

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: Largent Bridge

Other names/site number: Enon 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: Largent (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Not For Publication: ☐ Vicinity: ☐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
<hr/> <p>Signature of certifying official/Title: Date</p> <p><u>West Virginia State Historic Preservation Office</u></p>	
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<hr/> <p>Signature of commenting official: Date</p>	
<hr/> <p>Title : State or Federal agency/bureau or Tribal Government</p>	

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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

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☐

Site

☐

Structure

☒

Object

☐

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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)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Concrete Arch – Deck (continuous)

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Concrete with steel reinforcement

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 bridge is located on WV Route 9 in Morgan County, WV. It is a multi-arched closed spandrel concrete bridge originally constructed by the Luten Bridge Company. It is characteristic of the work pioneered by Daniel Luten and was originally built between 1916 and 1918 as a single lane bridge. It was widened to two lanes in 1935 with New Deal program funding to address the increased traffic on WV Route 9. The bridge crosses the Cacapon River just west of the small community of Largent. While Largent is mostly in Morgan County a portion of the community stretches into Hampshire County. Today the community is served by the Great Cacapon Post Office and assigned telephone numbers associated with the Paw Paw Exchange. While the bridge has received some minor modifications (repairs) over its nearly 110 years of continuous use it maintains the majority of its distinctive and defining characteristics and as such retains its historic integrity.

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Narrative Description

Setting

At its western end WV Route 9 begins in Morgan County in the Town of Paw Paw. It then runs along the Cacapon River and over Cacapon Mountain as it heads east through Morgan County and the Eastern Panhandle to the Virginia state line. At the Virginia state line 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 Largent Bridge is located in Morgan County on WV Route 9 where it crosses the Cacapon River just west of the community of Largent. At this point Largent straddles both Morgan and Hampshire counties. Route 9 runs in an east-west alignment through the community. The Cacapon River flows north at this location. This concrete bridge was originally constructed as a single lane bridge between 1916 and 1918 to eliminate a ford.

The area of Largent in Hampshire County is comprised of long narrow lots to maximize the number of properties with river frontage. The buildings and properties in the area along the Cacapon River are primarily used as weekend/second homes. At one time the community was called Enon and had a one room school, primitive church, and several businesses along with its own post office (still standing). Today all that remains in operation is the Stoney Creek Store and the primitive church that is on a ministerial circuit.

The Morgan County Comprehensive Planning Document (2017) describes Largent as a unique community. Originally called Hopyard and later Enon, its population increases on weekends during the summer months due to the hundreds of cabins and camps located near the Cacapon River.¹

There are no sidewalks, curb, or gutters, along Route 9 or anywhere within the community of Largent. The overall setting is very rustic and rural.

Description

The structure is a concrete arch continuous deck bridge with an overall width of 26 feet and a road width of approximately 24 feet. Its overall length is 254 feet with a maximum span of 82 feet. It is built atop reinforced concrete abutments and requires three arches to span the Cacapon River. The concrete balustrades (railings) are 32 inches tall and are of a fancier "pierced"

¹ Morgan County Comprehensive Plan, 2017.

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design. The bridge was constructed in two phases 17 years apart with the second phase funded by the WPA in 1935. Indication of the two distinct phases is readily evident when looking at the underside of the bridge. The first phase (1916) was formed up in two sections, each approximately 90 inches wide, using individual form boards. This gave the bridge an original overall width of 15 feet which included both the width of the spandrels as well as the concrete balustrade leaving the original single lane approximately 11 feet wide. The bottom of the original north spandrel wall is also evident when looking up at the underside of the bridge. The second phase of work funded by the PWA was done in a single section with form boards measuring 11 feet.

Three of the four balustrade endposts have plaques dating to 1935. These read:

North balustrade east endpost.

BUILT BY
J.M FRANCESCA & CO.
FAYETTEVILLE, W. VA.
1935

North balustrade west endpost.

U.S.
PUBLIC WORKS
PROJECT
P.W.S. 848-C
1935

South balustrade west endpost.

1935
[Circular State Seal]
BRIDGE NO 1395

Integrity

The Largent Bridge retains its historic integrity with original fabric and elements.

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 it was first constructed in 1916 and widened in 1935.

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SETTING

The setting remains as it was in 1916. The riverbanks, river depth and road grade have not changed, so the relationship to the river and its appearance and setting remain. The remaining buildings on the east side of the bridge in the community 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 a portion of balustrade (railing) replaced and rebar visible. Metal reinforcement bracing has been attached to spandrels to stabilize the structure.

WORKMANSHIP

The workmanship is evident in the extant components members to include the pierced concrete railing with paneled endposts.

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 has been some minor work to reinforce the structure of the bridge, it retains its overall integrity so as to warrant listing on the National Register of Historic Places.

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8. Statement of Significance

Applicable National Register Criteria

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

☒

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐

B. Property is associated with the lives of persons significant in our past.

☒

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐

D. Property has yielded, or is likely to yield, information important in prehistory or history.

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

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Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1916-1975

Significant Dates

1935 (Widening of bridge to two lanes)

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Luten Bridge Company (original builder)

J.M. Francesa & Co., Fayetteville, WV (bridge widening - 1935)

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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 Largent Bridge is significant locally under *Criterion A*, in the area of *Transportation* for its association with changing transportation routes through the Eastern Panhandle of WV, and *Criterion C*, in the area of *Engineering*, as a significant example of a Daniel Luten concrete arch bridge in West Virginia. Its subsequent widening in 1935 illustrates Luten's declaration that his concrete bridge designs could be expanded with relative ease when compared to other bridge designs such as steel trusses. The period of significance is from its initial construction in 1916, through 1975, the standard 50-year cutoff, due to its continued uninterrupted use. At the time of its widening in 1935 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 Background²

Largent is a small community in both Morgan and Hampshire Counties straddling WV Route 9. WV Route 9 connects the Morgan County seat at Berkeley Springs (Town of Bath) with the Town of Paw Paw at the western end of the county.

Upriver from the bridge on Kilgore Road are a series of long narrow lots to maximize the number of properties with river frontage. Kilgore Road is named for WV Senator Harley Kilgore who purchased six lots along the river in 1949.³ These lots along Kilgore were historically - and remain mostly - second homes or weekend camps.

Above Largent, across Route 9, on Kilgore Lane was Donnelly's Largent Inn. An advertisement in 1935 in the *Morgan Messenger* touted how it was not a tourist camp, nor a mountain-top hotel for dancing, golf playing and the wearing of gowns, but rather a summer hotel that offered guests the option to stay for a day, a week or a month. The inn offered guests the benefit of water activities on the Cacapon River as well as access to the new Cacapon State Park. Private "sections" (essentially small private cabins) were available for two or more guests with the ability to accommodate parties up to eight within steps of Largent Manor where meals were served. The inn was located just 600 yards off Route 9 so was easily accessible by automobile. The advertisement went on to promote its location midway between National Highways 40 and

² There is little written history of Largent so this nomination is focused on its location primarily as it relates to transportation through Morgan County and the Eastern Panhandle of WV.

³ Morgan County Deed Book 54 Pages 510 and 511.

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50 making it easily reached from Cumberland, MD, Romney, WV, and Martinsburg, WV while being just 30 minutes from Berkeley Springs. Per the Casto's, current owners of the land where the Largent Inn once stood, the grounds contained clay tennis courts, a croquet lawn, and a large dance pavilion along the river with views of the bridge.⁴

At one time Largent had its own Post Office and several stores. WV state records indicate the Largent Post Office closed in 1955.⁵ Today the only remaining business is the Stoney Creek Store and Campground. The store is located in a building that, while modified, has housed a business for generations and through several owners operated for many years as the Sycamore Inn with its own dance pavilion.⁶

Criterion A

Transportation

The route from Berkeley Springs over Cacapon Mountain was documented as early as 1769 by George Washington who recorded a trip in his diary in 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.⁷

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.⁸

At the time of the bridge's initial construction in 1916 WV County Courts (Commissions) had been returned the responsibility of building and maintaining highways after the state legislature in 1911 had decided 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

⁴ *Morgan Messenger*, August 29, 1935; Nick and Ann Casto, interview by David Abruzzi, Largent, WV, April 3, 2025.

⁵ *The WV Legislative and Hand Book and Manual and Official Register, 1955*. Jarrett Printing Company.
https://www.wvlegislature.gov/legisdocs/publications/bluebook/WVS_Bluebook_1955.pdf. Accessed March 25, 2025.

⁶ Casto interview.

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

⁸ Morgan County Historical & Genealogical Society, Berkeley Springs, WV, *Morgan County, WV and its People*, (Dallas: Taylor Publishing Co, 1981), page 13.

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governor. Despite this the 1914 State Road Bureau Report noted West Virginia had the worst roads in the nation.⁹

In 1917, to comply with the Federal Aid Road Act, the WV legislature established the State Road Commission to replace the State Road Bureau. The two-member commission appointed by the Governor was responsible for construction and maintenance as well as distribution of both federal and state funding. To facilitate roadwork WV was divided into ten districts, each under the supervision of a district engineer. Under the Federal Aid Road Act most of the "county-district roads" were converted into a state "secondary system". This relieved counties of the expense of maintaining the roads; however, it was not until 1920 the WV "Good Roads Amendment" to the state constitution passed allowing the selling of state bonds to finance a state highway system.¹⁰

The lack of state funding until 1920 required counties and their districts to fund their own roads. This was evident in an article in the October 22, 1919 edition of the *Martinsburg Evening Journal* that reported 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 and included Largent.¹¹

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 Largent, Fishers Ford, and Great Cacapon.

The Largent bridge was originally constructed as a single lane bridge between 1916 and 1918. An announcement in the August 3, 1916 of the *Morgan Messenger* by the Morgan County Court [Commission] called for sealed bids for construction of several reinforced concrete bridges in the county to include over the Great Cacapon at Enon [Largent]. Five weeks later an article in the September 7, 1916 edition of the *Morgan Messenger* announced the County Court had awarded the work at Enon to the Luten Bridge Company for \$16,351. Nearly two years later an announcement in the August 15, 1918 of the *Morgan Messenger* heralded "the fills at the new Enon bridge across Cacapon Creek have been made and the bridge, which is a splendid structure, is now being used".¹² 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.¹³ In 1935 funding through the New Deal expanded the bridge to two lanes. The

⁹ *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.

¹⁰ *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, Section II, page 17, 18.

<https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf>. Accessed April 17, 2025.

¹¹ *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.

¹² *Morgan Messenger*, August 3, 1916; *Morgan Messenger*, September 7, 1916; *Morgan Messenger*, August 15, 1918.

¹³ WV Historic Bridge Inventory Form, MN-0234, Largent Bridge.

<https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0233.pdf>. Accessed April 19, 2025.

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widening of the bridge from one lane to two is indicative of increased traffic on WV Route 9 following the completion of an improved interstate road (MD 51) in 1932 from Cumberland to the bridge at Paw Paw where WV Route 9 begins its eastern path to Virginia.¹⁴ 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.¹⁵

Approximately four miles downstream from the community of Largent 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 Bridge remained standing until 2010 when it was demolished to facilitate placement of a temporary bridge while the 1956 concrete bridge was replaced.¹⁶

The 1937 Parker Through Truss bridge at Great Cacapon replaced an earlier metal truss bridge destroyed in the March 1936 flood that had been constructed in 1910.¹⁷ This bridge is located approximately 11 miles downstream from Largent.¹⁸ Like the Largent Bridge, the construction of the Great Cacapon Bridge was also made possible with funding through the New Deal.

These three bridges were critical to connecting the county seat with the western edge of Morgan County and from that point the route extended west all the way to Cumberland, MD. This was possible with the construction of a bridge over the Potomac River at Paw Paw.

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.¹⁹ The inclusion of representatives from 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 motorists through the Eastern Panhandle on WV Route 9.

¹⁴ *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.

¹⁵ *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.

¹⁶ Historic Bridges.Org. <https://historicbridges.org/bridges/browser/?bridgebrowser=wvirginia/fisher/>. Accessed 9 April 2025.

¹⁷ *The Hampshire Review*, April 20, 1910

¹⁸ *The Hampshire Review*, April 20, 1910

¹⁹ *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.

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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.²⁰ From the west the new route for travelers took them from Cumberland through Paw Paw then onto 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.²¹

As traffic increased on Route 9 transportation related businesses along the highway popped up. In Largent C.E. Ambrose opened a gas station just east of the bridge and in the nearby village of Great Cacapon several new businesses opened or relocated to Route 9. 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. O.C. Noland followed suit in 1932 with the American Oil Company for their property just west of the Great Cacapon bridge.²² 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 Avenue and Vine Street, across the street from the Ball's Store.²³ Paul Munson also relocated the family's Munson General Store from down by the railroad 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.²⁴ T.H. Compton opened a trucking

²⁰ "Bridge Plans are approved", *The Hampshire Review*, 9 December 1925, Romney, WV.

<https://wvnewspapers.advantage-preservation.com/viewer/?t=37742&i=t&d=01011912->. Accessed April 10, 2025.

²¹ *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.

²² Morgan County Deed Book 42, Page 404; Deed Book 43, Page 97; and Deed Book 43, Page 468.

²³ Morgan County Deed Book 44, Page 155; and Deed Book 45, Page 155.

²⁴ Morgan County Deed Book 46, Page 378; and Deed Book 51, Page 305.

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company in Great Cacapon in 1931 hiring local men as drivers.²⁵ These businesses all relied heavily on Route 9, and the improved bridges erected in the 1930's that increased automobile traffic on WV Route 9, for their livelihoods.

The importance of an uninterrupted link across these three bridges was evident after the 1910 bridge at Great Cacapon was destroyed in the March flood of 1936.²⁶ Loss of the bridge required the men at Great Cacapon who worked in Berkeley Springs (many at the large sand mine north of Berkeley Springs after the mine at Great Cacapon closed) 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. 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. Without the uninterrupted use of Route 9 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.

Ninety years since the Largent Bridge was widened to two lanes Route 9 still remains the only direct route through the county. The WV Historic Bridge Inventory Form completed for the Largent Bridge as part of the state's comprehensive bridge study in 2015 noted 550 vehicles a day passed over the bridge in 2002, and per Randy Epperly at WVDOH the number was also 550 in 2022.²⁷

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 1941.²⁸

²⁵ David and Jeanie Clark, interview by David Abruzzi, Paw Paw, WV, April 5, 2025.

²⁶ Hester L. Whisner, *The History and Legends of Great Cacapon* (Morris Publishing, Kearney, NE. 1999) Page 18.

²⁷ WV Historic Bridge Inventory Form, MN-0234, Largent Bridge
<https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0233.pdf> Accessed April 19, 2025; Information from Randy Epperly, WVDOH, May 19, 2025.

²⁸ The Living New Deal. <https://livingnewdeal.org/history-of-the-new-deal/what-was-the-new-deal/>. Accessed March 24, 2025.

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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 1930’s 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; Indian lands & US Territories; Civil and Criminal Justice; and Education and Civic Engagement.²⁹

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:³⁰

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 such as 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.

²⁹ The Living New Deal. <https://livingnewdeal.org/history-of-the-new-deal/programs/>. Accessed April 7, 2025.

³⁰ The Living New Deal. <https://livingnewdeal.org/history-of-the-new-deal/programs/>. Accessed April 7, 2025.

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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.³¹

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.

In the April 4, 1935 edition of the *Morgan Messenger* there was an article announcing that a project to widen the Sleepy Creek Bridge on Route 9 was out for bid with funding through the U.S. Public Works program. The article noted the widening was necessary because the one-lane concrete bridge had been built before automobiles were so fast and numerous. Four months later on August 22, 1935 the *Morgan Messenger* reported the Largent Bridge was to be widened since it was extremely narrow and while no serious accidents had occurred on the bridge it was always dangerous to travel.³²

In the same edition the State Road Commission of WV posted the following advertisement:

UNITED STATES PUBLIC WORKS PROJECT: P.W.S. 2197-843-C, MORGAN
COUNTY: Largent Bridge No. 1395, Widening Concrete Arch and Approaches
Certified Check: \$1,000.00.

Bids were due at the Commission's office on Wednesday, September 4, 1935 with proposals to be opened and read immediately thereafter. The September 4, 1935 edition of the *Beckley Raleigh Register* listed the opening of bids for 10 bridge projects and noted J. M. Francesco and company of Fayetteville was awarded the project to widen the Largent Bridge and its approaches for \$28,779.54.³³ There were no specifics as to which New Deal infrastructure program was responsible for the funding.

A single sentence in the January 1, 1936 of the edition of the *Morgan Messenger* reported the "Largent bridge has about come to a finish with its work. Sure hate to see the work play out, for we can't live like old Mr. Woodchuck." While the bridge widening may have been complete, additional work remained as evident by an announcement in the May 21, 1936 edition of the

³¹ 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.

³² *Morgan Messenger*, April 4, 1935; *Morgan Messenger*, August 22, 1935.

³³ *Morgan Messenger*, August 22, 1935; *Beckley Raleigh Register*, September 5, 1935.

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Piedmont Herald requesting bids for multiple road projects to include approaches at the Largent Bridge and for the Fisher-Largent road. Per the September 23, 1936 edition of the *Hampshire Review* the project was awarded to Keeley Construction Company who would be employing 75 men on the projects at the Largent Bridge and Fisher-Largent Road.³⁴

That is all the reporting of the construction to widen the bridge 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 January 1936, but rather a simple announcement of the work on the bridge coming to an end. Additional records for a detailed scope of New Deal program contributions to the widening of the Largent Bridge do not appear to exist.

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 Arch Bridge at Spohrs Crossroads. Widened in 1935 with funds from the New Deal this two-lane bridge carries Route 9 over Sleepy Creek east of the Town of Bath towards Martinsburg. It can be considered a "book end" to the Largent Bridge in

³⁴ *Morgan Messenger*, January 30, 1936; *Piedmont Herald*, May 21, 1936; *Hampshire Review*, September 23, 1936.

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relation to spanning rivers at the relative opposite ends of the county and effectively made WV Route 9 through Morgan County two-lanes for its entire length.

- Parker Through Truss Bridge at Great Cacapon. In 1937 funding from the New Deal helped fund the replacement of an earlier (1910) steel truss bridge that was destroyed in the March 1936 flood. This bridge also on Route 9 is located approximately 11 miles downriver from the Largent Bridge.

Criterion C

Engineering

The Largent Bridge is significant under Criterion C for its distinctive design/characteristics associated with master bridge designer Daniel Luten. There is ample documentation to directly connect Daniel Luten and his Luten Bridge Company with the initial construction in 1916. The bridge readily exhibits the influence of Daniel Luten on bridge design at that time in American History. While the bridge has undergone minor alterations to stabilize the structure it has largely kept its historic integrity in terms of location, setting, design, workmanship, materials, association, and feeling and readily conveys a sense of history.

The bridge is constructed with closed spandrel arches with incised panels in the spandrel walls. The concrete balustrade (railing) is pierced with paneled endposts. There are three plaques associated with the widening of the bridge showing the construction date, builder's name, and association with the New Deal. The nonsymmetrical arch appearance and rounded arch edge are both characteristic of the work of Daniel Luten. The bridge was widened to carry two lanes of traffic by U.S. Public Works during the Great Depression.³⁵

While the original construction of the Largent Bridge between 1916 and 1918 awarded by the Morgan County Court predates the study period of the comprehensive WVDOH bridge study it is included due to its widening in 1935. Between 1918 and 1940 the WV Commission of Public Roads constructed approximately 830 bridges statewide of which 142 were concrete arch bridges. Of those 142 only ten were constructed between 1934 and 1940. Looking specifically at the period of 1934-1935, 49 bridges were constructed and five were those of concrete arch bridges, and two of those were constructed on Route 9 in Morgan County. The dwindling numbers of concrete arch bridges being constructed shows a shift in construction methods driven partly by savings in maintenance on more modern bridge types. From 1918 to 1940 Morgan County was the beneficiary of 13 new bridges out of the 830 built with three of them being on Route 9.³⁶ Since this survey/report was completed in 2015 many of the 142 concrete arch bridges in the state have been replaced or are slated for replacement.

³⁵ WV Historic Bridge Inventory Form, MN-0234, Largent Bridge.
<https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0233.pdf>
Accessed April 19, 2025.

³⁶ *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, Section II – Historic Context, pages 29, 31, 32, 33. <https://www.highwaysthroughhistory.com/Content/bridges/WVSHBSFinalSurveyReport.pdf>. Accessed April 17, 2025.

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In Morgan County alone four other smaller Luten style concrete arch bridges (with more simple and common solid balustrades) built between 1916 and 1924 are slated for replacement. These four bridges, along with the Largent Bridge, were surveyed during the 2015 state survey and all were assessed as eligible for the National Register of Historic Places. However, none were ever listed and in 2022 the four smaller bridges were identified for replacement primarily due to their poor condition and narrow (single lane) spans unfit for modern vehicles and current traffic patterns.³⁷

Per HPI Form MN-0235 a similar Luten style concrete Arch Continuous Bridge was widened with New Deal funding in 1935 at Spohr's Crossroad in Morgan County. The bridge carried Route 9 across Sleepy Creek on the far east end of the county. With an overall length of 140 feet, and two spans with a maximum span of 67 feet, the bridge is considerably shorter than the Largent Bridge with also one less span. Widening of both bridges was funded through the New Deal with the plaque on the Spohr's Crossroads Bridge identifying the bridge as a "U.S. Public Works Project".³⁸ Like the Largent Bridge, the Spohr's Crossroad Bridge also has a "fancier" pierced balustrade more typical of a park like setting. It is very likely the bridge can also be attributed to the Luten Bridge Company; however, additional research would be required to confirm it.

Concrete deck arch bridges were primarily built between 1900 and 1951 because of their durability, aesthetic and relatively low cost when compared to a masonry bridge. Concrete deck arch bridges could be built using local labor and materials and required less maintenance than other bridge types. Closed spandrel arches are used for shorter bridge spans as compared to open spandrel arches. In a closed spandrel the fill material within the spandrel is what takes the traffic loads. The arch ring and spandrel walls are the significant elements of a closed spandrel bridge.³⁹

At the 1912 conference of the National Association of Cement Users, Luten spoke of his work:

A concrete arch, in harmony with its surroundings, but without ornamentation or embellishment of any kind, is an exceedingly beautiful structure. A concrete girder under similar conditions may be an exceedingly ugly structure. Why is it that the concrete girder bridge presents so undesirable an appearance, while the arch bridge is such a handsome improvement? Not alone because of the natural beauty of the surroundings; not merely because of the white-concrete in the arch

³⁷*Morgan Messenger*, August 30, 2022. <https://www.morganmessenger.com/2022/08/30/six-of-57-morgan-county-bridges-on-state-replacement-list/>. Accessed April 7, 2025.

³⁸ WV Historic Bridge Inventory Form MN-0235, Spohr's Crossroad Bridge. <https://mapwv.gov/shpo/docs/PDFs/ArchitecturalSites/MN-0235.pdf>. Accessed April 7, 2025.

³⁹ Sleepy Creek Bridge. <https://www.highwaysthroughhistory.com/Content/bridges/SleepyCreekArch/docs/brochure.pdf>. Accessed April 7, 2025.

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view. The concrete arch presents the more pleasing appearance because it employs concrete in a thoroughly natural manner.⁴⁰

A document prepared by the state of Maryland on Concrete Arch Bridges referenced a 1917 publication entitled Reinforced Concrete Bridges by Daniel B. Luten, "designing and consulting engineer". In the publication Luten contrasted a "Highway Bridge of Plain Design" with a "Park Bridge of Attractive Design". Luten's standard was for the parapet wall of a highway bridge to be a solid recessed panel and that of the park bridge a balustrade type.⁴¹ As such it is notable the Largent Bridge, as well as the Spohr's Crossroad bridge, were given a balustrade parapet of a "Park Bridge of Attractive Design" despite their respective locations more akin to a highway setting.

Daniel Luten (1869-1946) received a Bachelor of Science degree in civil engineering from the University of Michigan in 1894. He taught civil engineering and surveying at his alma mater for a year after graduation. From 1896 to 1900, he taught at Purdue University as an instructor of architectural and sanitary engineering. After leaving academia he was awarded his first patent in 1900 for reinforced concrete bridges.⁴²

In 1899, even before leaving academia, Luten had applied for a patent for an arch bridge of concrete, stone, brick, iron, or steel in which ties were placed below the water, from abutment to abutment to resist the arch thrust. This concept was further developed into his patent for a tied concrete arch in which steel tie rods were embedded in the concrete pavement.⁴³

The award of the bridge in 1916 to the Luten Bridge Company, and not the National Bridge Company would serve to at least partially disprove the following assertions. Luten's first bridge company was the National Bridge Company, established in 1902; however, after 1905 the firm no longer did contracting and constructing of its bridges, choosing to focus only on engineering, design, and supervision. In 1907, a company catalog advertised a variety of earth-filled arches reinforced with steel rods and claimed the company had designed more than 700 bridges of this type.⁴⁴ The company was known as the National Bridge Company until 1920 when the name was changed to The Luten Bridge Company. The company was a prolific builder in West Virginia during the early 1920s.⁴⁵ Based on the award of the contract for the bridge in 1916 the

⁴⁰ *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.

⁴¹ "Concrete Arch Bridges". <https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>. Accessed March 21, 2025.

⁴² Parsons 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](https://onlinepubs.trb.org/onlinepubs/archive/notesdocs/25-25(15)_fr.pdf). Accessed April 10, 2025.

⁴³ "Concrete Arch Bridges". <https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>. Accessed March 21, 2025.

⁴⁴ "Concrete Arch Bridges". <https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>. Accessed March 21, 2025.

⁴⁵ Sleepy Creek Bridge.

<https://www.highwaysthroughhistory.com/Content/bridges/SleepyCreekArch/docs/brochure.pdf>. Accessed April 7, 2025.

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company was already working under the name “Luten Bridge Company” and was still involved in contracting and construction.

Daniel Luten advertised his patented deck arch bridges as being a worthwhile investment because they were easier to widen for future traffic needs than other bridge types like through and pony truss bridges.⁴⁶ This “ease of expansion” is likely due to the fact a truss type bridge could not be expanded without replacing the deck members and possibly even the trusses themselves because they would now be carrying twice the weight since the roadway would have doubled in width. The other option would have been to build a second truss bridge next to the existing to carry the new traffic lane. In Morgan County two Luten style concrete arch bridges were widened in 1935 validating the truth in Luten’s advertising claim.

The Largent Bridge exhibits continuous span design, demonstrating important engineering design or technology as a variation within its class. This bridge was originally constructed by the Luten Bridge Company and widened by the J.M. Francesa & Company of Fayetteville, WV. While Luten is readily recognized for his work, the WV Historic Bridge Inventory Form completed as part of the 2015 WV Bridge Survey noted the bridge’s designer [credited on the bridge plaque as the “J.M. Francesa & Company”] is recognized for their distinguishable work within the state of West Virginia.⁴⁷ Although this bridge has undergone alterations (portion of parapet replaced and the bridge is showing exposed rebar in areas of the balustrade and metal reinforcement bracing attached to spandrels), it still retains the historic integrity necessary to convey its engineering significance and, therefore, is eligible for the National Register under Criterion C.

Summary

After nearly 110 years the Largent Bridge continues to convey its association with transportation and engineering. The Largent Bridge is significant under both Criterion A for its association with changing transportation patterns, and Criterion C for its association with Daniel Luten and his advancements in concrete bridge design. It is also associated with a regional bridge builder who in 1935 widened the bridge validating Luten’s claims of bridge expansion. Both companies involved in the bridge’s construction are known and recognized in West Virginia and constructed other bridges of the period in the state. The period of significance is 1916-1975. Though there have been minor 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 rustic and rural area.

⁴⁶ Historic Bridges.Org. <https://historicbridges.org/bridges/browser/?bridgebrowser=wvirginia/us19c/>. Accessed April 17, 2025.

⁴⁷ WV Historic Bridge Inventory Form, MN-0234, Largent Bridge.
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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 0.1791

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: Longitude:

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 17N

Easting: 724962

Northing: 4373423

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

The boundary is outlined in Figure 4 and contains the footprint of the bridge.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the entirety of the bridge 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.)

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Figure Log

- 1 of 4. Map of Route 9 Through Western Morgan County
- 2 of 4. USA Topographical Map
- 3 of 4. Satellite Imagery
- 4 of 4. Photo Key

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: Largent Bridge

City or Vicinity: Community of Largent (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 8. View looking west (David Abruzzi, April 9, 2025)
- 2 of 8. View looking east towards the community of Largent (Abruzzi, April 9, 2025)
- 3 of 8. View looking south (upriver)
- 4 of 8. View looking north (downriver)
- 5 of 8. View looking southwest (upriver)
- 6 of 8. Underside showing form marks (1916 on left, 1935 on right) (Abruzzi, April 9, 2025)
- 7 of 8. View looking southeast
- 8 of 8. Balustrade detail showing repair (Abruzzi, April 9, 2025)

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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.

Largent Bridge
Name of Property

Morgan, WV
County and State

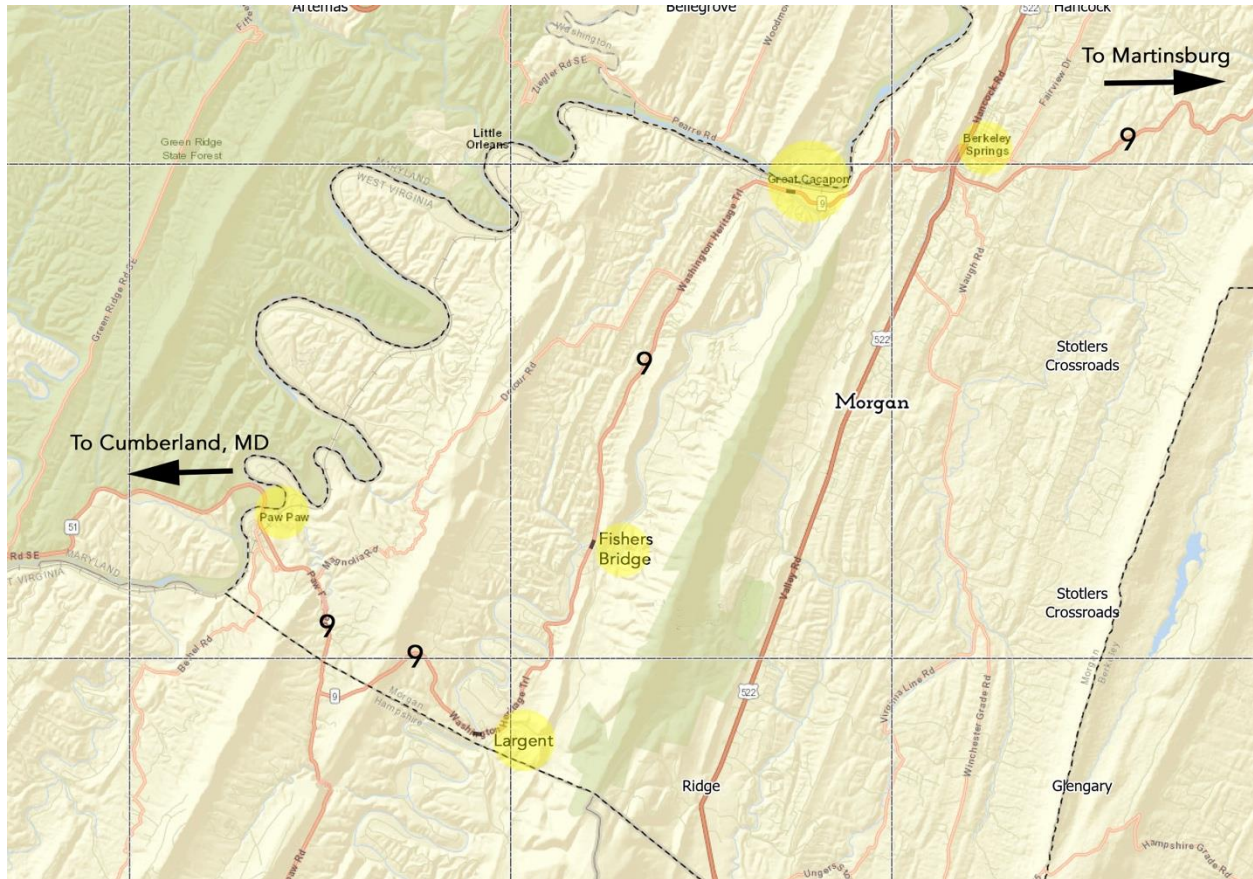


Figure 1: Map of Route 9 Through Western Morgan County

Largent Bridge
Name of Property

Morgan, WV
County and State



Figure 2: USA Topographical Map

Largent Bridge
Name of Property

Morgan, WV
County and State

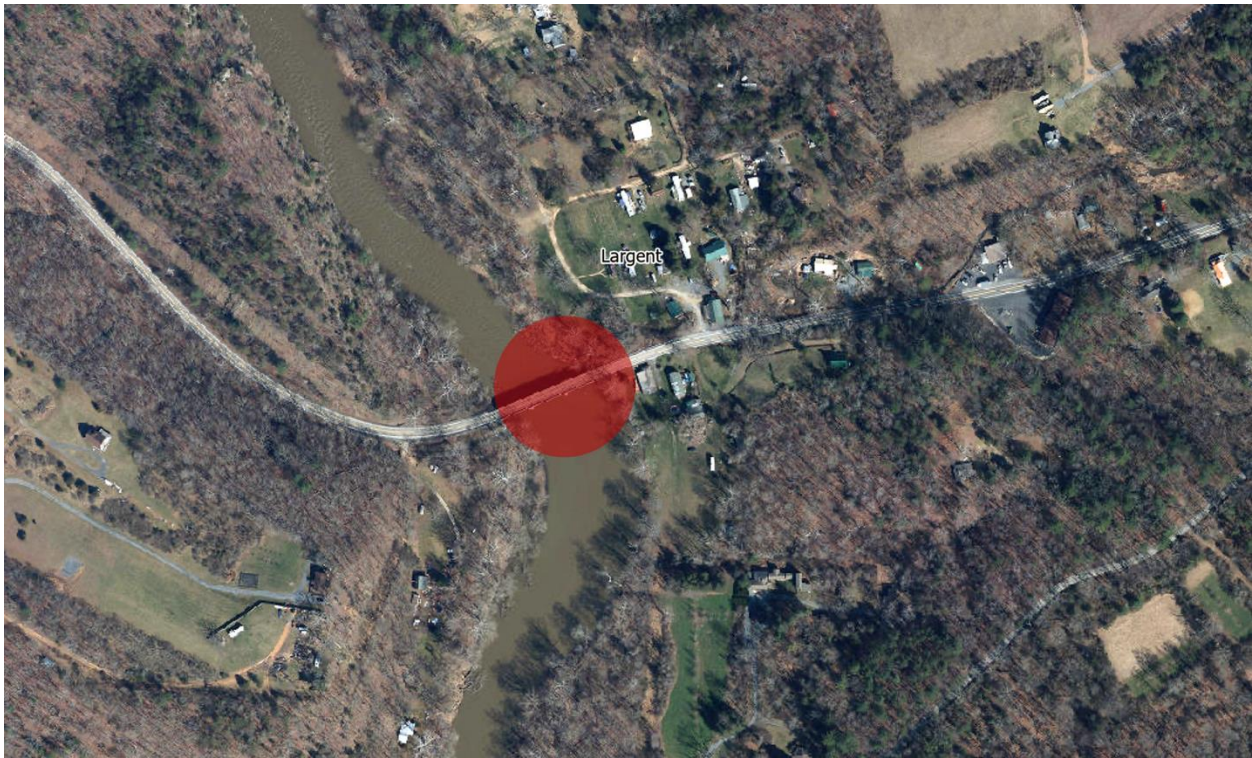


Figure 3. Satellite Imagery

Largent Bridge
Name of Property

Morgan, WV
County and State

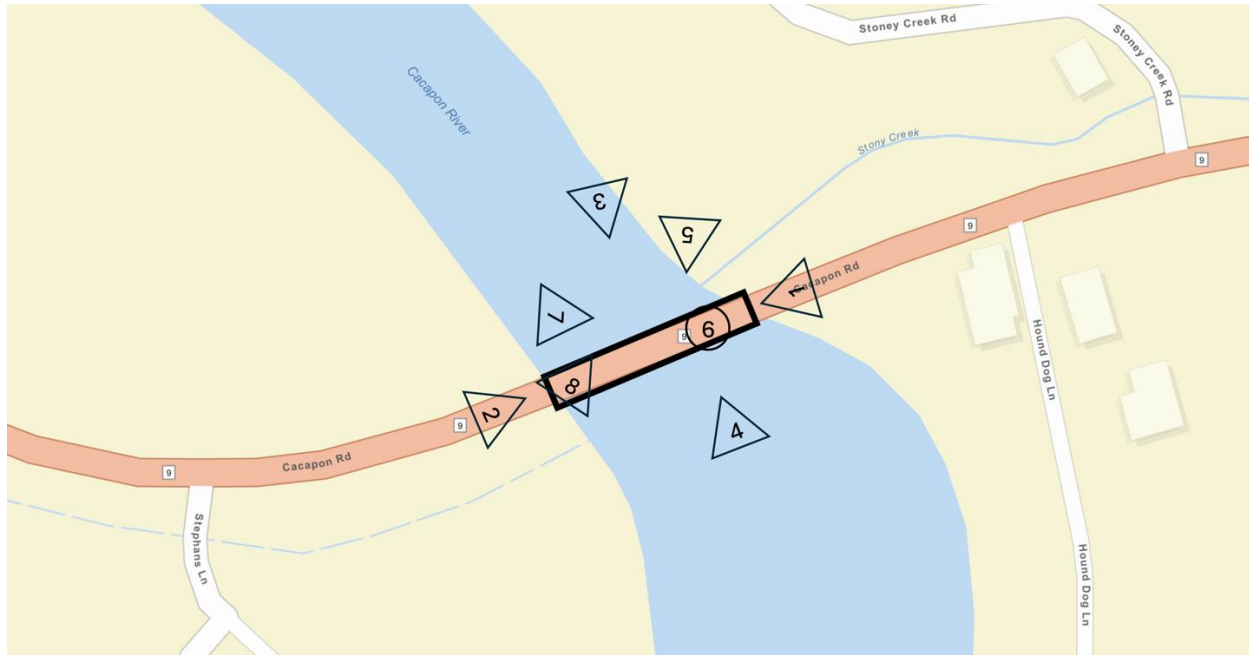


Figure 4. Photo Key

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 1. View looking west

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 2. View looking east towards the community of Largent

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 3. View looking south (upriver) the community of Largent is on the left

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 4. View looking north (downriver)

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 5. View looking southwest (upriver)

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 6. Underside showing form marks of phases (1916 on left, 1935 on right)

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 7. View looking southeast

Largent Bridge
Name of Property

Morgan, WV
County and State



Photo 8. Balustrade detail showing repair