

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

| | |
|-------------------------|--------------------------|
| STATE: West Virginia | |
| COUNTY: Marion | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | MAR 30 1973 ^E |

1. NAME

COMMON:
Barrackville Covered Bridge

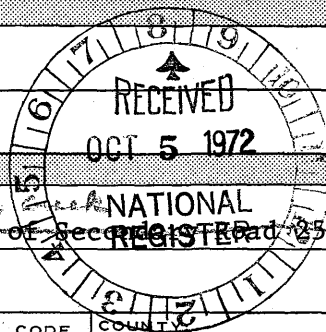
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: *Route across Buffalo Creek*
Secondary Road 21 at Junction of Secondary Road 250/32

CITY OR TOWN:
Barrackville

STATE: West Virginia CODE: 54 COUNTY: Marion CODE: 049



3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|--|--|---|
| <input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress | Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input checked="" type="checkbox"/> Comments <u>Bridge</u> |

4. OWNER OF PROPERTY

OWNER'S NAME:
West Virginia Department of Highways

STREET AND NUMBER:
1800 Washington Street, East

CITY OR TOWN: Charleston STATE: West Virginia CODE: 25305 54

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
West Virginia Department of Highways

STREET AND NUMBER:
1800 Washington Street, East

CITY OR TOWN: Charleston STATE: West Virginia CODE: 25305 54

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: _____

COUNTY: _____

FOR NPS USE ONLY

ENTRY NUMBER: _____

DATE: _____

MAR 30 1973

7. DESCRIPTION

| | | | | | | |
|-----------|---|--|--------------------------------|---|--------------------------------|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input checked="" type="checkbox"/> Altered | <input type="checkbox"/> Unaltered | <input type="checkbox"/> Moved | <input checked="" type="checkbox"/> Original Site | | |

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Barrackville Bridge has a total length of 145'-9 3/4" excluding the eaves of the roof. The main framing consists of two multiple Kingport trusses each of which is flanked by a pair of arches. This is a typical Burr Truss system with sixteen vertical posts. The panel at center span and the panels at either end have cross diagonal bracing (a variation from typical Burr Truss design which consists of all diagonals inclined toward the center) while the remaining panels have only one diagonal. (Refer to the figure, The Barrackville Bridge Arch-Truss and the figure showing a typical structural assemblage).

The bridge floor is supported by the lower chord of the truss. The road surface of 2" x 4" timbers is laid on edge perpendicular to the flow of traffic and supported by 11" x 3" stringers (laid face down). The stringers are then carried by both the secondary transverse members (3" x 12" x 19'-0") spaced at one-foot intervals, and the main transverse members (8" x 15" x 19'-0") on 10'-2" centers. Details of the floor system are shown in the figure entitled "...FLOOR SYSTEM."

Making up the roof truss of the structure are a series of transverse members reaching from the vertical posts of one truss to the other. Between each of these transverse members is cross bracing of 4" x 6" pieces secured by treenails (wooden pegs) and wedges.

The foundation for the bridge consists of a north and south abutment built from stone cut into squares of approximately three feet with no mortar used. The transverse members directly over the ends of the arch are supported additionally with 9 1/4" x 9 1/4" vertical timbers. Four vertical posts of the truss are connected to the arch ends which in turn are located on concrete pedestals poured on the abutment (a modification of the original supports).

The siding was not added during the original building, but horizontal shiplap sheathing was placed on the bridge approximately twenty years later by R. L. Cunningham to protect the bridge from the elements.

In 1934, C. A. Short of Shinnston was hired by the State Road Commission to repair the bridge. He added a sidewalk (sometimes called a wart), improved the approaches, reinforced the bridge truss with steel rod hangers from the arch to the bottom chord, and painted it again.

Again in 1951, the State Road Commission helped prolong the bridge's life by adding supports to the floor stringers.

SEE INSTRUCTIONS



SIGNIFICANCE

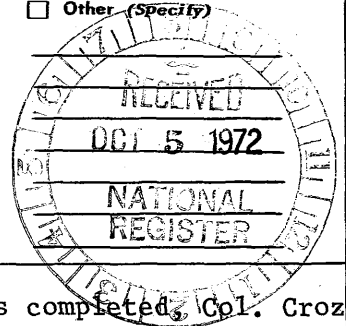
PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |



STATEMENT OF SIGNIFICANCE

After the Northwestern Turnpike (route 50) was completed, Col. Crozet planned another road across the mountains, the Staunton-Parkersburg Turnpike. For the center section of this route, all the main river crossings were built originally by West Virginia's most famous bridge builder, Lemuel Chenoweth of Beverly in Randolph County. Chenoweth's education was minimal, for he attended schools financed by state penalties and fines and which were only in session for short periods of time. Initially he built furniture and wagons, but when bids were asked for state bridges he decided to try his hand at building something bigger. Some small bridges in the Weston area were built by Chenoweth, so that when the time came to bid for the bridges on the Staunton-Parkersburg Turnpike, he had developed an arch-truss design of the Burr-type which he felt would be competitive.

He constructed many bridges on smaller routes at the same time he was fulfilling his contract on the ~~Staunton-Parkersburg Turnpike~~. In 1852, he built his most celebrated structure, the Philippi Bridge over Tygart's Valley River, a two lane, two span (138'-8" each) covered bridge, which was the site of the first land battle of the Civil War. A year later (see note below) with the help of his brother Eli, he built a wide, single-lane bridge across Buffalo Creek at Barrackville in 1853. When the Civil War commenced, his building activity ceased, and he sat out the conflict at his home and watched many of his works destroyed by either Union or Confederate troops. He rebuilt his hometown bridge at Beverly seven years after it had been burned in 1865. It was his last work and it lasted until 1953.

Of the many excellent covered bridges once found in West Virginia, only three, Philippi and Barrackville, both by Lemuel Chenoweth, and the Carrollton Bridge, remain standing along with some relatively small country spans. The bridge at Philippi is maintained as a historical relic and all three bridges carry daily traffic, although the Philippi and Carrollton bridges do so by means of steel girders, concrete decks and added piers. The Barrackville Bridge is the only major covered bridge in West Virginia that supports its vehicle loading with essentially no modern reinforcement, certainly a tribute to Chenoweth's 117 year old masterpiece.

The bridge is an excellent example of a modified Burr Truss, which, except for the Wart (i.e. sidewalk added in 1934) is in substantially original condition. Through the good offices of the Ices

SEE INSTRUCTIONS

HB
17
4373030
57520

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Conaway, Calvin R., Covered Bridges in West Virginia, 1947 West Virginia University.
2. Allen, Richard S., Covered Bridges of the Middle Atlantic States and Covered Bridges of the Northeast, 1959 and 1957 respectively, Vermont.
3. Harmer, Harvey W., Covered Bridges of Harrison County.
4. Virginia State Library, Division of Archives, letter 1/19/70.

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | |
|--|-------------------------|-------------------------|----|---|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | 0 ' " | 0 ' " | | 39° 30' 31" N | 80° 10' 5.10" W | |
| NE | 0 ' " | 0 ' " | | | | |
| SE | 0 ' " | 0 ' " | | | | |
| SW | 0 ' " | 0 ' " | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/8 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |

11. FORM PREPARED BY

NAME AND TITLE:
Dr. E. L. Kemp, Professor & Chairman, Dept. of Civil Engineering, WVU for the

ORGANIZATION: **W. Va. Antiquities Commission** DATE: **2/29/72**

STREET AND NUMBER:
Old Mountainlair, West Virginia University

CITY OR TOWN: **Morgantown** STATE: **West Virginia 26506** CODE: **54**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

| | |
|---|---|
| <p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u><i>Dr. Carolyn J. Gunn</i></u></p> <p>Title: <u>State Liaison Officer</u></p> <p>Date: <u>September 27, 1972</u></p> | <p>I hereby certify that this property is included in the National Register.</p> <p><u><i>Robert H. Utley</i></u> Chief, Office of Archeology and Historic Preservation</p> <p>Date: <u>3/30/73</u></p> <p>ATTEST:</p> <p><u><i>J. Bradford</i></u> Keeper of The National Register</p> <p>Date: <u>3/23/73</u></p> |
|---|---|

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

| | |
|------------------------|-------------|
| STATE West Virginia | |
| COUNTY Marion | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| | MAR 30 1973 |

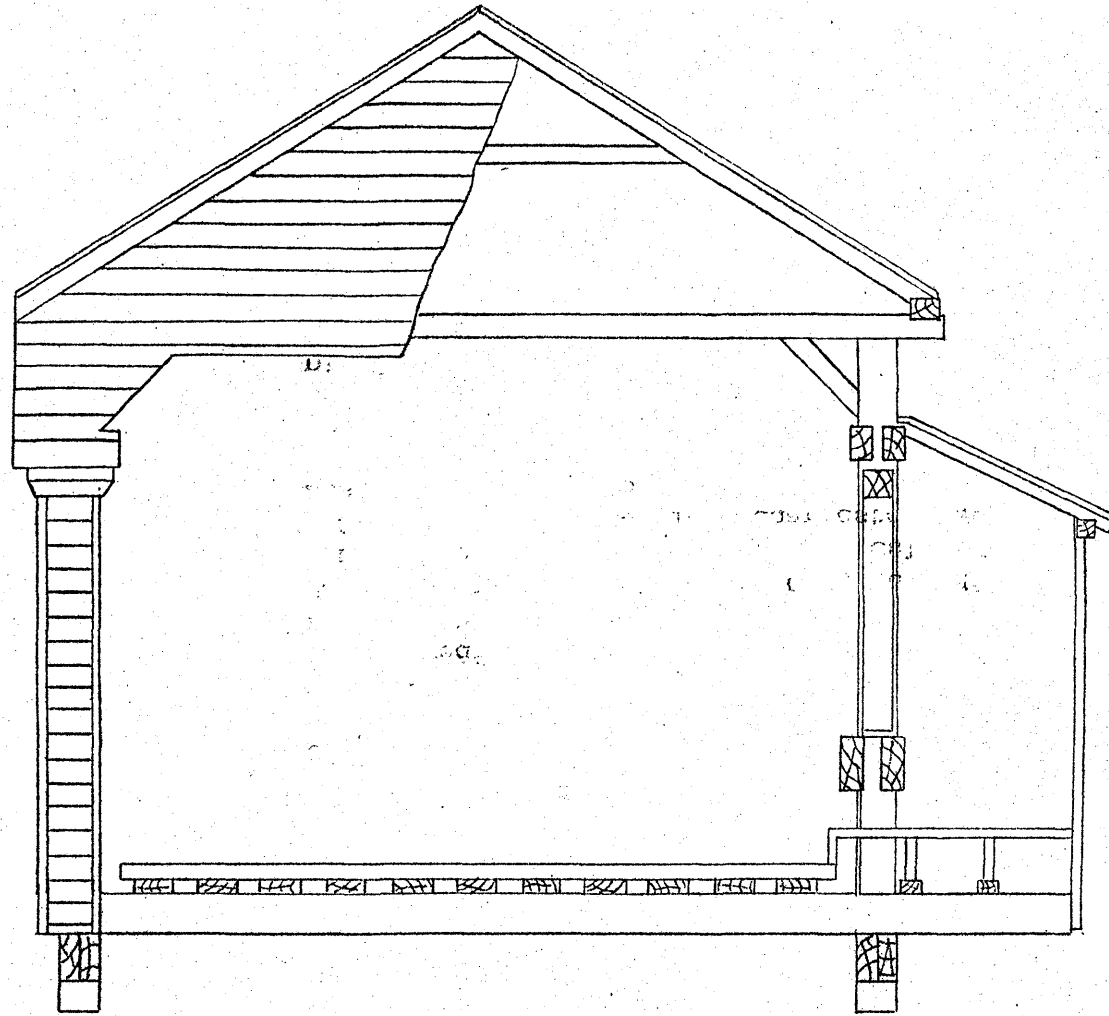
(Number all entries)

8 - continued

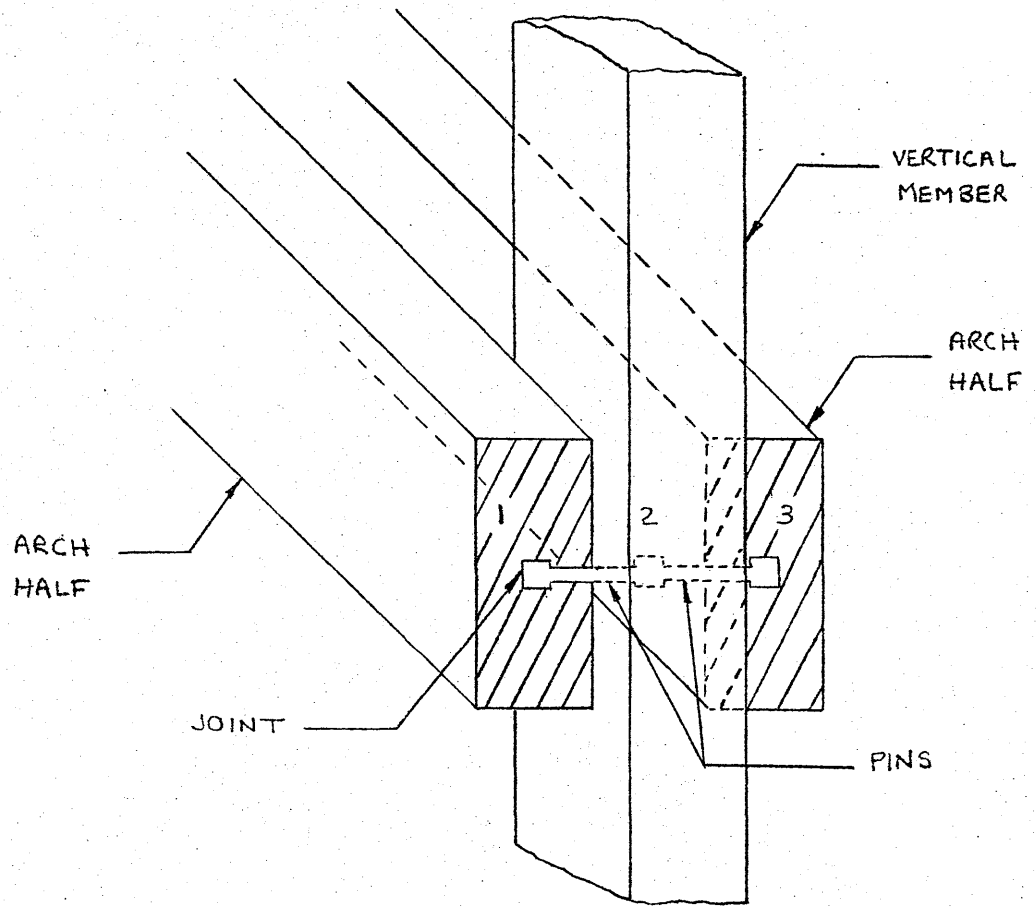
family, who were mill owners and confederate sympathizers, the bridge was spared during Jones' Raid, April 29, 1863. It is located near the 18th Century site of Ice's mill. Together they offer attractive possibilities for developing a park to serve nearby metropolitan centers.

NOTE: Most sources use 1852 as the date when the Barrackville Bridge was built; however, recent data from Richmond, Virginia, indicate that it was built in 1853.

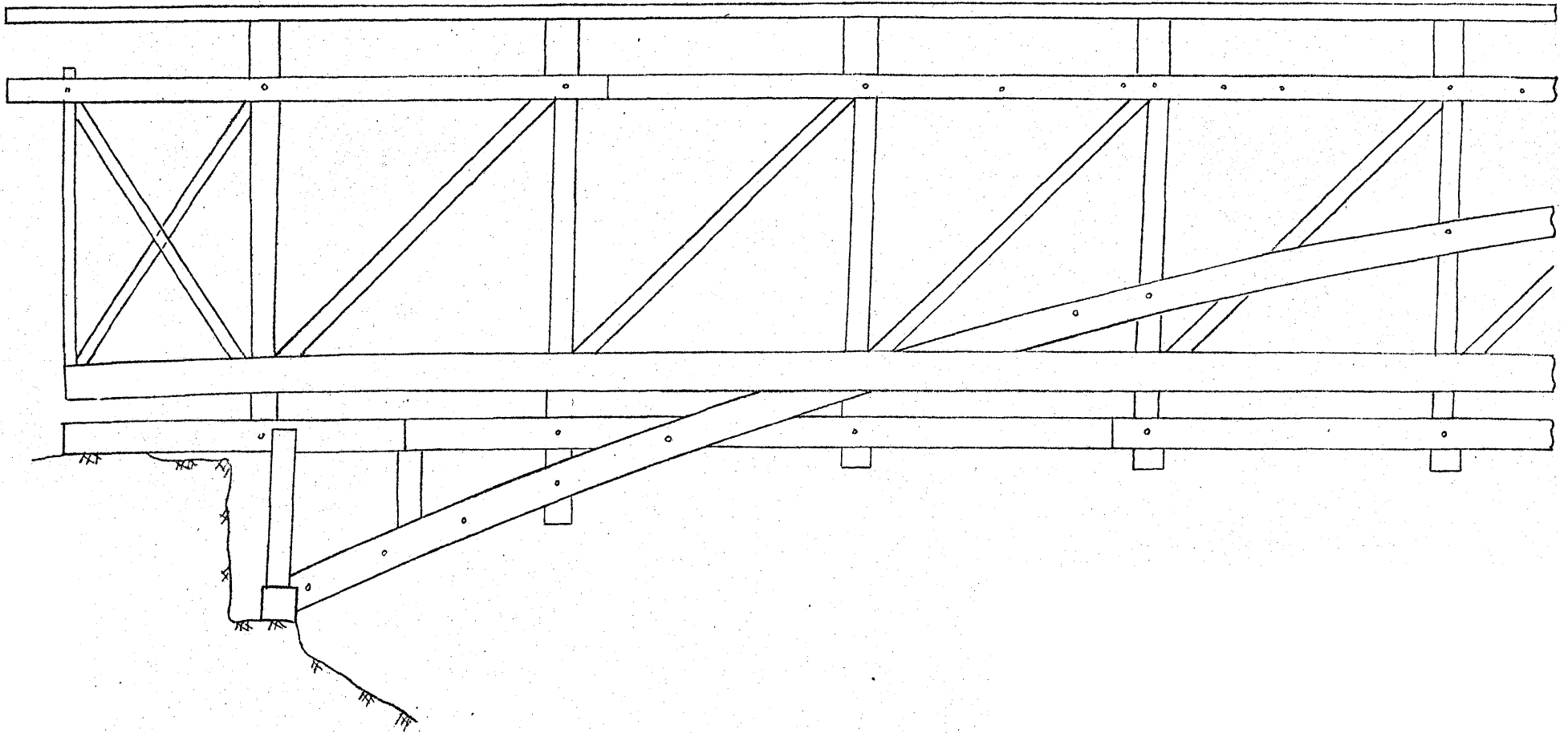




14. BARRACKVILLE COVERED BRIDGE

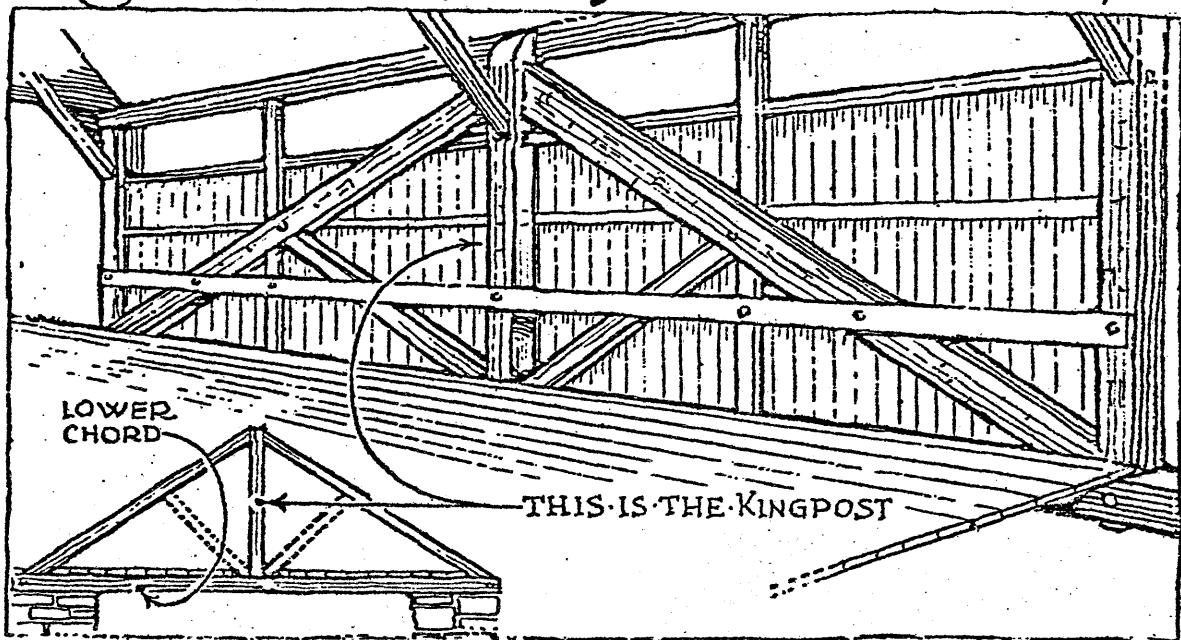


14. BARRACKVILLE COVERED BRIDGE.



14. BARRACKVILLE COVERED BRIDGE

The KINGPOST truss for SHORT SPANS



and by adding another upright, you have a
QUEENPOST Truss for Longer Spans

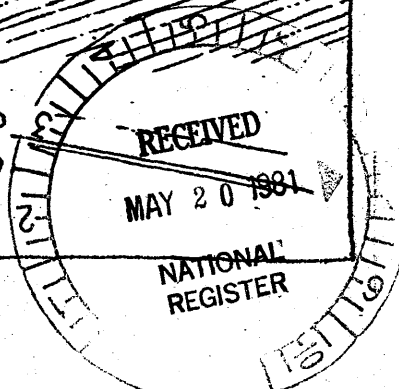
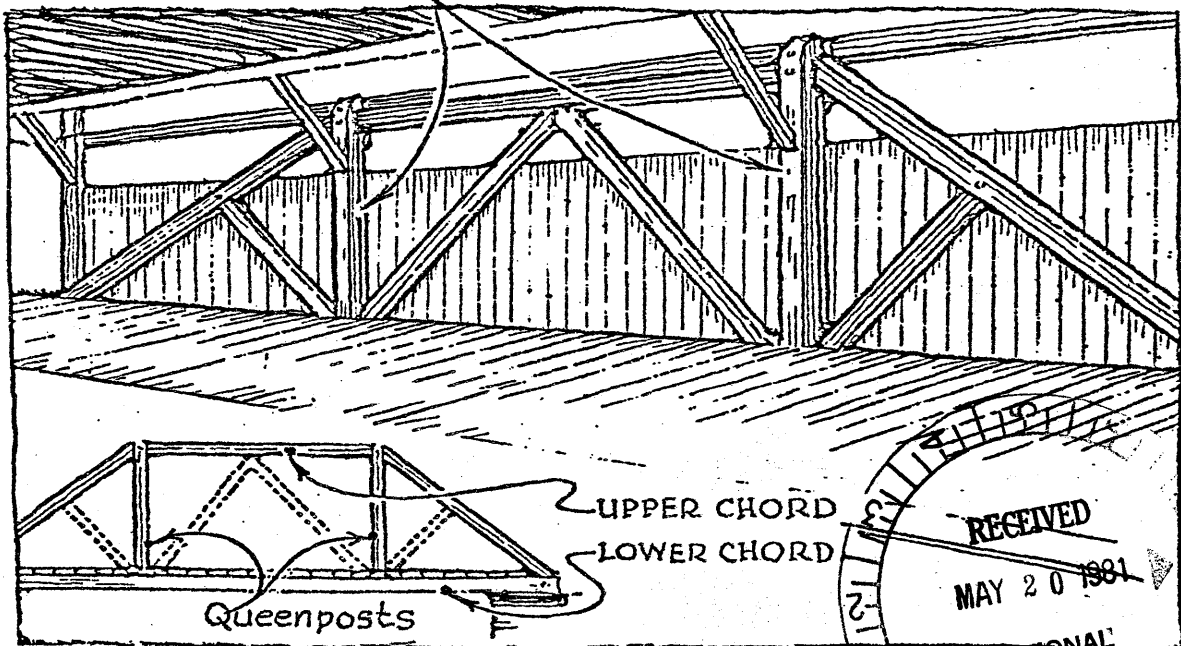


FIG. 1. Details of Kingpost and Queenpost Trusses (after Eric Sloane)

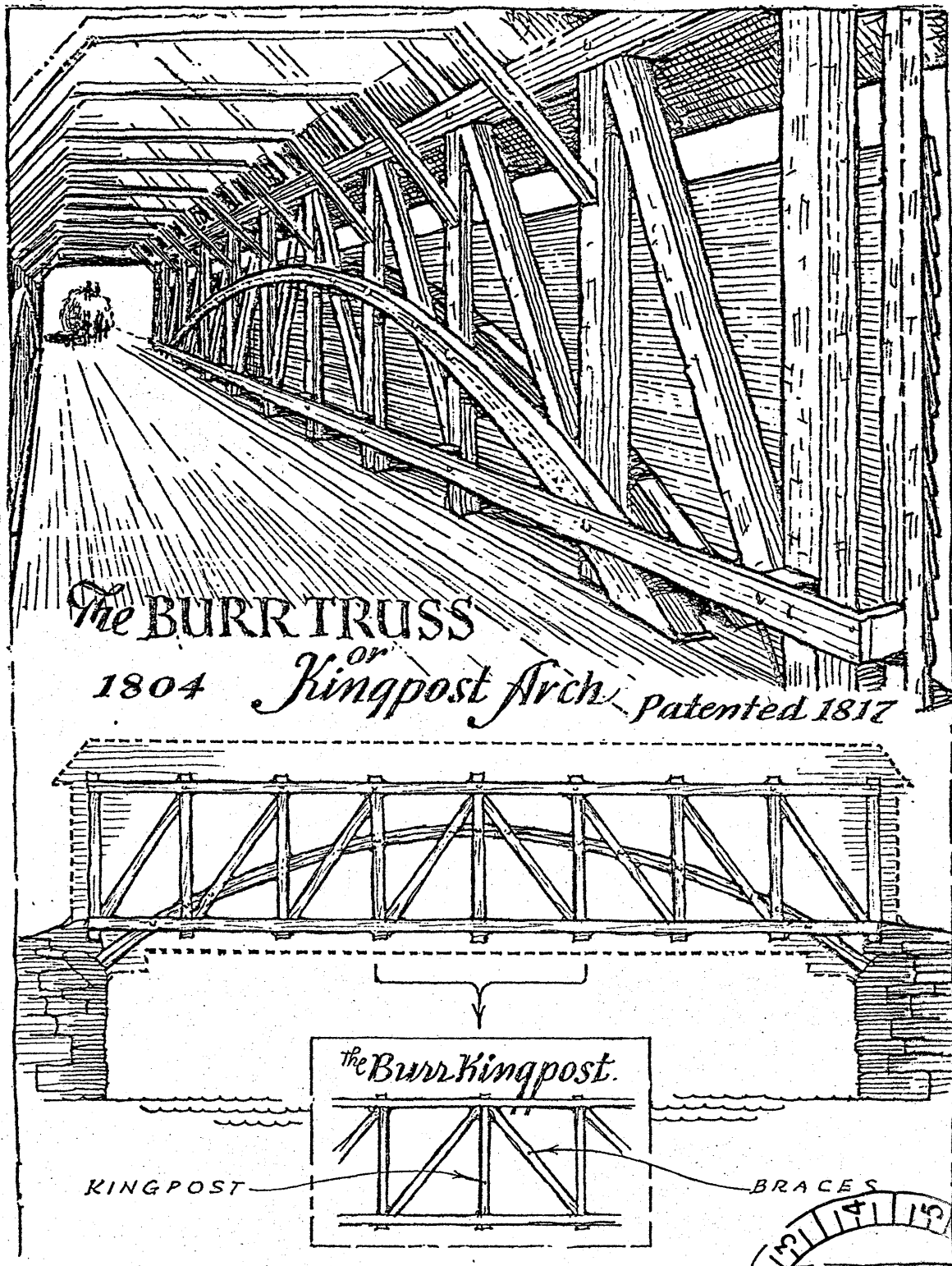
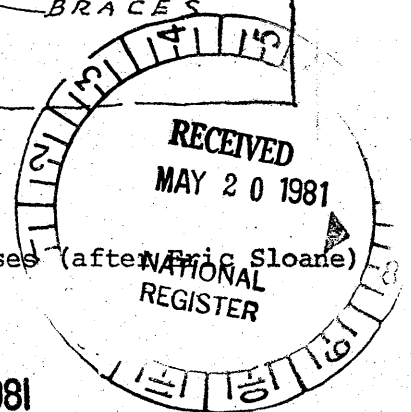


FIG. 2. Details of Multiple Kingpost and Burr Trusses (after Eric Sloane)



JUN - 4 1981

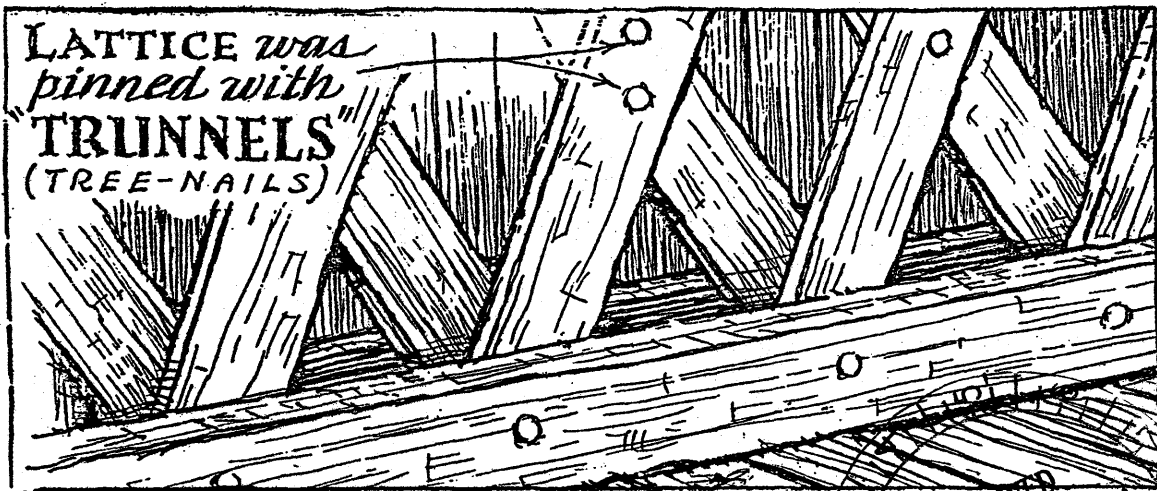
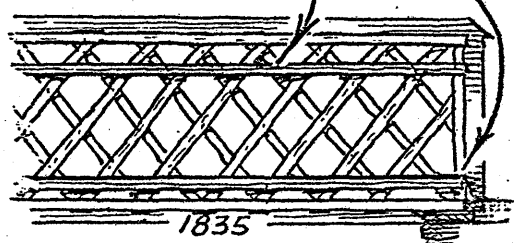
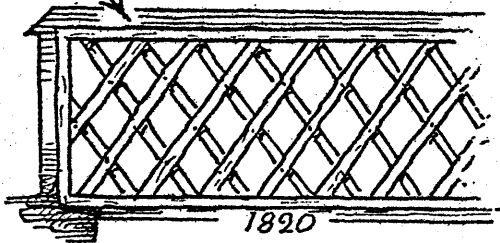
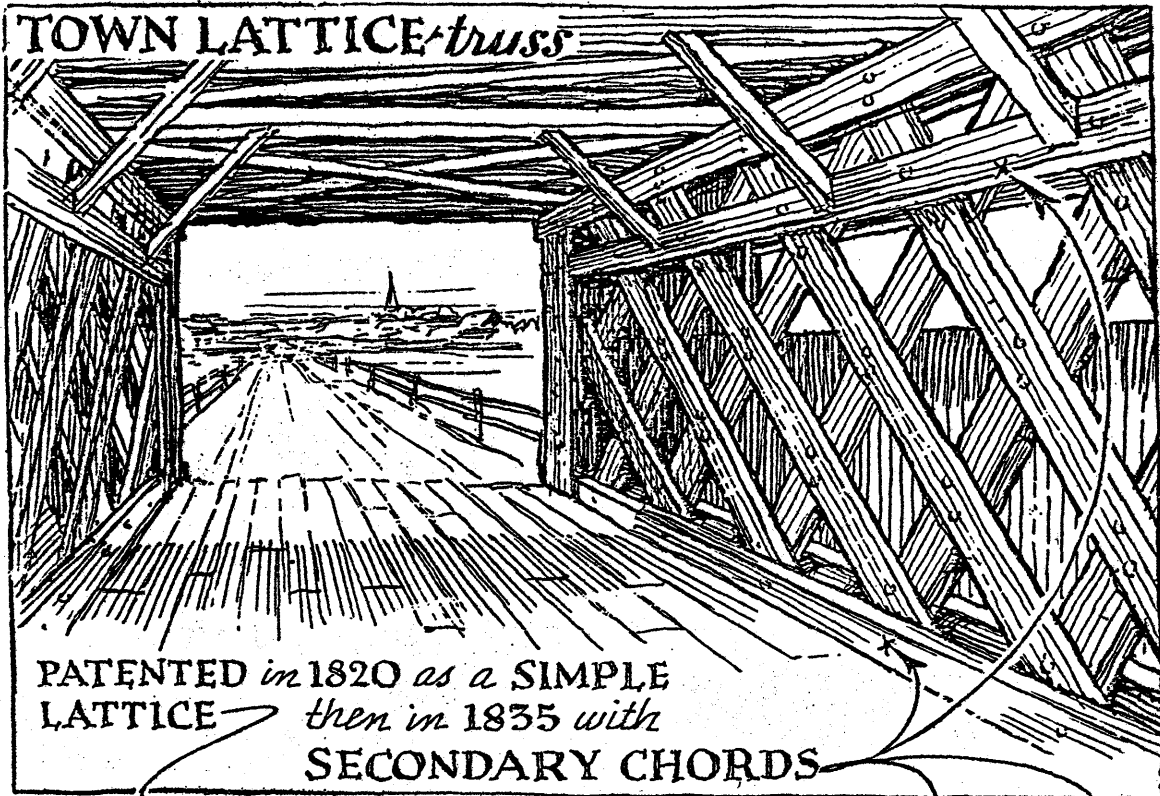


FIG. 3. Details of the Town Lattice Truss (after Eric Sloan)

JUN - 4 1981



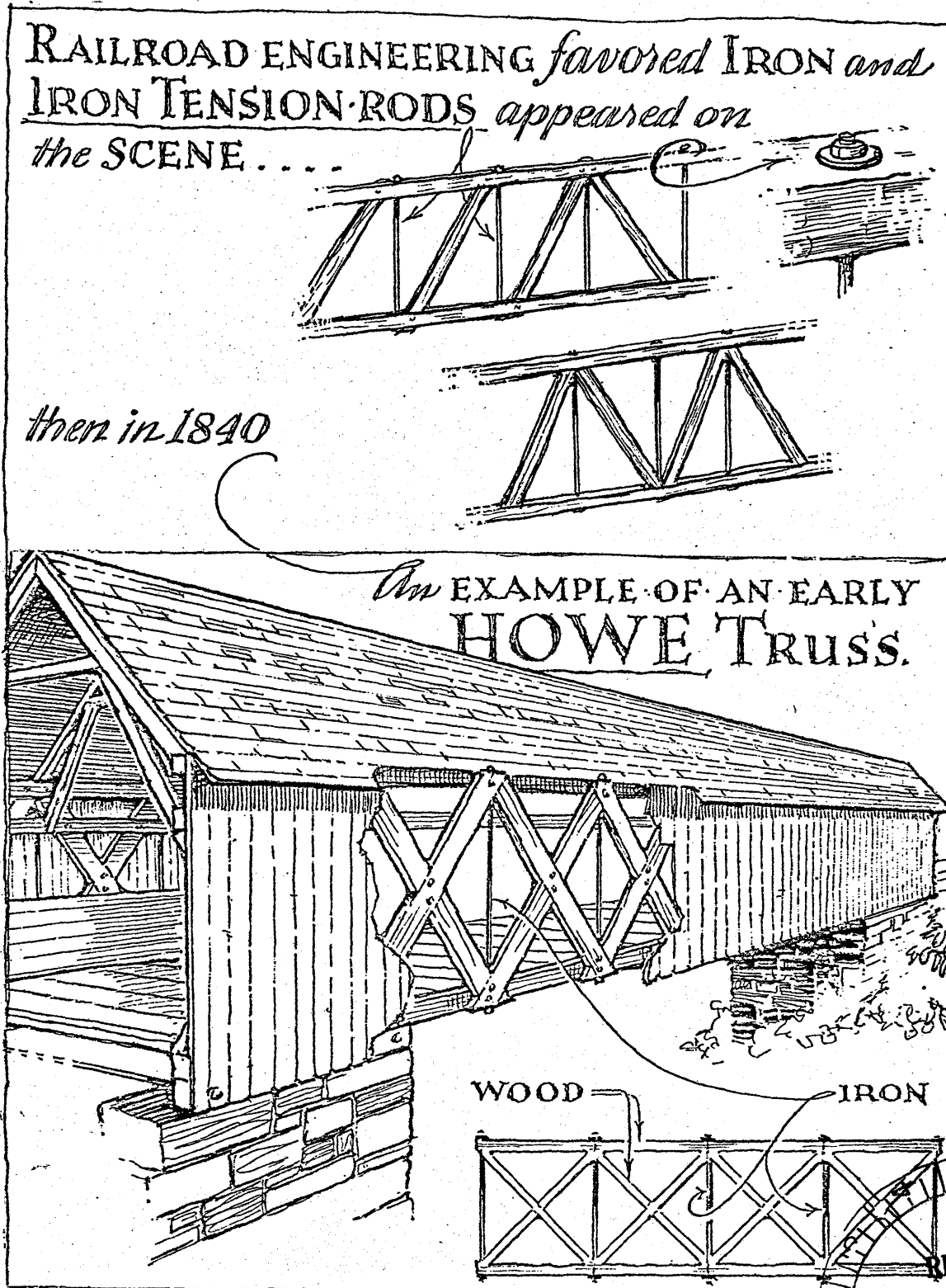


FIG. 4. Details of the Howe Truss (after Eric Sloane)

JUN - 4 1981

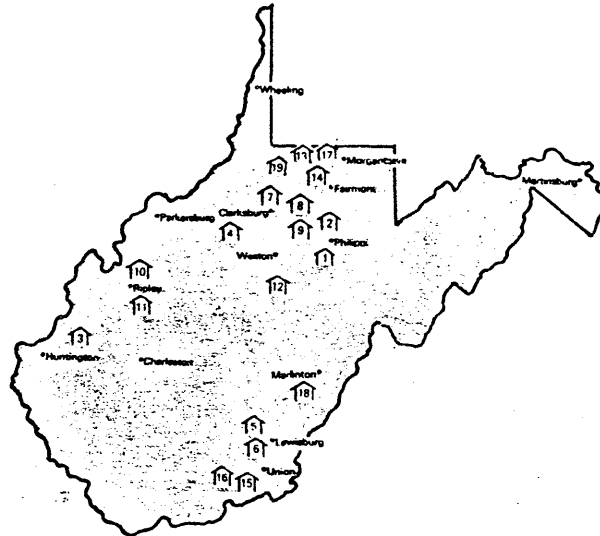
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INVENTORY -- NOMINATION FORM**

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RECEIVED MAY 8 1980
DATE ENTERED JUN - 4 1981

Covered Bridges of West Virginia

CONTINUATION SHEET

Item 7 Page 3
**MOUNTAIN STATE
COVERED BRIDGES**



BARBOUR COUNTY

- 1 Buckhannon River (at Carrollton) Sec 36 at Jct. Sec 11/3
- 2 Tygart River (at Philippi) US 250

CABELL COUNTY

- 3 Mud River (at Milton) Sec 25 at Jct. US 60

DODDRIDGE COUNTY

- 4 Center Point Bridge 12 miles north of US Rt. 50 on Rt. 23

GREENBRIER COUNTY

- 5 Milligan Creek (Northwest of Lewisburg) Sec 40 at Jct. Sec 60/11
- 6 Second Creek (at Hokes Mill) Sec 62

HARRISON COUNTY

- 7 Ten Mile Creek (North of Maken) Sec 5/29 at Jct. Sec 5
- 8 Simpson Creek (at Hollen Mill) Sec 24/2 at Jct. Sec 24
- 9 Rooting Creek (South of Romines Mills) Sec 46/1 at Jct. Sec 46

JACKSON COUNTY

- 10 Left Fork Sandy Creek (Between Odaville and Sandyville) Sec 21/15 at Jct. US 21

JACKSON COUNTY

- 11 Tug Fork (at Staats Mill) Sec 40 West Jct. Sec 34

LEWIS COUNTY

- 12 Right Fork of West Fork River (South of Walkersville) Sec 19/17 near US 19

MARION COUNTY

- 13 Paw Paw Creek (at Grant Town) Sec 17/19 at Jct. Sec 17
- 14 Buffalo Creek (at Barackville) Sec 21 at Jct. Sec 250/32

MONROE COUNTY

- 15 Laurel Creek (Near Lillydale) Sec 23/4 at Jct. Sec 219/11
- 16 6 miles South of Union (at St. John's Church) *US 219

MONONGALIA COUNTY

- 17 Dents Run (North of Laurel Point) Sec 43/4 at Jct. Sec 43

POCAHONTAS COUNTY

- 18 Locust Creek (Near Hillsboro) Sec 31

WETZEL COUNTY

- 19 Fish Creek (Near Hundred) Sec 13 at Jct. US 250

(*Not maintained by Dept. of Highways)

COVER-INDIAN CREEK BRIDGE—Located 6 miles South of Union (at St. John's Church).