OMB Control No. 1024-0018
expiration date 03/31/2022

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: __Great Cacapon Bridge_____
Other names/site number: _Thurman W. Whisner Memorial Bridge_____
Name of related multiple property listing:
___N/A_____
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: _WV Route 9 over the Cacapon River_____
City or town: _Village of Great Cacapon (unincorporated)__ State: _WV_ County: _Morgan
Not For Publication: ☐ Vicinity: ☐

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 at the following level(s) of significance:

___national ___statewide _X_local

Applicable National Register Criteria:

_X_A ___B _X_C ___D

Deputy State Historic Preservation Officer 8/28/2025

Signature of certifying official/Title: **Date**

West Virginia State Historic Preservation Office_____

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

Great Cacapon Bridge
Name of Property

Morgan, WV
County and State

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

_____
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

Great Cacapon Bridge — Morgan, WV
Name of Property — County and State

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register N/A

---

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions.)
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions.)
OTHER: Parker through truss bridge with rolled steel girders for approach spans

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Foundation: concrete; Other: (superstructure) steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Great Cacapon Bridge was constructed in 1937 with New Deal program funds to replace an earlier bridge several hundred yards upstream that was destroyed in the devastating Saint Patrick's Day flood of March 1936. The bridge is located on WV Route 9 over the Cacapon River just east of the unincorporated village of Great Cacapon, in Morgan County, West Virginia. WV Route 9 (west) is primarily known as Cacapon Road, except where it passes through the village of Great Cacapon as Central Avenue. The primary span of the bridge is a steel truss superstructure, and a metal grate deck with a concrete layer and an asphalt overlay. The steel superstructure is a Parker truss, a polygonal-top subtype of the Pratt type. The approach from the east is three spans utilizing steel girders resting on a series of piers. The west approach is a single span with steel girders extending from the pier supporting the west end of the truss to the abutment. While the bridge has received some minor modifications over its 88 years of use it maintains the majority of its distinctive and defining characteristics and as such retains its historic integrity.

Narrative Description

Setting

At its western end WV Route 9 begins in Morgan County in the Town of Paw Paw. It then runs east through Morgan County and the Eastern Panhandle to the Virginia state line where it continues on as Virginia State Route 9. (See Figure 1 showing the western portion of Route 9)

Route 9 is the only road connecting the county seat of government in Berkeley Springs (Town of Bath) with the Town of Paw Paw 25 miles away. At Paw Paw WV Route 9 connects with Maryland Highway 51 at the Paw Paw bridge linking Paw Paw, WV to Kifer, MD. Highway 51 (Uhl Highway) in turn connects with the National Road (Highway 40) in Cumberland.

The Great Cacapon Bridge is on WV Route 9 where the highway crosses the Cacapon River at the base of Cacapon Mountain in Morgan County, West Virginia. The bridge spans the river just east of the unincorporated village of Great Cacapon and is a short distance south of where the Cacapon River meets the Potomac River. At this point Route 9 runs in an east-west alignment through the Village. The Cacapon River flows north at this location.

The village of Great Cacapon lies entirely to the west of the bridge and today is primarily residential with a single grocer/General Store, a Post Office, the Great Cacapon Volunteer Fire Department, several churches, and the former Great Cacapon elementary school constructed in the mid-1970's. There are several vacant commercial type buildings. The village was laid out in a typical grid pattern with mostly narrow and deep residential lots. The village has a population of 310.

Central Avenue is primarily comprised of simple I-type houses and Four Squares with a few Craftsman style bungalows and commercial style buildings interspersed. From the bridge to the west end of the village is approximately 7/10ths of a mile with roughly 40 buildings. West of the village Route 9 enters Long Hollow and runs alongside the stream Long Hollow Run for several miles.

On the east side of the bridge Route 9 traverses a large meadow that once was part of the sprawling Noland farm that grew tomatoes for a cannery in Great Cacapon. The road quickly rises at this point as it climbs up and over Cacapon Mountain towards Berkeley Springs and the historic Town of Bath.

There are no sidewalks, curb, or gutters, along Central Ave, or anywhere within the village. A public river access point is located immediately to the south on the east side approach to the bridge that brings visitors to a spot under the east approach spans of the bridge. To the north is the CSX multi-arched stone railroad viaduct constructed in 1910 by the B&O Railroad. The viaduct is just below the confluence of the Potomac and Cacapon Rivers and can be seen when passing over the Great Cacapon Bridge.

To the south of the village is the former sand mine with 12 homes constructed in the early 1900s by the Hazel-Atlas Sand Corporation for their employees in what became known as Hazeltown.

The overall setting is very rustic and rural. The bridge serves as the gateway to the natural rugged beauty of the western portion of Morgan County.

Description

The Cacapon Bridge is a steel Parker Through Truss consisting of a single 170' span with multiple approach spans extending from the "high ground" to the truss giving the structure an entire length of close to 400 feet. The trusses have five full panels each and inclined top chords, forming a segmented arch shape. There are no intermediate piers or bents under the Parker Through Truss. The truss rests on concrete piers which also support the ends of the approaches. The approach from the east is made up of three sections of steel girder bridge of approximately 50 feet each. At its eastern end the steel girder bridge approach rests on a concrete abutment. There are five girders supporting each section with a girder depth of 33 inches (31" web and 1" thick top and bottom flanges). Two intermediate concrete bents (concrete columns connected at the top by arched caps) support the successive sections of the approach spans on the eastern side. The approach from the west is a single steel girder bridge section resting on a concrete abutment at the west end and sharing the same pier as the Truss on its east end. As part of the sitework for its construction the approach from the east was raised considerably over the surrounding area bringing the bridge well above the level of the river. The flow of the river is typically contained between the concrete piers that support the Parker Through Truss. The trusses are fixed/pinned on one abutment and rest on rocker bearings on the other, which allow the bridge to expand and contract as needed. The original roadbed was an open metal grate deck. Currently the road deck is concrete covered with an asphalt overlay. There are horizontal diagonal braces beneath the road structure of the Parker Through Truss and V-lacing located on overhead struts. The structural system consists of stringers supported by floor beams which are connected to the trusses' lower chords. The guardrails are 39 inches tall with a metal plate welded to the original guardrail structure.

Other than routine maintenance the bridge has only had the following replacement work done.[1]

- 1989: Structural repairs, deck replacement, substructure repair
- 1999: L0-U1 portal bracing repaired
- 2001: Damaged portal and intermediate bracing members replaced
- 2013: Bridge deck tied down to the superstructure of end approach spans #1 and #5.

The current stated clearance is 14'-0" which is greater than the maximum allowable vehicle height in West Virginia of 13'-6".

[1] Information from Randy Epperly at WVDOH, 7 April 2025.

The roadway has modern concrete curbs and steel plating over the original guardrails. One of two plaques originally affixed to the end posts is extant.[2] The remaining cast plaque on the south inclined end post of the west portal reads:

"W.P.S.S.R.107-A, 1937, BRIDGE NO. 1437."

Integrity

The truss bridge and steel girder approaches are substantially intact with original materials and elements. Changes include the roadbed, concrete curbs, metal plate welded to the original guardrails, and some rivets replaced with bolts on a few of the truss sections. The abutments, piers, and bents appear to be original although the bent caps and piers have experienced some degradation of concrete exposing the reinforcing steel.

In terms of the seven aspects of integrity the bridge maintains its sense of history and integrity.

LOCATION

The bridge is in its original location and the road alignment is the same as when constructed.

SETTING

The setting remains as it was in 1937. The riverbanks, river depth and road grade have not changed, so the relationship to the river and its appearance and setting remain. The buildings on the west side of the bridge in the village are primarily extant and continue to convey a sense of place appropriate to the age of the bridge.

DESIGN

The bridge design is still functional. There have been no changes to the design.

MATERIALS

The materials are primarily the original historic materials, with minor exceptions as noted above.

WORKMANSHIP

The workmanship is evident in the extant structural members, especially their connection through rivets. These are mostly still intact. The plates, configuration of channels, angles of the truss as well as the girders and purlins in the approach spans are all evidence of the construction techniques of steel structures from the time period.

[2] The other plaque, reported as illegible during the WV 2015 Bridge Survey, is now missing.

FEELING

The extant elements, design, location, setting etc. all contribute to the historic feeling of the bridge.

ASSOCIATION

The bridge remains at its original location and both the bridge and road leading to/from it are virtually unchanged since the bridge's construction. This is evident when on the bridge, looking at the river; or when approaching the bridge from either direction on Route 9.

In conclusion, though there have been some simple changes to the bridge, it retains its overall integrity so as to warrant listing on the National Register of Historic Places.

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.)

- [X] 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.
- [X] 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.

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 grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Transportation
Engineering

Period of Significance
1937-1975

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Roanoke Iron and Bridge Works Company of VA (Bridge Builder - Superstructure)
Gilbert Construction Company of Charleston (Bridge Builder - Substructure)
R.W. Moore of Staunton, VA (Approaches)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Great Cacapon Bridge is locally significant under *Criterion A,* in the area of *Transportation* for its construction during a time of changing transportation routes through the Eastern Panhandle of WV, and *Criterion C,* in the area of *Engineering*, as a fine example of a Parker Through Truss Bridge in West Virginia with girder supported approach spans. The period of significance is from its construction in 1937, through 1975, the standard 50-year cutoff, due to its continued uninterrupted use. At the time of its construction WV State Route 9 through the eastern panhandle had just recently been connected at its western terminus in Paw Paw to Cumberland, MD and the National Road via an interstate bridge and Maryland Highway 51. This brought new motorists through Morgan County as they traveled east and west while reducing their travel time when compared to staying on the National Road.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

General History

The village of Great Cacapon is the largest unincorporated community in Morgan County and takes its name from the Cacapon River which empties into the Potomac River on the town's eastern edge. Many of the other small communities that grew up along the B&O Mainline in Morgan County in the 1840's no longer exist or are just a small handful of buildings. Great Cacapon is the exception due to its location on WV Route 9, the only east-west route through Morgan County. Located to the west and below the Panorama Overlook on Cacapon Mountain along WV Route 9 (Cacapon Road) the village of Great Cacapon is sufficiently separated from Berkeley Springs and the historic Town of Bath to have established its own identity over time.

Great Cacapon has a long history with parcels of land in the area originally surveyed by George Washington. From 1749 to 1752, George Washington made his living as a professional surveyor. In April 1750, Washington surveyed 95 acres at Great Cacapon for Thomas Williams and another 210 acres nearby on the Potomac River for Thomas Wiggins, namesake of Wiggins Run on the west end of Great Cacapon.[3]

[3] *The Morgan Messenger*, "George Washington: A Young Man Makes His Way", February 21, 2023. (Excerpt from *At the Springs with George: Washington's adventures in the Berkeley Springs area*. By John Douglas. Published in 2002). https://www.morganmessenger.com/2023/02/21/george-washington-a-young-man-makes-his-way/#:~:text=In%20April%201750%2C%20Washington%20also,west%20end%20of%20Great%20Cacapon. Accessed April 6, 2025.

With the coming of the B&O Mainline the area was originally known as Cacapon Depot on the B&O Railroad. The community draws much of its history from its location along the Potomac and Cacapon Rivers, as well as the railroad system and a major WV state highway route.

Per lifelong resident and local historian Hester Whisner in her book *The History and Legends of Great Cacapon* when the B&O Railroad arrived in 1840 the land west of the confluence of the Cacapon and Potomac Rivers contained just eight homes and a single store.[4] Also in 1840 the C&O Canal Company, reached the same point on the opposite bank of the Potomac River in Maryland. The company had constructed Dam #6 across the Potomac River just upstream from Great Cacapon to "water" the 27.3-mile stretch of the canal down to Dam #5. The company completed Dam #6 in 1839. This served as the terminus of the C&O Canal until 1850 while work and additional funding was needed to finish the last 50 miles to Cumberland.[5] The majority of that work being completion of the tunnel at Paw Paw that was years behind schedule and grossly over budget.

Until the final 50 miles was completed canalboats, when the river was high enough, floated down the Potomac River to Dam #6 and then entered the canal for the remaining journey to Georgetown. However, when water levels in the Potomac were not adequate for the canalboats the C&O Canal company contracted with the B&O to carry coal and iron ore down to Dam #6 where the raw materials were then transferred to canalboats. The canalboats then crossed the Potomac above Dam #6 to enter the C&O Canal for the remainder of the trip to Georgetown. The B&O, which had reached Cumberland in 1842, agreed to transport coal from that city to the canal at Dam No. 6, at 2 cents a ton per mile. Once final arrangements were made the B&O began construction of a turnout, several switches, and a depot at Dam #6 to facilitate the transfer of the coal and iron from the railroad cars to the boats.[6] This made Cacapon Depot a "port city" up until completion of the C&O Canal in 1850.

In 1848 *The Virginia Free Press* noted in their September 14, 1848 edition a new post office had been established at Cacapon Depot with Chas R. Bruce appointed as postmaster.[7] It was not until 1876 the name was changed to "Great Cacapon" to differentiate it from the community/ B&O Depot of Little Cacapon, also located on the B&O Mainline west of Paw Paw.[8]

[4] Hester L. Whisner, *The History and Legends of Great Cacapon* (Morris Publishing, Kearney, NE. 1999) Page 8.
[5] Harlan D. Unrau, *Historic Structure Report Dam No. 6 and its Associated Structures C&O Canal Historical Park*. (Denver Service Center Historic Preservation Team NPS US Dept of Interior, December 1974), Page 17. https://npshistory.com/publications/choh/dam-6-hsr.pdf.
[6] Unrau, Page 21.
[7] *The Virginia Free Press*, September 14, 1848. https://chroniclingamerica.loc.gov/lccn/sn84026784/1848-09-14/ed-1/seq-2/#date1=1848&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1848&proxtext=cacapon&y=7&x=10&dateFilterType=yearRange&page=1. Accessed February 24, 2025.
[8] *The Daily Dispatch*, June 28, 1876. https://chroniclingamerica.loc.gov/lccn/sn84024738/1876-06-28/ed-1/seq-3/#date1=1876&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=Virginia&date2=1876&proxtext=cacapon&y=14&x=17&dateFilterType=yearRange&page=1. Accessed February 24 2025.

During the Civil War a contingent of Union soldiers were stationed at Cacapon Depot to protect the B&O Mainline; however, they were not completely successful in their mission. It was here the railroad bridge and depot were attacked several times by Confederate troops. The *Daily Intelligencer* reported in its December 11, 1861 edition the two wooden B&O bridges destroyed by the Confederates in the spring were in the course of reconstruction and the bridge at Great Cacapon was to be shortly finished.[9] Then in January 1862 General Stonewall Jackson ordered the Cacapon bridge and depot destroyed again; however, the *Springfield Weekly Republican* reported in its January 18, 1862 edition the damage to the bridge was so minor it could be repaired by a 100 men in a day.[10]

In the winter months the B&O took advantage of the ice formed by the slack water behind Dam #6 to harvest ice. An article in the January 12, 1895 edition of the *Martinsburg Independent* newspaper reported the B&O Railroad had a large force of men engaged at the dam in Great Cacapon cutting and harvesting ice that was clear and of excellent quality.[11]

Numerous articles from 1866 through 1900 discuss the opening of multiple enterprises to include saw mills, roller (grist) mills, a tomato canning factory, a spoke and handle factory, and a railroad tie yard in Great Cacapon.[12] Then in October 1903 the Great Cacapon Silica Sand Corporation incorporated.[13] In 1908 the Hazel-Atlas Sand Company began mining silica sand south of the Great Cacapon cemetery. The mine became one of the most important employers for the village and engaged a community doctor to look after the health of both employees and town residents. The mine was operated by various companies until closing in 1934 due to the depression. The Hazel-Atlas Sand Company built 12 homes for their employees between the cemetery and the sand mine in what became known as Hazeltown.[14] These homes remain standing today. B&O maps from the time period show a railroad spur was built to directly link the silica mine with the B&O Mainline.

[9] *Daily Intelligencer*, December 11, 1861. https://chroniclingamerica.loc.gov/lccn/sn84026845/1861-12-11/ed-1/seq-4/#date1=1861&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1861&proxtext=cacapon&y=13&x=6&dateFilterType=yearRange&page=1. Accessed February 24, 2025.
[10] *Springfield Weekly Republican*, January 18, 1862. https://chroniclingamerica.loc.gov/lccn/sn84026845/1861-12-11/ed-1/seq-4/#date1=1861&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1861&proxtext=cacapon&y=13&x=6&dateFilterType=yearRange&page=1. Accessed February 24, 2025.
[11] *Martinsburg Independent*, January 12, 1895. https://chroniclingamerica.loc.gov/lccn/sn84038206/1895-01-12/ed-1/seq-3/#date1=1895&index=2&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1895&proxtext=cacapon&y=17&x=11&dateFilterType=yearRange&page=1. Accessed February 24, 2025.
[12] *Shepherdstown Register*, April 28, 1866; *Martinsburg Herald*, October 28, 1899; *The World*, August 31, 1892; *Martinsburg Herald*, January 23, 1897.
[13] *The Hampshire Review,* October 14,1903. https://wvnewspapers.advantage-preservation.com/search?k=cacapon&i=f&d=10/14/1903-10/15/1903&bcn=1&m=between&ord=k1. Accessed February 20, 2025.
[14] Whisner, Page 14.

Great Cacapon played a major role in bringing the modern convenience of electricity to the area when on April 23, 1905 *The Hampshire Review* reported electric lights were turned on at Hancock for the first time. This major event was a result of the power plant (hydroelectric dam) being completed on the Cacapon River upstream of the village at a cost of $75,000. Ten miles of overhead lines were strung to provide electricity to Hancock, MD as well as Berkeley Springs and Great Cacapon. Turbines were powered by water via a 500' long tunnel at the concrete dam.[15]

An article in the Washington D.C. *Evening Times* on April 1, 1901 touted Great Cacapon as one of the most important smaller shipping points along the B&O Railroad.[16]

In 1905 Great Cacapon was announced as the location of construction of one of 60 new (16x40) combination stations. The B&O constructed these as they sought to provide up-to-date stations at some of their smaller locations.[17]

The railroad remained the primary transportation route into the early 1900s as evidenced by a county wide vote in November 1896 that overwhelmingly voted down a proposal to erect an iron bridge for $12,000 over the Cacapon River near Great Cacapon. However, by 1910 the situation had changed and a single lane truss type bridge was constructed over the Cacapon River to facilitate the beginning of the age of automobile traffic.[18] This earlier bridge was located several hundred yards upstream from the current bridge and at an elevation approximately 25 feet lower bringing it closer to the water level of the river. The west side abutment of this earlier bridge is still standing.

Criterion A

Transportation

The route from Berkeley Springs over Cacapon Mountain and across the Cacapon River was documented as early as 1769 by George Washington who recorded a trip in his diary on August 24, 1769: "Rid to Cacapon with Lord Fairfax, ye two Colo Fairfax's, Mr. Kimble, Mrs. Washington, and Patsy Custis." George Washington had purchased a 240-acre tract of land on the Potomac River in the Paw Paw Bends west of Great Cacapon that he prized for its white oak and black walnut.[19]

---

[15] *The Hampshire Review*, April 26, 1905. https://wvnewspapers.advantage-preservation.com/search?k=cacapon&co=1964&i=f&d=04/26/1905-04/27/1905&bcn=1&m=between&ord=k1. Accessed February 20, 2025.
[16] *Evening Times*, April 1, 1901. https://chroniclingamerica.loc.gov/lccn/sn84024441/1901-04-01/ed-1/seq-6/#date1=1901&index=2&rows=20&words=Cacapon&searchType=basic&sequence=0&state=&date2=1901&proxtext=cacapon+&y=5&x=13&dateFilterType=yearRange&page=1. Accessed February 20, 2025.
[17] *Evening Star,* February 9, 1905. https://chroniclingamerica.loc.gov/lccn/sn83045462/1905-02-09/ed-1/seq-16/#date1=1905&index=7&rows=20&words=Cacapon&searchType=basic&sequence=0&state=&date2=1905&proxtext=cacapon+&y=11&x=15&dateFilterType=yearRange&page=2. Accessed February 20, 2025.
[18] *Martinsburg Independent*, November 21, 1896; *The Hampshire Review*, April 20, 1910.
[19] The Washington Heritage Trail in Morgan County. https://archive.berkeleysprings.com/washington-heritage-trail-tour-10/. Accessed April 7, 2025.

The effort to formally connect Berkeley Springs to Paw Paw via an improved road began in 1849 with the incorporation of the Hampshire & Morgan Turnpike Company. The company's task was to connect from the top of Sideling Hill to Berkeley Springs, (present day WV State Route 9) a distance of approximately 20 miles. In September 1851, the original five miles of turnpike from the B&O railroad in Paw Paw to Sideling Hill was completed.[20]

In 1911 the state legislature returned responsibility of building and maintaining highways to WV County Courts (Commissions) after deciding the state's involvement in roadways was stepping on the rights of citizens. As such the legislature abolished the state office for public roads and rescinded the state road tax, and all funding. However, the decision was found to be so unpopular that two years later a small State Road Bureau was established with a chief road engineer, the director of West Virginia University's Agricultural Experimental Station, and two additional members appointed by the governor. Despite this the 1914 State Road Bureau Report noted West Virginia had the worst roads in the nation.[21]

An article in the October 22, 1919 edition of the *Martinsburg Evening Journal* reported of a meeting held at the Cacapon High School to discuss raising funds via a bond issue to improve roads in the Cacapon District which extended all the way to Paw Paw. This was the first district in Morgan County to consider a bond issue to address roads.[22]

Originally the route from Berkeley Springs to Paw Paw required a traveler to ford the winding Cacapon River at several crossings, but over time these were replaced with bridges at Great Cacapon, Fishers Ford, and Largent. The 1937 Parker Through Truss bridge at Great Cacapon replaced an earlier metal truss bridge destroyed in the March 1936 flood. This bridge had been constructed in 1910.[23] This bridge was located several hundred yards upstream from the current and at a substantially (25 feet) lower elevation. This would likely explain why the 1910 bridge was washed away in the 1936 flood and the decision made to erect the current bridge on higher ground where it survived a major flood in 1985.

The March 1936 flood caused major damage in Morgan County along the Potomac River and some of its tributaries. In addition to the loss of the bridge at Great Cacapon the Rock Ford Road bridge upstream on the Cacapon River was also washed out and never rebuilt, instead replaced

[20] Morgan County Historical & Genealogical Society, Berkeley Springs, WV, *Morgan County, WV and its People*, (Dallas: Taylor Publishing Co, 1981), page 13.
[21] *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, Section II, page 16. https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf. Accessed April 17, 2025.
[22] *Martinsburg Evening Journal*, October 22, 1919. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1919&bdd=1910&d=10221919-10221919&m=between&ord=k1&fn=martinsburg_evening_journal_usa_west_virginia_martinsburg_19191022_english_8&df=1&dt=1. Accessed February 20, 2025.
[23] *The Hampshire Review*, April 20, 1910. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1910&bdd=1910&d=04201910-04201910&m=between&ord=k1&fn=the_hampshire_review_usa_west_virginia_romney_19100420_english_1&df=1&dt=2. Accessed February 20, 2025.

with a simple low water bridge further downriver. The flood also wiped out the interstate bridge downstream on the Potomac River connecting Hancock, MD to West Virginia. Elsewhere Warm Springs Run through the Town of Bath overflowed its banks flooding homes and businesses, and the Potomac River flooded a large portion of the Town of Paw Paw - to include the tannery, general stores, and several large apple packing warehouses - were underwater. The 1936 flood also washed away C&O Dam #6 on the Potomac River. The dam had played an important role in "watering" a portion of the C&O Canal up until the canal's closing in 1924.

Approximately eight miles upstream on the Cacapon River from the village of Great Cacapon was the Fishers Ford Bridge. Constructed in 1912 by the Owego Bridge Company of New York it was a Metal 14 Panel Pin-Connected Pennsylvania Through Truss, Fixed bridge. This bridge remained in use until 1956 when it was abandoned in place for a new concrete bridge constructed 100 yards upstream. The original Fishers Ford Bridge remained standing until 2010 when it was demolished to facilitate placement of a temporary bridge while the 1956 concrete bridge was replaced.[24]

Four miles upstream from where the Fishers Ford bridge crossed the Cacapon River is the Largent bridge. The Largent Bridge was originally constructed between 1916 and 1918 by the Luten Bridge Company as a narrow single lane concrete arch bridge. It was later expanded to two lanes in 1935 with funding from the New Deal. The concrete bridge constructed with a nonsymmetrical arch appearance and rounded arch edge are characteristic of the work of noted bridge designer and builder Daniel Luten.[25] The New Deal funding which widened the bridge from one lane to two is indicative of increased traffic on WV Route 9 following the completion in 1932 of MD 51 from Cumberland to the bridge at Paw Paw where WV Route 9 begins its eastern path to Virginia.[26] The Largent Bridge is in keeping with Daniel Luten's ideas of using concrete to incorporate the New Deal Aesthetic and the ideals of the city beautiful movement inspired by White City at the Columbian Exposition (1893) in Chicago.[27]

At the western terminus of WV Route 9 the opening of the Paw Paw Bridge was celebrated on July 4, 1928, with governors of both WV and Maryland in attendance, as well as US Senators and House Representatives from the relevant districts in both states. The committee for the celebration included representatives from Charles Town, Martinsburg, Paw Paw, Berkeley Springs, Great Cacapon, Oldtown, and Cumberland.[28] The inclusion of representatives from

[24] Historic Bridges.Org. Fisher Ford Bridge.
https://historicbridges.org/bridges/browser/?bridgebrowser=wvirginia/fisher/. Accessed April 7, 2025.
[25] WV Historic Bridge Inventory Form, MN-0234, Largent Bridge.
https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0233.pdf. Accessed April 19, 2025.
[26] *The Piedmont Herald*, "Uhl Highway Opening Postponed Sixty Days", September 29, 1932.
https://wvnewspapers.advantage-preservation.com/viewer/?k=uhl&i=f&by=1932&bdd=1930&d=09291932-09291932&m=between&ord=k1&fn=piedmont_herald_usa_west_virginia_piedmont_19320929_english_6&df=1&dt=1. Accessed April 7, 2025.
[27] *Historic American Engineering Record Warren Bridge, Bristol County RI (Bridge No. 124).*
https://tile.loc.gov/storage-services/master/pnp/habshaer/ri/ri0400/ri0428/data/ri0428data.pdf. Accessed April 7, 2025.
[28] *The Piedmont Herald*, May 11, 1928. https://wvnewspapers.advantage-preservation.com/viewer/?k=oldtown&i=f&d=01011837-

Martinsburg (53 miles) and Charles Town (67 miles) speaks to the far-reaching impact the Paw Paw Bridge would have on bringing more traffic and travelers through the Eastern Panhandle on WV Route 9.

While it was not until late 1932 that Maryland would complete an improved road from Cumberland to Paw Paw the construction and widening of bridges at Great Cacapon and Largent were critical as automobile ownership grew and traffic increased on Route 9.

Completion of the bridges on Route 9 provided two lanes of traffic and reduced the distance traveled on the National Road to or from Cumberland, MD to eastern cities by 15 miles. The completion of the route also eliminated the need to cross five mountains between Cumberland and Hancock if motorists were to instead stay on the National Road.[29] From the west the new route for travelers took them from Cumberland through Paw Paw on Route 9 across bridges spanning the Cacapon River at Largent, Fishers Bridge and Great Cacapon. Then up and over Cacapon Mountain and through Berkeley Springs and the Eastern Panhandle to points east - versus through Hancock, Hagerstown, and Frederick.

A 1933 article in the *Piedmont Herald* touted western Route 9 for its scenic beauty and recommended motorists:

> …drive over the Oldtown road [from Cumberland] – mostly valley – through Paw Paw W. Va., across the bridge over the Potomac, up Great Cacapon mountain, with its wonderous view of valley, river and mountain to – Berkeley Springs and Hancock, then back to Cumberland, over Sideling mountain, Town Hill, Green Ridge, Polish mountain, each with views of Western Maryland unrivaled.[30]

As traffic increased on Route 9 new businesses opened on Central Avenue to cater to motorists while others relocated from along the B&O rail line. Gas stations were opened on either end of town. In 1931 C.G. Mechem entered into an agreement with the Standard Oil Company to provide gasoline at a station on the west end of the village at the southeast corner of Spring Street and Central Avenue.[31] O.C. Noland followed suit in 1932 with the American Oil Company for the Noland property just west of the Great Cacapon bridge.[32] In 1933 Riley Ball opened a store on Central Avenue that continues to operate today as Doris's Deli. In 1935 the Kidwells relocated their store from down by the railroad to the southwest corner of Central

12311930&e=bridge&m=between&ord=k1,e1&fn=piedmont_herald_usa_west_virginia_piedmont_19280511_english_8&df=61&dt=70. Accessed August 15, 2024.

[29] *The Hampshire Review*, "Bridge Plans are approved", 9 December 1925, Romney, WV. https://wvnewspapers.advantage-preservation.com/viewer/?t=37742&i=t&d=01011912-. Accessed April 15, 2025.

[30] *The Piedmont Herald*, July 20, 1933. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1933&bdd=1930&d=07201933-07201933&m=between&ord=k1&fn=piedmont_herald_usa_west_virginia_piedmont_19330720_english_2&df=1&dt=1. Accessed April 7, 2025.

[31] Morgan County Deed Book 43 Page 97.

[32] Morgan County Deed Book 43, Page 468.

Avenue and Vine Street, across the street from the Ball's Store.[33] Paul Munson also relocated the family's Munson General Store from down by the railroad on Lot #1 in Great Cacapon to a new location next to Mechem's Station on Central Avenue in 1935. In 1946 Munson moved again to a much larger two-story building on the NW corner of Spring St and Central Ave, diagonally across from the Mechem's Station.[34] T.H. Compton opened a trucking company in Great Cacapon in 1931 hiring local men as drivers.[35] These businesses all relied heavily on Route 9, and the improved bridges erected in the 1930s that increased automobile traffic through Great Cacapon, for their livelihoods. An article in the December 6, 1934 edition of the *Morgan Messenger* reported on the impending move of the Post Office from L. M. Munson's store by the railroad to a new location on the main street of the town.[36] The Post Office moved several times over the next 30 years to progressively larger locations until finally residing in a purpose-built facility constructed on Central Avenue in 1965.

When the March flood of 1936 destroyed the 1910 bridge at Great Cacapon the men who worked in Berkeley Springs (many at the large sand mine north of Berkeley Springs after the sand mine at Great Cacapon closed), were forced to travel a circuitous route down Route 9 to Route 29 through Bloomery and across a section of Virginia to what is today US Highway 522 to reach their places of employment until a temporary bridge could be erected.[37] This circuitous route added more than 55 miles of driving distance from the usual way on Route 9 of less than six miles. This lengthy detour points to the importance of Route 9 and the bridges that carried it over the Cacapon River.

The loss of the bridge in 1936 affected more than just the residents of Great Cacapon as motorists heading either west from Berkeley Springs, or east from Paw Paw were faced with a lengthy detour until the temporary low water bridge was completed. And even after its completion its design and placement made it impassable whenever the water level on the Cacapon River rose. Without the use of a bridge on Route 9 at Great Cacapon the distance for travelers went from 25 miles to 45 miles. Lack of traffic also would have negatively impacted businesses such as gas stations and new tourist spots like Donnelly's Largent Inn that relied on tourist traffic coming through the eastern panhandle.

An advertisement from 1942 offered transportation by the Noland Bus Service in Great Cacapon with stops at locations throughout the eastern portion of Morgan County and western Maryland with service terminating at the Hagerstown Airport. The Noland family owned a large tract of farmland east of the Cacapon River and operated a grocery store and gas station on Central Ave just west of the bridge. Service likely began at Great Cacapon since communities west of there

[33] Morgan County Deed Book 44, Page 155; and Deed Book 45, Page 155.
[34] Morgan County Deed Book 46, Page 378; and Deed Book 51, Page 305.
[35] David and Jeanie Clark, interview by David Abruzzi, Paw Paw, WV, April 5, 2025.
[36] *Morgan Messenger*, December 6, 1934.
[37] Whisner, Page 18.

could take a B&O train from various train depots to Great Cacapon and then transfer to the Noland Bus Service to points east not served by the Railroad.[38]

Nearly eighty years since the Great Cacapon Bridge was constructed Route 9 still remains the only direct route through the county. The WV Historic Bridge Inventory Form completed for the Great Cacapon Bridge as part of the state's comprehensive bridge study in 2015 noted 1800 vehicles a day passed over the bridge in 2002. Per Randy Epperly at WVDOH the traffic count numbers associated with the Great Cacapon Bridge in 2020 had decreased to 1100.[39]

In June of 2024 the Great Cacapon Bridge was officially dedicated as the Thurman W. Whisner Memorial Bridge, in memory of the late highway bridge engineer. Whisner was born on a farm outside Great Cacapon in 1951, graduated from WV Tech in 1974, and joined the WVDOH in 1969 as a bridge inspector. In later years he worked as a structural engineer residing in Great Cacapon from 1979 until his death in 2022.[40]

The New Deal

The New Deal came about following President Franklin D. Roosevelt's taking office in 1933 and the government's response to the dire economic situation brought about by the stock market crash of 1929 and the resulting Great Depression. The New Deal sought to address a range of problems facing the country by stabilizing banks and stimulating the economy, creating jobs and raising wages, investing in public works and providing opportunities for undeveloped regions. While the New Deal effectively ended in 1939 the effects of the depression lingered until America entered WWII in December 1941.[41]

The New Deal was comprised of a multitude of programs, often referred to as "alphabet agencies" for their multi-lettered designations. Some of the programs were passed into law in coordination with Congress while others were created by the Roosevelt Administration using executive orders. The Living New Deal lists more than 80 programs created or expanded during the 1930s that touched all aspects of society. The programs were binned into the following broad categories: Economic Stimulus and Stabilization; Bank Stabilization and Financial Reform; Relief and Welfare; Public Works; Arts and Culture Programs; Historic Preservation; Rural and Farm Assistance; Housing Aid and Mortgage Reform; Labor Law; Health and Public Safety; Land and Wildlife Conservation; Regulation of Trade, Transport, and Communications;

[38] *The Morgan Messenger*, September 23, 2015 (reprint of advertisement from June 1942).
[39] West Virginia Historic Bridge Inventory Form, MN-0234, Great Cacapon Bridge https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0234.pdf. Accessed April 20, 2025; Information from Randy Epperly, WVDOH, May 19, 2025.
[40] *The Morgan Messenger*, "Great Cacapon bridge dedicated to local highway engineer", June 18, 2024. https://www.morganmessenger.com/2024/06/18/great-cacapon-bridge-dedicated-to-local-highway-engineer/; Thurman W. Whisner obituary. https://www.helsleyjohnsonfh.com/obituary/thurman-whisner. Accessed April 7, 2025.
[41] The Living New Deal. https://livingnewdeal.org/history-of-the-new-deal/what-was-the-new-deal/. Accessed March 24, 2025.

Indian lands & US Territories; Civil and Criminal Justice; and Education and Civic Engagement.[42]

The New Deal programs sought to provide employment opportunities for everyone from artists and musicians to laborers and engineers. Many of the New Deal programs also sought to reform the economic "model" that had led to the Great Depression in the first place.

Some of the specific programs as described by the Living New Deal operating in WV were:[43]

CCC. The Civilian Conservation Corps was concerned with providing employment for young men in forests and parks. The men, often referred to as the "The CCC Boys" received, training, education, shelter, health care, food, and monthly pay of about a dollar a day they were required to send home to their families. It is calculated more than 3,000,000 men participated in the program between 1933 and 1942. This included World War I veterans who had lost their jobs as well as American Indians on reservation lands.

WPA. The Works Projects Administration was the largest and most diverse program. It was created to alleviate the mass unemployment. The majority of the projects completed by the WPA were related to improving the country's infrastructure to include bridges, airports, schools, parks, and water lines. However, the WPA also funded work related to historic preservation, libraries and social science research, as well as providing job opportunities for women in sewing, school classrooms and cafeterias. It is estimated by the time the program was terminated in 1943, the WPA had provided work for 8.5 million Americans. (The program was renamed the Works Progress Administration in 1939)

PWA. The Public Works Administration was initially allotted $3.3 billion that grew as later appropriations added funding. The PWA administered loans and grants to state and local governments who then hired the employees. Costs were typically shared 50-50.

FERA. The Federal Emergency Relief Administration provided funds to the states to assist with their relief efforts. Funds went to work projects, as well as cash and rural relief programs.

In West Virginia, Richard Walker, Living New Deal Project Director determined the WPA alone created or upgraded 20,500 miles of roads, 1,700 bridges, 30,000 culverts, 1,600 schools, 158 playgrounds and athletic fields, 300 miles of sewers, and 28,000 feet of runways. This was in addition to the WPA service projects which produced 5.2 million articles of clothing, provided 29 million school lunches, and helped tens of thousands get health care. The funding from the federal government created jobs that provided employment for 200,000 West Virginians.[44]

[42] The Living New Deal. https://livingnewdeal.org/history-of-the-new-deal/programs/. Accessed April 7, 2025.
[43] The Living New Deal. https://livingnewdeal.org/history-of-the-new-deal/programs/. Accessed April 7, 2025.
[44] Richard Walker, "A History Lesson for Joe Manchin: West Virginia is living proof of the need for Biden's new New Deal". https://www.kermitproject.org/newdeal/manchin.html. Accessed April 2, 2025.

Some specific projects funded by the New Deal in WV included: reforestation and recreation projects accomplished via the Civilian Conservation Corps (CCC) such as Cacapon State Park; development of homesteads (communities) like Arthurdale; and Works Project Administration projects to build and improve infrastructure at the city and county level. These WPA projects in WV included projects such as flood control walls at Huntington, construction of Kanawha Boulevard in Charleston, municipal sewer systems, street improvements and construction of new schools at locations across the state.

Following the devastating flood in March 1936 WV sought Federal funds through the WPA to replace bridges lost to the floodwaters. The April 7, 1936 edition of *The Mineral Daily News and Keyser Tribune* reported Forrest J. Pollag head of the WPA office in Elkins, WV estimated a new bridge over Cacapon River at Great Cacapon on State Route 9, which connects with the Uhl Highway from Cumberland at Paw Paw, to run $100,000.[45] In May 1936 Representative Jennings Randolph announced four WPA funded projects for WV which included the bridge at Great Cacapon.[46] The urgent need for a new bridge was evident after flooding in January 1937 closed the temporary bridge at Great Cacapon as floodwaters rose to within a foot of the bridge.[47]

In the January 28, 1937 edition of the *Morgan Messenger* the State Road Commission of WV posted the following advertisement:

> UNITED STATES WORKS PROGRAM HIGHWAY PROJECT W. P. SSR 107-A MORGAN COUNTY. Great Cacapon Bridge No. 1437. Four 60 ft. Steel I Beam Spans and one 170 ft. steel through truss span on concrete substructure. Superstructure and Substructure to be let in separate contracts. Certified Check, Superstructure $1,500; Substructure $1,200. UNITED STATES WORKS PROGRAM HIGHWAY PROJECT W. P. SSR 107-A MORGAN COUNTY. 0.394 miles of the Great Cacapon Bridge Approaches Grading, draining, Stone Base Surface Treatment. Certified Check $1,500.[48]

In early February the bids were opened with the Gilbert Construction Company of Charleston as the low bidder for the substructure with a bid of $27,046 and the Roanoke Iron and Bridge

[45] *The Mineral Daily News and Keyser Tribune*, April 7, 1936. https://wvnewspapers.advantage-preservation.com/viewer/?i=f&by=1936&bdd=1930&d=04011936-12311936&e=cost%20of%20new%20bridges&m=between&ord=e1&fn=mineral_daily_news_and_keyser_tribune_usa_west_virginia_keyser_19360407_english_1&df=1&dt=1. Accessed April 16, 2025.
[46] *The Moorefield Examiner*, May 13, 1936. https://wvnewspapers.advantage-preservation.com/viewer/?i=f&by=1936&bdd=1930&d=05011936-12311936&e=poll%20of%20west%20virginia&m=between&ord=e1&fn=the_moorefield_examiner_usa_west_virginia_moorefield_19360513_english_3&df=1&dt=1. Accessed April 16, 2025.
[47] *Evening Star*, January 24, 1937. https://chroniclingamerica.loc.gov/lccn/sn83045462/1937-01-24/ed-1/seq-7/#date1=1756&index=0&rows=20&searchType=advanced&language=&sequence=0&words=FLOOD+LOW+PERIL&proxdistance=5&date2=1963&ortext=&proxtext=&phrasetext=flood+peril+low&andtext=&dateFilterType=yearRange&page=1. Accessed April 16, 2025.
[48] *Morgan Messenger*, January 28, 1937.

Works the low bidder at $38,404 for the superstructure. Work for the approaches went to R.W. Moore of Staunton, VA for $29,005.[49]

In early April 1937 an article in the *Morgan Messenger* touted the approaches and bridge at Great Cacapon would be high enough to survive if water levels ever again reached the heights in the March 1936 flood. The contractors working on the approaches and the piers were working as rapidly as possible. The article also reported work had resumed on the Fishers Bridge-Largent road [also funded with WPA funds and using local unemployed labor] which had been suspended for the winter.[50]

The Hampshire Review reported on April 28, 1937 the approaches and the substructure for the new bridge at Great Cacapon were underway using "Relief labor" from the area. In the July 1, 1937 edition of the *Morgan Messenger* contractor Victor Funderburg reported the substructure of the Cacapon Bridge was nearing completion and the need for additional excavation for the piers on the west bank of the river had caused a delay in finishing. However, the fill on the east approach was nearly ready for surfacing. On July 29, 1937 the *Morgan Messenger* reported the foremen for the substructure had completed their work and moved on to other contracts, and the the contractor responsible for the steel work was moving equipment in to start laying the steel. A large contingent of workers were now busy on the road building with the bridge estimated to be open for traffic sometime in October. In an October 21, 1937 article in the *Morgan Messenger* it was reported steel from the old Great Cacapon bridge was being used by the WPA to build a new bridge across Sleepy Creek on the road from Ridge to Ungers Store and for repairs on the bridge at Young's Mill across Sleepy Creek. On Friday, October 29, 1937 C.G. Mechem, President of the Morgan County Court [Commission] and his wife, were the first car over the Great Cacapon Bridge after it opened to light traffic. The bridge formally opened at 8:15 on Friday, less than 24 hours after the temporary span washed away in high water. No heavy trucks were to be permitted for several days.[51]

That is all the reporting of the bridge's construction which is not surprising given the strong Republican leanings in Morgan County going back as far as the Civil War. The *Morgan Messenger* was the Republican paper for the county, and for most of the county's existence its only paper, so coverage of the New Deal was overwhelmingly negative. The Republican tilt in the county also would explain why there was no grand opening/ribbon cutting in October 1937, but rather a simple announcement of Mr. and Mrs. Mechem traversing the bridge on their way to Berkeley Springs. Additional records for a detailed scope of New Deal program contributions to the Great Cacapon Bridge do not appear to exist.

[49] *Morgan Messenger,* February 11, 1937.
[50] *Morgan Messenger,* April 15, 1937.
[51] *The Hampshire Review*, April 28, 1937; *Morgan Messenger,* July 1, 1937; *Morgan Messenger,* July 29, 1937; *Morgan Messenger,* October 21, 1937; *Morgan Messenger,* November 4, 1937.

Other major New Deal funded projects in Morgan County included:

- The Paw Paw municipal water system. Constructed in 1937 to address fire concerns following the devastating fire in 1931 that destroyed two of the five plants at the tannery. The project funded a well, pumphouse, storage tank, piping and fire hydrants. In concert with this project the Morgan County Commission funded Paw Paw's first firehouse in 1937.
- Berkeley Springs High School. Constructed to alleviate overcrowding at the Bath High School it was built to handle/serve high school students from all of Morgan County east of Cacapon Mountain.
- Fish Hatchery at Ridge. Built with funding from the New Deal Works Progress Administration. The need for a hatchery came about because of a concern with the serious decline in fish in the state's waterways due primarily to pollution and overfishing.
- Cacapon State Park. The first Civilian Conservation Corps (CCC) state park completed in the state. CCC Camp Morgan was established October 4, 1934. The area had been largely deforested by clear-cutting of the timber and by poor agricultural practices of small subsistence farmers. The CCC was responsible for construction of 27 miles of roads and trails, the bath house, lake, dam and beach, picnic areas and shelters, stables, supply house, staff residences and rental cabins. The 12-room Old Inn was the first lodge in the WV Park system. The park is listed on the National Register of Historic Places for its rustic style resources, including the cabins, picnic shelters, and superintendent's residence which are excellent examples of rustic "parkitecture".
- The Pines Crippled Children's Hospital. Construction began in 1929, but work stopped in 1931 due to a lack of funding. Work resumed in 1935 and was considered a prominent New Deal project. President Roosevelt visited "The Pines" in 1935.
- Luten style concrete arched bridges. The New Deal funded the widening of two Luten style concrete arched bridges (the Largent Bridge and the Spohr's Crossroads bridge over Sleepy Creek on Route 9 east of Berkeley Springs) in 1935. The widening of these two concrete bridges effectively made Route 9 two lanes wide from one end of Morgan County to the other.

Per the WV Bridge Survey, the use of New Deal funding for a steel truss bridge is a bit of anomaly since it is not in keeping with the "New Deal aesthetic" seen in the preponderance of concrete arch bridges funded during the New Deal. This aesthetic emphasized

> …horizontal form and avoidance of hard straight lines, use of local natural materials sized in proportion to the scale of the landscape; appearance of pioneer building methods, a strong incorporation of handcrafted elements, and a reflection of regional cultural influences.[52]

[52] *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, Section I, page 11. https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf. Accessed April 17, 2025.

Criterion C

Engineering

The Great Cacapon Bridge is significant under Criterion C for its relationship to engineering innovations and developments in bridge construction. The bridge displays a significant design innovation that represents a variation, evolution or transformation in bridge construction, the Parker Truss variant of a Pratt Truss combined with long approach spans supported by steel girders. The Roanoke Iron and Bridge Works Company, which began in 1906 as the Roanoke Bridge Company, constructed the bridge's superstructure.[53] The company operated in the southern United States and by 1911 had constructed over 600 bridges including a 700' bridge with 200'draw span over the Nanticoke River in Maryland, and various steel buildings. The company closed around 1912 and was acquired by the Camden Iron Works of Salem, Virginia and reorganized as the Roanoke Iron and Bridge Works around 1915.[54] The Great Cacapon bridge was designed and constructed using available materials and methods, such as steel structural members, with riveted connections and steel girders for the lengthy approaches.

The comprehensive study of WV bridges completed in 2015 determined between 1918 and 1940 the WV Commission of Public Roads constructed 13 bridges in Morgan County (out of approximately 830 bridges statewide). While the commission was responsible for the construction of 244 steel truss bridges only five were constructed after 1936 making the Great Cacapon Parker Through Truss Bridge likely one of the last steel truss bridges built in West Virginia. The study also concluded only 125 through truss bridges built prior to 1965 were still standing. The bridge at Great Cacapon also shows a shift in overall bridge design by combining different span types.[55] Per Randy Epperly, WVDOH Technical Support Division, the number of steel truss bridges remaining since the study was completed in 2015 has steadily declined as WVDOH continues to replace steel truss bridges.[56] These replacement bridges will never last as long nor have the design aesthetic of the steel truss bridges they replace.

At the Great Cacapon river crossing the Parker Through Truss main span was augmented by approach spans carried by 50-foot-long steel girders 33 inches deep. Each of the 20 girders used weigh close to 300 lbs. per linear foot (or more than 13,000 lbs. each). The use of steel girders for bridges carrying automobile traffic was something new in the 1930s due to challenges in

[53] The company is likely more well-known for its work in constructing jails.
[54] WV Historic Property Inventory Form, Hartland Bridge. https://www.highwaysthroughhistory.com/Content/bridges/Hartland/docs/hpi.pdf. Accessed April 16. 2025.
[55] *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, Section II – Historic Context, pages 31, 32, 33, 29. April 2015. https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf. Accessed April 17, 2025.
[56] Information from Randy Epperly, WVDOH, April 7, 2025.

manufacturing the girders and the difficulty in transporting and placing the large and incredibly heavy individual girders.[57]

According to a study commissioned by the New Hampshire Department of Transportation in 2008, the largest rolled I-beams capable of being produced in the mid-1930s were no more than 36 inches deep, and a maximum of 60 feet long. These were cheaper to make than riveted plated girders due to the labor-intensive nature of riveting. As such rolled steel beams began to replace riveted plated girders where spans were between 30' and 60'.[58]

The location of the bridge near the B&O rail line and the Great Cacapon Depot likely made the relatively early use of such large and heavy girders possible since the members could be transported by rail and then moved the short distance to the bridge location. One advantage of using girders vs assembling a truss onsite is the speed at which the spans could be constructed. In this instance speed was important since the temporary bridge was a simple low water bridge that was rendered impassable when the Cacapon River water level rose. Given the length of the main span (170') it would have been impossible to fabricate, much less transport, steel girders of sufficient length to span the main channel of the river in 1937. Railroad flat cars at the time were typically no longer than 52 feet in length so that was likely a considerable factor in the overall bridge design and span choice of 50 feet.

Per HPI Form HM-0802 a similar Through Truss Bridge was constructed in 1933 at Capon Bridge by E.R. Mills of Charleston, WV. The single 180' span bridge was constructed to carry traffic on Route 50 over the Cacapon River. The Capon Bridge had its main members replaced in kind in 1978. The newer repairs are bolted instead of riveted. Capon Bridge was determined eligible for inclusion in the National Register under Criterion C in 2013 as part of the State-wide Bridge survey.[59] While the HPI Form refers to the bridge as a Pratt Through Truss Bridge a draft nomination for the bridge to National Register of Historic Places correctly identifies the bridge as a Parker Through Truss Bridge.[60] Although the Great Cacapon and Capon Bridge Through Truss Bridge spans are within 10 feet of being the same length, the overall length of the Great Cacapon Bridge is close to 200 feet longer given the need for multiple approach spans. Per Randy Epperly the Capon Bridge, which was recently restored vs being replaced, carried 6000 vehicles a day when the last traffic count was conducted in 2023.[61] This is nearly 5.5 times greater than the count at the Great Cacapon Bridge, yet despite this much greater traffic count Capon Bridge was still deemed capable of being restored.

---

[57] Richard M. Casella Historic Documentation Company, Inc. *Deck Plate Girder Highway Bridges Engineering Significance Study of Three New Hampshire Types.*, July 2008. https://www.historicdoc.com/reports/HES-PlateGirderHighwayBrgs.pdf. Accessed April 16, 2025.
[58] Richard M. Casella Historic Documentation Company, Inc. *Deck Plate Girder Highway Bridges Engineering Significance Study of Three New Hampshire Types.*, July 2008. https://www.historicdoc.com/reports/HES-PlateGirderHighwayBrgs.pdf. Accessed April 16, 2025.
[59] WV Historic Bridge Inventory Form HM-0802, Capon Bridge.
https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/HM-0802.pdf.
Accessed April 20, 2025.
[60] DRAFT Nomination to the National Register of Historic Places for Capon Bridge.
[61] Randy Epperly, WVDOH, May 19, 2025.

The Parker Truss Bridge is a subtype of the very common type Pratt Truss. The Pratt Truss was designed by father son duo Caleb and Thomas Pratt in 1844. The Pratt truss is significant for successfully making the transition from wood designs to metal. Pratt Truss bridges can be identified by the use of diagonal web members to form a V-shape with the exception being the center panel which commonly has crossing diagonal members.[62]

On February 22, 1870, Charles H. Parker, a mechanical engineer with the National Bridge and Iron Works of Boston, Massachusetts, was awarded a patent (#100,185) for modifications to a Pratt truss. His modification created a "camelback" truss having a top chord which did not stay parallel with the bottom chord. As a result, the Parker Truss used less metal than a parallel chord Pratt truss of equal span (length). However, since each panel of the truss required different length of verticals and diagonals the cost of fabrication and erection costs increased. This additional cost was usually offset by the lighter weight of materials used to construct the superstructure for spans over a certain length.[63]

The Parker patent claimed three improvements over earlier designs. Parker's first claim was minor changes in bridge lengths could be accommodated by changing the slope of the inclined end post or extending it to the top chord to a point behind the first vertical web member. Second, the design of the top and bottom connections of the web posts to the chords was new. And third, the casting at the bottom of the end post simplified the connection joining the top and bottom chords.[64]

Given the economy of materials directly affected profit, Parker Truss Bridges began to replace Pratt Truss Bridges for long span bridges after the turn of the century. Parker Through Truss Bridges eventually became the standard choice for bridge spans in the range of 100 to 300 feet.[65] Truss bridges began to fall out of favor in the late 1930's and early 1940's as the ability to roll and transport large steel girders became possible eliminating much of the labor needed onsite to assemble a truss style bridge for large spans that at one time could only be spanned with trusses. Advances in engineering also made bridges constructed of cast concrete beams a viable and cost-

[62] Parson Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.
[63] Parson Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.
[64] Parson Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.
[65] Parson Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.

effective option.[66] The early use of steel girders for the long approach spans at the Great Cacapon Bridge is evidence of this initial shift in bridge type.

The section on Parker Through Truss Bridges in a 2005 in-depth study titled *A Context for Historic Bridge Types* concluded:

> Parker trusses are significant within the context of this study. At the highest level of significance within this type are nineteenth century, pin-connected Parker trusses, as the numbers of these bridges are dropping as they are replaced with modern structures. A well-preserved twentieth century Parker truss that exemplifies a standard bridge type of a state department of transportation also is significant within the context of this study. Primary character-defining features include the polygonal top chord; inclined end posts; diagonals in each panel; and different length verticals, shortening in length outward from the central panel. Other character-defining features include the floor beams, stringers, struts, method of connection and portal features (e.g., struts, bracing).[67]

These defining features remain extant on the Great Cacapon Parker Through Truss Bridge.

Summary

After 78 years the Great Cacapon Bridge continues to convey its association with transportation and engineering. The Great Cacapon Bridge is significant under both Criterion A for its contribution to changing transportation patterns in the 1930s; and Criterion C for its association with engineering developments in the use of the Parker Through Truss for long span steel bridges combined with approach spans supported by steel girders of substantial length for the era of construction. It is also associated with a regional bridge builder who is known and recognized in West Virginia and who constructed other bridges of the period in the state and region. The period of significance is 1937-1975. Though there have been changes to some of the elements of the bridge, it remains largely intact with most of its superstructure original members and connections, as well as the setting and associations of this small rural village.

[66] Richard M Casella, Historic Documentation Inc. *Deck Plate Girder Highway Bridges Engineering Significance Study of Three New Hampshire Types*. July 2008. https://www.historicdoc.com/reports/HES-PlateGirderHighwayBrgs.pdf. Accessed April 16, 2025.

[67] Parson Brinckerhoff and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Casella, Richard M Historic Documentation Inc. *Deck Plate Girder Highway Bridges Engineering Significance Study of Three New Hampshire Types*. July 2008. https://www.historicdoc.com/reports/HES-PlateGirderHighwayBrgs.pdf. Accessed April 16, 2025.

Clark, David and Jeanne. Interview by David Abruzzi. Paw Paw, WV. April 5, 2025.

Brinckerhoff, Parsons and Engineering and Industrial Heritage. *A Context For Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, October 2005. https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf. Accessed April 10, 2025.

Daily Intelligencer, December 11, 1861. https://chroniclingamerica.loc.gov/lccn/sn84026845/1861-12-11/ed-1/seq-4/#date1=1861&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1861&proxtext=cacapon&y=13&x=6&dateFilterType=yearRange&page=1. Accessed February 24, 2025.

The Daily Dispatch, June 28, 1876. https://chroniclingamerica.loc.gov/lccn/sn84024738/1876-06-28/ed-1/seq-3/#date1=1876&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=Virginia&date2=1876&proxtext=cacapon&y=14&x=17&dateFilterType=yearRange&page=1. Accessed February 24 2025.

Epperly, Randy. WVDOH, April 7, 2025; May 19, 2025.

Evening Star, February 9, 1905. https://chroniclingamerica.loc.gov/lccn/sn83045462/1905-02-09/ed-1/seq-16/#date1=1905&index=7&rows=20&words=Cacapon&searchType=basic&sequence=0&state=&date2=1905&proxtext=cacapon+&y=11&x=15&dateFilterType=yearRange&page=2. Accessed February 20, 2025.

Evening Star, January 24, 1937. https://chroniclingamerica.loc.gov/lccn/sn83045462/1937-01-24/ed-1/seq-7/#date1=1756&index=0&rows=20&searchType=advanced&language=&sequence=0&words=FLOOD+LOW+PERIL&proxdistance=5&date2=1963&ortext=&proxtext=&phrasetext=flood+peril+low&andtext=&dateFilterType=yearRange&page=1. Accessed April 16, 2025.

Evening Times, April 1, 1901. https://chroniclingamerica.loc.gov/lccn/sn84024441/1901-04-01/ed-1/seq-6/#date1=1901&index=2&rows=20&words=Cacapon&searchType=basic&sequence=0&state=&date2=1901&proxtext=cacapon+&y=5&x=13&dateFilterType=yearRange&page=1. Accessed February 20, 2025.

Fettke, Charles Reinhard. *Glass Manufacture and the Glass Sand Industry of Pennsylvania*. Published by Penna, J.L. Kuhn, printer, 1919.

The Hampshire Review, October 14,1903. https://wvnewspapers.advantage-preservation.com/search?k=cacapon&i=f&d=10/14/1903-10/15/1903&bcn=1&m=between&ord=k1. Accessed February 20, 2025.

The Hampshire Review, April 26, 1905. https://wvnewspapers.advantage-preservation.com/search?k=cacapon&co=1964&i=f&d=04/26/1905-04/27/1905&bcn=1&m=between&ord=k1. Accessed February 20, 2025.

The Hampshire Review, April 20, 1910. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1910&bdd=1910&d=04201910-04201910&m=between&ord=k1&fn=the_hampshire_review_usa_west_virginia_romney_19100420_english_1&df=1&dt=2. Accessed February 20, 2025.

The Hampshire Review, "Bridge Plans are approved", December 9, 1925. https://wvnewspapers.advantage-preservation.com/viewer/?t=37742&i=t&d=01011912-. Accessed April 15, 2025.

The Hampshire Review, April 28, 1937.

Historic American Engineering Record Warren Bridge, Bristol County RI (Bridge No. 124). https://tile.loc.gov/storage-services/master/pnp/habshaer/ri/ri0400/ri0428/data/ri0428data.pdf. Accessed April 7, 2025.

Historic Bridges.Org. https://historicbridges.org/bridges/. Accessed April 7, 2025.

The Living New Deal. https://livingnewdeal.org/. Accessed March 24, 2025.

Martinsburg Evening Journal, October 22, 1919. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1919&bdd=1910&d=10221919-10221919&m=between&ord=k1&fn=martinsburg_evening_journal_usa_west_virginia_martinsburg_19191022_english_8&df=1&dt=1. Accessed February 20, 2025.

Martinsburg Herald, January 23, 1897.

Martinsburg Herald, October 28, 1899.

Martinsburg Independent, January 12, 1895. https://chroniclingamerica.loc.gov/lccn/sn84038206/1895-01-12/ed-1/seq-3/#date1=1895&index=2&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1895&proxtext=cacapon&y=17&x=11&dateFilterType=yearRange&page=1. Accessed February 24, 2025.

Martinsburg Independent, November 21, 1896.

The Mineral Daily News and Keyser Tribune, April 7, 1936. https://wvnewspapers.advantage-preservation.com/viewer/?i=f&by=1936&bdd=1930&d=04011936-12311936&e=cost%20of%20new%20bridges&m=between&ord=e1&fn=mineral_daily_news_and_keyser_tribune_usa_west_virginia_keyser_19360407_english_1&df=1&dt=1. Accessed April 16, 2025.

The Moorefield Examiner, May 13, 1936. https://wvnewspapers.advantage-preservation.com/viewer/?i=f&by=1936&bdd=1930&d=05011936-12311936&e=poll%20of%20west%20virginia&m=between&ord=e1&fn=the_moorefield_examiner_usa_west_virginia_moorefield_19360513_english_3&df=1&dt=1. Accessed April 16, 2025.

Morgan County Deed Book 43, Page 97.

Morgan County Deed Book 43, Page 468.

Morgan County Deed Book 44, Page 155.

Morgan County Deed Book 45, Page 155.

Morgan County Deed Book 46, Page 378.

Morgan County Deed Book 51, Page 305.

Morgan County, WV and its People. Compiled by Morgan County Historical & Genealogical Society. Published by the Morgan County Historical & Genealogical Society, Berkeley Springs, WV Printed by Taylor Publishing Co, Dallas. copyright 1981.

Morgan Messenger, December 6, 1934.

Morgan Messenger, January 28, 1937.

Morgan Messenger, February 11, 1937.

Morgan Messenger, April 15, 1937.

Morgan Messenger, July 1, 1937.

Morgan Messenger, July 29, 1937.

Morgan Messenger, October 21, 1937.

Morgan Messenger, November 4, 1937.

Morgan Messenger, September 23, 2015 (reprint of advertisement from June 1942).

Morgan Messenger, "George Washington: A Young Man Makes His Way", February 21, 2023.

Morgan Messenger, "Great Cacapon bridge dedicated to local highway engineer", June 18, 2024. https://www.morganmessenger.com/2024/06/18/great-cacapon-bridge-dedicated-to-local-highway-engineer/. Accessed 15 April, 2025.

Newbraugh, Frederick. *Warm Springs Echoes, Vol 3,* copyright by Frederick T. Newbraugh 1976.

Nomination to the National Register of Historic Places for Capon Bridge (DRAFT).

The Piedmont Herald, May 11, 1928. https://wvnewspapers.advantage-preservation.com/viewer/?k=oldtown&i=f&d=01011837-12311930&e=bridge&m=between&ord=k1,e1&fn=piedmont_herald_usa_west_virginia_piedmont_19280511_english_8&df=61&dt=70. Accessed August 15, 2024.

The Piedmont Herald, "Uhl Highway Opening Postponed Sixty Days", September 29, 1932. https://wvnewspapers.advantage-preservation.com/viewer/?k=uhl&i=f&by=1932&bdd=1930&d=09291932-09291932&m=between&ord=k1&fn=piedmont_herald_usa_west_virginia_piedmont_19320929_english_6&df=1&dt=1. Accessed April 7, 2025.

The Piedmont Herald, July 20, 1933. https://wvnewspapers.advantage-preservation.com/viewer/?k=cacapon&i=f&by=1933&bdd=1930&d=07201933-07201933&m=between&ord=k1&fn=piedmont_herald_usa_west_virginia_piedmont_19330720_english_2&df=1&dt=1. Accessed April 7, 2025.

Shepherdstown Register, April 28, 1866.

Springfield Weekly Republican, January 18, 1862. https://chroniclingamerica.loc.gov/lccn/sn84026845/1861-12-11/ed-1/seq-4/#date1=1861&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1861&proxtext=cacapon&y=13&x=6&dateFilterType=yearRange&page=1. Accessed February 24, 2025.

Unrau , Harlan D., *Historic Structure Report Dam No. 6 and its Associated Structures C&O Canal Historical Park*. (Denver Service Center Historic Preservation Team NPS US Dept of Interior, December 1974). https://npshistory.com/publications/choh/dam-6-hsr.pdf. Accessed April 16, 2025.

The Virginia Free Press, September 14, 1848. https://chroniclingamerica.loc.gov/lccn/sn84026784/1848-09-14/ed-1/seq-2/#date1=1848&index=0&rows=20&words=Cacapon&searchType=basic&sequence=0&state=West+Virginia&date2=1848&proxtext=cacapon&y=7&x=10&dateFilterType=yearRange&page=1. Accessed February 24, 2025.

Walker, Richard. "A History Lesson for Joe Manchin: West Virginia is living proof of the need for Biden's new New Deal". https://www.kermitproject.org/newdeal/manchin.html. Accessed April 2, 2025.

The Washington Heritage Trail in Morgan County. https://archive.berkeleysprings.com/washington-heritage-trail-tour-10/. Accessed April 7, 2025.

West Virginia Historic Bridge Inventory Form, MN-0234, Great Cacapon Bridge. https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0234.pdf. Accessed April 20, 2025.

WV Historic Property Inventory Form, Hartland Bridge. https://www.highwaysthroughhistory.com/Content/bridges/Hartland/docs/hpi.pdf. Accessed April 16, 2025.

WV Historic Bridge Inventory Form HM-0802, Capon Bridge. https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/HM-0802.pdf. Accessed April 20, 2025.

WV Historic Bridge Inventory Form, MN-0233, Largent Bridge. https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0233.pdf Accessed April 19, 2025.

West Virginia Statewide Historic Bridge Survey: Final Survey Report. April 2015. https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf. Accessed April 17, 2025.

Whisner, Hester L. *The History and Legends of Great Cacapon*. Morris Publishing, Kearney, NE. copyright 1999.

Whisner, Thurman W. Obituary. https://www.helsleyjohnsonfh.com/obituary/thurman-whisner. Accessed April 7, 2025.

"Who Invented the Parker Truss Bridge?" https://www.baileybridgesolution.com/who-invented-the-parker-truss-bridge.html. Accessed March 24, 2025.

The World, August 31, 1892.

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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 0.2893

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 39.618254 Longitude: -78.282836

Or

UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 17N Easting: 733239 Northing: 4388916

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is outlined in Figure 4 and contains the footprint of the bridge, including the approach spans.

Boundary Justification (Explain why the boundaries were selected.)

The boundary selected encompasses the bridge and approach spans in their entirety and no other resources.

---

11. Form Prepared By

name/title: David Abruzzi, RA
organization: Cacapon Preservation Solutions, LLC
street & number: 18534 Cacapon Rd
city or town: Great Cacapon state: WV zip code: 25422
e-mail david@cacaponpreservationsolutions.com
telephone: 304-947-7465
date: 20 May 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Figure Log

1 of 5. Map of Route 9 Through Western Morgan County
2 of 5. USA Topographical Map
3 of 5. Satellite Imagery
4 of 5. Photo Key
5 of 5. Photo of original 1910 bridge following St Patrick's Day flood, March 1936

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Great Cacapon Bridge

City or Vicinity: Village of Great Cacapon (unincorporated)

County: Morgan State: WV

Photographer: Paul Neureiter (unless noted)

Date Photographed: April 6, 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 9. View looking east towards Cacapon Mountain (David Abruzzi, April 9, 2025)
2 of 9. View looking west towards the village of Great Cacapon (Abruzzi, April 9, 2025)
3 of 9. View looking south (upriver)
4 of 9. View looking north with 1910 B&O viaduct in background (downriver)
5 of 9. Underside of bridge looking west and up at girder supported approach span
6 of 9. Underside of truss span looking west
7 of 9. Connection detail at center of truss span
8 of 9. Original riveted guardrail detail with later welded metal plate (Abruzzi, April 9, 2025)
9 of 9. Connection detail showing cantilevered road deck and support struts

Great Cacapon Bridge | Morgan, WV
Name of Property | County and State

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.
Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

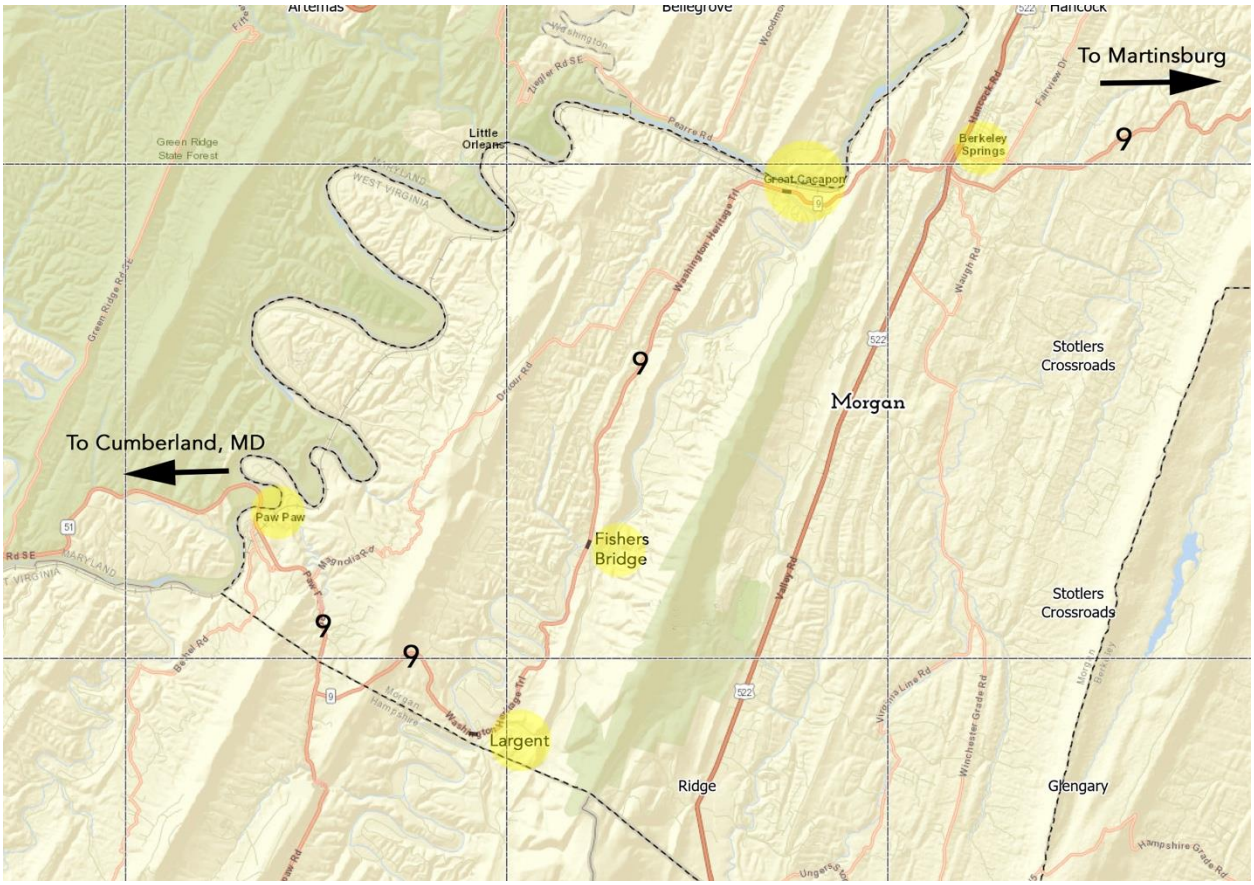

Figure 1: Map of Route 9 Through Western Morgan County

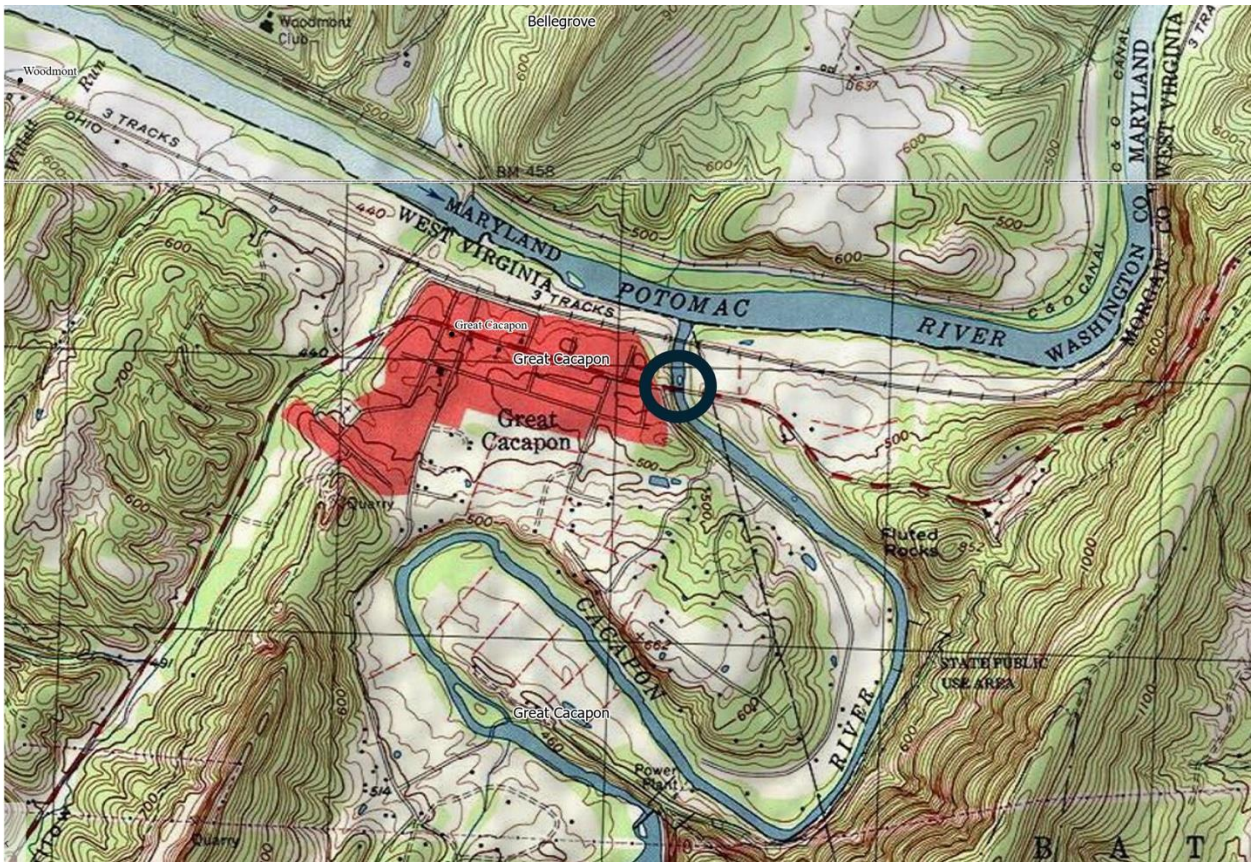

Figure 2: USA Topographical Map

Figure 3. Satellite Imagery

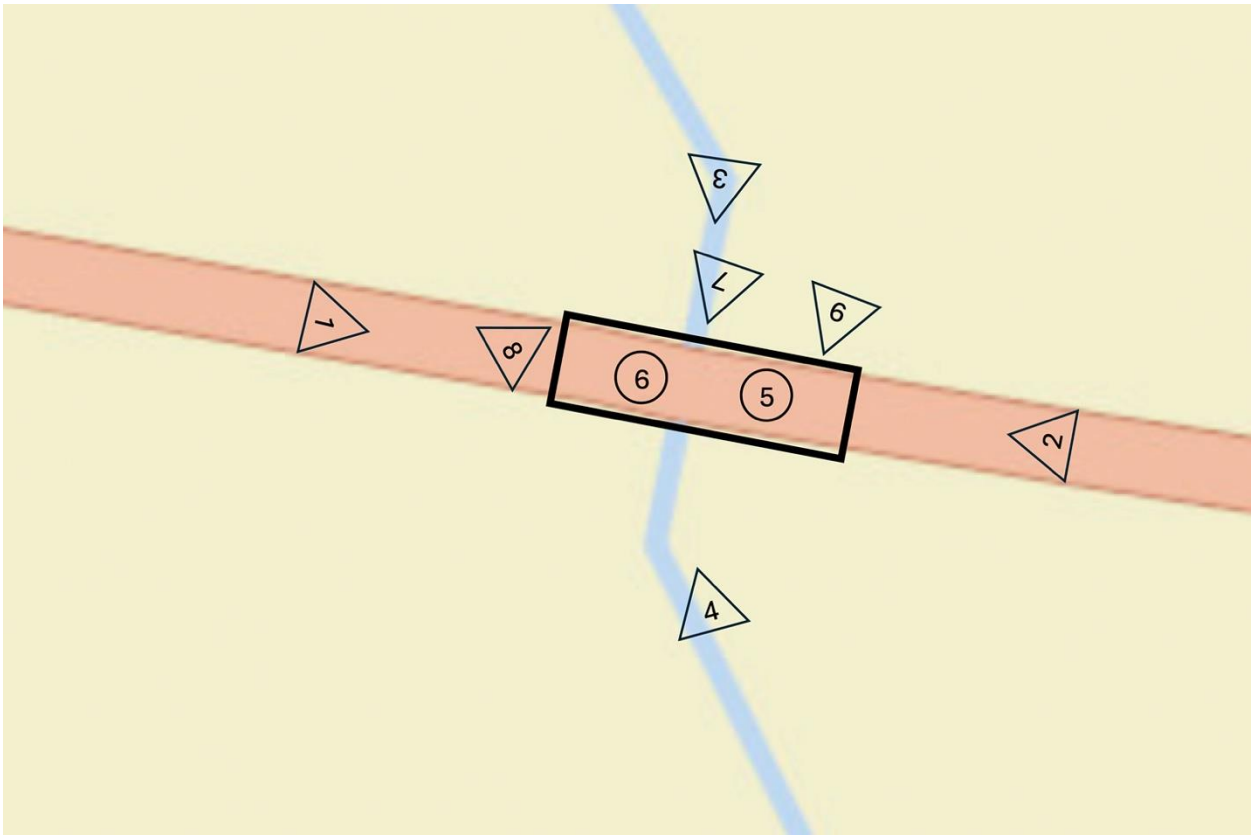

Figure 4. Photo Key

Figure 5. Photo of original 1910 truss bridge following the St Patrick's Day flood, March 1936 (Looking north with 1910 B&O Railroad Viaduct in background)

Photo 1. View looking east towards Cacapon Mountain

Photo 2. View looking west towards the village of Great Cacapon

Photo 3. View looking south (upriver)

Photo 4. View looking north with 1910 B&O viaduct in background (downriver)

Photo 5. Underside of bridge looking west and up at girder supported approach span

Photo 6. Underside of truss span looking west

Photo 7. Connection detail at center of truss span

Photo 8. Original riveted guardrail detail with later welded metal plate

Photo 9. Connection detail showing cantilevered road deck and support strut