**Form 10-300**  
*UNITED STATES DEPARTMENT OF THE INTERIOR*  
*NATIONAL PARK SERVICE*  

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

*(Type all entries – complete applicable sections)*

1. **NAME:**  
   Barrackville Covered Bridge

2. **LOCATION:**  
   Secondary Road 21 at Junction of Secondary Road 250/32

3. **CLASSIFICATION:**  
<table>
<thead>
<tr>
<th>CATEGORY (Check One)</th>
<th>OWNERSHIP</th>
<th>STATUS N.A.</th>
<th>ACCESSIBLE TO THE PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>Public</td>
<td>Occupied</td>
<td>Yes:</td>
</tr>
<tr>
<td>Site</td>
<td>Private</td>
<td>Unoccupied</td>
<td>Restricted</td>
</tr>
<tr>
<td>Object</td>
<td>Both</td>
<td>In Process</td>
<td>Unrestricted</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Being Considered</td>
<td>No:</td>
</tr>
</tbody>
</table>

4. **OWNER OF PROPERTY:**  
   West Virginia Department of Highways  
   1800 Washington Street, East

5. **LOCATION OF LEGAL DESCRIPTION:**  
   Courthouse, Registry of Deeds, etc.:  
   West Virginia Department of Highways  
   1800 Washington Street, East

6. **REPRESENTATION IN EXISTING SURVEYS:**

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**INSTRUCTIONS**

**DEPOSITORY FOR SURVEY RECORDS:**  
Federal [ ]  
State [ ]  
County [ ]  
Local [ ]

**ENTRY NUMBER**

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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" 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.
### 2. SIGNIFICANCE

#### PERIOD (Check One or More as Appropriate)

<table>
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<tr>
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<th>16th Century</th>
<th>18th Century</th>
<th>20th Century</th>
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<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>15th Century</td>
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<tr>
<td>19th Century</td>
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#### SPECIFIC DATE(S) (If Applicable and Known)

<table>
<thead>
<tr>
<th>Area of Significance (Check One or More as Appropriate)</th>
<th>Education</th>
<th>Political</th>
<th>Urban Planning</th>
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<tbody>
<tr>
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<tr>
<td>Conservation</td>
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</tbody>
</table>

#### STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

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 Phillipi 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, Phillipi and Barrackville, both by Lemuel Chenoweth, and
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.

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 ONE ACRE |
|---|---|
| CORNER | LATITUDE | LONGITUDE | LATITUDE | LONGITUDE |
| NW | Degrees Minutes Seconds | Degrees Minutes Seconds | 39° 30' 214 N | 80° 10' 05.5'W |
| NE | Degrees Minutes Seconds | Degrees Minutes Seconds | 39° 30' 214 N | 80° 10' 05.5'W |
| SE | Degrees Minutes Seconds | Degrees Minutes Seconds | 39° 30' 214 N | 80° 10' 05.5'W |
| SW | Degrees Minutes Seconds | Degrees Minutes Seconds | 39° 30' 214 N | 80° 10' 05.5'W |

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

STATE: CODE COUNTY: CODE
STATE: CODE COUNTY: CODE
STATE: CODE COUNTY: CODE
STATE: CODE COUNTY: CODE

11. FORM PREPARED BY

NAME AND TITLE:
E. L. Kemp, Professor & Chairman, Department of Civil Engineering

ORGANIZATION:
West Virginia University

CITY OR TOWN:
Morgantown

STATE: WEST VIRGINIA 26506

12. STATE LIASON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-663), 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:
National [ ] State [ ] Local [ ]

Name
Title
Date

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date
14. BARRACKVILLE COVERED BRIDGE
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