

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED MAY 8 1980

DATE ENTERED JUN - 4 1981

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

8 SARVIS FORK COVERED BRIDGE (alias Sandyville Covered Bridge)

AND/OR COMMON

2 LOCATION

STREET & NUMBER Secondary Route 21/5 at junction of U.S. 21, between
Odaville & Sandyville, across left fork of Sandy Creek

NOT FOR PUBLICATION

CITY, TOWN

VICINITY OF Sandyville

CONGRESSIONAL DISTRICT

3

STATE

CODE

COUNTY

CODE

West Virginia

54

Jackson

035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED in service	<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	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<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 type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

West Virginia Department of Highways

STREET & NUMBER

1900 Washington Street, West

CITY, TOWN

Charleston

VICINITY OF

STATE

West Virginia 25305

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Jackson County Court House

STREET & NUMBER

CITY, TOWN

Ripley

STATE

West Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1924</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Sarvis Fork Covered Bridge is 11 feet-8 inches wide and has a length of 101 feet-3½ inches, which is the center to center distance between the opposite endposts. It has red wooden siding and a sheet metal roof. The trusses, which are of the patented Long type and are constructed almost identically to those of the Staats Mill bridge, have 13 panels; each approximately 9 feet-4 inches long and 12 feet-5 inches high. Each panel has double diagonals comprised of two-6 x 7 inch members, which slope toward the centerpost and a 6 x 7 inch single center diagonal, fitting between and bolted to the double diagonals. As in the Staats Mill bridge, the tops of the single diagonals fit into the notched tops of the 6 x 7 inch verticals, while the bottom ends rest on bearing blocks. The top chord is made up of an 8 x 8 ¾ inch member sandwiched between two-5 x 8 ¾ inch members while the bottom chord contains a 7½ x 10½ inch member sandwiched between two-5 ¾ x 10½ inch members. A curious broken-back arch composed of 3½ x 11½ inch members, spans the length of both trusses. It is non-functional, since there are spaces between many of the arch sections. The ends of the arches rest at the bottom end panel joints and are not securely fastened. Whether the arch is an original part of the bridge or was added at a later date is not known. It is questionable whether the arch ever added to the bridge's load carrying capacity or served as a stiffening device.

The bridge is heavily reinforced with steel stringers and supported on a dual bent system. This modern reinforcement completely supports the wooden deck so that the trusses are no longer subject to live loads (1).

8 SIGNIFICANCE

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 type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Dec. 1889 - Jan. 1890 BUILDER/ARCHITECT William Quincy, J. Grim & R.B. Cunningham

STATEMENT OF SIGNIFICANCE

On May 24, 1886 the Jackson County Court appointed D. K. Hood and Elias Stone to visit the ford on Mill Creek on the property of John Carnahan to determine the most suitable location for a bridge and to estimate the required span length and abutment height. It was decided that the location would be on the site of an old bridge above Carnahan's Ford. The clerk was authorized to advertize for bids for the abutments on May 21 and William Quincy and J. Grim were awarded the contract for the piers on August 4. On October 13, the clerk was authorized to advertize for bids for the building of the superstructure, and on December 13, the contract was awarded to R. B. Cunningham. The material and style of the abutments and superstructure were to be like those of the then current Angerona Bridge. Payment for the abutments and superstructure were established at \$3.40 per perch (16½ cubic feet) and \$9.00 per linear foot respectively (2).

For reasons not mentioned in the court records the court, during its session on April 13, 1887, ordered that all work and matters relating to the building of the bridge be discontinued. Approximately one year later, on April 11, 1888, William T. Green and others asked the court to order that the building of the bridge be resumed. The court honored the request and on May 7 appointed D. K. Hood and John Hamilton as commissioners to locate and obtain land for right-of-way from John Carnahan and James McKown for a new public road (to join public roads located on both sides of Mill Creek). A 20 foot wide right-of-way was obtained without expense to the county and during this time, Quincy, Grim and Cunningham resumed work on the bridge. The abutments and superstructure were completed for costs of \$1573.65 and \$1044.00, respectively. On November 11, 1889, a contract for the bridge fills (i.e. earthwork) was awarded to Wesley Sayre for a cost of \$59.75 and a contract for the woodwork at the bridge approaches was awarded to T.T. Hartley for \$180.00. The bridge, which was completed some time during the months of December 1889 and January 1890, was 116 feet long and had a total cost of approximately \$2,860.00 (3).

On April 9, 1924 the county clerk asked the State Road Commission to provide the court with an engineer who could make plans and specifications for abutments to be built along Sandy Creek at or near the property of William Weekly. Bids were advertized for dismantling the bridge at Carnahan's Ford and rebuilding and replanning it on abutments to be constructed at the site near Weekly's. On July 2, 1924, C.R. Kent, R.R. Hardesty and E.R. Duke were awarded the contract to relocate the bridge for \$1050.00. The site chosen is the present location of the bridge (4).

It is interesting to note that another bridge was constructed, during the time that work on the bridge at Carnahan's Ford was halted, at or near John Carnahan's property, but at a distinctly different location than the previous Sarvis Fork bridge. The history of this bridge is also included, because in the past, it has been mistakenly applied to the present Sarvis Fork Bridge.

On June 14, 1887 the Jackson County Court ordered that a notice be published in the Jackson Herald for bids to be accepted for building a bridge across the run at

8. SIGNIFICANCE

(Statement)

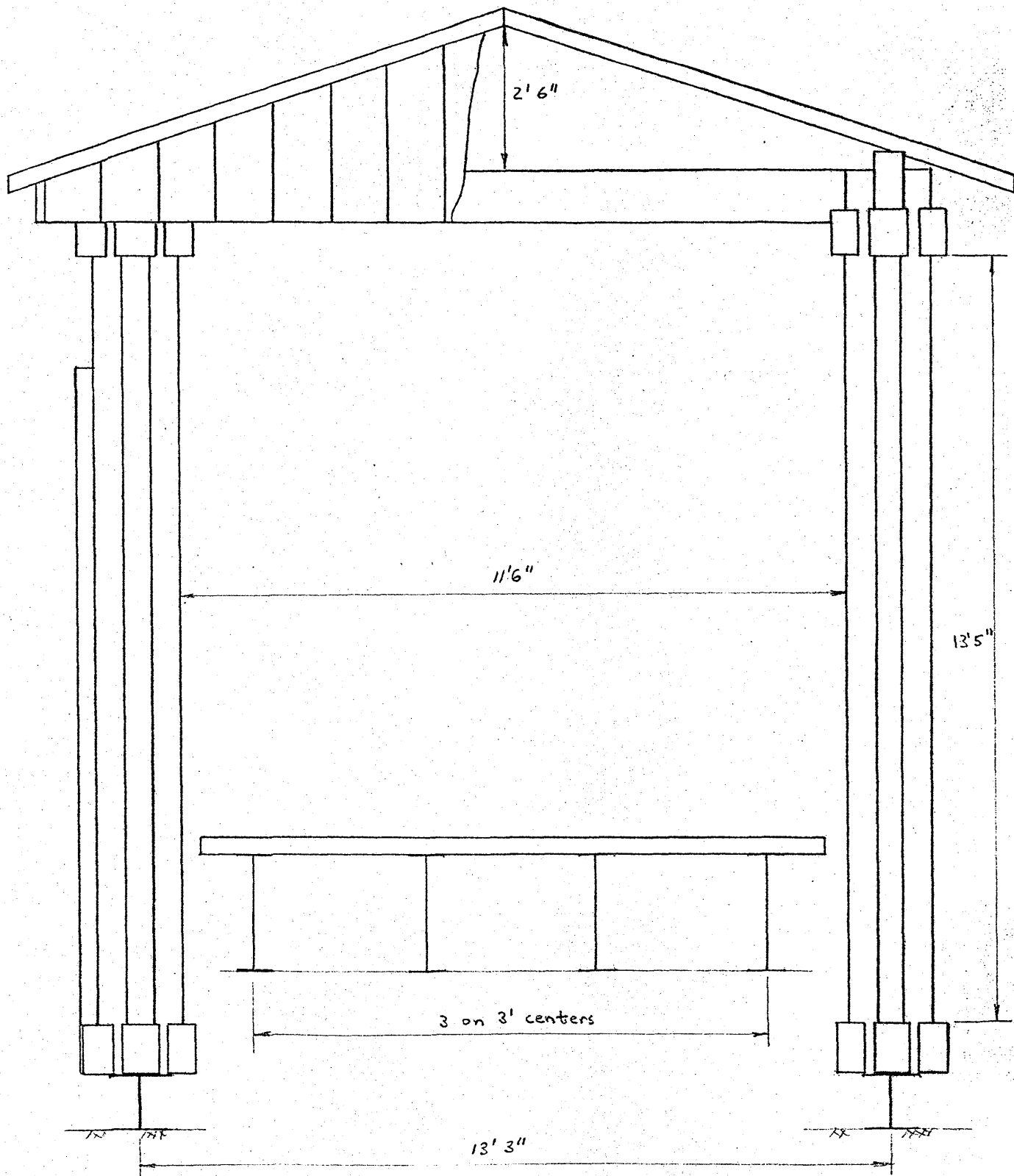
John Carnahan's stable where the Ripley and West Columbia Turnpike cross the run. The bridge was to be built of wood and the deck was to be supported on timber bents. The contract was later awarded to George W. Staats to construct the bridge, fills and approaches for \$64.00. Work was completed sometime during the months of December 1887 and January 1888. William Hickel and John Hamilton, commissioners appointed by the court to examine the construction of the bridge, reported on January 11, 1888 that the work had not been done in accordance with the contract. Staats was held accountable by the court in the future for any damage to the structure or losses or damages suffered by persons using the bridge resulting from defective workmanship or material.

It can be noted by looking at the court records that there were two bridges at or near John Carnahan's property. The bridges were built at different locations, constructed by different people using different materials and for sizably different costs. Because the entries in the records pertaining to the construction of the bridge over the run near John Carnahan's stable come between the entries involving the bridge over Mill Creek, it is easy to overlook pages involving the latter bridge.

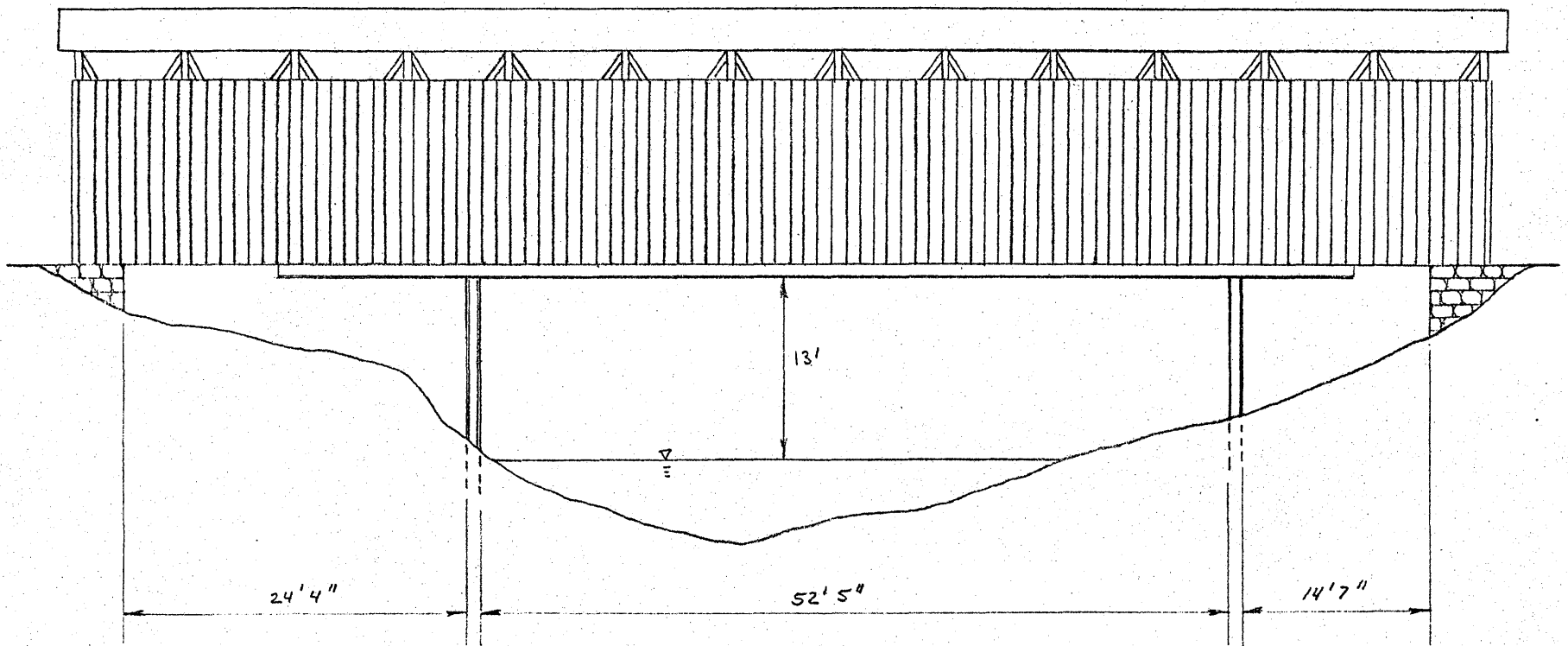
The primary evidence for believing that the bridge constructed over Mill Creek in 1889 is the present Sarvis Fork Bridge is that the records refering to the bridge's dismantling and relocation in 1924 refer to the original site as "Carnahan's Ford". Carnahan's Ford is the same location recorded for the bridge built by Quincy, Grim, and Cunningham over Mill Creek. The location of the other bridge was recorded as "the run near John Carnahan's Stable". Other evidence involves the material used for the abutments. The bridge built by George Staats was supported by "timber bents", while the superstructure built by Cunningham rested on stone abutments. It is unlikely that a bridge the size of the Sarvis Fork Bridge would be supported on timber bents. Finally, the cost of a covered bridge the size of the Sarvis Fork Bridge would commonly be between 1000 and 3000 dollars. It would be extremely difficult at that time to build a bridge similar to the Sarvis Fork Bridge for only \$64.00 (2, 3, 4).

9. MAJOR BIBLIOGRAPHICAL REFERENCES

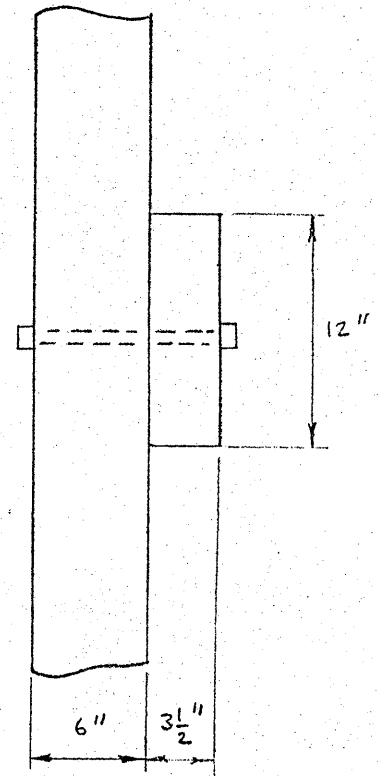
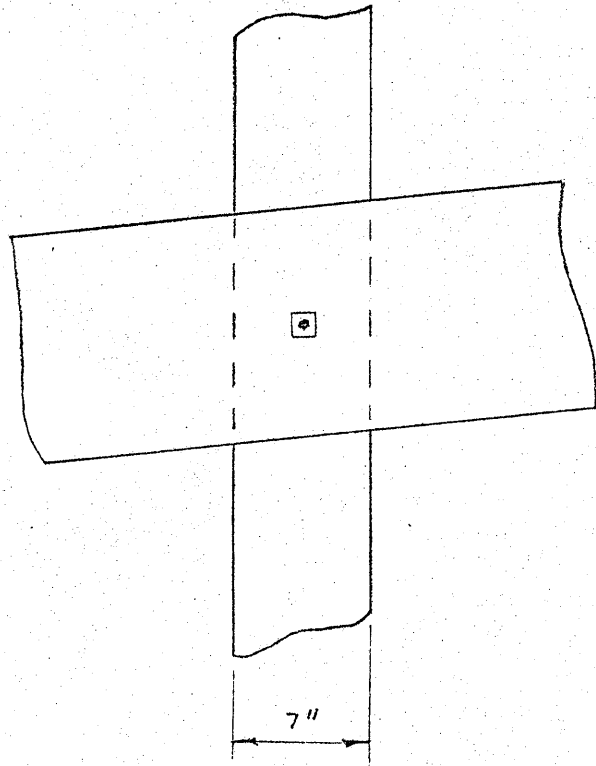
1. Bridge Inspection Report for Bridge No. 18-2115-3.55, WVDOH, 8 June 1978, p. 5.
2. Jackson County Record Book #2. (1884-1886), pp. 467-471.
3. Jackson County Record Book #3 (1886-1890) pp. 43, 45, 46, 68, 79, 127, 159, 238, 240, 248, 258, 259, 278-280, 282-284, 297, 325, 359-362, 375, 460, 464-468, 470, 481.
4. Road Record #3, Jackson County Court, p. 233.



10. SARVIS FORK COVERED BRIDGE



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