




Number	Title	Erected	County	City	Media
#02-12	City Building (Now Heritage Center)	2003	Clark	Springfield	 <p data-bbox="1213 196 1963 526">Side A: The Old City Building and Market, also known as the Municipal Building or Marketplace, was designed by local architect Charles A. Cregar. It was completed in 1890 at a cost of \$250,000. Vendors, who sold meats, fish, provisions, vegetables, and other products, used the first floor of the building as a city market. The second and third floors accommodated city offices, the police department, the City Council Chamber, and City Hall, which doubled as an opera house. The Old City Building and Market, built in the Richardson Romanesque architectural style, was placed on the National Register of Historic Places in 1973. In March 2001, it became the home of the Clark County Historical Society and renamed the Heritage Center of Clark County.</p>
#01-12	Davey Moore Park	1972	Clark	Springfield	<p data-bbox="814 630 1963 737">Side A: Davey Moore was the Featherweight Champion of the World from 1959 to 1963, punching his way to a 56-6-1 record while always admitting that "Only 10 seconds separate me from being champion or nothing." A tough little boxer with a powerful punch, he died at the age of 29, a victim of the sport he loved. Born November 1, 1933, a fighter from the age of 14, he died March 25, 1963.</p>
#04-12	Pennsylvania House	2006	Clark	Springfield	 <p data-bbox="1255 824 2016 1170">Side A : "Pennsylvania House"David Snively built the Federal-style Pennsylvania House in 1839 along the newly constructed National Road. This tavern and inn was an important stopover for livestock drovers and pioneers traveling by foot, on horseback, or in Conestoga wagons during the westward expansion of the United States in the nineteenth century. Dr. Isaac K. Funk, of Funk & Wagnalls fame, lived in the house in the 1840s while his father served as its tavern keeper. Closed as an inn after the Civil War, it then served as a doctor's clinic, boarding house, and secondhand shop before falling into total disrepair. The Lagonda Chapter of the Daughters of the American Revolution saved it from demolition and has owned and operated it as a museum since 1941. The Pennsylvania House was put on the National Register of Historic Places in 1972.</p> <p data-bbox="814 1211 1974 1463">Side B : "The National Road"Authorized by Congress in 1806, the National Road was the nation's first federally funded interstate highway. National leaders desired an all-weather road across the Allegheny Mountains in order to develop closer political and economic ties between the east and west. Considered to be a significant engineering feat, the Road opened Ohio and much of the Old Northwest Territory to settlement, provided access for Ohio goods to reach eastern markets, and enabled Ohio citizens to play important roles in the affairs of the new nation. The National Road was renowned for the number of quality inns and taverns during the heyday of the stagecoach. The Road declined after 1850 as railroads became the preferred method of travel. The automobile, however, brought new life to the Road. Reborn as U.S. 40, it became a busy twenty-four-hour-a-day artery, with truck stops, motor courts, and diners until superseded by the interstate highways in the 1960s.</p>

#05-12	Springfield, Troy, & Piqua Electric Railway	2007	Clark	North Hampton	<p>Side A : "Springfield, Troy, & Piqua Electric Railway"</p> <p>Asa Bushnell, former Governor of Ohio, encouraged by the light grade of the land, decided to establish the Springfield, Troy, and Piqua Railway (ST&P) in July 1904. The interurban traction line utilized sixty-pound rail and traveled over only one bridge. With direct current electricity generated in Springfield, the ST&P used four double-ended fifty-foot cars, each with a railroad roof, arch windows, GE-57 engines, and fifty-horsepower motors. The ST&P traveled from Springfield's Fountain Square to Maitland, Hill Top, Lawrenceville, Bushnell, North Hampton, Dialton, Thackery, Proctors, Christiansburg, Brights, and Casstown and ended at Troy's North Market Street Bridge. Later rights were granted to travel over the Great Miami River into Troy in conjunction with the Cincinnati, Hamilton, and Dayton Railway. The northwest right-of-way from Casstown to Piqua was secured but never built.</p> <p>Side B : "Springfield, Troy, & Piqua Electric Railway"</p> <p>Many people preferred the interurban traction lines over steam engines. They were quieter and smokeless, did not produce harmful sparks, and reached speeds of over sixty miles per hour. Passengers could flag down the train and board at Detrick's Hardware Store in central North Hampton, where the route went from Lawrenceville to Bushnell, before turning northwest and crossing Donnel's Creek at 11:58 AM on its way to Dialton and Christiansburg. The ST&P returned eastward and left North Hampton at 6:51 PM. Because of the ST&P, many villages along the route built grain elevators and warehouses and transported coal, lime, lumber, and beer. Northwest of this covered bridge on Dialton Road, a siding for loading grain at the North Hampton Elevator existed. In 1917, the ST&P was reorganized as the Springfield Terminal Railway and Power Company, but by 1920 the company had filed for receivership and service was suspended.</p>
#03-12	The Birthplace of 4-H	2003	Clark	Springfield	<p>Side A : "The Birthplace of 4-H"</p>  <p>A. B. Graham, superintendent of Springfield Township Rural schools in Clark County, established the Boys and Girls Agricultural Experiment Club, which revolutionized agricultural education and non-formal youth development methods. The first meeting of the club, said to be the nation's first farm club for young people, was held at this site on January 15, 1902 in the basement of the Clark County Courthouse. This was the start of what would be called a 4-H Club a few years later. Through the years, the overall objective of A.B. Graham and 4-H has remained the same: the development of youth as individuals and as responsible and productive citizens.</p>