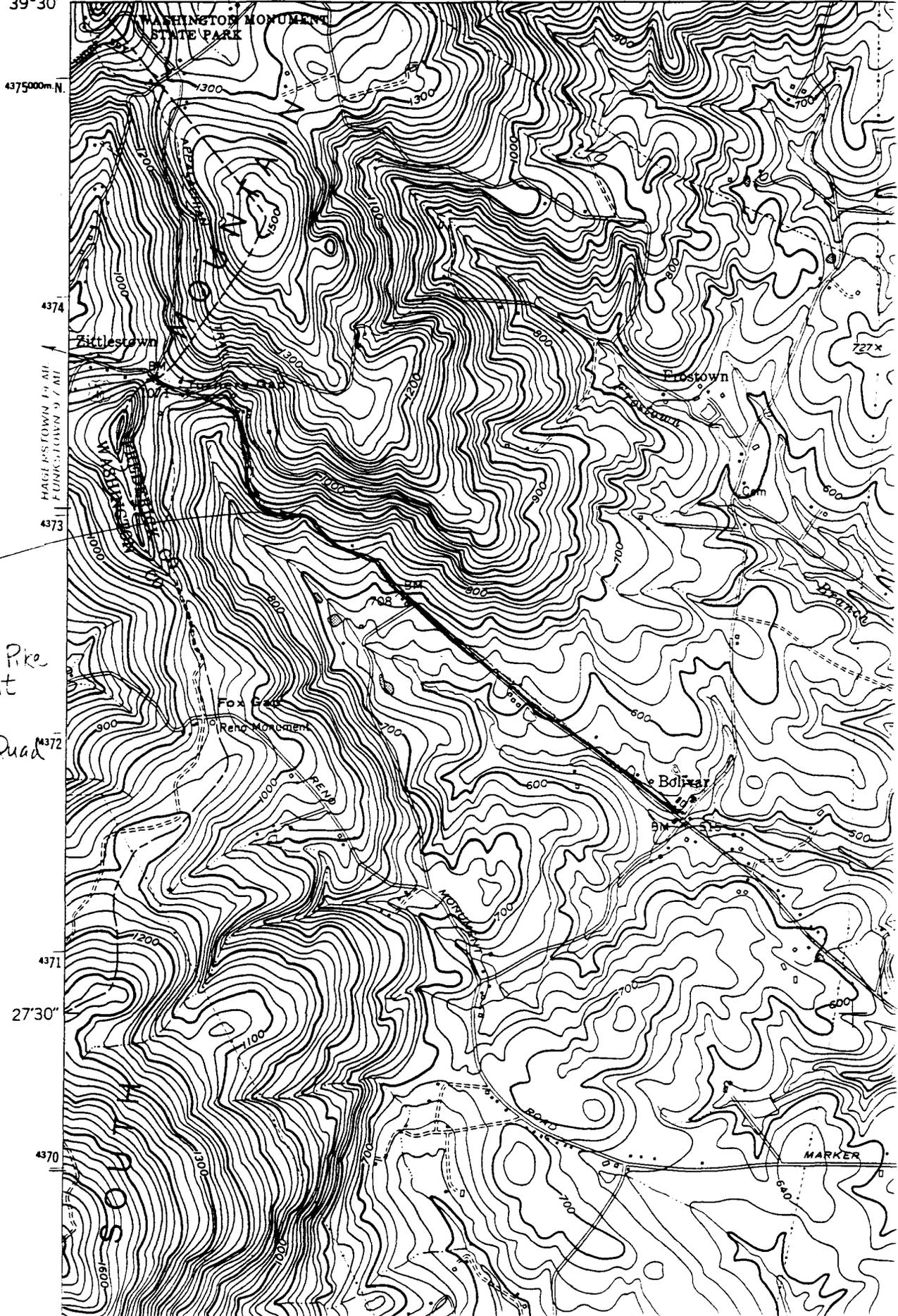
## MAP C



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

3463 11 SW  
FUNKSTOWN

77°37'30" 39°30' 275000m.E 276 277 35' 2



4-123  
Old National Pike  
Segment  
Middletown Quad

4374  
4373  
4372  
4371  
27'30"  
4370



60255-42

F-4-123

Old National Pike

Frederick Co., Maryland

Edith B. Wallace

4 November 1997

Maryland SHPO

view SE

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