

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	DATE

1. NAME

COMMON:  
II Barrackville Covered Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:  
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 N.A.	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/>	Public <input checked="" type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/>	Private <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	Comments <input type="checkbox"/>
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	

4. OWNER OF PROPERTY

OWNERS NAME:  
West Virginia Department of Highways

STREET AND NUMBER:  
1800 Washington Street, East

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

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

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/8 acre

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:  
ENTRY NUMBER  
DATE  
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7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Barrackville Bridge has a total length of 145'-93/4" 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.

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8. 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)

Aboriginal <input type="checkbox"/>	Education <input type="checkbox"/>	Political <input type="checkbox"/>	Urban Planning <input type="checkbox"/>
Prehistoric <input type="checkbox"/>	Engineering <input checked="" 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"/>	_____
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input type="checkbox"/>	_____
Commerce <input checked="" type="checkbox"/>	Architecture <input type="checkbox"/>	Theater <input type="checkbox"/>	_____
Communications <input type="checkbox"/>	Literature <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>	_____
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		_____
	Music <input type="checkbox"/>		_____

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 Phillippi 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, Phillippi and Barrackville, both by Lemuel Chenoweth, and

SEE INSTRUCTIONS

**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			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		39° 30' 214 N	80° 10' 05.5" W	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

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

DATE

STREET AND NUMBER:

CITY OR TOWN:

Morgantown

STATE

West Virginia 26506

CODE

**12. STATE LIAISON OFFICER CERTIFICATION**

**NATIONAL REGISTER VERIFICATION**

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:

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

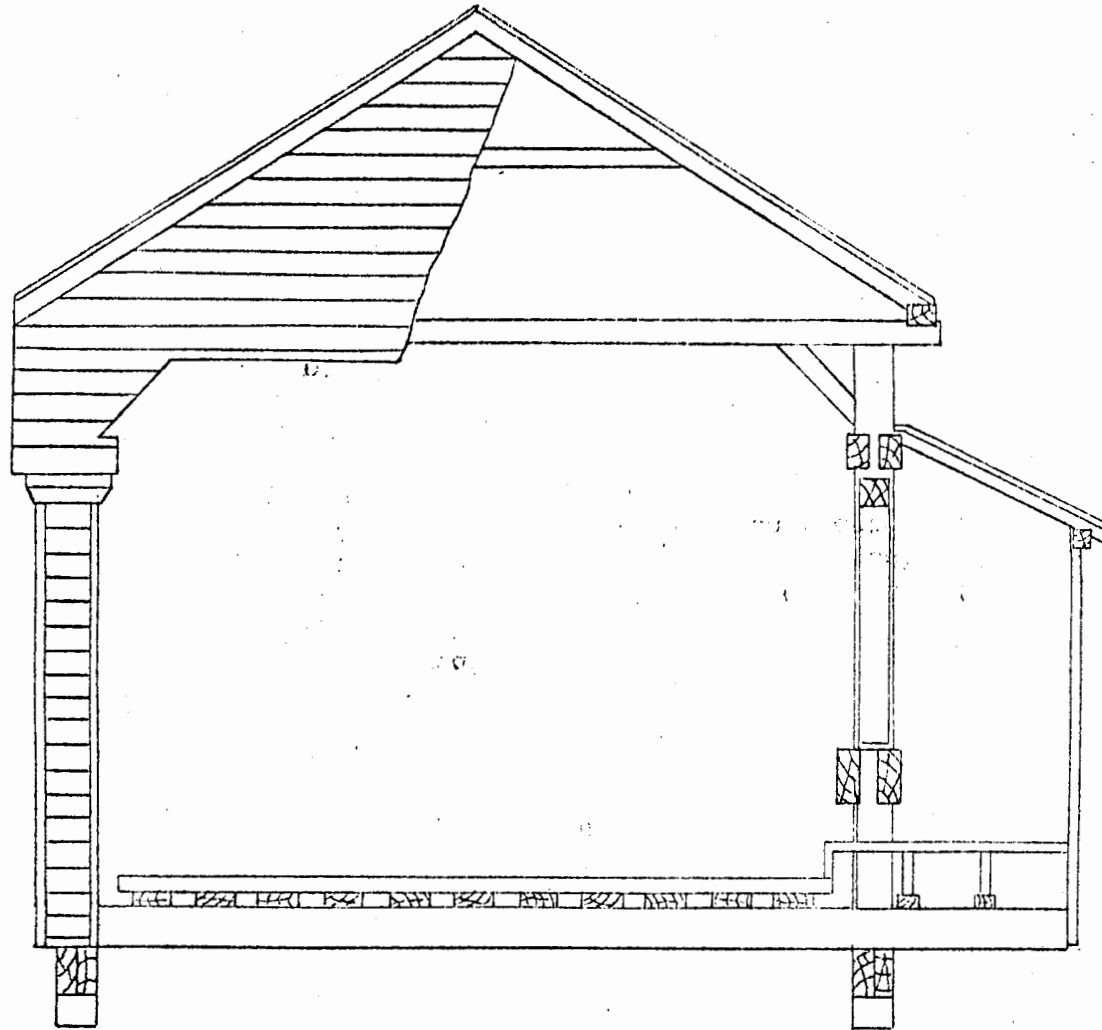
Date \_\_\_\_\_

ATTEST:

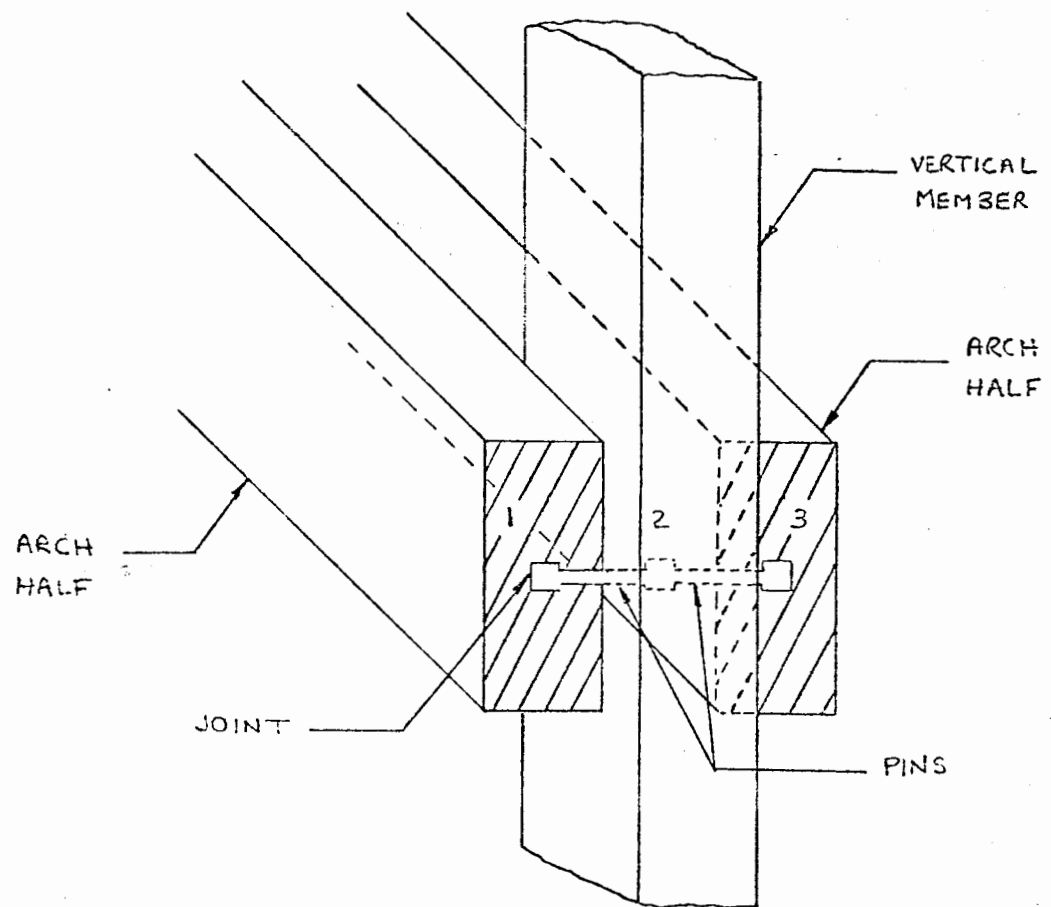
\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

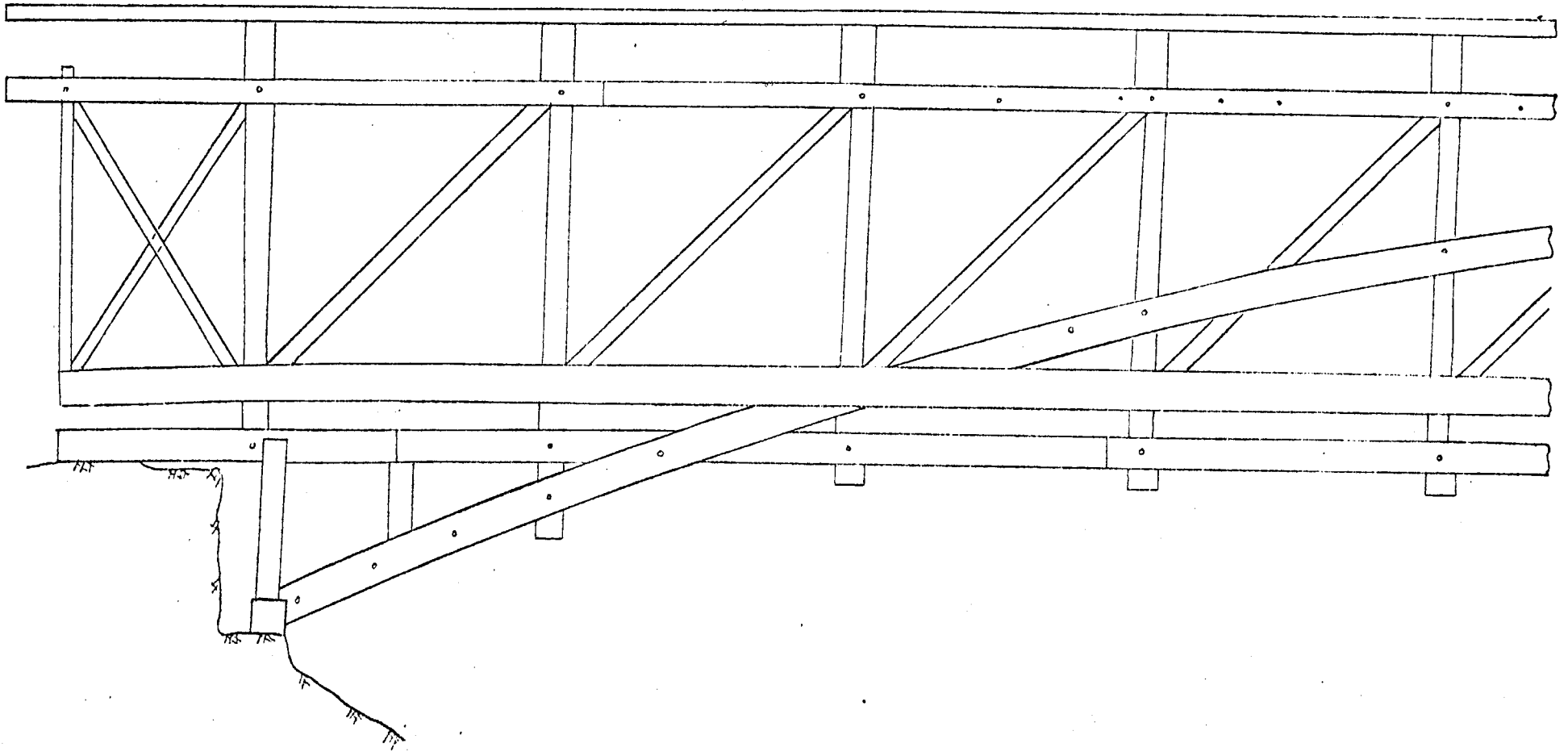
SEE INSTRUCTIONS



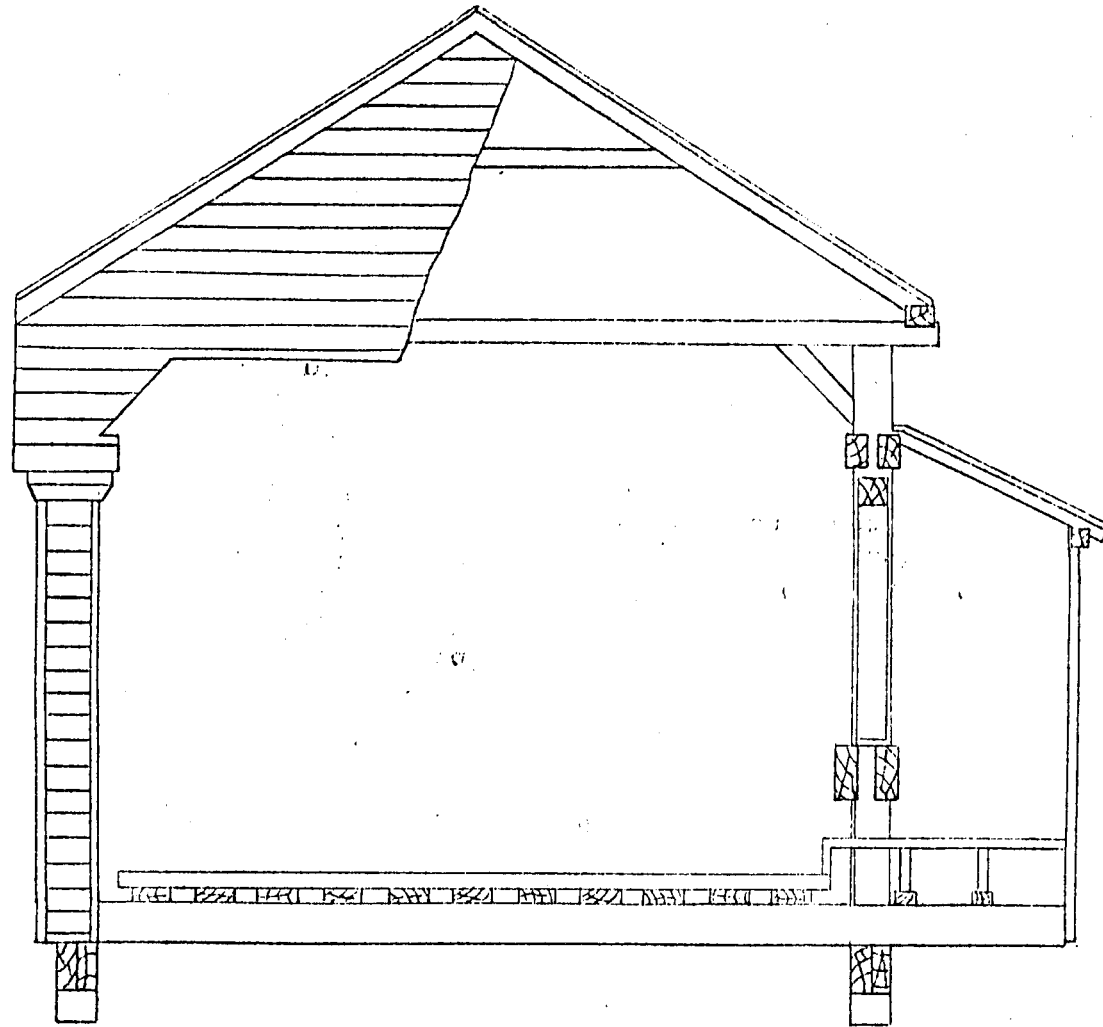
14. BARRACKVILLE COVERED BRIDGE



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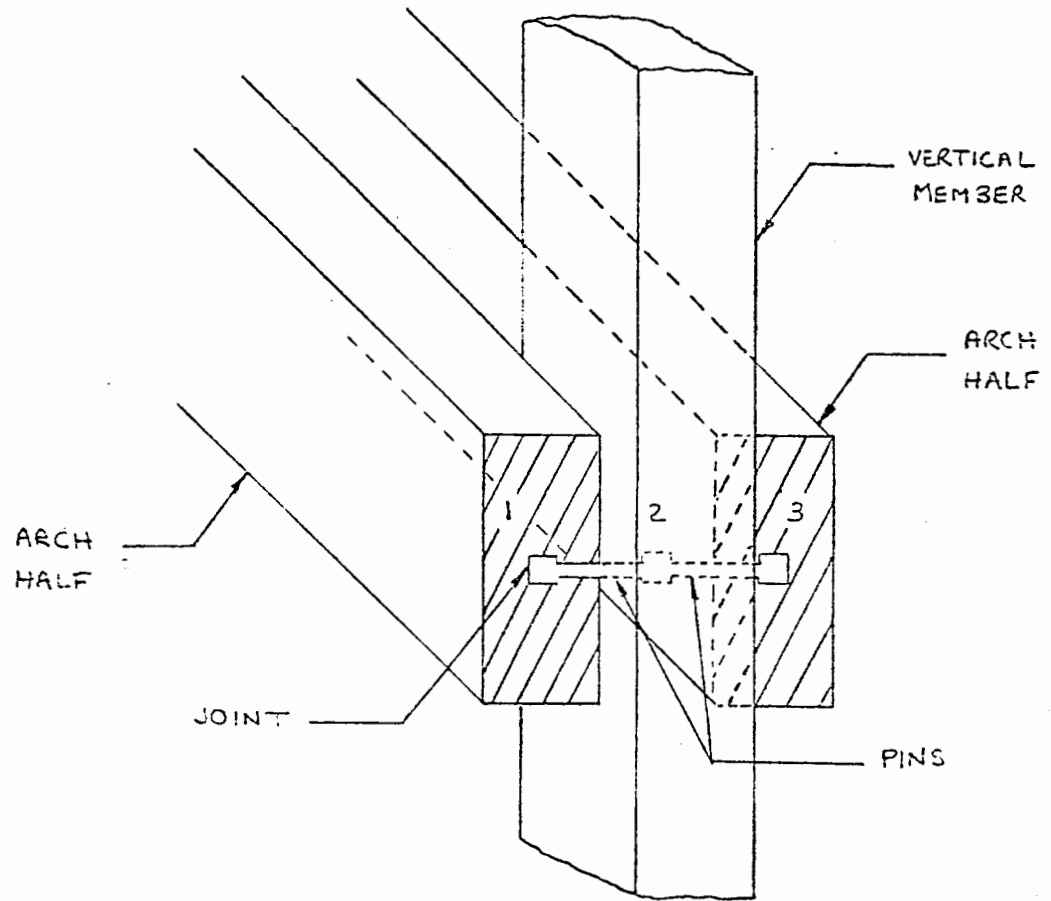


14. BARRACKVILLE COVERED BRIDGE

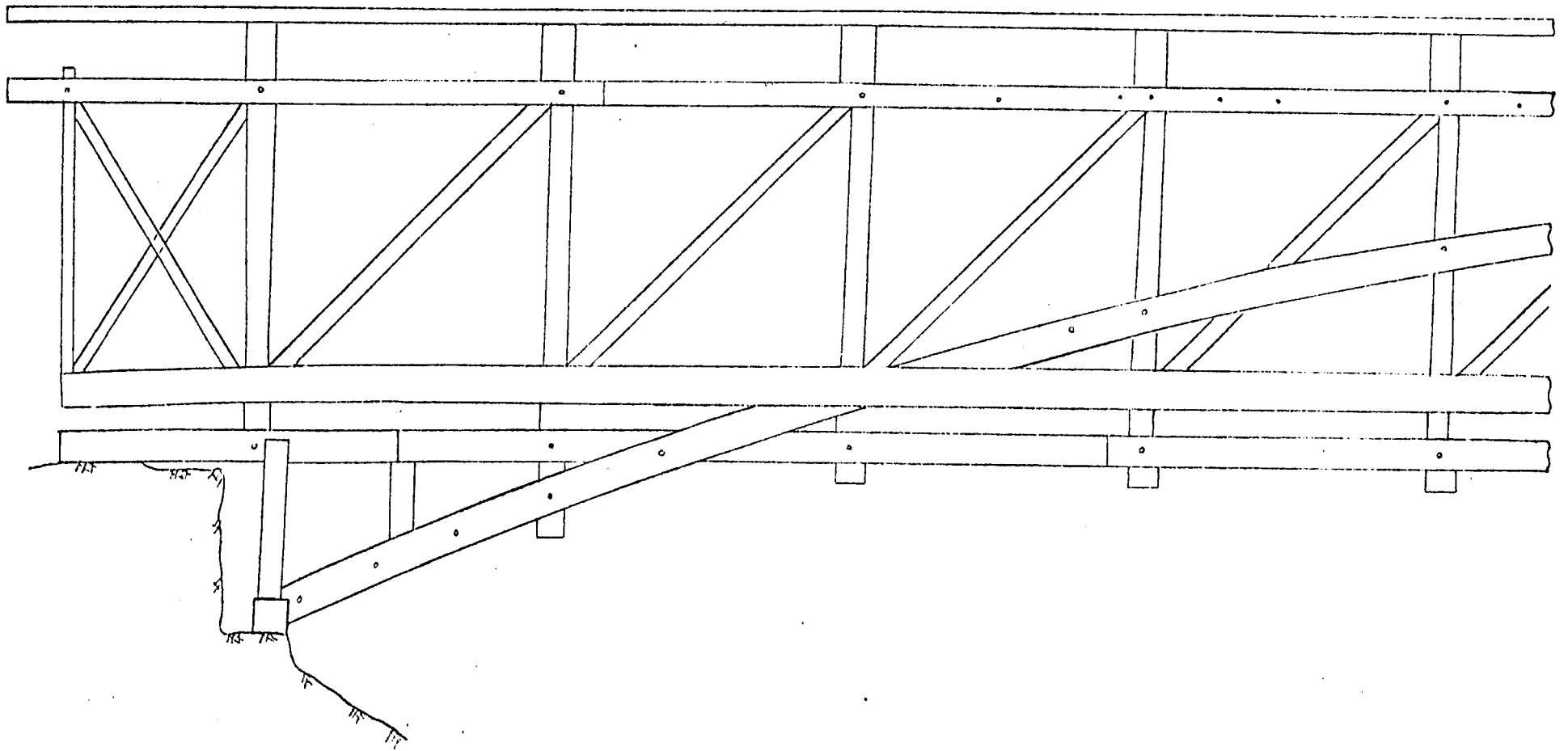


14. BARRACKVILLE COVERED BRIDGE

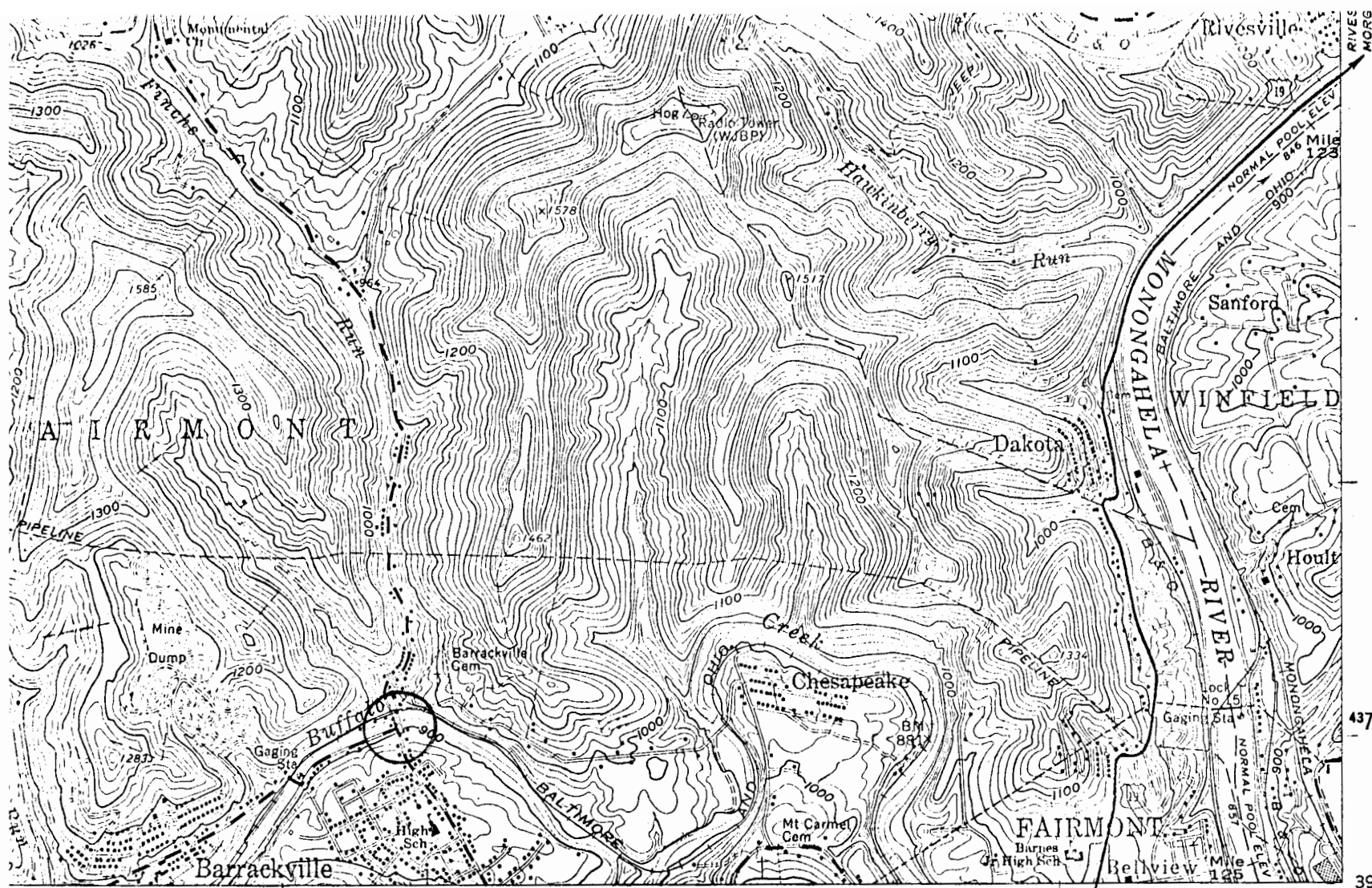




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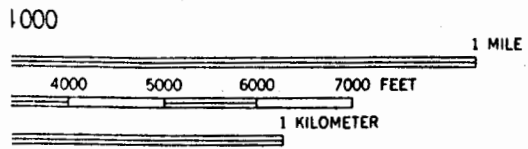


14. BARRACKVILLE COVERED BRIDGE



WEST) 10'

FAIRMONT (JUNC. U.S. 250) 1.3 MI. CLARKSBURG 22 MI. 39°30' 80°07'30" 575000m.E.



AL 20 FEET  
SEA LEVEL



ROAD CLASSIFICATION

- Heavy-duty ..... —————
- Medium-duty ..... —————
- Light-duty ..... —————
- Unimproved dirt ..... - - - - -
- U.S. Route (shield symbol)

GRANT TOWN, W. VA.  
SW/4 BLACKSVILLE 15' QUADRANGLE  
N 3930—W 8007.5/7.5

1960

MAP ACCURACY STANDARDS  
RVEY, WASHINGTON 25, D. C.  
D SYMBOLS IS AVAILABLE ON REQUEST

4373000m.N.

39°30'

80°07'30"

(FAIRMONT EAST)

