



The Maryland National Road Association Newsletter—January 2012

MNRA Office

12985 Frederick Road, West Friendship, MD 21794

410-489-9100—office

Virginia Frank, President

Tiffany Ahalt, Byway Manager

From the President...

Happy New Year!

I hope that you had a safe and happy holiday season. We are gearing up for a new year with exciting plans to continue our mission.

Tiffany will provide you an overview on the process to update the Corridor Partnership Plan. In addition, there are many events and projects where the MNRA is a participant or partner to promote the scenic landscape, businesses and attractions who make up the fabric of the Maryland National Road.

Current projects include: the development of a plan to launch and promote the new website, design a downloadable guide & map to better assist travelers with locating all wayside panels from Baltimore to Garrett County, and finalize a maintenance plan for all wayside panels. A grant application was recently submitted to provide funds that will enable MNRA to update, and in some cases, correct copy on existing interpretive markers. Plans also include the addition of new markers.

With tax forms filed and plans in place to improve wayside panels, we are ready to embrace the challenges and success of promoting and preserving the Maryland National Road.

VIRGINIA FRANK

**Do you Tweet? Please follow MNRA on
Twitter @mdnationalroad**



Sixteen Mile House

In August of 1941, the Sixteen Mile House on the Historic National Road burned to the ground. This historic building was built around 1878 and was operated as a Toll House on the National Road. It was located on the property that now sits at the North West corner of Marriottsville Road and Route 144. Arthur Boone tells me that his maternal grandparents owned and operated the Sixteen Mile House from 1931 until 1933.

The picture below shows Arthur's family in front of the house. He also gave me a newspaper article on the fire. The house had 16 rooms and was completely engulfed in flames when the fire department arrived on the scene. The cause of the fire was caused by a kerosene hot water heater.

As you can see in the photo below it had tourist accommodations, meals and hot lunches. The small sign on the side of the porch says "The Place to Eat".



Do you have any information on Toll Houses of the past from your area? Send us a story at info@marylandnationalroad.org.

MHNR Corridor Partnership Plan Update Begins

The MNRA, in partnership with the State Highway Administration has started the process of updating the Corridor Partnership Plan. Developed ten years ago, the MHNR CPP is the first in the state to be updated with the project being guided by the expertise of Jim Klein at Lardner/Klein Landscape Architects.

We are seeking planners, business owners and champions of Maryland's Historic National Road to participate on the advisory committee. For those who are not able to participate, but want to follow the progress, view the project website at:
http://www.lardnerklein.com/mhnr_index.html

The next meeting of the advisory committee is tentatively scheduled for March in Hagerstown from 10:00 am – 1:00 pm with lunch provided. More details will be posted on the website with a meeting notice issued once a location is confirmed. Please, contact us if you have questions or want to participate in this process.

2012 Bell and History Day Showcases the Historic MD National Road

The MNRA will assist with promoting the historical significance of the National Road at the annual Bell and History Day in Frederick County on Saturday, March 31st.

This popular event celebrates the opening of the museum season with over twenty historic sites and museums offering free admission, Bells of Remembrance interactive memorial, guided trolley tours and bell-themed hands on activities.

Visit us in Middletown at the Central Maryland Heritage League's Lamar House. For more information visit:

<http://www.fredericktourism.org/what-to-see/bell-history>

America's Byways Resource Center to Close in 2012

At last year's byway conference in Minneapolis there was much discussion surrounding changes to federal funding of byway programs, including the America's Byways Resource Center. Late in 2011, funds allocated to the centers were withdrawn by the Secretary of Transportation.

What does this mean for those of us who have utilized this resource with all facets of our byway? The center's first priority is to identify which products and tools can have a lasting legacy for the byway community. The parent organization, the Arrowhead Regional Development Commission (ARDC), owns the rights to all the products, materials and publications. An assessment will be conducted, in consultation with ARDC and FHWA, of our products, services and publications for their long-term benefits and potential life beyond the Resource Center.

The second priority is to provide as much advice, information and technical assistance to byways before the door is closed. Many valuable products for have been developed for byway management such as Byways 101, Economic Impact Tool, National Scenic Byway Program Coordinator Guide, BywaysResourceCenter.org and the Journal for America's Byways.

Michelle Johnson, director of the Resource Center states, "We will make every effort to ensure that byways have as much information and resources as we are able to provide until our office closes."

Current plans include closing the Resource Center to the byway community, on June 30, 2012.



War of 1812 Opportunities

MNRA has applied to become a partner of the 1812 Bicentennial Commission. Partner organizations will be named on the commission's web site, www.StarSpangled200.org and in promotional materials, announcements and receive recognition at events and programs.

MNRA is currently developing a plan to promote related sites located along the Maryland National Road through a series of press releases, social media and by attending events scheduled for 2012 through 2014.



Mark Your Calendar Now!

Preserving the Historic Road Conference (Indianapolis, IN)

September 20-23, 2012

For more information, please visit

<http://www.historicroads.org/>

MNRA Quarterly Meeting April 24, 2012

The next quarterly meeting of the MNRA is scheduled for Tuesday, April 24 at the B & O Museum in Baltimore. The meeting will begin at 10 a.m. with lunch at 12 noon. Please RSVP to Virginia Frank at

vfrank@marylandnationalroad.org

by April 12th.

Items of discussion will include:

- Grant opportunities (War of 1812, CW 150th)
- Website launch plans
- Interpretive panel maintenance and installation of new markers, addition of QR codes, downloadable map & guide

Check out our new print advertising & promotional tools!

Experience America in the miniature by traveling

MARYLAND'S HISTORIC NATIONAL ROAD

From the cosmopolitan feel of Baltimore's Inner Harbor to the pristine mountains of western Maryland dine, shop, and tour along 170 miles of scenic road.

- Four Historic "Main Street" Districts
- 150th Anniversary Battle of Antietam - September 2012
1862 Maryland Campaign - regional events, exhibits & reenactments
- Western Maryland Scenic Railroad

(410) 489-9100 • info@marylandnationalroad.org
www.marylandnationalroad.org

AMERICA'S BYWAYS

Look for our ads in ...

- *American Road Magazine*
- *Allegany County Visitor Guide*
- *AAA Car and Travel*
- *Baltimore Tourism Association promotional materials*

One of two new promotional displays to take on the Road...



Open a wide door ... make a smooth way

The United States was poised on the brink of splitting right down the center of the Appalachian Mountains. This rift was not being caused by any shift in tectonic plates, but rather by a shift in politics and economics. Via the Treaty of Paris in 1783, our country had achieved its independence, but difficulties were still very much in evidence. The newly acquired Northwest Territory was likely to be torn away from the original states. In 1784 George Washington said the “western settlers stand...upon a pivot; the touch of a feather, would turn them any way.” Transportation, communication and trade between Americans living east of the mountains and those living west of the mountains were virtually non-existent. What could be done to mend this imminent tear? How could the country be tied together?



Pennsylvania, West Virginia, Ohio, Indiana and Illinois—was named an **All American Road** for its historical and cultural significance. It became the longest byway traversing the greatest number of states to receive this designation.

In February 2012, Lorna Hainesworth, our roving Maryland National Road Association Ambassador, will once again be on the road telling the Historic National Road story. This time she will travel to Columbus, Ohio to address the Professional Land Surveyors of Ohio on February 9 at their annual conference. Lorna’s presentation includes a colorful, fully animated PowerPoint slide show, a research paper and a live narrative. Several pertinent brochures and road guides will also be distributed. The content of the presentation encompasses the entire history of the National Road basically from pre-historic times up to the present moment. The history of surveying, particularly as it relates to the development of the National Road, is of great interest to Lorna although she freely admits she couldn’t survey her way across a room. Each surveyor who attends will receive two Professional Development Hours.

Lorna Hainesworth

The answer came in the form of a road that would bridge the Allegheny Mountains, thus tying the eastern and western portions of the country together. George Washington said, “Open a wide door and make a smooth way.” That way was built in the early 19th Century and was called the National Road. It is a road of such significance that in 2002, the entire Historic National Road—through Maryland,