

United States Department of the Interior
National Park Service



**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. Name of Property STOUTS MILL BRIDGE

historic name Stouts Mills Bridge

other names/site number _____

2. Location

street & number CR 40 or Duskcamp Road not for publication N/A

city or town Stouts Mills vicinity N/A

state: West Virginia code: WV county: Gilmer code: 021 zip code 26439

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide x locally. (___ See continuation sheet for additional comments.)

Susan M. Perice 10/8/98
Signature of certifying official Date

State or Federal agency and bureau _____

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau _____

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4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register

See continuation sheet.

determined eligible for the

National Register

See continuation sheet.

determined not eligible for the

National Register

removed from the National Register

other (explain): _____

Edson H. Bell 12/4/98

Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

private

public-local

public-State

public-Federal

Category of Property (Check only one box)

building(s)

district

site

structure

object

Number of Resources within Property

Contributing Noncontributing

_____ buildings

_____ sites

 1 structures

_____ objects

 1 0 Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing N/A

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6. Function or Use

Historic Functions

Current Functions

TRANSPORTATION: road-related (vehicular)

NOT IN USE

7. Description

Architectural Classification

Materials

Camel-back through truss

foundation: Cut sandstone

roof:

walls: Steel beams and cables

other: Wood deck

Narrative Description

See Continuation Sheet

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

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Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

Transportation

Engineering

Period of Significance

1897 - 1948

Significant Dates

1897

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Canton Bridge Co., Canton, Ohio

Narrative Statement of Significance

(See continuation sheets.)

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9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

10. Geographical Data

Acreeage of Property less than one acre

UTM References

Stouts Mills Quad Map 17 523265 4305100
Zone Easting Northing

Verbal Boundary Description (see continuation sheet)

Boundary Justification (see continuation sheet)

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The Stouts Mills Bridge (#11-40-7.26) is located along the Little Kanawha River, 10 miles upriver from Glenville. The bridge once carried County Route 40 traffic over the Little Kanawha River, a tributary of the Ohio River. It is a simple span steel pin-connected Baltimore Camelback through truss supported by semi-stub cut stone masonry abutments. The bridge is now closed to traffic and has sections of guard rail across the approaches.

The Stouts Mills Bridge structure has the following dimensions according to the Department of Highways Bridge Inspection Report of June 10, 1987:

Overall length:	202'3" (Back to back of back wall)
Span length:	198'0" (Center to center of bearing)
Roadway width:	13'4" (Curb to curb)
# of Traffic lanes:	1
Approach roadway width:	24'
Approach pavement width:	14'0"
Deck width:	16'0"
Deck type:	2" x 4" wood
Horizontal clearance:	15'8"
Vertical clearance:	17'1"
Curb width:	6" x 12" wood
Curb type:	wood
Guardrail/Railings:	2" x 2" x 1/4" angle handrails
Waterway opening:	Horizontal - 195'0", Vertical - 23'4"
Weight Limit:	7 tons (originally)

Summary:

Designed to carry heavy loads, the Baltimore Camelback is a Pratt design in which the top chords and endposts of each truss have exactly five slopes. The center top chord is always parallel with the bottom chord, and in this bridge has two center panels with four sloping sections on each end. The bridge has cross framing with metal spans and cables. The railing has a decorative "x" design. The decking is wooden planks with an inner timber berm. Each end of the bridge has a metal plaque reading: "THE CANTON BRIDGE CO./BUILDERS/CANTON, OH".

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Stouts Mills, is a small river community located along the Little Kanawha River 10 miles up river from the town of Glenville, county seat of Gilmer County. The Stouts Mills bridge is being nominated under Criterion A for Transportation and under Criterion C for Engineering.

The Stouts Mills Bridge was built in 1897 by the Canton Bridge Company, Canton, Ohio. This bridge company built many Pratt Through truss designed bridges throughout the State of West Virginia including bridges in Pleasants and Upshur counties. This steel pin-constructed Baltimore camel-back through truss is not a common design found in the region.

The community of Stouts Mills was named after Daniel Stout. After Daniel, with his wife Jemima, moved to the area in 1807, he purchased 103 acres along the Little Kanawha River. The first grist mill was owned by a William Howell in 1812, and the Stout's began the second grist mill. The second school in Gilmer County was established in the Stout Settlement in 1818.

The Little Kanawha River was harnessed to run the lumber and flour mill for the community. The Little Kanawha River was also used as the major mode of transportation to and from market areas up until the county roads were upgraded and paved in the late 1920's. It was much easier to take a boat down the Little Kanawha River to Glenville for business then it was to travel the Weston/Glenville Turnpike (State Route 5), which was at many times impassable due to flooding and/or mud.

By 1882, the 50 person community of Stouts Mills boasted three general stores, a flour and saw mill, and a hotel. The town had among its tradesmen: a furniture maker, blacksmith and wagon maker. The majority of these businesses were located on the south bank of the river, making the crossing of the river to get to them a major obstacle. One of the general store owners was L. D. Taylor. He was one of the community members to petition the county for a bridge to be built at Stouts Mills.

It is noted in Gilmer County Order Book 1894-1897, that on March 2, 1897, "...L. D. Taylor and others, citizens of Stouts Mills petition County for a bridge across the Little Kanawha...". The county took immediate action in the form of appointing R. L. Ruddell and M. H. Stump to make a site visit to Stouts Mills and access available placement for such a bridge. On April 23, 1897, Ruddell and Stump's findings concluded that a bridge was indeed a necessary expenditure of funds. Consideration as to where to build the bridge and who would build it was the next step. Two months after the findings in the Ruddell and Stump report, the Gilmer County Commission signed a contract on June 11, 1897, with the Canton Bridge Company of Canton, Ohio, and their agent H.E. Merydiect, to build a steel bridge across the Little Kanawha River at a point near Stouts Mills. The building of the bridge was priced at \$4,250. This price included supplies, fabrication and assembly of the bridge.

Through the early part of the twentieth century, the population of Stouts Mills grew. Private homes and commercial businesses were built along both sides of the river and the population swelled to 150 residents by 1920. The bridge continued to serve as a vital transportation link across the Little Kanawha River connecting the community to other parts of the county.

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Since the 1950s, the population of the community of Stouts Mills has continued to decline, as has the population throughout the county as reported in the state census reports. The Stouts Mills bridge which carried County Route 40, or Duskcamp Road, traffic over the river remained as a vital transportation link for the residents of this river community. Today there are no general stores, hotels or blacksmiths shops left in the community of Stouts Mills. Nor are there any mills still in existence at Stouts Mills. The bridge is the only manmade remainder of this once thriving community of the early twentieth century. The bridge continued to carry private and commercial vehicles, mail delivery and empty school buses (as the children walked across due to its poor condition) over the Little Kanawha River up until January 1998. In 1997 construction of a new concrete bridge, built just upstream from the Stouts Mills Bridge now carries traffic over the river as part of County Road 40's road system.

The West Virginia State Bridge Data Survey of 1995 found that out of the existing 6,240 state system highway bridges, only 1.4 % or 86 bridges were built prior to 1900. The Stouts Mills bridge was favorably rated in the 1984 Historic Bridge Survey initiated by the West Virginia Department of Highways and the Department of Culture and History under the direction of Dr. Emory L. Kemp, West Virginia University, Morgantown, WV. This survey evaluated, categorized and rated highway bridges which were built prior to 1933 and were owned by the Department of Highways. This study was undertaken to determine eligibility for the National Register of Historic Places.

The Stouts Mills Bridge was one of 63 bridges in that study that were singled out as being historically significant in West Virginia. The survey reviewed criteria including significance of development period, engineer/builder, number and length of spans, special features, aesthetics of bridge and environment, level of historical importance (i.e. local, state, national), number of same type bridge surveyed in state, integrity, preservation potential, condition and maintenance demands.

Summary:

The location of a bridge across the Little Kanawha River helped the continued development of Stouts Mill at the end of the 19th century. It was an aid to the development of the transportation network through Gilmer County. The camelback through truss is not as common in Gilmer County as the typical pratt through truss style of bridge, but was a popular design between 1890 and the early 1920s. The structure is well designed and represents the work of the Canton Bridge Company.

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Bibliography

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Kemp, Emory L. West Virginia's Historic Bridges. West Virginia Department of Culture and History, 1984.

Gilmer County Courthouse Records, County Order Book 1894-1897, pps. 236,246,261,292.

WV Department of Transportation, Division of Highways, Office of the District Engineer, District Seven, Weston, WV, bridge report dated May 29, 1997- W. Richard White, District Engineer.

WV Department of Transportation, Division of Highways, Office of the District Engineer, District Seven, Weston, WV - Stouts Mills Truss Bridge Plan Sheet, c. 1985.

Cooper, James L. IRON MONUMENTS TO DISTANT POSTERITY, INDIANA'S METAL BRIDGES, 1870-1930. Indianapolis, IN: Pierson Printing, 1987.

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Verbal Boundary Description

Beginning at a point 335' northwest from the intersection of CR 40 with SR 5 to the east corner of the bridge, thence 200' with the length and 18'-8" in width following the contours of the bridge and returning to the point of beginning. The boundaries include the cut stone and concrete abutments at each end, there being no center pier.

Boundary Justification

The nominated property is the structure, abutments and approaches.

