

**STATE LEVEL HISTORIC DOCUMENTATION REPORT
CHARLES MILAR BRIDGE
MINERAL COUNTY, WEST VIRGINIA
STATE PROJECT No. S329-10-5.39
FEDERAL PROJECT No. STP-0010(284)D**



Prepared by:

Ahleah Boise, Historian
West Virginia Department of Transportation
Division of Highways
Engineering Division
Environmental Section
January 2026

STATE LEVEL HISTORIC DOCUMENTATION
CHARLES MILAR BRIDGE

Location: Mineral County Route 10 over Patterson Creek, Fort Ashby vicinity
USGS Headsville Quadrangle

Date of Construction: Ca. 1915

Builder: Farris Bridge Company

Present Owner: West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard, Building 5, Room A-110
Charleston, WV 25305

Present Use: Bridge

Significance: The Charles Milar Bridge is significant as an early example of a double concrete arch bridge in Mineral County.

Project Information: The project has been undertaken due to the poor condition of the bridge. Future deterioration of the bridge could result in its closure, thus effectively closing Mineral County Route 10. This documentation was undertaken in June 2023 in accordance with a Memorandum of Agreement among the West Virginia Department of Transportation and West Virginia State Historic Preservation Office. These measures are required prior to the replacement of this National Register eligible structure. The bridge is scheduled for replacement in 2025.

Ahleah Boise, Historian
West Virginia Division of Highways
Charleston, WV 25305
January 2026

The Charles Milar Bridge carries County Route 10 (Georges Run Road) over Patterson Creek in a rural area south of the community of Fort Ashby in Mineral County. Patterson Creek is a tributary of the Potomac River. County Route 10 is classified as a rural minor collector that intersects State Route 46 0.2 miles to the south, continuing north and west to intersect County Route 9.

The existing bridge was built around 1915 by the Farris Bridge Company of Charleston, West Virginia and Pittsburgh, Pennsylvania. The structure is a two-span, filled concrete parabolic deck arch bridge supported at each end by full-height, partially reinforced concrete abutments and wingwalls. The center support is a full-height, partially reinforced concrete pier with a corbelled cap. The springing line heights of each arch are uneven. Each span is 55 feet, while the overall length of the structure is 114 feet, six inches. The width of the bridge from curb to curb is 12 feet, eight inches, with a total width of the deck is 15 feet, 10 inches. The bridge has solid incised concrete parapet railings which continue to the flared wingwall section at each end. Two plaques are affixed to the center railing. One reads FARRIS BRIDGE/COMPANY/CHARLESTON W. VA./PITTSBURGH, PA. The other reads R.H. DAYTON/J. R. BANE/GEO. KLENCKE} COMMISSIONERS/J.P. BELL, CLERK/EMERY L. TYLER, PROS. ATT'Y.

Patterson Creek cuts a wide valley as it meanders north from its headwaters near Lahmansville, eventually meeting the Potomac River. Prior to the Revolutionary War, the Patterson Creek Valley and the surrounding land were part of the Northern Neck Proprietary, a vast tract that was granted to several English noblemen by King Charles II in 1649. The land eventually came to be owned entirely by Thomas, the 6th Lord Fairfax, who divided it into smaller tracts called manors, including along Patterson Creek. In 1747 Lord Fairfax moved to Virginia and managed his property from his home and office near present day Winchester.¹ The Patterson Creek Manor was surveyed in 1747 and divided into properties that were then leased or sold to settlers. The Fairfax lands were seized by the state of Virginia in 1779. Although Fairfax's heir, Denny Martin, attempted to regain control through a decades-long legal battle, any land not already granted became the property of the Commonwealth of Virginia after a Supreme Court decision in 1816.

Located in the eastern panhandle of the newly formed state of West Virginia, Mineral County was established in 1866 from Hampshire County. The county is bordered to the north by the Potomac River, to the east by Hampshire County, and to the south by Hardy County. Keyser is the county seat and largest town with a population of around 5,000 residents. Mineral County was traversed from east to west by the Northwestern Turnpike and from north to south by the Patterson Creek Turnpike, among other public roads. The Baltimore and Ohio Railroad was built through the northern part of Mineral (then part of Hampshire) County in the 1840s, with the railroad reaching Keyser in 1852. The county is primarily rural and agricultural, punctuated by small villages. Orcharding, especially of peaches and apples, was common in the 19th and 20th centuries. Population centers in Keyser and Piedmont provided a local market for farm products, while the railroad provided shipping to urban markets of Baltimore, Washington D. C., and Pittsburgh.

Among these small villages is Fort Ashby, is an unincorporated community of 1200 people in the northeast corner of the county along Patterson Creek. The community was incorporated as Frankfort in 1787. It was then called Alaska for some time to avoid confusion with nearby Franklin, West Virginia, but the name was eventually changed to Fort Ashby in 1932. The name comes from the frontier fort and stockade built at the location in 1755 during the French and Indian Wars. The fort was named after Captain John Ashby, who was appointed by Governor Dinwiddie of Virginia to recruit rangers to defend northern Virginia. In 1757, George Washington, then the colonel of the Virginia

Regiment, ordered the Regiment to abandon the fort. It was used afterward by local militias. Eventually the fort was sold into private ownership and used as a residence, and in the 1920s was purchased by the Potomac Valley Chapter of the Daughters of the American Revolution. The fort was restored by the Works Progress Administration in 1938 and is now a museum operated by the Friends of Fort Ashby.

The Charles Milar Bridge carries County Route 10 (Georges Run Road) over Patterson Creek approximately 2.5 miles south of Fort Ashby. The road is considered a rural minor collector and serves local traffic. The name of the bridge comes from the Milar (Sometimes spelled Millar) family who owned the adjacent farm in the early 20th century. The farm was conveyed out of the Milar family in 1978.

This bridge was built ca. 1915 by the Farris Bridge Company, which had offices in Charleston, West Virginia and Pittsburgh, Pennsylvania. The contracting engineer, William Farris, was born in Wisconsin in 1864. Farris was educated at state schools in Wisconsin and attended Northwestern University. He was a civil engineer and in 1908 incorporated the Farris Bridge Company, which operated primarily in West Virginia and Kentucky. Farris and his family lived in Mineral County on Knobly Mountain west of Short Gap, where he owned an apple and peach orchard. In addition to his work as a engineer, Farris was the president of the Appalachian Fruit Growers Incorporation, a marketing cooperative. He was also elected to the House of Representatives from Mineral County and served in that position from 1922 to his death in 1924. Although previous documentation estimated that this bridge was built ca. 1926, the names of the County Commissioners, clerk, and attorney on the bridge plaque indicate the bridge was built ca. 1911 to 1915.

The Charles Milar Bridge has been evaluated as eligible under Criterion C of the National Register of Historic Places. It represents an early example of a double concrete arch in Mineral County and is also the only extant such type in the county. It retains fair integrity of material and good integrity of design, location, workmanship, setting, feeling and association.

References

Adamson, Greg "Fort Ashby." e-WV: The West Virginia Encyclopedia. 23 April 2013. Web. 02 December 2021.

Early Records of Hampshire County Virginia, Now West Virginia. Delavan, Wisconsin. 1939. Genealogical Publishing Co. Page 129.

Morrison, Charles. "Early Land Grants and Settlers Along Patterson Creek" West Virginia History Volume XL Number 2. West Virginia Division of Culture and History. Charleston, West Virginia. 1979.

Parsons Brinkerhoff and Engineering and Industrial Heritage. "Historic Context for Common Historic Bridge Types". Prepared for the National Cooperative Highway Research Program, Transportation Research Council, National Research Council. 2005.

Polk, R. L. West Virginia State Gazetteer and Business Directory. Philadelphia Pa: R.L Polk and Co. 1900-1901.

Riddel, Frank S. *The Historical Atlas of West Virginia*. Morgantown: The West Virginia University Press. 2008.

Turnpike Files. WVDOH office. Charleston, West Virginia.

USGS Historical Topographic Map Explorer. Accessed August 2022.

<http://historicalmaps.arcgis.com/usgs/>

Romney Quadrangle; 1897, 1900; 1902; 1909; 1:125,000.

Keyser Quadrangle; 1922, 1943; 1:62,500.

Headsville Quadrangle, 1975, 1:24,000.

Virginia Land Patents and Grants. Ebenezer McNary Land Grants 1826-1829 from Northern Neck Land Office. Library of Virginia Archives. Accessed March 7, 2022.

West Virginia Property Viewer Interactive Map. WV GIS Technical Center: Map West Virginia. Accessed August 2022. <https://www.mapwv.gov/parcel/>.

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture and History. Accessed August 2022. <https://mapwv.gov/shpo/viewer/index.html>.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Charles Milar Bridge
County Route 10 over Patterson Creek
Mineral County, West Virginia

Photographer: Ahleah Boise, WVDOH

August 11, 2022

Charles Milar 1	North approach to bridge, view south
Charles Milar 2	South approach to bridge, view north
Charles Milar 3	Upstream elevation
Charles Milar 4	Downstream elevation
Charles Milar 5	View of south abutment
Charles Milar 6	View of pier
Charles Milar 7	Metal plaque on west parapet
Charles Milar 8	Metal plaque on east parapet
Charles Milar 9	Repair to north parapet corner of west abutment
Charles Milar 10	Center pier
Charles Milar 11	Detail of pier and nose
Charles Milar 12	Detail of arch ring



Photo 1
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
North approach to bridge, view south



Photo 2
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
South approach to bridge, view north



Photo 3
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Upstream elevation



Photo 4
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Downstream elevation



Photo 5
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
View of south abutment



Photo 6
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
View of pier



Photo 7
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Metal plaque on west parapet



Photo 8
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Metal plaque on east parapet



Photo 9
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Repair to north parapet corner of west abutment



Photo 10
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Center pier



Photo 11
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Detail of pier and nose



Photo 12
Charles Milar Bridge
Mineral County
County Route 10 spanning Patterson Creek
Detail of arch ring

Charles Milar Bridge
Memorandum of Agreement
Page - 1 -

**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER
AND THE WEST VIRGINIA DIVISION OF HIGHWAYS
REGARDING THE CHARLES MILAR BRIDGE REPLACEMENT PROJECT
STATE PROJECT #S329-10-5.39
FEDERAL PROJECT STP-0010(284)D
MINERAL COUNTY, WEST VIRGINIA
JUNE 2023**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to remove the Charles Milar Bridge spanning the Patterson Creek in Mineral County, West Virginia, hereinafter referred to as the Project. The project will remove the existing bridge; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon the Charles Milar Bridge, a structure eligible for listing in the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to 36 CFR Part 800 Implementing Section 106 of the National Historic Preservation Act; (16 U.S.C., 470f); and

WHEREAS, the FHWA has determined that the Project will not affect archaeological properties; and

WHEREAS, the WVDOH has contacted the Fort Ashby Museum, Mineral County Historic Landmarks Commission, Mineral County Historical Society, and Preservation Alliance of West Virginia. No organization has expressed desire to be a consulting party; and

WHEREAS, in accordance with 36 CFR 800.6 (a) (1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination providing the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6 (a) (1) (iii);

NOW, THEREFORE, the FHWA, the WVSHPO, and the WVDOH agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

I. Charles Milar Bridge Stipulations

- a. The Charles Milar Bridge will be documented in its present historic setting. The documentation package will include 5"x7" black and white digital prints in accordance with the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009. The documentation package will include hard copies in the form of PDFs for reports and documents, and TIFF files for photographs. The WVSHPO will be given the opportunity to review the documents before submission of final versions.
- b. A brief history of the structure will be included along with fully completed West Virginia Historic Property Inventory forms and copies of any available plan sheets and drawings of the bridge from WVDOH bridge files.
- c. WVDOH staff will provide the Mineral County Public Library with a printed copy of the Charles Milar Bridge State Level Historic Documentation for references and educational purposes.
- d. Color brochures of the Charles Milar Bridge will be developed by the WVDOH and distributed to the Mineral County Public Library. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A flash drive containing the brochure file will also be provided to print brochures when the original total has been exhausted.
- e. The Charles Milar Bridge will be documented on the West Virginia historic bridge website, Highways Through History.
- f. Bridge plaques will be donated to the Mineral County Historical Society.

II. Duration

This MOA will expire if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the FHWA shall either (a) execute an MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VI below. FHWA shall notify the signatories as to the course of action it will pursue.

Charles Milar Bridge
Memorandum of Agreement
Page - 3 -

III. Post-Review Discoveries

If any unanticipated effects to or discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13 (b).

IV. Monitoring and Reporting

Each year following the execution of this MOA until it expires or is terminated, FHWA shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

V. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

- a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.
- c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged,

VI. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

Charles Milar Bridge
Memorandum of Agreement
Page - 4 -

VII. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XI, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of the Memorandum of Agreement by the FHWA, WVSHPO, the WVDOH and the Council, and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the Charles Milar Bridge Project and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic properties.

Charles Milar Bridge
Memorandum of Agreement
Page - 5 -

Signatories Page

JASON
WORKMAN

Digitally signed by JASON
WORKMAN
Date: 2024.01.18 09:43:06
-05'00'

Federal Highway Administration

Date



7/29/23

West Virginia Deputy State Historic Preservation Officer

Date

INVITED SIGNATORY:

DocuSigned by:

Jimmy D. Wriston

7/24/2023

14291321DBBA40E...

West Virginia Division of Highways

Date








WV SHPO Map-Charles Milar Bridge



August 4, 2022

1:2,257

0 0.01 0.03 0.06 mi

-  Architecture Survey - Area
-  Cemeteries - Area
-  National Register - Area
-  Architecture Sites - Area
-  Cemeteries - Point
-  National Register - Point
-  Architecture Sites - Point

Notes:

West Virginia Historic Bridge Inventory Form

Bridge No. 29-010/00-005.39 BARS No. 29A011 Federal Bridge No. 0000000029A011 Bridge Design No. 7390.0

IDENTIFICATION INFORMATION

SHPO Survey No. MI-0170 Owner State Highway Agency
Local Name CHARLES MILAR BRIDGE Status Extant - in service
Other Local Name

LOCATIONAL AND SETTING INFORMATION

District 05 County Mineral Latitude 39285400 Longitude 078475400
Location 0.11 MI E OF CR 46/7 SLS UTM-Northing
Facility Carried By Structure COUNTY RD. 10 SLS UTM-Easting
UTM Zone
Features Intersected PATTERSON CREEK Surrounding Land Use Agricultural
Type of Development Rural - (undeveloped area outside communities)

STRUCTURAL INFORMATION

Main Span Type Concrete Arch - Deck Structure Length (ft) 114
Main Span Type Code 111 Length of Maximum Span (ft) 55
Number of Spans in Main Unit 002 Average Daily Traffic 000450 Year 2002
Number of Approach Spans 0000 Sufficiency Rating 0336 Skew 00

(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1926 Arrangement
Year Reconstructed Connection Type
Truss Bridge Type Truss Details
Alteration(s) Date of Alterations (Year)

Architectural Treatment(s)

Bridge Plate Text

(2) plaques. "FARRIS BRIDGE COMPANY, CHARLESTON, W. VA.,
PITTSBURGH, PA" and "R.H. DAYTON, J. R. BANE, GEO. E. KLENCKE,
COMMISSIONERS, J.R. BELL, CLERK, EMERY L. TYLER, PROS. ATT'Y"

BRIDGE HISTORY

Engineer or Designer Builder or Fabricator Farris Bridge Company

Bridge Plan Location Unknown

Additional Details: Closed spandrel elliptical arch. Concrete parapet with incised panels. Crack repair with brace on southeast. Piers eroding. This bridge was designed or constructed by a known West Virginia-based engineer or firm but does not possess enough distinctive characteristics to qualify as significant in the area of engineering.

NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Not Eligible **Reason Not Evaluated**

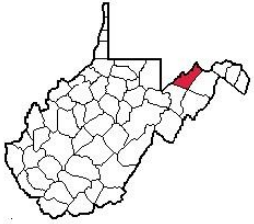
National Register Determination Date 2013

This bridge is not eligible for the National Register under Criterion A as it does not have a significant association with an important historic transportation system, program, event, trend, or policy identified through contextual research and survey activities.



This bridge is not eligible for the National Register under Criterion C as it does not illustrate the evolution or transition of a bridge type or an important variation in design, fabrication, or construction of a bridge type. Additionally, it is not a distinguishable representation of a master's work and does not possess high artistic value as identified through contextual research.



West Virginia Historic Bridge Inventory Form
Form Prepared By Mead & Hunt and KCI
Form Preparation Date 2013



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Georges Run Road 0.2 miles west of the intersection of Fort Ashby Road	Common/Historic Name/Both X O O Charles Milar Bridge	Field Survey # APE # 1	Site # (SHPO Only) MI-0170
Town or Community Vicinity of Fort Ashby	County Mineral	Negative No.	NR Listed Date N/A
Architect/Builder Farris Bridge Company	Date of Construction Ca. 1915	Style Double closed span elliptical concrete arch	
Exterior Siding/Materials Concrete	Roofing Material Asphalt deck	Foundation Concrete	
Property Use or Function Residence O Commercial O Other X Transportation	UTM# Zone 17S 689283.65 m E, 4372544.35 m N	Photograph 	
Survey Organization & Date West Virginia Division of Highways, March 2022	Quadrangle Name Headsville		
	Part of What Survey/FR# S329-10-5.39		

Sketch Map of Property
Or Attach Copy of USGS Map

Site No.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge
SURVEY NUMBER: MI-0170

Statement of Significance: Patterson Creek cuts a wide valley as it meanders north from its headwaters near Lahmansville, eventually meeting the Potomac River. Prior to the Revolutionary War, the Patterson Creek Valley and the surrounding land were part of the Northern Neck Proprietary, a vast tract that was granted to several English noblemen by King Charles II in 1649. The land eventually came to be owned entirely by Thomas, the 6th Lord Fairfax, who divided it into smaller tracts called manors, including along Patterson Creek. In 1747 Lord Fairfax moved to Virginia and managed his property from his home and office near present day Winchester.¹ The Patterson Creek Manor was surveyed in 1747 and divided into properties that were then leased or sold to settlers. The Fairfax lands were seized by the state of Virginia in 1779 and although Fairfax's heir, Denny Martin, attempted to regain control through a decades-long legal battle, any land not already granted became the property of the Commonwealth of Virginia after a Supreme Court decision in 1816.²

Located in the eastern panhandle of the newly formed state of West Virginia, Mineral County was established in 1866 from Hampshire County. The county is bordered to the north by the Potomac River, to the east by Hampshire County, and to the south by Hardy County. Keyser is the county seat and largest town with a population of around 5,000 residents. Mineral County was traversed from east to west by the Northwestern Turnpike and from north to south by the Patterson Creek Turnpike, among other public roads. The Baltimore and Ohio Railroad was built through the northern part of Mineral (then part of Hampshire) County in the 1840s, with the railroad reaching Keyser in 1852. The county is primarily rural and agricultural, punctuated by small villages. Orchardng, especially of peaches and apples, was common in the 19th and 20th centuries. Population centers in Keyser and Piedmont provided a local market for farm products, while the railroad provided shipping to urban markets of Baltimore, Washington D. C., and Pittsburgh.

Among these small villages is Fort Ashby, is an unincorporated community of 1200 people in the northeast corner of the county along Patterson Creek. The community was incorporated as Frankfort in 1787, was then called Alaska for some time to avoid confusion with nearby Franklin, West Virginia, but the name was eventually changed to Fort Ashby in 1932. The name comes from the frontier fort and stockade built at the location in 1755 during the French and Indian Wars. The fort was named after Captain John Ashby, who was appointed by Governor Dinwiddie of Virginia to recruit rangers to defend northern Virginia. In 1757, George Washington, then the colonel of the Virginia Regiment, ordered the fort to be abandoned by the Virginia Regiment. It was used afterward by local militias. Eventually the fort was sold into private ownership and used as a residence. In the 1920s, the fort was purchased by the Potomac Valley Chapter of the Daughters of the American Revolution. The fort was restored by the WPA in 1938 and is now a museum operated by the Friends of Fort Ashby.³

The Charles Milar Bridge carries County Route 10 (Georges Run Road) over Patterson Creek approximately 2.5 miles south of Fort Ashby. The road is considered a rural minor collector and serves local traffic. The name of the bridge comes from the Milar (sometimes spelled Millar) family who owned the adjacent farm in the early 20th century. The farm was conveyed out of the Milar family in 1978. This bridge was built ca. 1915 by the Farris Bridge Company of Charleston, West Virginia. The contracting engineer, William Farris, was born in Wisconsin in 1864. Farris was educated at state schools in Wisconsin and attended Northwestern University. He was a civil engineer and in 1908 incorporated the Farris Bridge Company, which operated primarily in West Virginia and Kentucky. Farris and his family lived in Mineral County on Knobly Mountain west of Short Gap, where he owned an apple and peach orchard. In addition to his work as a contracting engineer, Farris was the president of the Appalachian Fruit Growers Incorporation, a marketing cooperative. He was also elected to the House of Representatives from Mineral County and served in that position from 1922 to his death in 1924.⁴

Although previous documentation estimated that this bridge was built ca. 1926, the names of the County Commissioners, clerk, and attorney on the bridge plaque indicate the bridge was built ca. 1911 to 1915.

¹ Riddel, 48.

² Ibid., 48.

³ Clifford M. Lewis, "Fort Ashby" National Register of Historic Places Nomination, 1970.

⁴ West Virginia Legislative Hand Book and Manual and Official Register, 1924.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge

SURVEY NUMBER: MI-0170

National Register of Historic Places (NRHP) Criteria Evaluation: The Charles Milar Bridge was built ca. 1915 by the Farris Bridge Company. It is not known to be associated with any major transportation routes locally, regionally or nationally. It carries Mineral County Route 10 (Georges Run Road) over Patterson Creek. County Route 10 is a low volume local route which primarily provides residential access. The bridge is in the general vicinity of Fort Ashby, an unincorporated community which was once the site of a fort during the French and Indian War. Other than a general association with area history and transportation development in the 20th century, the bridge is not associated with events that have made a contribution to the broad patterns of the nation's history. It is not eligible for listing in the NRHP under Criterion A.

Research did not establish a connection between this bridge and the lives of persons significant in history. It is not eligible for listing in the NRHP under Criterion B.

This bridge is a closed spandrel parabolic double arch bridge built by the Farris Bridge Company, a West Virginia Firm based out of Charleston with offices in Pittsburgh, PA. The bridge was previously evaluated as ineligible for listing in the NRHP under Criterion C. It has been reevaluated as eligible under Criterion C. This bridge represents an early example of a double concrete arch in Mineral County, as well as being the only extant such type in the county. It retains fair integrity of material and good integrity of design, location, workmanship, setting, feeling and association.

The bridge was built in the 20th century using commonplace materials, tools, and techniques. It is unlikely to yield information important to history or pre-history, therefore it is not eligible under Criterion D.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge
SURVEY NUMBER: MI-0170

References

Adamson, Greg "Fort Ashby." e-WV: The West Virginia Encyclopedia. 23 April 2013. Web. 02 December 2021.

Early Records of Hampshire County Virginia, Now West Virginia. Delavan, Wisconsin. 1939. Genealogical Publishing Co.

Morrison, Charles. "Early Land Grants and Settlers Along Patterson Creek" West Virginia History Volume XL Number 2. West Virginia Division of Culture and History. Charleston, West Virginia. 1979.

Polk, R. L. West Virginia State Gazetteer and Business Directory. Philadelphia Pa: R.L Polk and Co. 1900-1901.

Riddel, Frank S. *The Historical Atlas of West Virginia*. Morgantown: The West Virginia University Press. 2008.

Turnpike Files. WVDOH office. Charleston, West Virginia.

USGS Historical Topographic Map Explorer. Accessed August 2022. [http://historicalmaps.arcgis.com/usgs/Romney Quadrangle; 1897, 1900; 1902; 1909; 1:125,000.](http://historicalmaps.arcgis.com/usgs/Romney%20Quadrangle;1897,1900;1902;1909;1:125,000)
[Keyser Quadrangle; 1922, 1943; 1:62,500.](http://historicalmaps.arcgis.com/usgs/Keyser%20Quadrangle;1922,1943;1:62,500)
[Headsville Quadrangle, 1975, 1:24,000.](http://historicalmaps.arcgis.com/usgs/Headsville%20Quadrangle;1975;1:24,000)

Virginia Land Patents and Grants. Ebenezer McNary Land Grants 1826-1829 from Northern Neck Land Office. Library of Virginia Archives. Accessed March 7, 2022.

West Virginia Property Viewer Interactive Map. WV GIS Technical Center: Map West Virginia. Accessed August 2022. <https://www.mapwv.gov/parcel/>.

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture and History. Accessed August 2022. <https://mapwv.gov/shpo/viewer/index.html>.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge
SURVEY NUMBER: MI-0170



Construction plaque on upstream parapet.



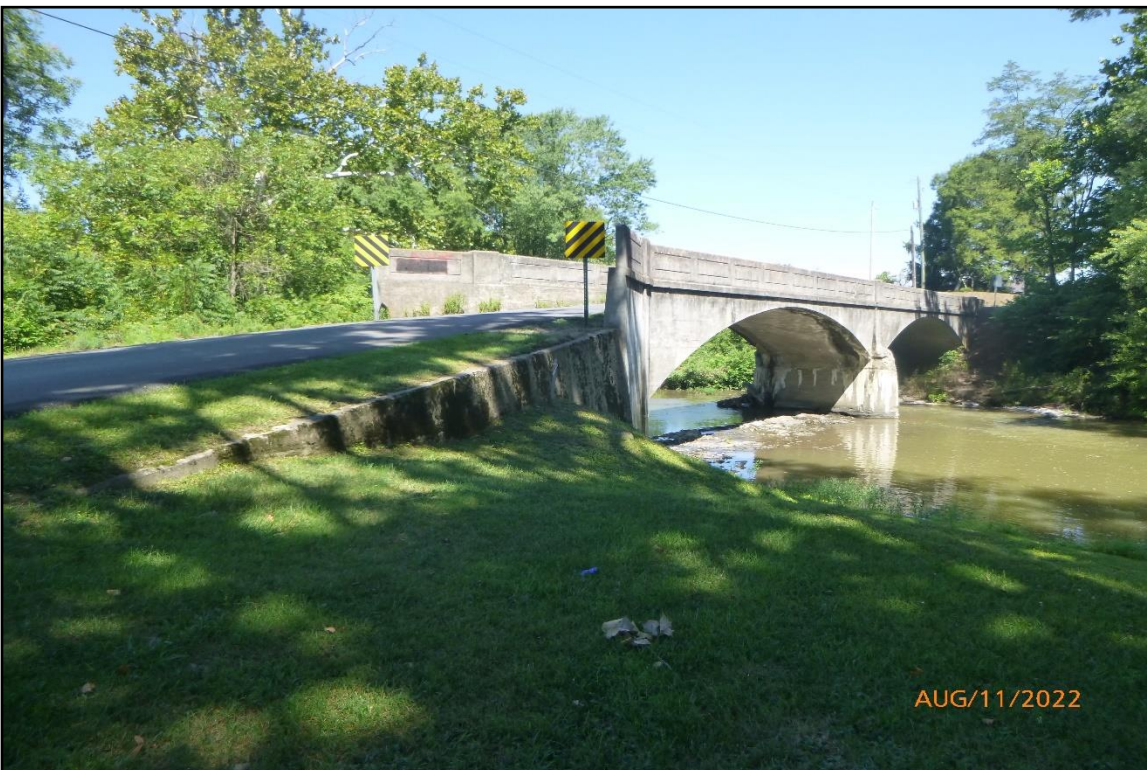
County commission plaque on downstream parapet.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge
SURVEY NUMBER: MI-0170



Upstream
elevation of
Charles Milar
Bridge.



Downstream
elevation of
Charles Milar
Bridge.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Charles Milar Bridge
SURVEY NUMBER: MI-0170



North approach.



South approach.