

STATE LEVEL HISTORIC DOCUMENTATION
TWELVEPOLE LINE

Location: County Route 3/5
Mingo County
West Virginia

USGS Naugatuck, Myrtle, Trace, and Wilsondale Quadrangles

Date of Construction: c. 1890

Builder: Norfolk & Western Railroad

Present Owner: WV Division of Transportation
1900 Kanawha Blvd., E.
Charleston, WV 25305

Present Use: Vehicular Roadway

Significance: Twelvepole Line is eligible for the National Register of Historic Places under Criterion A for significance with opening the area for economic development and development of the West Virginia coalfields.

Project Information: Over the past 25 years, the West Virginia Division of Highways has upgraded existing County Route 3/5 to accommodate the traveling public. Upgrades, other than general maintenance, have included tunnel rehabilitation and bridge replacements.

Randy Epperly, Historian
West Virginia Division of Highways
Charleston, WV 25305
June 26, 2019

The Old Twelvepole Line was built in the 1890s between Ceredo and Lenore to access coal and timber along the West Fork of Twelvepole Creek. The line was part of the Norfolk & Western's Ohio Extension. A new line was built in the early 1900s for west bound trains carrying coal that were heavier than the east bound empty trains and for a short time both lines were used. Many of the original bridges were replaced with bridges capable of carrying the heavier cars. The line was not financially profitable and a new line along the Big Sandy River soon replaced the Twelvepole Line. The tracks were removed in 1933 and the State Road Commission began using it as a roadway. The alignment remains in use as a roadway to this day. The rail line and roadway were responsible in opening this area for economic development and development of the West Virginia coalfields. Although the tracks are no longer in place and most of the rail related structures are no longer standing, the roadway conveys historic integrity and is eligible under Criterion A of the National Register of Historic Places.

The line was built in the 1890s to access coal and timber along the West Fork of Twelvepole Creek. A new line was built in the early 1900s for west bound trains carrying coal that were heavier than the east bound empty trains. Many of the original bridges had to be replaced with bridges capable of carrying the heavier cars. The tracks were removed in 1933 and the line began use a roadway, known as County Routes 3/5 and 3/7 in Mingo County. The line continues into Wayne County following County Route 52/56 and WV Route 152 (Bakic, 2014). The roadway is paved with asphalt overlay.

The original bridges in Mingo County (approximately 18 total) were steel girders or pony trusses, although Kirk Thru Truss Bridge was a steel through truss. They varied in length from 80 feet to nearly 150 feet and were supported by stone abutments. The bridges were one-lane wide on a two-lane road, causing traffic to stop and wait for traffic in the other direction. None of the bridges have been determined individually eligible for the National Register of Historic Places, but Breeden Tunnel Girder and Jacob & Ellen Vance Memorial Bridge are considered contributing structures to the eligible Old Twelvepole Line.

Most of the original railroad structures in Mingo County have been demolished. All but four of the bridges have been replaced due to structural deficiencies and deterioration, but also due to the need for wider bridges to accommodate modern traffic needs. The four remaining bridges in Mingo County are scheduled for replacement beginning with Laurel Creek Bridge in 2019, followed by Jacob & Ellen Vance Memorial Bridge and Breeden Tunnel Girder, and finally Bailey Branch Bridge is scheduled for 2023. Also, the Dingess Tunnel rehabilitation project is scheduled to begin in 2019. Most, if not all, of the depots have been demolished.

The line contains Breeden Tunnel and Dingess Tunnel which are still in use. Breeden Tunnel is cut out of the rock and is approximately 400 feet long. Brick and concrete block have been placed to help stabilize the tunnel. It has been determined to be eligible for the National Register of Historic Places Criteria Dingess Tunnel, the most well-known structure along this road, is approximately 3,331 feet long. It was built using stone, although a portion was originally timber lined. The northern end of the tunnel was constructed several years later. Brick lining was added approximately 15 years after the tunnel opened and a liner was also installed in 1979 along a portion of the northern end (Epperly, 2017). Dingess Tunnel has been labeled "America's Bloodiest Tunnel" due to stories of immigrant and African American miners or rail employees being murdered while traveling through the tunnel (Appalachian Magazine, 2014). Both tunnels have been determined to be individually eligible for the National Register under Criterion A for improving access and transportation in the region and Criterion C for engineering significance.

Historic Property Inventory forms for structures along the Twelvepole line, that have been located, are attached. They include the following structures:

Structure Name	Mile Marker
Laurel Creek Girder	2.69
Upper Canterbury Girder	3.01
Dingess Tunnel	9.33
Bailey Branch Pony Truss	13.59
Big Rock Pony Truss	14.61
Kirk Thru Truss	14.73
Breeden Tunnel	
Breeden Tunnel Girder	16.65
Fays Cash and Carry Bridge	17.40
Breeden Bridge	18.98
Breeden Deck Girder	18.32
Lowney Singing Bridge	19.82
Jacob & Ellen Vance Memorial Bridge (formerly South Bull Girder Bridge)	20.51
Board Camp Bridge	21.47
Old Twelvepole Line	

BIBLIOGRAPHY

Appalachian Magazine. "America's Bloodiest Tunnel." 23 February 2014. Retrieved 22 Oct 2015.
<http://appalachianmagazine.com/2014/02/23/americas-bloodiest-tunnel-wv/>

Bakic, Tracy. Fleming Thru Girder Repair. Historic Resources. 4 April 2014.

Epperly, Randy. Dingess Tunnel State Level Historic Documentation Report. 11 July 2017.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Twelvepole Line
County Route 3/5
Mingo County, West Virginia

Photographs take in 2014-2018

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TWELVEPOLE LINE-11

Laurel Creek Girder Bridge.
Dingess Tunnel, South End
Dingess Tunnel, North End
Bailey Branch Pony Truss Bridge
Big Rock Pony Truss Bridge
Kirk Thru Truss Bridge
Breedon Through Girder Bridge
Breedon Tunnel
Breedon Tunnel Girder Bridge
Breedon Tunnel Girder and Breedon Tunnel
Jacob & Ellen Vance Memorial Bridge



Photo #1: Laurel Creek Girder



Photo #2: Dingess Tunnel, South End



Photo #3: Dingess Tunnel, North End



Photo #4: Bailey Branch Pony Truss



Photo #5: Big Rock Pony Truss



Photo #6: Kirk Thru Truss



Photo #7: Breeden Through Girder



Photo #8: Breeden Tunnel



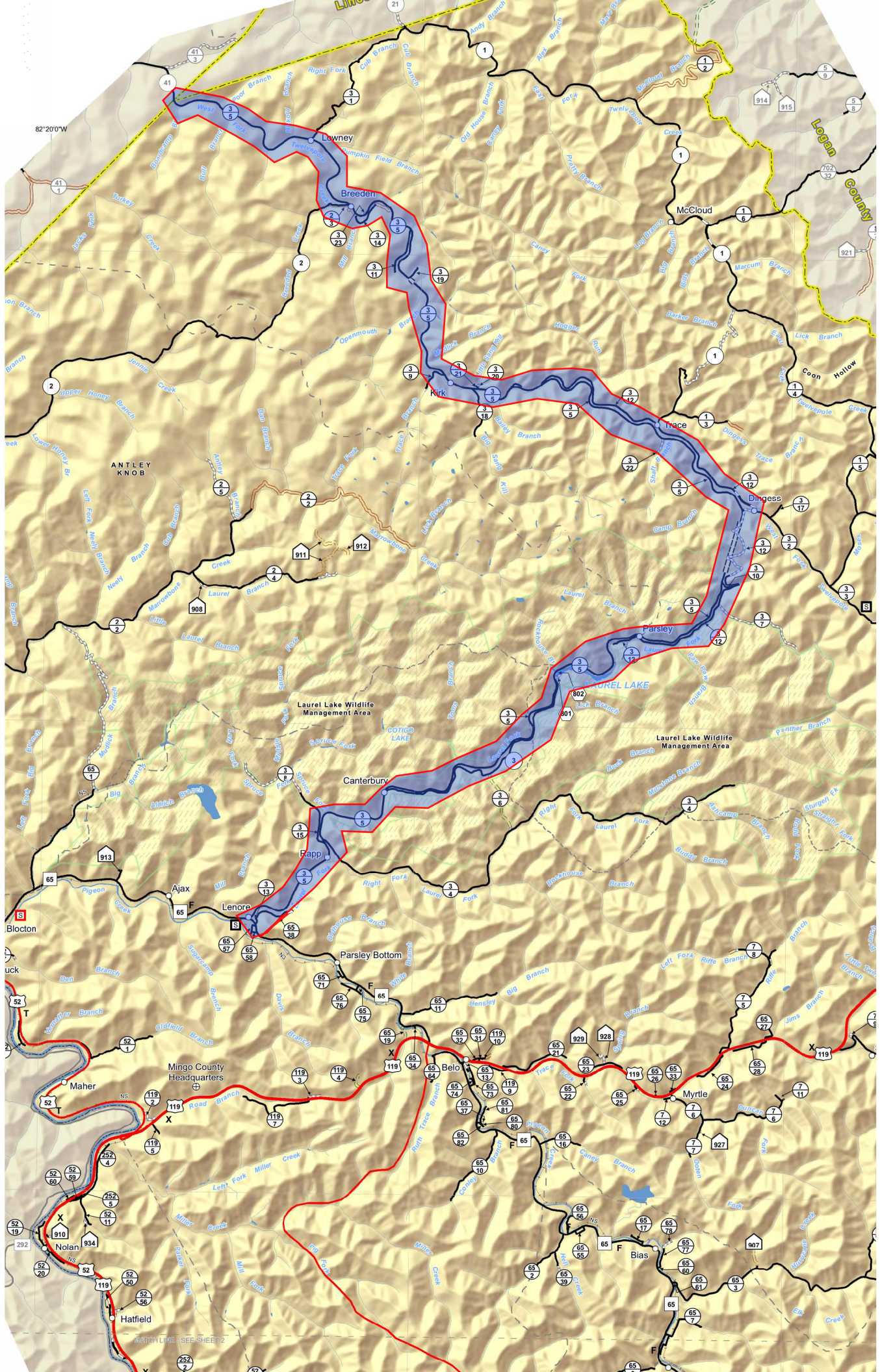
Photo #9: Breedon Tunnel Girder



Photo #10: Breedon Tunnel Girder and Breedon Tunnel



Photo #11: Jacob & Ellen Vance Memorial Bridge



WATER LINE - SEE SHEET 2

**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 IMPLEMENTATION OF THE BREEDEN TUNNEL GIRDER AND
JACOB AND ELLEN VANCE MEMORIAL BRIDGE REPLACEMENT PROJECTS
STATE PROJECTS #30-3/5-16.65 and 30-3/5-20.51
MINGO COUNTY, WEST VIRGINIA
OCTOBER 2018**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Breedon Tunnel Girder and Jacob and Ellen Vance Memorial Bridges, hereinafter referred to as the Projects. The Projects will replace the existing bridges with new bridges; and

WHEREAS, the FHWA has determined that the Projects will have an adverse effect upon the Twelvepole Line, a linear resource eligible for 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 Projects will not affect archaeological properties; and

WHEREAS, The WVDOH has contacted the Preservation Alliance of West Virginia and Coal Heritage Authority and have not received a response; 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:

Breeden Tunnel Girder & Jacob and Ellen Vance Memorial Bridge Replacement Projects

- I. The Twelvepole Line 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 documentation package will also include completed West Virginia Historic Property Inventory forms for all resources directly related to the Twelvepole Line. The WVSHPO will be given the opportunity to review the documents before submission of final versions.
- II. A brief history of the Twelvepole Line will be included along with fully completed West Virginia Historic Property Inventory forms.
- III. West Virginia Division of Highways staff will provide the Williamson Public Library a copy of the Twelvepole Line State Level Historic Documentation for references and educational purposes.
- IV. 50 color brochures of the Twelvepole Line will be developed by the WVDOH and distributed to the Williamson Public Library. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A CD containing the brochure will also be given to the library to print brochures when the original total has been exhausted.
- V. The Twelvepole Line will be documented on the West Virginia Division of Highway's *Highways Through History* website.

VI. 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 X below. FHWA shall notify the signatories as to the course of action it will pursue.

VII. 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).

VIII. 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.

IX. 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 time 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.

X. 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.

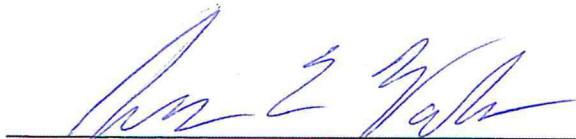
XI. Termination

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 X, 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 Breeden Tunnel Girder and Jacob and Ellen Vance Memorial Bridges Replacement Projects and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic properties.

Signatories Page



Federal Highway Administration

12/12/18

Date

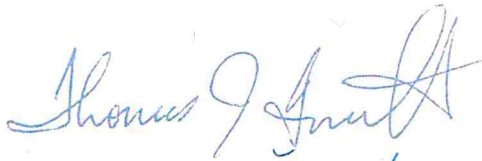


West Virginia Deputy State Historic Preservation Officer

10/26/18

Date

INVITED SIGNATORY:

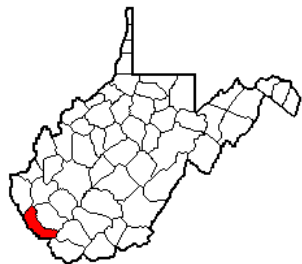


West Virginia Division of Highways

11/1/18

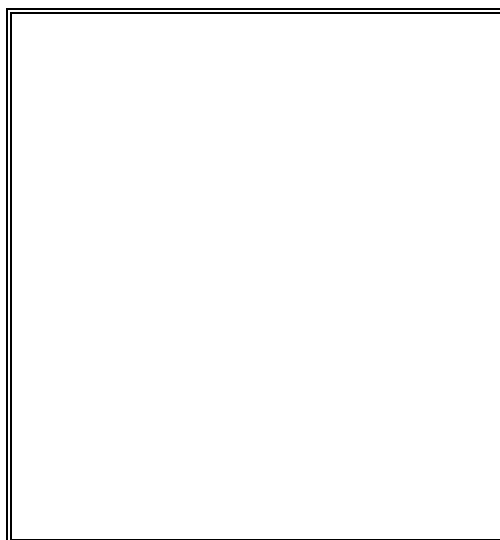
Date

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Old Twelvepole Line (includes WV Routes 152 and 37. County Routes 3/5, 52/55, 52/16, and 52/56)	Common/Historic Name/Both <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> Old Twelvepole Line/Norfolk & Western Railway Twelvepole Branch	Field Survey # HPI #3	Site # (SHPO Only) MO-1111 WA-0419
Town or Community Lenore to Ceredo	County Mingo & Wayne	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction 1890	Style (SHPO Only)	
Exterior Siding / Materials	Roofing Material	Foundation Asphalt Overlay	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 390023E Northing 4196747N		
Survey Organization & Date WVDOH September 2018	Quadrangle Name Wilsondale		
	Part of What Survey / FR# State County Route 30-3/5-16.65		



Name: Old Twelvepole Line
 Survey #: MO-1111, WA-0419
 Survey / FR#: State County Route 30-3/5-16.65

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;"> Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present </div> <p>The Old Twelvepole Line extends approximately 70 miles along the West Fork of Twelvepole Creek in Mingo and Wayne Counties. The line includes multiple current roads such as WV Routes 152 and 37 in Wayne County. It also includes County Route 3/5 in Mingo County and County Routes 52/55, 52/56, and 52/16 in Wayne County.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;"> Stories Front Bays </div> <p>The line was built in the 1890s to access coal and timber along the West Fork of Twelvepole Creek. A new line was built in the early 1900s for west bound trains carrying coal that were heavier than the east bound empty trains. Many of the original bridges had to be replaced with bridges capable of carrying the heavier cars. The tracks were removed in 1933 and the line began use as a roadway. The line contains Breeden Tunnel and Dingess Tunnel which are still in use. There are numerous bridges on the line, most of which have been replaced with modern roadway bridges.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe The rail has been removed and the line converted to a roadway. Nearly all of the original depots and coal structures have been demolished. Wider roadway bridges have replaced the majority of the original rail bridges.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References Bakic, Tracy. Fleming Thru Girder Repair. Historic Resources. 4 April 2014. Epperly, Randy. Dingess Tunnel State Level Historic Documentation Report. 11 July 2017.	
Form Prepared By: <div style="float: right;">Date: September 17, 2018</div> <p>Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</p> <p>Phone #: 304-558-9385</p>	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: Old Twelvepole Line
Survey Number: MO-1111, WA-0419
Project / FR#: State County Route: 30-3/5-16.65

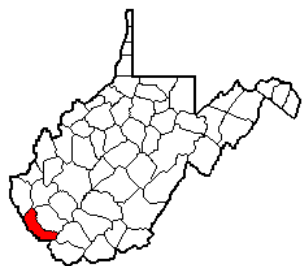
The Old Twelvepole Line was built in the 1890s between Ceredo and Lenore to access coal and timber along the West Fork of Twelvepole Creek. The line was part of the Norfolk & Western's Ohio Extension. A new line was built in the early 1900s for west bound trains carrying coal that were heavier than the east bound empty trains and for a short time both lines were used. Many of the original bridges were replaced with bridges capable of carrying the heavier cars. The line was not financially profitable and a new line along the Big Sandy River soon replaced the Twelvepole Line. The tracks were removed in 1933 and the State Road Commission began using it as a roadway. The alignment remains in use as a roadway to this day. The rail line and roadway were responsible in opening this area for economic development and development of the West Virginia coalfields. Although the tracks are no longer in place and most of the rail related structures are no longer standing, the roadway conveys historic integrity and is eligible under Criterion A of the National Register of Historic Places.

The roadway is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The roadway is not a best representation of such a person's historic contribution. The roadway is not eligible under Criterion B.


The Twelvepole Line was built around 1890 by the Norfolk & Western Railway. It served as a railroad for several years before the line was abandoned and transferred to the State Road Commission in 1933. The tracks have been removed and most of the bridges have been replaced or significantly altered during repairs. Most of the depots and other rail related buildings are no longer standing. The Twelvepole Line has undergone numerous changes and is not eligible under Criterion C of the National Register.

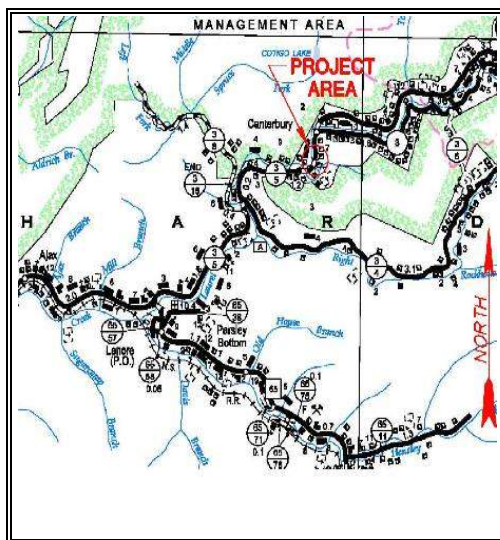
This roadway is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, 0.28 miles south of County Route 3, spanning Laurel Creek.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Laurel Creek Girder Bridge	Field Survey # HPI #1	Site # (SHPO Only)
Town or Community Canterbury	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction 1900	Style (SHPO Only)	
Exterior Siding / Materials Riveted Girder and Floorbeam	Roofing Material Deck Material: Timber overlaid with asphalt.	Foundation Abutments: Cut Stone Pier: Cut Stone with concrete extension	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 0389309E Northing 4186092N		
Survey Organization & Date WVDOH November 3, 2015	Quadrangle Name Naugatuck		
(Empty space for additional survey details)	Part of What Survey / FR# State County Route S330-3/5-2.69		



Name: Laurel Creek Girder Bridge

Survey #: HPI #1

Survey / FR#: State County Route: S330-3/5-2.69

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="float: right;">Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present</div> <p>Located in a rural area near Canterbury in Mingo County on County Route 3/5. The bridge was part of the Norfolk & Western's Twelvepole Creek line and spans Laurel Creek.</p>	
Description of Buildings or Site (Original and Present) <div style="float: right;">Stories Front Bays</div> <p>The structure is a steel riveted girder and floorbeam system built in 1900. It is supported by cut stone abutments and a cut stone pier with a concrete extension. The bridge is one lane and has a laminated timber deck. The overall length is 104 feet and the roadway width is 19 feet. The average daily traffic was 2,900 in 2010 and is projected to be 3,625 in 2030. The bridge currently has a posting for weight limits.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Tracks removed and developed into a road bridge. The superstructure and pier was widened in 1960. Stringers installed in 1992. Retro fit for floorbeams in 2002 and 2004. Bridge seat replaced on abutment 1 in 2005. Stringers replaced in 2013.	
Additions <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Concrete addition to the pier.	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. 2014. Charleston, WV.	
Form Prepared By: <div style="float: right;">Date: November 5, 2015</div> Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: Laurel Creek Girder Bridge
Survey Number: HPI #1
Project / FR#: State County Route: S330-3/5-2.69

Laurel Creek Girder Bridge was built in 1900 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. Laurel Creek Girder Bridge is not associated with a significant or successful railroad line. This bridge was not surveyed for the WV Historic Bridge Survey but similar bridges along this line were. They were determined not to be associated with a significant railroad line and did not receive enough points to be eligible for the National Register of Historic Places. Due to a lack of significant association with coal or an important railroad line, this bridge is not eligible for the National Register under Criterion A.

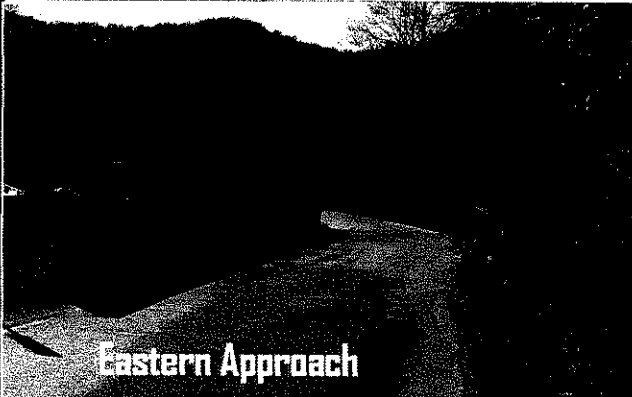
The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The bridge is not best representation of such a person's historic contribution. The bridge is not eligible under Criterion B.

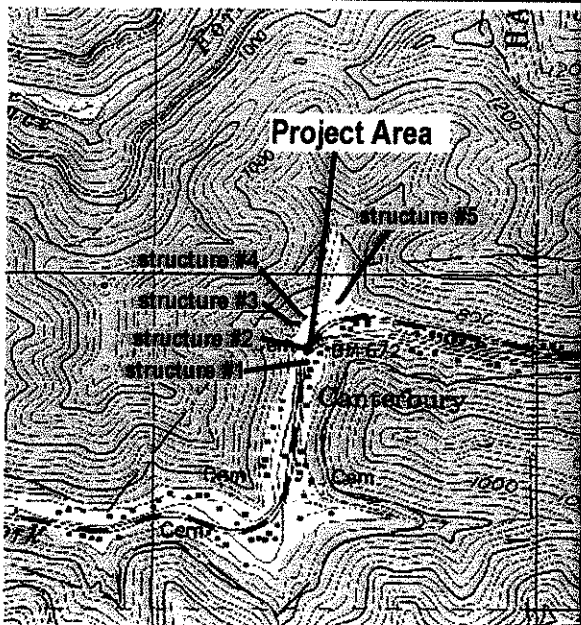
Laurel Creek Girder Bridge was built in 1900 by the Norfolk & Western Railway. It served as a railroad bridge for several years before the line was abandoned and transferred to the State Road Commission in 1933. The bridge has had extensive repairs over the years. The tracks were removed when the line was abandoned and then the superstructure and pier were widened in 1960. Stringers were installed in 1992 and then replaced in 2013. The bridge seat was replaced on abutment 1 in 2005 and a retro fit of the floorbeams was done in 2002 and 2004. Due to the amount of alterations the bridge does not contain historic integrity and is not eligible for the National Register under Criterion C.

This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Spans Laurel Creek on CR 3/5 0.04 mile north of CR 3	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Upper Canterbury Girder	Field Survey # bridge 5886	Site # (SHPO Only)
Town or Community Canterbury	County Mingo	Negative No.	NR Listed Date
Architect/Builder N & S	Date of Construction ca.1900	Style (SHPO Only)	
Exterior Siding / Materials Simple steel riveted plate thru girder	Roofing Material 2" X 6" laminated timber deck	Foundation full height cut stone abutments	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Easting 389,384 Northing 4,186,548	 <p style="text-align: center; font-weight: bold; font-size: 1.2em;">Eastern Approach</p>	
Survey Organization & Date WVDOH November 12, 2007	Quadrangle Name Naugatuck		
Part of What Survey / FR# Upper Canterbury Girder			



Name: Upper Canterbury Girder
 Survey #: bridge 5886
 Survey / FR#: Upper Canterbury Girder

Present Owners WVDOT	Owners Mailing Address Capitol Complex, Charleston, WV
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Describe Setting Rural -- Landscape features: creek	Unknown -- <1 Acres <input type="checkbox"/> Archaeological Artifacts Present
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Description of Buildings or Site (Original and Present) existing structure consists of a simple riveted steel beam span bridge with a 2" x 6" laminated panel deck, with span lengths of 73'-0". The overall length of the structure is 73'-0". The deck width is 20'-4". The roadway surface is 19'-8" to curb to curb.	0 Stories	0 Front Bays
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Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe The structure was cut length ways to widen 3' #' on downstream side (See Continuation Sheet).

Additions <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe

Describe All Outbuildings

Statement of Significance: See Continuation Sheet

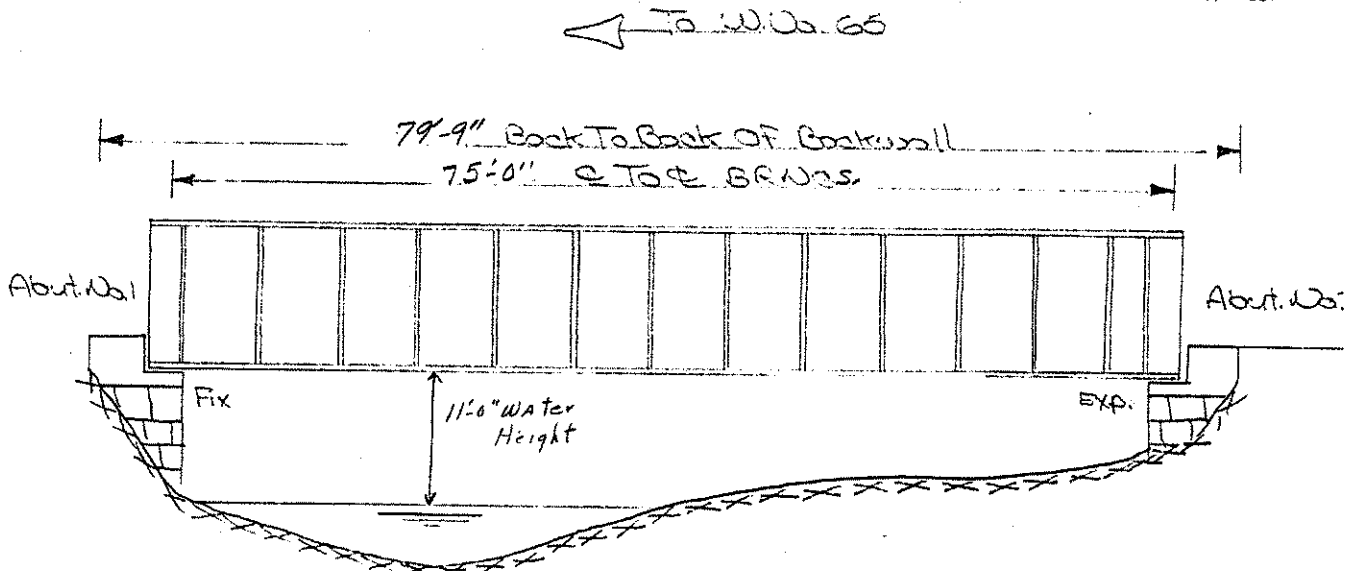
Bibliographical References WVDOH Staff. 1986. Survey of Historic Bridges. MS at WVDOH Kemp, Emory. 1984. Survey of Historic Bridges in West Virginia. MS at WVDOH.

Form Prepared By: Name/Organization: Michael Kell Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 558-2885	Date: November 9, 2007
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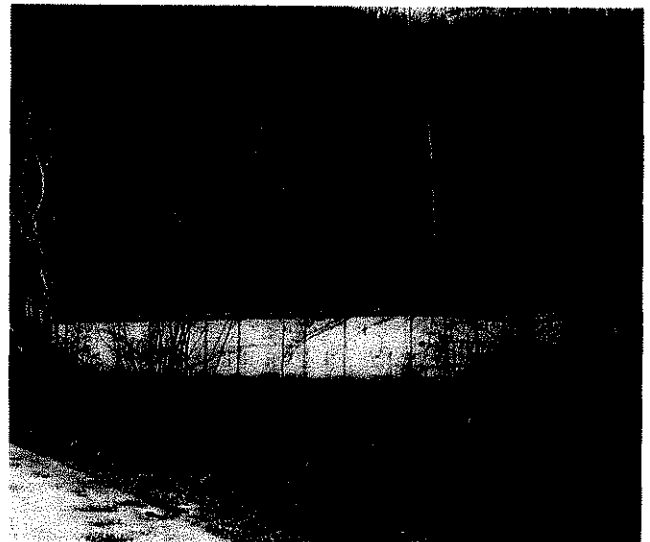
WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Upper Canterbury Girder
Survey Number: bridge 5886
Project / FR#: Upper Canterbury Girder

BRIDGE NO. 30-3/5-3.01
LOCAL NAME: UPPER CANTERBURY GIRDER
OVER LAUREL CREEK
ROUTE NO. C.R. 3/5 (SLS)
LOCATED 0.04 MILE NORTH OF C.R. 3
COUNTY: MINGO
DISTRICT TWO



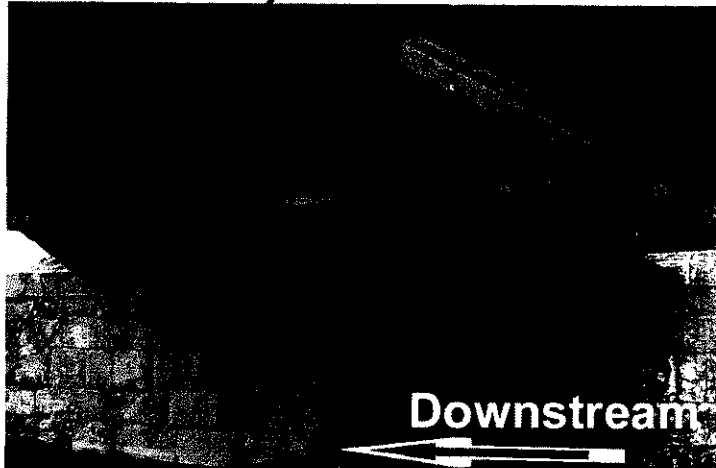
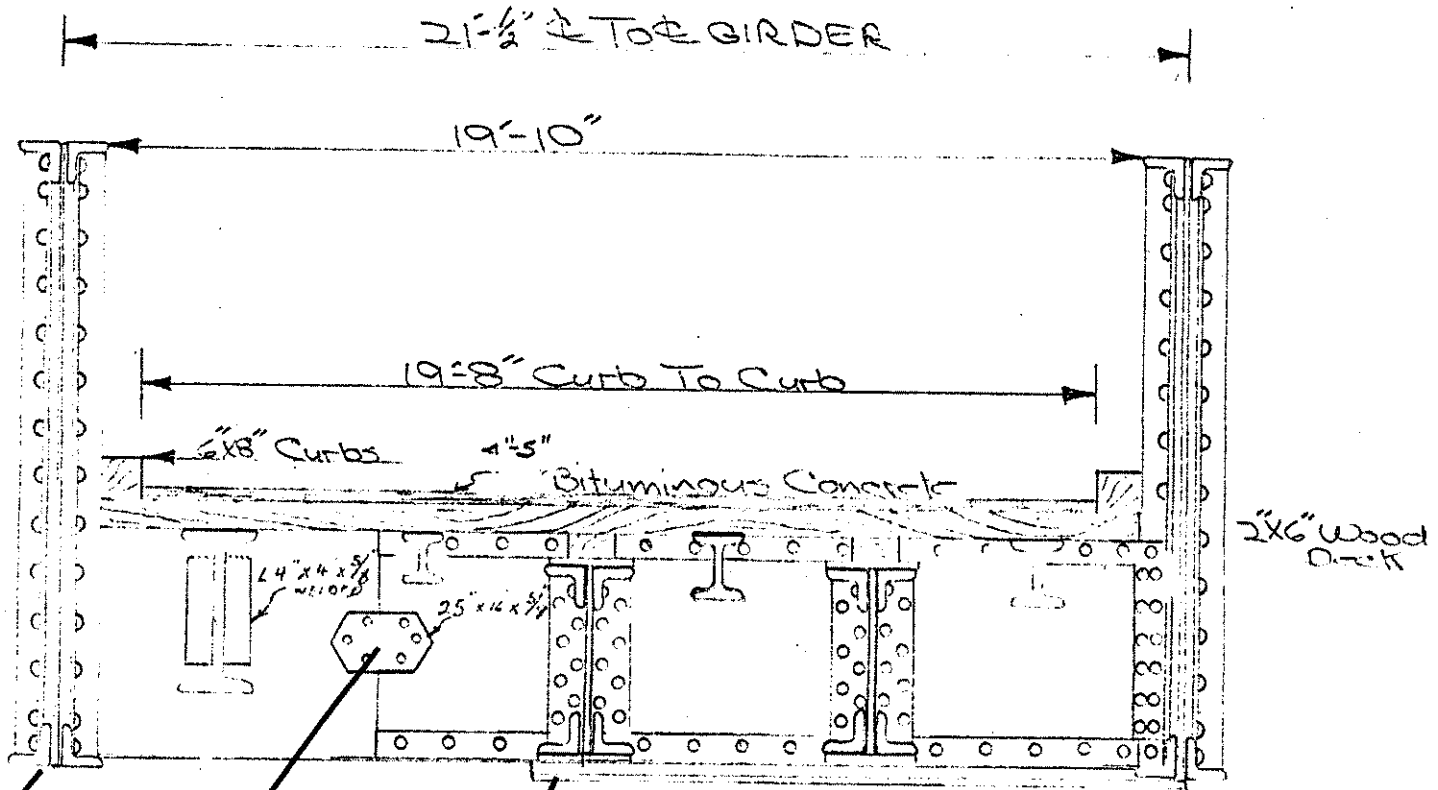
original inspection photos (1983)

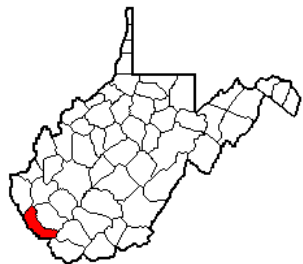


WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Upper Canterbury Girder
Survey Number: bridge 5886
Project / FR#: Upper Canterbury Girder

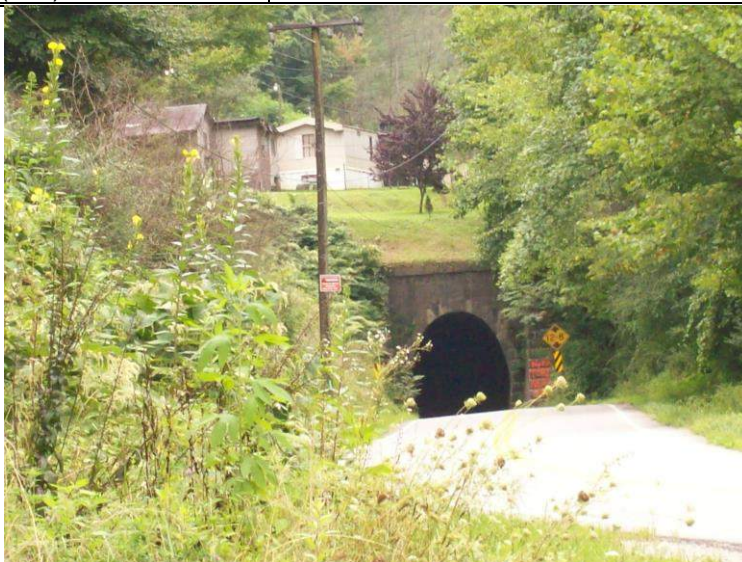
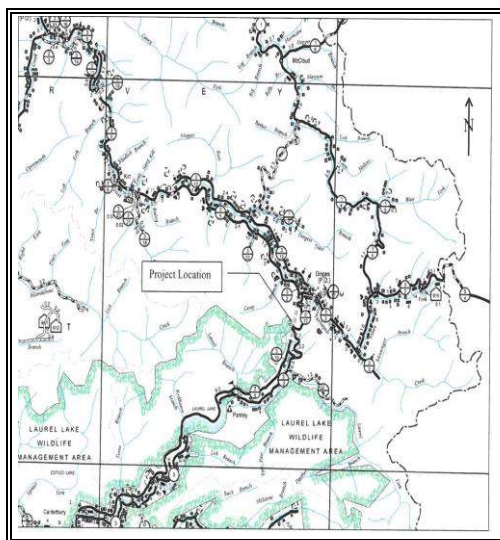
The current structure was originally part of the N & W line (ca. 1900) that follows Laurel creek. The bridge was included in the state highway system in 1933. The bridge was widened by State Forces approximately 3' 3" on the downstream side (see HPI) in ca. 1960. Due to these modifications the bridge was not considered to be eligible because of loss of integrity.





WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Dingess Tunnel	Field Survey # HPI #2	Site # (SHPO Only) MO-58
Town or Community Dingess	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction 1892	Style (SHPO Only)	
Exterior Siding / Materials Stone	Roofing Material Brick	Foundation	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 396332E Northing 4191885N		
	Quadrangle Name Myrtle		
Survey Organization & Date WVDOH August 13, 2014	Part of What Survey / FR# State County Route S330-3/5-9.33 Federal Project STP-0035(122)D		



Name: Dingess Tunnel
 Survey #: HPI #2
 Survey / FR#: State County Route: S330-3/5-9.33

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;">Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present</div> <p>Located in a rural area in Dingess, Mingo County. It is located near the Laurel Lake Wildlife Management Area.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;">Stories Front Bays</div> <p>The tunnel is 3,331 feet long and straight with natural airflow ventilation. It was built using stone and a portion was originally timber lined. The northern end of the tunnel was constructed at a later date. Brick lining was added approximately 15 years after the tunnel opened to railroad traffic. A liner was installed in 1979 in a portion of the northern end of the tunnel. There is a drainage ditch along the east side of the tunnel and small recesses are spaced periodically inside the tunnel. Stone outside of the southern portal has Peebles Block etched into it. Peebles Block was made by Peebles Paving Brick Company of Portsmouth, Ohio. The word Dunn is also etched into it representing the Dunn method for making the bricks. Peebles Block dates to the late 1800s/early 1900s, consistent with the construction date of the tunnel (American Trade Index, 1913.) Lighting inside the tunnel is currently inoperable. A drainage creek crosses over the northern end of the tunnel, where surface water infiltrates the tunnel causing deterioration.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Brick lining was installed approximately 15 years after construction. The northern end of the tunnel was built at a later date. A liner was installed in 1979 in the northern end of the tunnel.	
Additions <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe The northern end of the tunnel was built at a later date. A liner was installed in 1979 in the northern end of the tunnel.	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References <ul style="list-style-type: none"> • Abandoned. "Norfolk & Western Railroad (Twelvepole Division)." Retrieved 22 October 2012. www.abandonedonline.net/locations/railroads/norfolk-and-western-twelve-pole/ • American Trade Index. "Peebles Paving Brick Company." 1913. National Association of Manufacturers. New York City. • Appalachian Magazine. "America's Bloodiest Tunnel." 23 February 2014. Retrieved 22 Oct. 2015 http://appalachianmagazine.com/2014/02/23/americas-bloodiest-tunnel-wv/ • Williamson Daily News. "Historic Dingess Tunnel Commemorated." 26 June 2015. • West Virginia Legislature. House Concurrent Resolution No. 50. http://www.legis.state.wv.us/Bill_Status/bills_text.cfm?billdoc=hcr50%20intr.htm&yr=2015&sesstype=RS&i=50&houseorig=H&billtype=CR Retrieved 20 October 2016 	
Form Prepared By: Date: July 11, 2017 Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Dingess Tunnel
Survey Number: HPI #2
Project / FR#: State County Route: S330-3/5-9.33

The Dingess Tunnel is located on County Route 3/5 in Mingo County. Construction began in 1890 on the Norfolk & Western Railway's Twelvepole line from Lenore to Ceredo, which included the Dingess Tunnel. On September 25, 1892, the first train traveled the Dingess Tunnel portion of the line, and the entire line was completed on November 12, 1892. The line was not profitable and in the 1930s it was abandoned and converted into a roadway (Abandoned). Although the railroad line was not financially successful, the tunnel was instrumental in opening up an inaccessible area. The tunnel has provided a way to transport coal and timber and therefore provided employment for the region's inhabitants since the late 19th Century. Dingess Tunnel has been called "America's Bloodiest Tunnel" due to stories from the late 1800s/early 1900s of immigrant and African-American coal miners and railroad employees being murdered while traveling through the tunnel (Appalachian Magazine, 2014.) These stories have been printed in national publications. The tunnel was commemorated with historic signs in the summer of 2015 (Williamson Daily News, 2015). Dingess Tunnel is eligible for the National Register of Historic Places under Criterion A for its association with improving access and transportation of goods into the region. The tunnel was and continues to be integral to the movement of coal, timber, and people in the region.

The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The tunnel is not best representation of such a person's historic contribution. The tunnel is not eligible under Criterion B.

Dingess Tunnel is approximately 3,331 feet long and straight with natural airflow ventilation. The tunnel was built using stone and a portion was originally timber lined. The northern end of the tunnel was constructed at a later date. Brick lining was added approximately 15 years after the tunnel opened to railroad traffic. A liner was installed in 1979 in a portion of the northern end of the tunnel. There is a drainage ditch along the east side of the tunnel and small recesses are spaced periodically inside the tunnel. Stone outside of the southern portal has Peebles Block etched into it. Peebles Block was made by Peebles Paving Brick Company of Portsmouth, Ohio. The word Dunn is also etched into it representing the Dunn method for making the bricks. Peebles Block dates to the late 1800s/early 1900s, consistent with the construction date of the tunnel (American Trade Index, 1913.) Lighting inside the tunnel is currently inoperable. A drainage creek crosses over the northern end of the tunnel, where surface water infiltrates the tunnel causing deterioration. Dingess Tunnel is eligible for the National Register of Historic Places under Criterion C for its engineering significance.

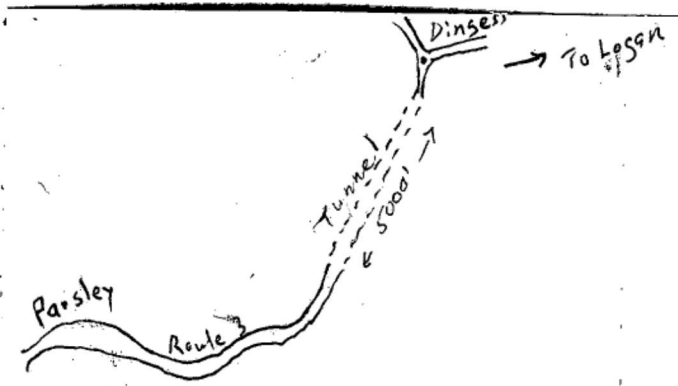
This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore, it does not meet the requirements for Criterion D.



RATING WBBCE
 CONTEXT _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS <i>County Route 3</i>	COMMON/HISTORIC NAME <i>Dingess Tunnel</i>	NO. IN SURVEY <i>M058 Mo-t KAV</i>	NO. OF BAYS <input type="checkbox"/> FRONT <input type="checkbox"/> SIDE
TOWN OR COMMUNITY <i>Dingess</i>	COUNTY <i>Mingo</i>	NEGATIVE NO.	NOT VISIBLE FROM ROAD <input type="checkbox"/>
ARCHITECT/BUILDER	DATE OF CONSTRUCTION <i>1914</i>	EXTERIOR BUILDING FABRIC <i>Stone</i>	
NAT. REGISTER LISTED _____ STATE REGISTER LISTED _____	DATE _____ ROOFING MATERIAL <i>Brick</i>	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION <i>Highway Tunnel</i>	TYPE OF FOUNDATION	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE <i>WV SHPO - 1988</i>	QUADRANGLE NAME <i>Myrtle, WV</i>		
	PART OF WHAT SURVEY <i>Mingo County</i>		



*M058
Mo-t*

SITE NO.

DMITAR

PRESENT OWNERS

TXE

OWNER ADDRESS

GENERAL CONDITION OF PROPERTY

Excellent

ADDITIONS

YES

NO

IF YES, DESCRIBE

ALTERATIONS

YES

NO

IF YES, DESCRIBE

Railroad tracks have been removed and a one-lane highway put through.

NO. AND NATURE OF OUTBUILDINGS

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Long, 5000 feet, tunnel between Dingess and Parsley, built in 1914 for the N & W Railroad. Interior is brick arched, with small recesses spaced periodically and a row of lights running down the center of the arch. An extremely significant engineering structure.

Structural system: masonry. Used to be used as a Railroad Tunnel. Original owners: Norfolk and Western Railroad.

HISTORICAL/CULTURAL SIGNIFICANCE

BIBLIOGRAPHICAL REFERENCES

FORM PREPARED BY Michael Pauley

DATE 10-24-88/1989

ADDRESS WV SHPO

HISTORIC PROPERTIES INVENTORY FORM

HISTORIC PRESERVATION UNIT
DEPARTMENT OF CULTURE & HISTORY
THE CULTURAL CENTER
CHARLESTON, WEST VIRGINIA 25305

(Staff Use Only)

File No:
Theme(s):
Neg No(s):
USGS Quad:
UTM Ref:

DISTRICT: SITE: BUILDING: STRUCTURE: OBJECT

1. NAME(S) historic/common: Dingess Tunnel

2. LOCATION street/road: County Route 3
city/town: Dingess
(incorporated/unincorporated)

3. USE/FUNCTION present: Highway Tunnel
original: Railroad Tunnel

(public/private,
restricted)

4. OWNER/ADDRESS present: uncertain
original: Norfolk & Western Railroad

(public/private)

(phone no.)

5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):

6. LOCALE/ENVIRONMENT (map)

8. (A.) ACREAGE (approx):

N/A

(B.) VERBAL BOUNDARY DESCRIPTION:

Survey Region: _____
Planning District: _____

COUNTY: _____

Mingo

PROPERTY NAME: _____

Dingess Tunnel

9. DESCRIPTION (clarify as appropriate):

a. <u>Exterior Fabric</u>	b. <u>Structural System</u>	c. <u>Roofing Material</u>
stone <u> X </u>	masonry <u> X </u>	wood _____
brick _____	frame _____	metal _____
concrete _____	log _____	slate _____
stucco _____	metal _____	tile _____
weatherboard _____	other _____	asphalt _____
clapboard _____	_____	composition _____
board & batten _____	_____	other _____
shingle _____	foundation _____	<u> brick </u>
other _____	_____	_____

d. Associated Structures (use/type):

outbuildings N/A

dependencies _____

other _____

e. Integrity (include dates):

original site/relocated _____

alterations Railroad tracks have been removed and a one-lane highway put through

additions _____

f. Condition:

excellent X

good _____

fair _____

deteriorated _____

abandoned _____

g. Threats:

None Known

10. SIGNIFICANCE (use attachment sheet if necessary):

a. Architect/Builder/Engineer: _____

b. Style/Period: _____

c. Date(s): 1914

Long, 5000 feet, tunnel between Dingess and Parsley built in 1914 for the N&W Railroad. Interior is brick arched, with small recesses spaced periodically and a row of lights running down the center of the arch. An extremely significant engineering structure.

11. BIBLIOGRAPHY:

12. FORM PREPARED BY

Michael J. Pauley

a. Address Historic Preservation U
 Dept. of Culture and

b. Organization _____

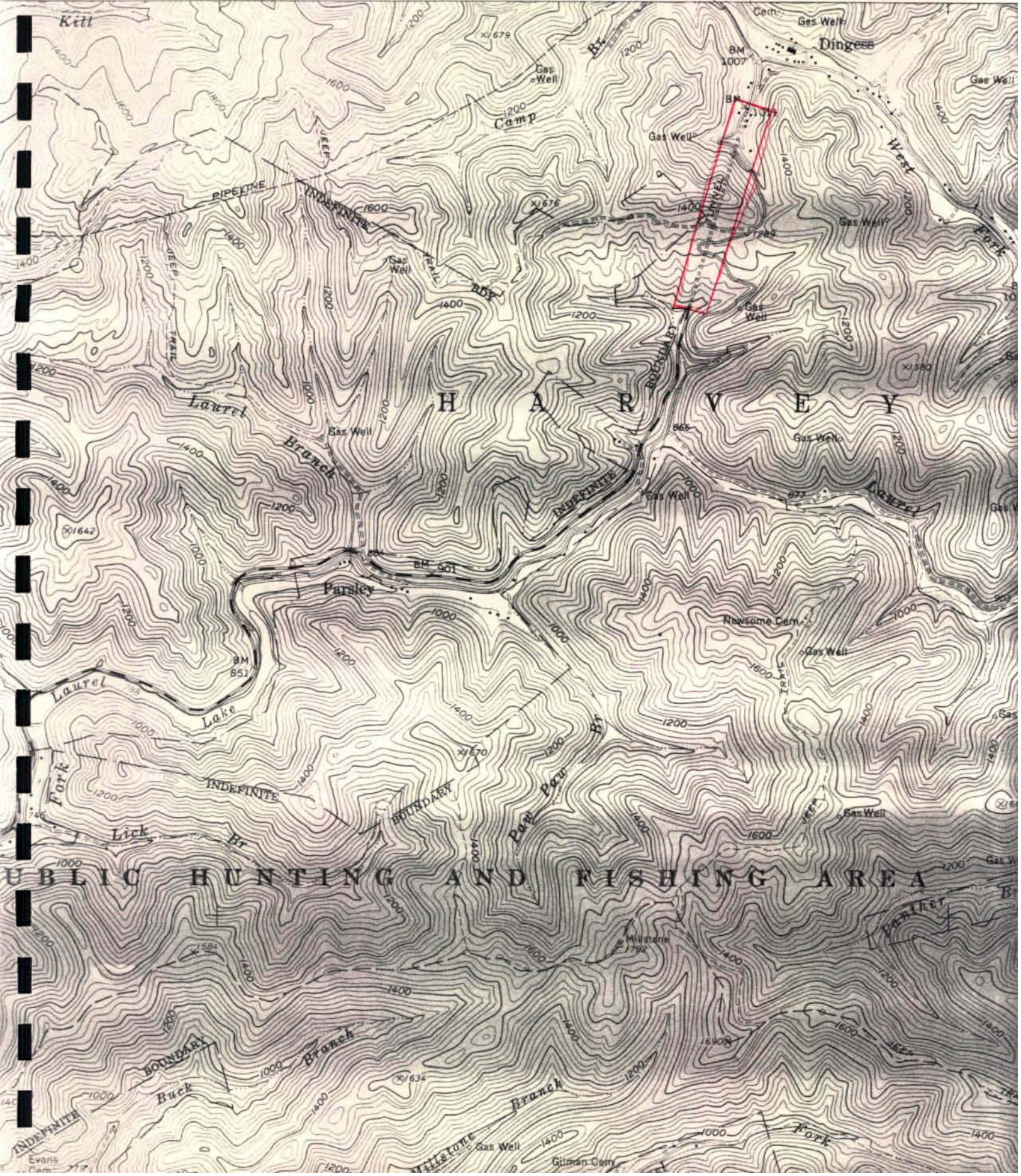
c. Phone no. 304 348-0240

Myrtle, W. Va.
Quadrangle

STATE OF WEST VIRGINIA
REPRESENTED BY THE
STATE OF WEST VIRGINIA GEOLOGICAL SURVEY
AND OTHER STATE AGENCIES

Field Checked
Oct. 22, 1988

393 12'30" 394 395 4559 1 NW (TRACE) 396 TRACE 1.5 MI. 397 10'



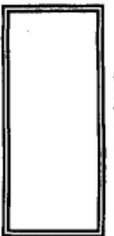


Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address.	Common/Historic Name/Both ○ ● ○	Field Survey #	Site # (SHPO Only) MO-0959
Town or Community Breiden WV	County Mingo	Negative No.	NR Listed Date
Architect/Builder Rail Road	Date of Construction C 1900	Style Train Tunnel	
Exterior Siding/Materials	Roofing Material	Foundation	
Property Use or Function Residence ● Commercial ● Other ○	UTM #	Photograph (2" x 3" Contact)	
Survey Organization & Date	Quadrangle Name		
	Part of What Survey/FR#		

Sketch Map of Property
or Attach Copy of USGS Map



Site No.



Present Owners WV DOH Phone #	Owners Mailing Address
Describe Setting 0.2 Mile of Tunnel Blasted Through _____ Acres Solid Sand Stone All steel usable As you _____ Drive Through Archaeological Artifacts Present	
Description of Buildings or Site (Original and Present) _____ Stories _____ Front Bays (Use Continuation Sheets)	
Alterations <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe	
Additions <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe	
Describe All Outbuildings (Use Continuation Sheets)	
Statement of Significance WAS BUILT C 1900 BY THE RAIL ROAD NOW USED BY THE DOH FOR CAR & TRUCK TRAFFIC (Use Continuation Sheets)	
Bibliographical References (Use Continuation Sheets)	
Form Prepared By: Bruce Baisden Date: 11-27-07 Name/Organization: Address: Phone #: 304 752-3373	




West Virginia Division of Culture and History
 State Historic Preservation Office

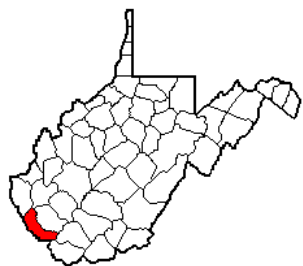
[Back to the Flickr photo page](#)

Uploaded on August 10, 2006
by [The National Memorial for the Mounta](#)


Available sizes: [Square \(75 x 75\)](#) [Thumbnail \(88 x 100\)](#) [Small \(211 x 240\)](#) [Medium \(439 x 500\)](#) **Original (696 x 792)**

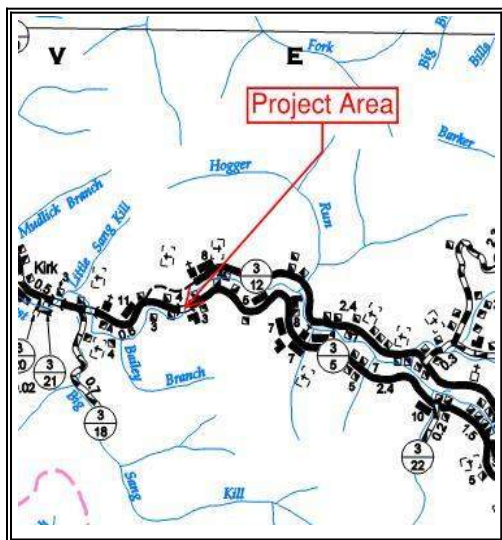
 [Download the Original size](#)





WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, spanning West Fork of Twelvepole Creek, near intersection of County Route 3/12.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Bailey Branch Pony Truss Bridge	Field Survey # HPI #1	Site # (SHPO Only) MO-1092
Town or Community Between Kirk and Dingess	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction Circa 1911	Style (SHPO Only)	
Exterior Siding / Materials Riveted Steel Pony Truss	Roofing Material Deck Material: Timber overlaid with asphalt	Foundation Abutments: Stone	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 392505E Northing 4194793N		
Survey Organization & Date WVDOH June 1, 2017	Quadrangle Name Trace		
Part of What Survey / FR# State County Route S330-3/5-13.59 Federal Project STP-0035(215)D			



Name: Bailey Branch Pony Truss Bridge

Survey #: MO-1092

Survey / FR#: State County Route: S330-3/5-13.59

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;">Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present</div> <p>Located in a rural setting in Mingo County between the towns of Kirk and Dingess. The bridge is located on County Route 3/5 and spans West Fork of Twelvepole Creek.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;">Stories Front Bays</div> <p>The bridge consists of a riveted steel pony truss supported by stone abutments. The overall length is 96 feet with an overall width of 12 feet. The structure was built circa 1911 by the Norfolk and Western Railroad, but was converted to a roadway bridge a few years later. There are no sidewalks and is used as a one-lane bridge. The bridge has timber curb and scupper blocks. The deck is timber consisting of 2-inch by 6-inch laminated timber with 4-inch by 6-inch timber nailers. The deck has been overlaid with asphalt. The 2013 average daily traffic was 750 vehicles per day and is estimated to be 938 vehicles per day in 2033.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Bridge has been through multiple repairs. Tracks were removed when railroad left.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. 2016. Charleston, WV.	
Form Prepared By: <div style="float: right;">Date: June 5, 2017</div> Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

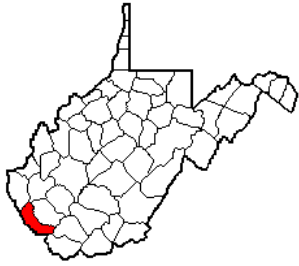
Name: Bailey Branch Pony Truss Bridge
Survey Number: MO-1092
Project / FR#: State County Route: S330-3/5-13.59

Bailey Branch Pony Truss Bridge was built around 1900 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. Bailey Branch Pony Truss Bridge is not associated with a significant or successful railroad line. This bridge was not surveyed for the WV Historic Bridge Survey but similar bridges along this line were. They were determined not to be associated with a significant railroad line and did not receive enough points to be eligible for the National Register of Historic Places. Due to a lack of significant association with coal or an important railroad line, this bridge is not eligible for the National Register under Criterion A.

The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The bridge is not best representation of such a person's historic contribution. The bridge is not eligible under Criterion B.

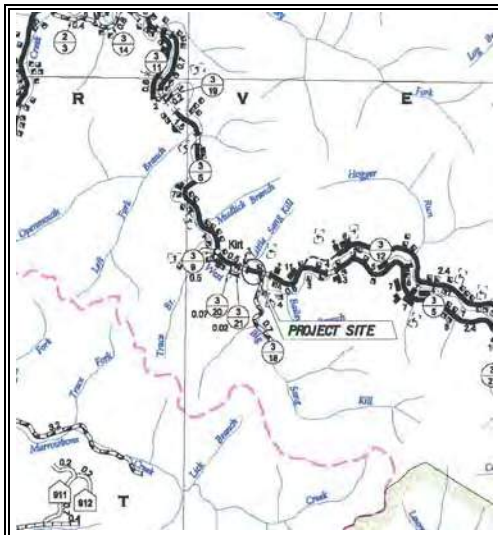
Bailey Branch Pony Truss Bridge was built around 1900 by the Norfolk & Western Railway. It served as a railroad bridge for several years before the line was abandoned and transferred to the State Road Commission in 1933. The bridge has had repairs over the years. The tracks were removed when the line was abandoned. Due to the lack of significant architectural features, Bailey Branch Pony Truss Bridge does not contain historic integrity and is not eligible for the National Register under Criterion C.

This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located on County Route 3/5 at mile marker 14.61 spanning West Fork of Twelvepole Creek.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Big Rock Pony Truss	Field Survey # HPI #1	Site # (SHPO Only) MO-1076
Town or Community Near Kirk	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk and Western Railway	Date of Construction 1901	Style (SHPO Only)	
Exterior Siding / Materials Riveted Steel Pony Truss	Roofing Material Deck: Concrete filled steel grid	Foundation Abutments: Cut stone stub	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 0391181E Northing 4194685N		
Survey Organization & Date WVDOH August 7, 2012	Quadrangle Name Trace		
Part of What Survey / FR# State County Route S330-3/5-14.61 Federal Route			



Name: Big Rock Pony Truss

Survey #: HPI #1

Survey / FR#: State County Route: S330-3/5-14.61

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;">Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present</div> <p>The bridge is located in a rural area in Mingo County near the town of Kirk. The bridge carries County Route 3/5 across West Fork of Twelvepole Creek. The road is the former Norfolk and Western Railway.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;">Stories Front Bays</div> <p>The structure is a single span steel pony truss with a concrete filled steel grid deck. Abutment 1 is cut stone, but abutment 2 is buried too deep to determine what it consists of. The bridge is a single lane bridge used by two way traffic. It has an overall length of 82 feet 10 inches. The overall width is 15 feet 7 inches but the clear width is 10 feet 9 inches.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe <p>Changed from a railroad bridge to a highway bridge.</p>	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References Modjeski and Masters, Inc. WV Bridge Inspection Data. Charleston, WV. March 9, 2010. KCI, Mead & Hunt. West Virginia Historic Bridge Survey Evaluation. March 2007. Appendix Seven-Reference SHPO Letter-December 20, 2002. Zion Church Bridge.	
Form Prepared By: <div style="float: right;">Date: August 8, 2012</div> <p>Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</p> <p>Phone #: 304-558-9385</p>	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Big Rock Pony Truss

Survey Number: HPI #1

Project / FR#: State County Route: S330-3/5-14.61

The structure was built for use by the Norfolk and Western Railway's Twelvepole Creek line. The line was built to provide support for the coal and lumber industries, but the line was unprofitable a short time later. The section along Twelvepole Creek began then carried freight and passenger trains for a couple of years. In 1933 the line was transferred to the State Road Commission and converted into a road (Zion Church, 2002). At an unknown time, the road was widened for better traffic flow. The bridge is located on an unsuccessful rail line. The West Virginia Historic Bridge Survey Evaluation System was used for Criterion A and the bridge received only 1 point for tertiary association with railroads and 1 point for tertiary association with growth of industries. The bridge is not eligible for the National Register under Criterion A.

The bridge is not associated with the significance of an individual or an individual's historic contribution. The bridge is not eligible under Criterion B.

Big Rock Pony Truss was built in 1901 for the railroad. The structure has areas of deficiencies including the deck, stringers, and floor beams. This structure does not represent the work of a master and was not designed prior to the typical period of use for the bridge type. The bridge is 82 feet long, average for this type of bridge, and does not contain any architectural treatments. The bridge is a common pony truss and did not utilize significant features or advances in design or materials. The West Virginia Historic Bridge Survey Evaluation System was used and 1 point was awarded for average main span length. Therefore, Big Rock Pony Truss is not a significant example of a truss bridge and is not eligible for the National Register under Criterion C.

The bridge is not likely to possess any important information that will contribute to the understanding of early human history or prehistory. The potential for information is minimal. The bridge is not eligible under Criterion D of the National Register.

Appendix Three

West Virginia Historic Bridge Survey Evaluation Forms

**The West Virginia Historic Bridge Survey
Evaluation System Summary**

Big Rock Pony Truss

Step 1: Determination of Significance under Criterion A

Context	Primary Context (+4)	Secondary Context (+2)	Tertiary Context (+1)
Early Roads and Turnpikes			
Growth of Industries			1
Transportation Improvements			
Railroads			1
Early Twentieth Century Transportation Improvements			
Commemorative/Memorial Bridge			
City Beautiful Movement			
Federal Aid and State Legislation for Roads			
CCC/WPA			
World War II			
Total (if bridge has at least 4 points move to Step 3)			2

Step 2: Determination of Significance under Criterion C

Area of significance	Points available	Points awarded
1a. Designed and built prior to the typical period of use for bridge type	Early period +2 Typical period +0	
1b. Main span length	Above average length +2 Average length +1 Continuous design +1 Less than average +0	1
1c. Significant features in fabrication or structure design	Significant unusual design feature +4 Unusual design feature +2 No unusual design features +0	
1d. Represents innovation in design construction technique for bridge type	Significant innovation +4 Innovation +2 No innovation +0	
1e. Utilizes technological advances in materials	Significant technological advancement +4 Technological advancement +2 No technological advancement +0	
2. Represents the work of a master	Nationally recognized firm +4 Known West Virginia firm +2 Known WVDOH engineer +2 Non-West Virginia unrecognized +0 Unknown designer +0	
3. Architectural treatment	Overall form and materials have high artistic value +4 At least one architectural treatment +2 No architectural treatment +0	
Total Significance Points		1

Bridge has at least 4 points – Proceed to Step 3 to evaluate integrity.

Bridge has fewer than 4 points – Bridge does not possess significance to be eligible for the National Register. Bridge is not eligible and no further evaluation is necessary.

Step 3: Evaluation of Integrity

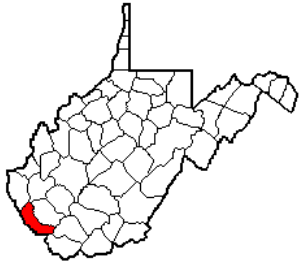
Aspect of Integrity	Points for Criterion A	Points for Criterion C	Total Integrity Points
Materials, Workmanship and Design	Retains integrity = -0 Minor alterations = -1 Major alterations = -2	Retains integrity = -0 Minor alterations = -2 Major alterations = -4	
Location and Setting	Retains integrity = -0 Minor alterations = -2 Major alterations = -4	Retains integrity = -0 Minor alterations = -1 Major alterations = -2	
Feeling and Association	Retains integrity = -0 Alterations = -1	Retains integrity = -0 Alterations = -1	
Total			

Step 4: Integrity Points (Subtract Points)

Significance points (from Step 1 and/or 2)	
Integrity of Materials, Workmanship, and Design	Subtract __
Integrity of Location and Setting	Subtract __
Integrity of Feeling and Association	Subtract __
Total evaluation points	

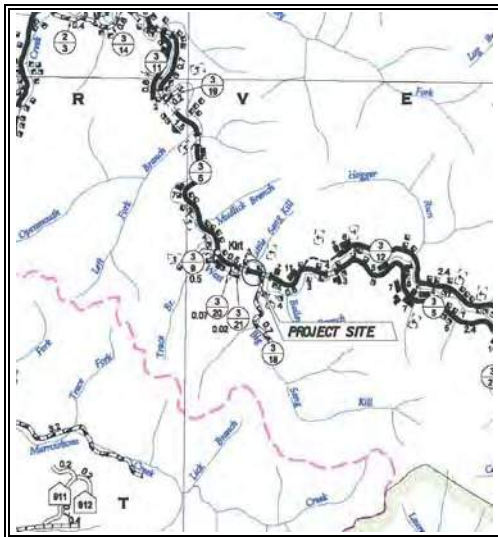
Bridge has at least 2 total points – Bridge is eligible.

Bridge has fewer than 2 total points – Bridge does not possess level of integrity to be eligible for the National Register. Bridge is not eligible.



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located on County Route 3/5 at mile marker 14.73 spanning West Fork of Twelvepole Creek.	Common/Historic Name/Both <input checked="" type="checkbox"/> Kirk Thru Truss	Field Survey # HPI #2	Site # (SHPO Only) MO-1077
Town or Community Near Kirk	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk and Western Railway	Date of Construction 1911	Style (SHPO Only)	
Exterior Siding / Materials Simple riveted steel thru truss	Roofing Material Deck: Concrete-filled steel grid	Foundation Abutments: Cut stone	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 0390961E Northing 4194711N		
Survey Organization & Date WVDOH August 7, 2012	Quadrangle Name Trace		
Part of What Survey / FR# State County Route S330-3/5-14.73 Federal Route			



Name: Kirk Thru Truss

Survey #: HPI #2

Survey / FR#: State County Route: S330-3/5-14.73

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;">Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present</div> <p>The bridge is located in a rural area in Mingo County near the town of Kirk. The bridge carries County Route 3/5 across West Fork of Twelvepole Creek. The road is the former Norfolk and Western Railway.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;">Stories Front Bays</div> <p>The structure is a riveted steel thru truss bridge supported by cut stone abutments. It was built by the railroad in 1911, but the contractor is unknown. The overall length of the bridge is 105 feet 8 inches. The overall width is 15 feet 5 inches and a vertical clearance of 18 feet 9 inches. It contains a concrete filled steel grid decking, a steel curb, and no sidewalk. It is classified as a one lane bridge.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe <p>Changed from a railroad bridge to a highway bridge.</p>	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. Charleston, WV. 2008. Appendix Seven-Reference SHPO Letter-December 20, 2002. Zion Church Bridge. KCI, Mead & Hunt. West Virginia Historic Bridge Survey Evaluation. March 2007.	
Form Prepared By: <div style="float: right;">Date: August 8, 2012</div> <p>Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</p> <p>Phone #: 304-558-9385</p>	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: Kirk Thru Truss
Survey Number: HPI #2
Project / FR#: State County Route: S330-3/5-14.73

The structure was built for use by the Norfolk and Western Railway's Twelvepole Creek line. The line was built to provide support for the coal and lumber industries, but the line was found to be unprofitable a short time later. The section along Twelvepole Creek then carried freight and passenger trains for a couple of years. In 1933 the line was transferred to the State Road Commission and converted into a road (Zion Church, 2002). At an unknown time, the road was widened for better traffic flow. The bridge is located on an unsuccessful rail line and was built late in the life of the line. The West Virginia Historic Bridge Survey Evaluation System was used for Criterion A and the bridge received only 1 point for a tertiary association with the railroad and 1 point for a tertiary association with growth of the industries. The bridge is not eligible for the National Register under Criterion A.

The bridge is not associated with the significance of an individual or an individual's historic contribution. The bridge is not eligible under Criterion B.

Kirk Thru Truss was built in 1911 for the railroad. The structure has several deteriorated and fractured areas including significant deficiencies of the truss members, chords, floor beams, deck, stringers, and abutments. This structure does not represent the work of a master and was not built during an early period. The bridge is 105 feet long, average for this type of bridge, and does not contain any architectural treatments. The bridge is riveted and supported by cut stone abutments. The bridge was built using commonplace construction techniques and did not utilize significant features or advances in design or materials. The West Virginia Historic Bridge Survey Evaluation System was used and 1 point was awarded for average main span length. Therefore, Kirk Thru Truss is not a significant example of a truss bridge and is not eligible for the National Register under Criterion C.

The bridge is not likely to possess any important information that will contribute to the understanding of early human history or prehistory. The potential for information is minimal. The bridge is not eligible under Criterion D of the National Register.

Appendix Three

West Virginia Historic Bridge Survey Evaluation Forms

**The West Virginia Historic Bridge Survey
Evaluation System Summary**

Kirk Thru Truss

Step 1: Determination of Significance under Criterion A

Context	Primary Context (+4)	Secondary Context (+2)	Tertiary Context (+1)
Early Roads and Turnpikes			
Growth of Industries			1
Transportation Improvements			
Railroads			1
Early Twentieth Century Transportation Improvements			
Commemorative/Memorial Bridge			
City Beautiful Movement			
Federal Aid and State Legislation for Roads			
CCC/WPA			
World War II			
Total (if bridge has at least 4 points move to Step 3)			2

Step 2: Determination of Significance under Criterion C

Area of significance	Points available	Points awarded
1a. Designed and built prior to the typical period of use for bridge type	Early period +2 Typical period +0	
1b. Main span length	Above average length +2 Average length +1 Continuous design +1 Less than average +0	1
1c. Significant features in fabrication or structure design	Significant unusual design feature +4 Unusual design feature +2 No unusual design features +0	
1d. Represents innovation in design construction technique for bridge type	Significant innovation +4 Innovation +2 No innovation +0	
1e. Utilizes technological advances in materials	Significant technological advancement +4 Technological advancement +2 No technological advancement +0	
2. Represents the work of a master	Nationally recognized firm +4 Known West Virginia firm +2 Known WVDOH engineer +2 Non-West Virginia unrecognized +0 Unknown designer +0	
3. Architectural treatment	Overall form and materials have high artistic value +4 At least one architectural treatment +2 No architectural treatment +0	
Total Significance Points		1

Bridge has at least 4 points – Proceed to Step 3 to evaluate integrity.

Bridge has fewer than 4 points – Bridge does not possess significance to be eligible for the National Register. Bridge is not eligible and no further evaluation is necessary.

Step 3: Evaluation of Integrity

Aspect of Integrity	Points for Criterion A	Points for Criterion C	Total Integrity Points
Materials, Workmanship and Design	Retains integrity = -0 Minor alterations = -1 Major alterations = -2	Retains integrity = -0 Minor alterations = -2 Major alterations = -4	
Location and Setting	Retains integrity = -0 Minor alterations = -2 Major alterations = -4	Retains integrity = -0 Minor alterations = -1 Major alterations = -2	
Feeling and Association	Retains integrity = -0 Alterations = -1	Retains integrity = -0 Alterations = -1	
Total			

Step 4: Integrity Points (Subtract Points)

Significance points (from Step 1 and/or 2)	
Integrity of Materials, Workmanship, and Design	Subtract __
Integrity of Location and Setting	Subtract __
Integrity of Feeling and Association	Subtract __
Total evaluation points	

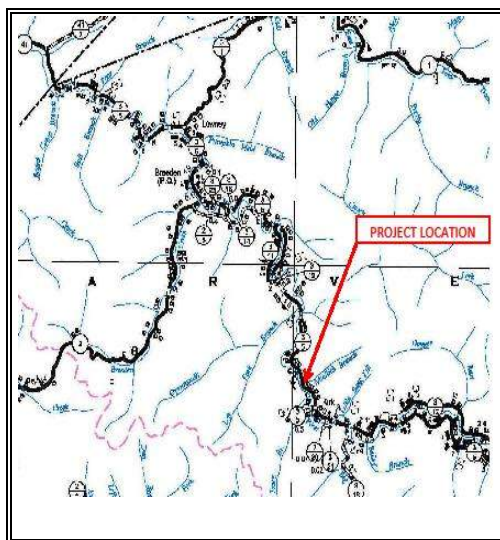
Bridge has at least 2 total points – Bridge is eligible.

Bridge has fewer than 2 total points – Bridge does not possess level of integrity to be eligible for the National Register. Bridge is not eligible.



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, 1.03 miles south of County Route 3/11, spanning West Fork of Twelvepole Creek.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Breeden Through Girder Bridge	Field Survey # HPI #1	Site # (SHPO Only)
Town or Community Breeden	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction 1910 est.	Style (SHPO Only)	
Exterior Siding / Materials Steel Girder and Floorbeam	Roofing Material Deck Material: Timber with asphalt overlay.	Foundation Abutments: Cut stone Pier: Concrete	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 0390218E Northing 4196291N		
Survey Organization & Date WVDOH November 3, 2015	Quadrangle Name Trace		
Part of What Survey / FR# State County Route S330-3/5-16.21 Federal Project ACST-0035(209)D			



Name: Breeden Through Girder

Survey #: HPI #1

Survey / FR#: State County Route: S330-3/5-16.21

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="float: right;"> Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present </div> <p>The bridge is located in a rural area near Breeden in Mingo County. It carries County Route 3/5 across West Fork of Twelvepole Creek. It is part of the former Norfolk & Western Twelvepole line.</p>	
Description of Buildings or Site (Original and Present) <div style="float: right;"> Stories Front Bays </div> <p>Structure is riveted girder and floorbeam system estimated to have been built in 1910. It is supported by cut stone abutments and a concrete pier. The deck is timber with an asphalt overlay. It is posted for weight limits. There are timber curb lines. The bridge is 100 feet long and has a roadway width of 11.7 feet. The 2012 ADT was 750.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Tracks were removed and the bridge was converted to a roadway bridge.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. Charleston, WV.	
Form Prepared By: <div style="float: right;">Date: November 4, 2015</div> Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Breeden Through Girder
Survey Number: HPI #1
Project / FR#: State County Route: S330-3/5-16.21

Breeden Through Girder Bridge was built circa 1910 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. This bridge was built around the time the line was rebuilt as a last, failed attempt to become profitable. The bridge is not associated with a significant or successful railroad line. This bridge was not surveyed for the WV Historic Bridge Survey but similar bridges along this line were. They were determined not to be associated with a significant railroad line and did not receive enough points to be eligible for the National Register of Historic Places. Due to a lack of significant association with coal or an important railroad line, this bridge is not eligible for the National Register under Criterion A.

The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The bridge is not best representation of such a person's historic contribution. The bridge is not eligible under Criterion B.

The Breeden Through Girder was built around 1910 by the Norfolk & Western Railway. It served as a railroad bridge for several years before the line was abandoned and transferred to the State Road Commission in 1933. The tracks were removed when the line was abandoned. The bridge is in a state of deterioration and does not contain any significant architectural aspects. The bridge no longer contains historic integrity and is not eligible for the National Register under Criterion C.

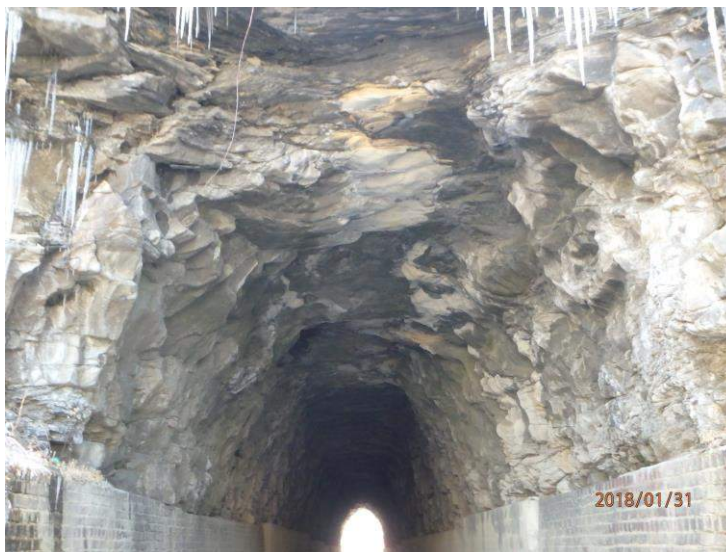
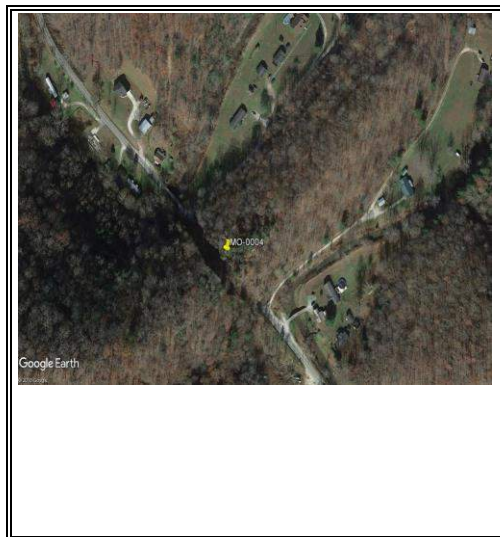
This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Breeden Tunnel	Field Survey # _____	Site # (SHPO Only) MO-0004
Town or Community Breeden	County Mingo	Negative No. _____	NR Listed Date _____
Architect/Builder Norfolk & Western Railroad	Date of Construction Circa 1890	Style (SHPO Only) _____	
Exterior Siding / Materials Rock	Roofing Material Rock	Foundation _____	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 389925E Northing 4196842N		
Survey Organization & Date WVDOH January 31, 2018	Quadrangle Name Wilsondale		
_____	Part of What Survey / FR# State County Route 30-3/5-16.65		



Name: Breeden Tunnel
 Survey #: MO-0004
 Survey / FR#: State County Route: 30-3/5-16.65

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="text-align: right;"> Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present </div> <p>Located in a rural setting in Mingo County between Breeden and Kirk. The tunnel provides transportation access through the mountain between Earl Vance Drive and May Road.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;"> Stories Front Bays </div> <p>The structure consists of a one-lane cut rock tunnel approximately 400 feet long. The tunnel was originally built for railroad use but later converted to roadway use. Brick and concrete block have been placed the full length of both sides of the tunnel for stability purposes. The roadway consists of one lane and paved with asphalt.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe <p>Railroad tracks were removed, and the tunnel was converted to roadway use in the 1930s. Roadway has been paved. Concrete block and brick was placed inside the tunnel for stability.</p>	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe 	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References 	
Form Prepared By: <div style="float: right;">Date: February 22, 2018</div> <p>Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</p> <p>Phone #: 304-558-9385</p>	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: Breeden Tunnel
Survey Number: MO-0004
Project / FR#: State County Route: 30-3/5-16.65

Breeden Tunnel was built around 1890 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. The tunnel was inventoried by Dobson, Sone, & Valente in 1990 as part of the Coal Heritage Survey. WV State Historic Preservation Office rated the tunnel as eligible for the National Register of Historic Places as a vernacular resource. Breeden Tunnel is eligible for the National Register of Historic Places under Criterion A for its association with improving access and transportation of goods into the region.

The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The tunnel is not best representation of such a person's historic contribution. The tunnel is not eligible under Criterion B.

Breeden Tunnel is approximately 400 feet long and constructed out of rock. There have been alterations to the tunnel over the years such as removal of tracks, conversion to roadway use, and addition of brick and concrete block for stability. The tunnel was built circa 1890 by the Norfolk & Western Railway and is considered a significant engineering structure for the railroad. The tunnel has retained its historical integrity and is eligible for the National Register of Historic Places under Criterion C.

This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.

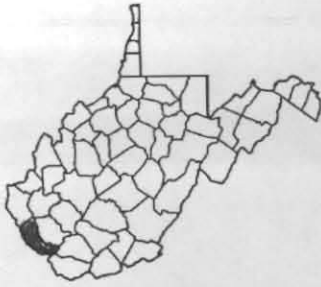
WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Survey Number: MO-0004 Updated 2/2/18
Project / FR#: State County Route: 30-3/5-16.65

2018 Update: MO-0004 was originally surveyed by Dobson, Sone, & Valente September 11, 1990 as part of the Coal Heritage Project. The property was rated by SHPO as VR-Vernacular Resource. The property consists of an auto tunnel that was originally built as a railroad tunnel. The inventory sheet did not state any historical significance. For the 2018 update, very little has changed with the tunnel, other than cinder block has been added to a portion of the tunnel for stabilization. There is no reason to suggest a change in the rating and the tunnel remains eligible for the National Register as vernacular resource.








RATING VR
 CONTEXT _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Twelvepole Creek Rd.	COMMON/HISTORIC NAME _____	NO. IN SURVEY Mo 4	NO. OF BAYS <input type="checkbox"/> <input type="checkbox"/> FRONT SIDE
TOWN OR COMMUNITY near Breedon	COUNTY Mingo - Harvey	NEGATIVE NO. Mo-12-6,7	NOT VISIBLE FROM ROAD <input type="checkbox"/>
ARCHITECT/BUILDER _____	DATE OF CONSTRUCTION _____	EXTERIOR BUILDING FABRIC _____	
NAT. REGISTER LISTED _____ STATE REGISTER LISTED _____	ROOFING MATERIAL _____	STYLE (STAFF USE ONLY) _____	
PROPERTY USE OR FUNCTION auto tunnel	TYPE OF FOUNDATION _____		
SURVEY ORGANIZATION AND DATE NPS-SHPO 1990-91	QUADRANGLE NAME Wilsondale		
PART OF WHAT SURVEY Coal Heritage	DATE _____		



SITE NO.

PRESENT OWNERS

OWNER ADDRESS

GENERAL CONDITION OF PROPERTY

good

ADDITIONS

YES

NO

IF YES, DESCRIBE

ALTERATIONS

YES

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Auto tunnel from Kirk to Breendon

HISTORICAL/CULTURAL SIGNIFICANCE

BIBLIOGRAPHICAL REFERENCES

FORM PREPARED BY

Dobson, Sone & Valente

DATE

9/11/90

ADDRESS

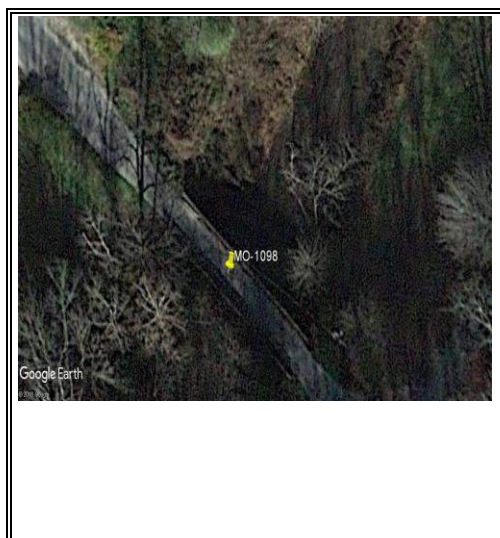
State Historic Preservation Office
Division of Culture and History
Cultural Center
Capitol Complex
Charleston, WV 25305

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, spanning West Fork of Twelvepole Creek, just west of Breeden Tunnel	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Breeden Tunnel Girder	Field Survey # HPI #1	Site # (SHPO Only) MO-1098
Town or Community Breeden	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction 1890	Style (SHPO Only)	
Exterior Siding / Materials Single Span Steel Thru Girder	Roofing Material Deck Material: Timber with Asphalt Wearing Surface	Foundation Abutments: Cut Stone	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 389853E Northing 4196892N		
Survey Organization & Date WVDOH January 31, 2018	Quadrangle Name Wilsondale		
Part of What Survey / FR# State County Route 30-3/5-16.65			



Name: Breeden Tunnel Girder

Survey #: MO-1098

Survey / FR#: State County Route: 30-3/5-16.65

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="float: right;"> Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present </div> <p>Located in a rural setting in Mingo County between the towns of Breeden. The bridge is located on County Route 3/5 and spans West Fork of Twelvepole Creek just west of Breeden Tunnel.</p>	
Description of Buildings or Site (Original and Present) <div style="float: right;"> Stories Front Bays </div> <p>The structure is a single span steel thru girder with cut stone abutments. The bridge is 80 feet long and has a deck width of 12 feet 2 inches. The deck is 2" x 6" laminated timber with asphalt wearing surface. All connections are riveted. Girders 1 and 2 serve as guardrails and the bridge has 6" x 6" timber curbs. The structure is classified as a one-lane bridge. The bridge is showing a large amount of deterioration. The Average Daily Traffic in 2015 was 600 vehicles per day.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Tracks were removed when railroad left. 2005- Jack post bearings were installed beneath stringer #2 and girder #2.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. 2017. Charleston, WV.	
Form Prepared By: <div style="float: right;">Date: February 2, 2018</div> Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Breeden Tunnel Girder
Survey Number: MO-1098
Project / FR#: State County Route: 30-3/5-16.65

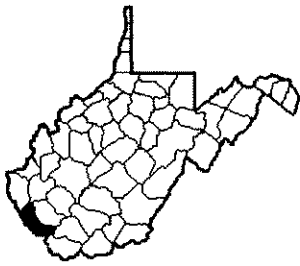
Breeden Tunnel Girder was built around 1890 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. Breeden Tunnel Girder is associated with the historically significant Old Twelvepole railroad line. The line is considered eligible under Criterion A for its significance with economic development and development of the West Virginia coalfields. The bridge is a contributing structure to the eligible Old Twelvepole Line that is eligible for the National Register under Criterion A.

The structure is not known to have been associated with the productive period of some notable person's life or to have been associated for any length of time with such a person. The bridge is not best representation of such a person's historic contribution. The bridge is not eligible under Criterion B.


Breeden Tunnel Girder Bridge was built around 1890 by the Norfolk & Western Railway. It served as a railroad bridge for several years before the line was abandoned and transferred to the State Road Commission in 1933. The bridge has had repairs over the years. The tracks were removed when the line was abandoned. The bridge is showing deterioration and does not feature significant architectural aspects. Due to the lack of significant architectural features, Breeden Tunnel Girder Bridge does not contain historic integrity and is not eligible for the National Register under Criterion C.

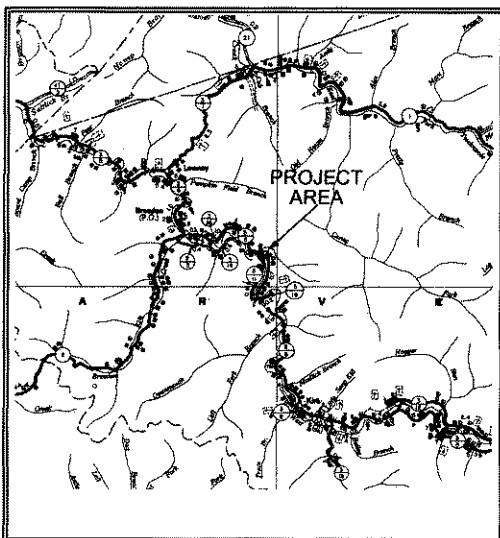
This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address County Route 3/5 at M.P. 17.40	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Fay's Cash and Carry Bridge	Field Survey # HPI 1	Site # (SHPO Only)
Town or Community Near Breeden	County Mingo	Negative No.	NR Listed Date
Architect/Builder Unknown Contractor for Norfolk & Western Railway	Date of Construction 1900	Style (SHPO Only)	
Exterior Siding / Materials Riveted Steel Beam Bridge	Roofing Material Deck material: Asphalt	Foundation Abutments: Cut Stone Pier: Cut Stone	
Property Use or Function Transportation	UTM Zone 17 NAD 1981 Easting 389722E Northing 4197894N		
	Quadrangle Name Wilsondale		
	Part of What Survey / FR# State County Route S330-3/5-17.40		
Survey Organization & Date WVDOH April 7, 2008			



Name: **Fay's Cash and Carry Bridge**
 Survey #:
 Survey / FR#: State County Route: S330-3/5-17.40

Present Owners WVDOH	Owners Mailing Address Capitol Complex Building 5 Charleston, WV
--------------------------------	---

Describe Setting The bridge is located in a rural area of Mingo County near the town of Breeden.	Unknown -- <1 Acres <input type="checkbox"/> Archaeological Artifacts Present
--	--

Description of Buildings or Site (Original and Present) See Continuation Sheet	Stories	Front Bays
--	---------	------------

Alterations Yes No If yes, describe
The bridge seat has been repaired by pouring concrete directly under each girder several years ago.

Additions Yes No If yes, describe

Describe All Outbuildings
N/A

Statement of Significance:
See Continuation Sheet

Bibliographical References
 WVDOH, Maintenance Division. WV Bridge Inspection Data. Charleston, WV
 Kemp, Emory. 1984. Survey of Historic Bridges in West Virginia.
 WVDOH, 1986 Survey of Historic Bridges.

Form Prepared By:	Date: April 28, 2008
Name/Organization: Sondra Mullins	
Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305	
Phone #: 558-9487	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name Fay's Cash and Carry Bridge

Survey Number:

Project / FR#: State County Route S330-3/5-17.40

Bridge Information

The existing bridge was built in 1900 by the Norfolk & Western Railway by an unknown contractor. The structure consists of two simple riveted steel beam spans, with span lengths of 55'1" and 61'0", measured from centerline to centerline of bearings along the upstream side. Due to the skew of the pier the downstream measurements are reversed. It is supported on both ends by cut stone abutments and intermediately by a solid cut stone pier. The overall length is 124'3", back to back of backwalls. The 2"x6" laminated timber deck is 10'10" wide, curb to curb, with a 3" thick wearing surface of asphalt. There are no guardrails on this structure. This bridge has several fracture critical members. The cut stone abutments are in poor condition, there is heavy spalling, cracking and delamination of the masonry stones in the backwalls, bridge seat, upstream and downstream wingwalls.

This property does not possess the integrity to be considered a historic property.

Other than a general association with the history of the area and the railroad, there is no reason to believe this structure has an important link with events or trends that have made a significant contribution to the broad patterns of our history. Thus, the structure does not meet National Register Criterion A of association with events at the national, regional, or local level.

The structure is not known to have been associated with the productive period of some notable person's life, nor to have been associated for any length of time with such a person, nor to be the best representation of such a person's historic contribution (NRHP Criterion B).

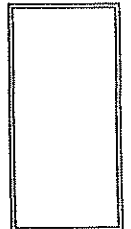
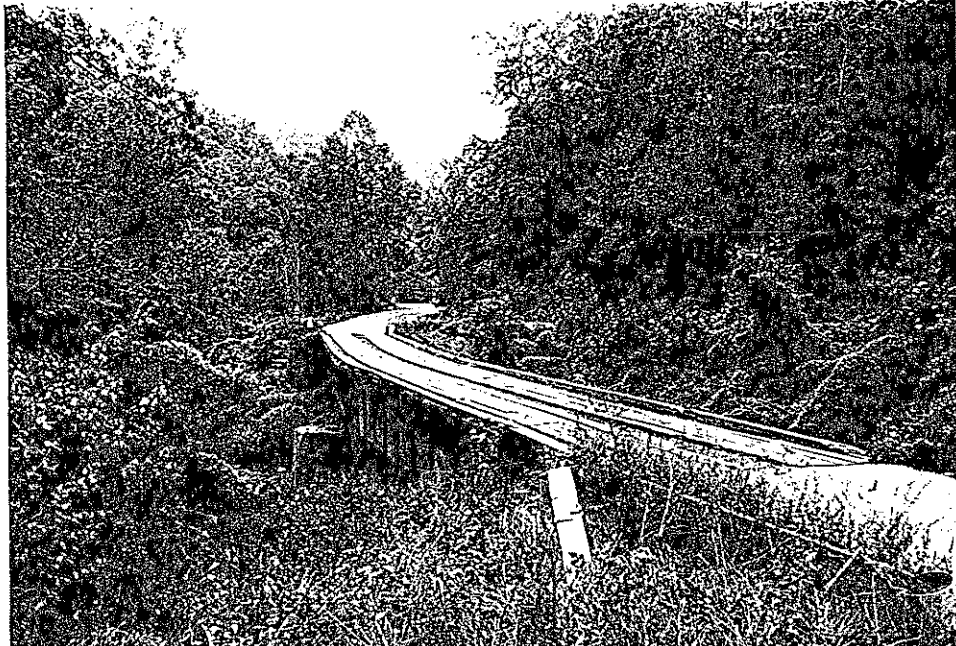
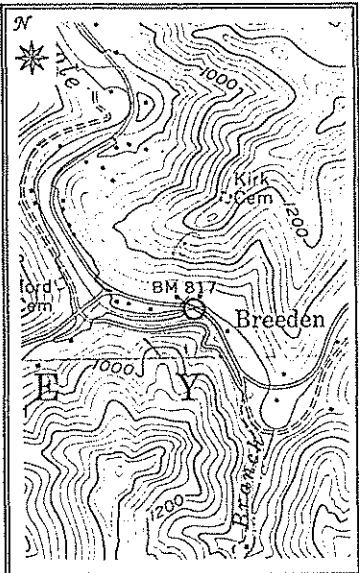
This structure does not represent the work of a master or possess high artistic values. Neither does it embody the distinctive characteristics of an architectural period. Although the bridge is located on an eligible linear resource, a resource that "appears to be" eligible, the bridge itself is not eligible for the National Register due to its poor condition and the loss of its historic integrity. It possesses the characteristics of a commonplace type or method of construction, but it is not an important example of these building practices. The workmanship is not remarkable. NRHP Criterion C is not met by this structure.

The structure is not likely to have important information that will contribute to our understanding of human history or prehistory. Construction appears to have utilized commonly known techniques, tools, and materials. The potential for information is minimal, so it does not meet NRHP Criterion D.



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Milepost 18.32 of Mingo County Route 3/5, over Twelvepole Creek	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Breeden Deck Girder Bridge	Field Survey # 1	Site # (SHPO Only)
Town or Community Near Breeden, WV	County Mingo	Negative No.	NR Listed Date
Builder Norfolk and Western Railway Company	Date of Construction c. 1898	Style (SHPO Only)	
Exterior Siding / Materials Steel bridge	Roofing Material Wood deck	Foundation Abutments of cut stone, piers of concrete.	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Northing 4,198,160 Easting 388,680	Photograph (2" x 3" Contact)	
Survey Organization & Date WVDOH September 17, 1998	Quadrangle Name Wilsondale		
Part of What Survey / FR# Breeden Deck Girder Br. Replacement, St Proj S330-3/5- 18.32			



Site No.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

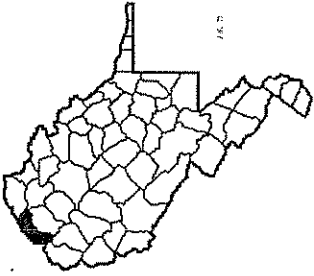
Name: Breedon Deck Girder Bridge
Survey Number: 1
Project / FR#: Breedon Deck Girder Br. Replacement, St Proj S330-3/5-18.32

The existing bridge does not meet the criteria for the Final List of Historic Bridges, as determined by Emory Kemp's bridge study of 1984. Kemp's work was a joint project on behalf of the Department of Highways and the Department of Culture and History, and the Federal Highway Administration. As Kemp noted in his Preface (pg. ii):

"An historic bridge survey was initiated ... to evaluate, categorize and rate highway bridges built prior to 1933 ... in order to determine eligibility for the National Register of Historic Places. [...] Sixty-three bridges from the survey were rated as being the most historically significant in West Virginia and were jointly selected by Highways and Culture and History to represent the state's cultural and engineering achievements prior to 1933. The survey ... took two years to complete and involved inventorying more than 4,000 bridges. It will aid West Virginia's expanded bridge replacement and rehabilitation program by eliminating the need for Department of Highways evaluation of potential historic significance on a project-by-project basis, thus allowing continued project development.

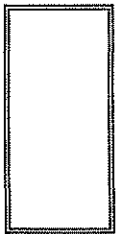
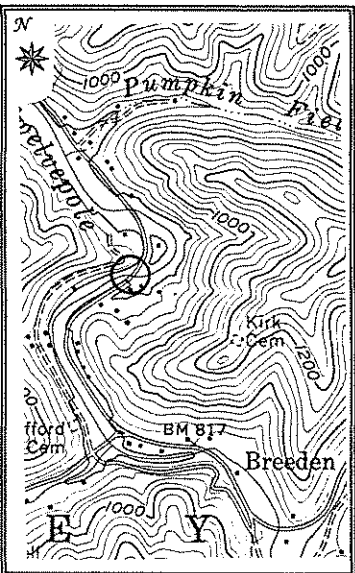
This bridge was evaluated, scored at 23, and found ineligible

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Milepost 18.98 of Mingo County Route 3/5, over Twelvepole Creek	Common/Historic Name/Both <input checked="" type="checkbox"/> Breeden Bridge <input type="checkbox"/>	Field Survey # 1	Site # (SHPO Only)
Town or Community Near Breeden, WV	County Mingo	Negative No.	NR Listed Date
Builder Norfolk and Western Railway Company	Date of Construction c. 1898	Style (SHPO Only)	
Exterior Siding / Materials Steel bridge	Roofing Material Wood deck	Foundation Abutments and pier of cut stone	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Northing 4197600 Easting 388910	Photograph (2" x 3" Contact)	
Survey Organization & Date WVDOH March 31, 1999	Quadrangle Name Wilsondale		
Part of What Survey / FR# Breeden Bridge Replacement, St Proj S330-3/5-18.98			



Site No.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Breedon Bridge
Survey Number: 1
Project / FR#: Breedon Bridge Replacement, St Proj S330-3/5-18.98

The existing bridge does not meet the criteria for the Final List of Historic Bridges, as determined by Emory Kemp's bridge study of 1984. Kemp's work was a joint project on behalf of the Department of Highways and the Department of Culture and History, and the Federal Highway Administration. As Kemp noted in his Preface (pg. ii):


"An historic bridge survey was initiated ... to evaluate, categorize and rate highway bridges built prior to 1933 ... in order to determine eligibility for the National Register of Historic Places. [...] Sixty-three bridges from the survey were rated as being the most historically significant in West Virginia and were jointly selected by Highways and Culture and History to represent the state's cultural and engineering achievements prior to 1933. The survey ... took two years to complete and involved inventorying more than 4,000 bridges. It will aid West Virginia's expanded bridge replacement and rehabilitation program by eliminating the need for Department of Highways evaluation of potential historic significance on a project-by-project basis, thus allowing continued project development.

This bridge was evaluated, scored at 23, and found ineligible

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Spans West Fork of Twelvepole Creek on CR 3/5 0.29 mile north of CR 3/1	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> Lowney Singing Bridge	Field Survey # Lowney Singing Bridge	Site # (SHPO Only) M0-0887
Town or Community Lowney	County Mingo	Negative No. 1-9	NR Listed Date
Builder N & W Railways	Date of Construction ca.1890	Style (SHPO Only)	
Exterior Siding / Materials Two span riveted steel thru girder	Roofing Material steel grid deck	Foundation Cut stone abutments and pier	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Easting 387,239 Northing 4,189,741		
	Quadrangle Name Wilsondale		
Survey Organization & Date WVDOH August 21, 2002	Part of What Survey / FR# Lowney Singing Bridge 30-3/5-19.82		



Site No.



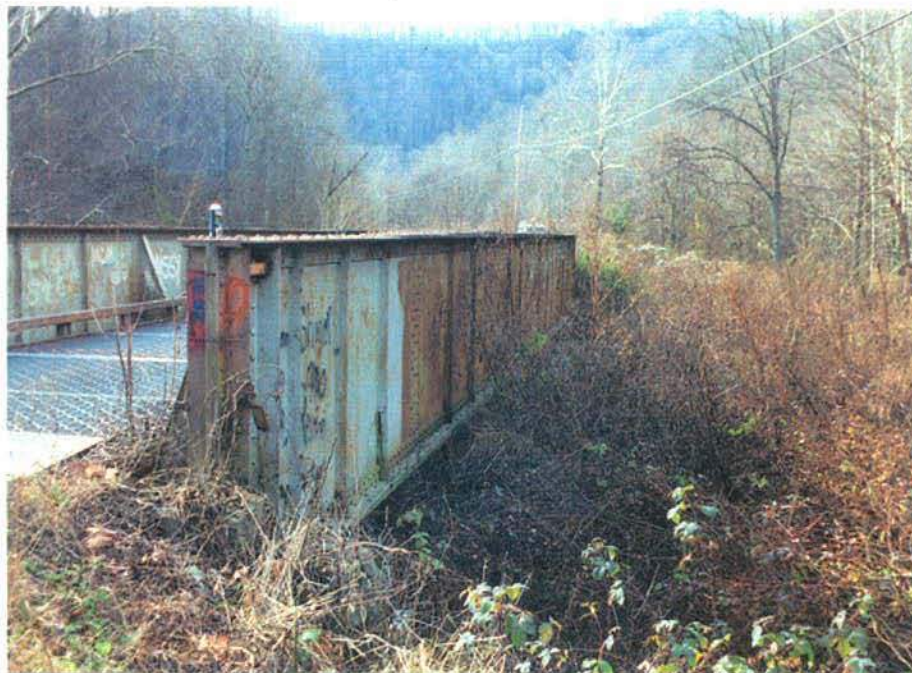
ELEVATION LOOKING UPSTREAM

DESCRIPTION

The structure consists of a two span riveted steel thru girder bridge with span lengths of 68'-0" and 68'-0", centerline to centerline of bearings. It is supported at each end by cut stone abutments (with concrete bridge seats and intermediately by one solid stone pier. The overall length is 143'-6", back to back of backwalls. The 5-3/16" steel grid deck is 11'-0" wide, curb to curb, with no wearing surface. The steel girders serve as guardrails. There are no sidewalks on the structure. The estimated date of construction is 1898, and the structure was originally built by the N&W Railway Company.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82



ELEVATION VIEW DOWNSTREAM SIDE



ELEVATION VIEW UPSTREAM SIDE

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82



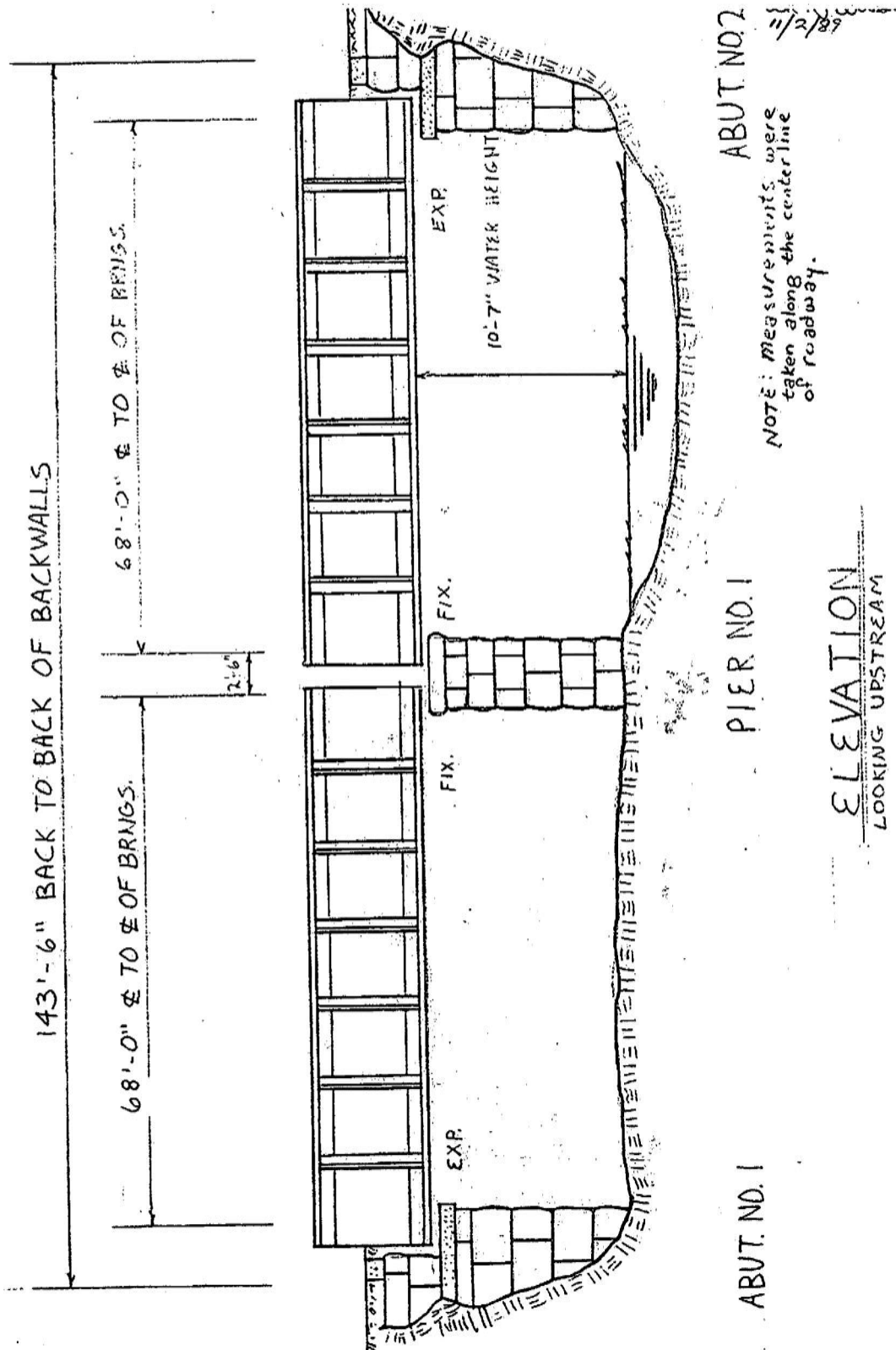
ROADWAY VIEW FROM ABUTMENT NO. 1



ROADWAY VIEW FROM ABUTMENT NO. 2

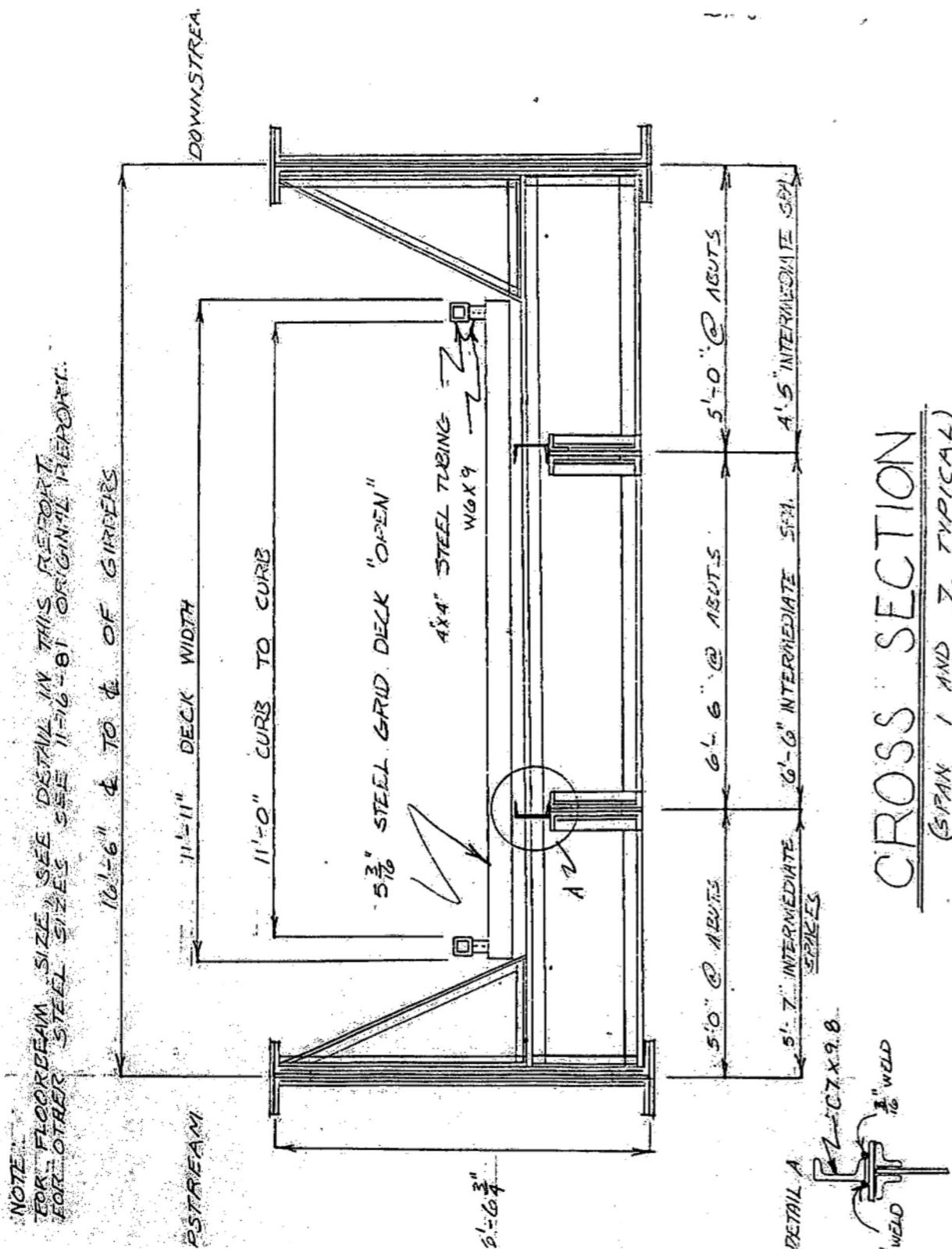
WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82

This structure has no important link to events or trends that made a significant contribution to the broad pattern of our history. The structure does not meet National Register Criterion A of association with events at the national, regional, or local level.

The structure is not known to have been associated with or to have been associated for any length of time with a notable person, or to be the best representation of such person's historic contribution (NRHP Criterion B)

This is a commonplace transportation type in the region, and not embodies the distinctive characteristics of an architectural period. NRHP Criterion C is not met by this structure

The structure is constructed by commonly know techniques, tools, and materials and is unlikely to contribute any additional information to our understanding of human history or prehistory. NRHP Criterion D is not met



deck condition from eastern approach on CR 3/5

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82

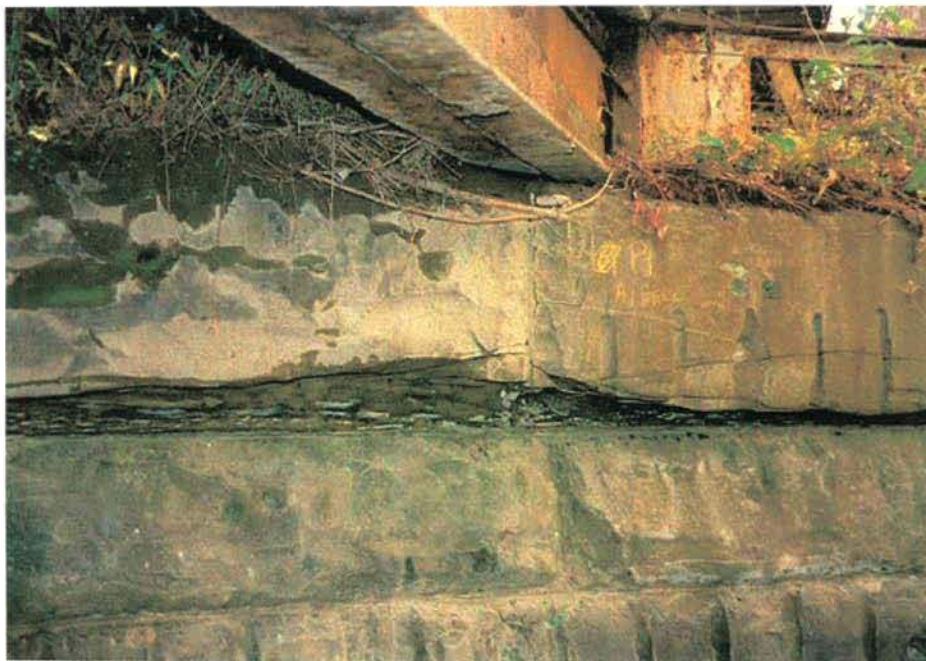
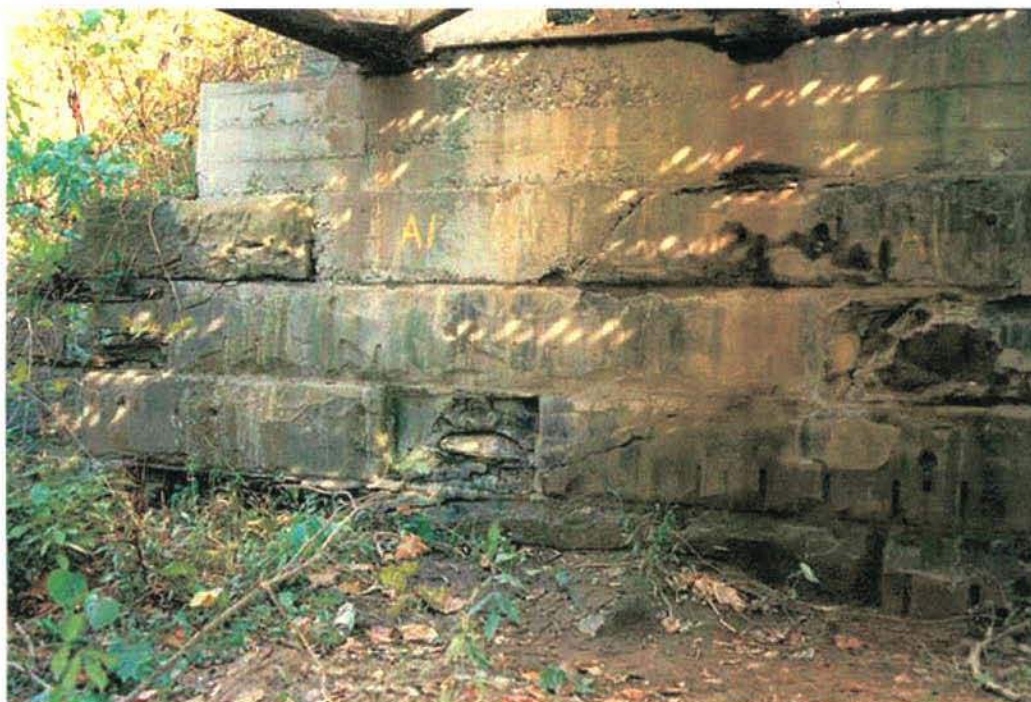


PHOTO NO. 3

STONE DELAMINATION PIER CAP- P-1
ABUTMENT NO. 1 SIDE

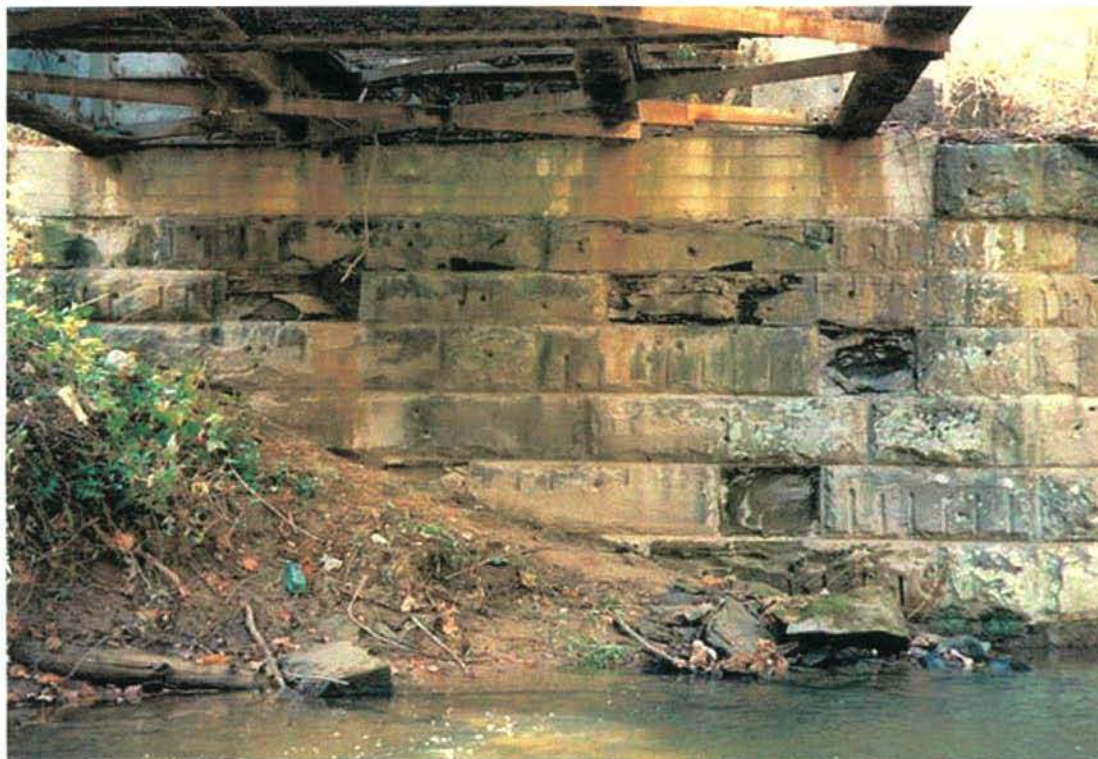


WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Lowney Singing Bridge
Survey Number: Lowney Singing Bridge
Project / FR#: Lowney Singing Bridge 30-3/5-19.82



STONE DELAMINATION PIER CAP- P-1
ABUTMENT NO. 2 SIDE



STONE DELAMINATION IN BREASTWALL OF
ABUTMENT NO. 2



Photo # 7



Photo #8

Lowney Singing Bridge Replacement
Mingo County
State Project No. S330-3/5-19.82
Federal Project No. NA

PROJECT DESCRIPTION

The Lowney Singing Bridge replacement will remove and replace on site a two span-riveted steel thru girders built ca. 1898 by the Norfolk & Western Railroad (N & W). The present structure is narrow and deteriorating. The deck is 143' 6" long overall, and 11' wide. It is supported at each end by cut stone abutments and intermediately by one solid stone pier (**HPI** attached).

The most recent **Bridge Inspection Report** (December 14, 2001 attached) found the structure in fair condition and the decking in poor condition. Among the deficiencies described are; "steel grid decking is heavily broken..., deteriorated stones of substructure units should be replaced" and "Due to the narrow width of the structure and its poor roadway alignment, appropriate signing should be erected".

The replacement bridge will be 24' wide and have two (2) 70' spans. There will be an additional 400' of upgraded 16' approach road width plus on each side a 4' shoulder. The traffic will be detoured during construction on a temporary by-pass located upstream (**Project Map** attached). No other structures will be taken by this project.

NATURAL SETTING

The project area is located in the unglaciated Appalachian Plateau physiographic province of the eastern U.S. This topography is generally described as being maturely dissected with steep side slopes, narrow ridgtops, and V-shaped streams valleys as the dominant landforms. Primary drainage in the area includes unnamed smaller creeks and streams that empty it on both Breeden Creek and Twelvepole Creek within the project area.

The bedrock of the project area consists of Pennsylvanian age lithologies of the Kanawha, Allegheny and Conemaugh Formations (Cardwell 1986). The Kanawha Formation occupies ridge top, side slope, and valley settings similar to the project setting. The primary lithology of the area is sandstone with shale, siltstone and coal.

CLIMATE AND ENVIRONMENTAL CHANGE

Environmental reconstruction for this region is based upon the pollen samples taken in Maryland studies by Maxwell and Davis in their 1972 work. The interpretation of this data hypothesized that at the end of the Wisconsin glaciation, at the terminus of the Pleistocene, the higher elevation of West Virginia would have been Alpine Tundra in nature. The lower elevations would have been covered with coniferous (spruce) and birch forest (Maxwell and Davis 1972:516). Coniferous (spruce) and birch forests covered the areas of lower elevation.

Although never directly glaciated West Virginia's climate was altered by the Wisconsin glacial retreat around 11,000 BP. The local forest changed from open spruce woodlands to a pine-oak forest. Smaller mammals such as deer, elk and bear replaced the larger megafauna of mammoth and woods bison. (Funk 1983:304-305).

Beginning around 8,500 BP, the gradual warming and drying trend produced what would be characterized as, "modern fauna and flora" throughout the region. This modern forest was comprised of a mixed mesophytic hardwood forest of oak and hickory. Prior to European settlement, modern species of elk and bison were common in West Virginia.

SOIL CHARACTERISTICS

The project is located in the northwest corner of Mingo County just south of the Wayne and Lincoln County lines. The northern and southern portions of the project are an older first terrace of Twelvepole Creek.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME _____

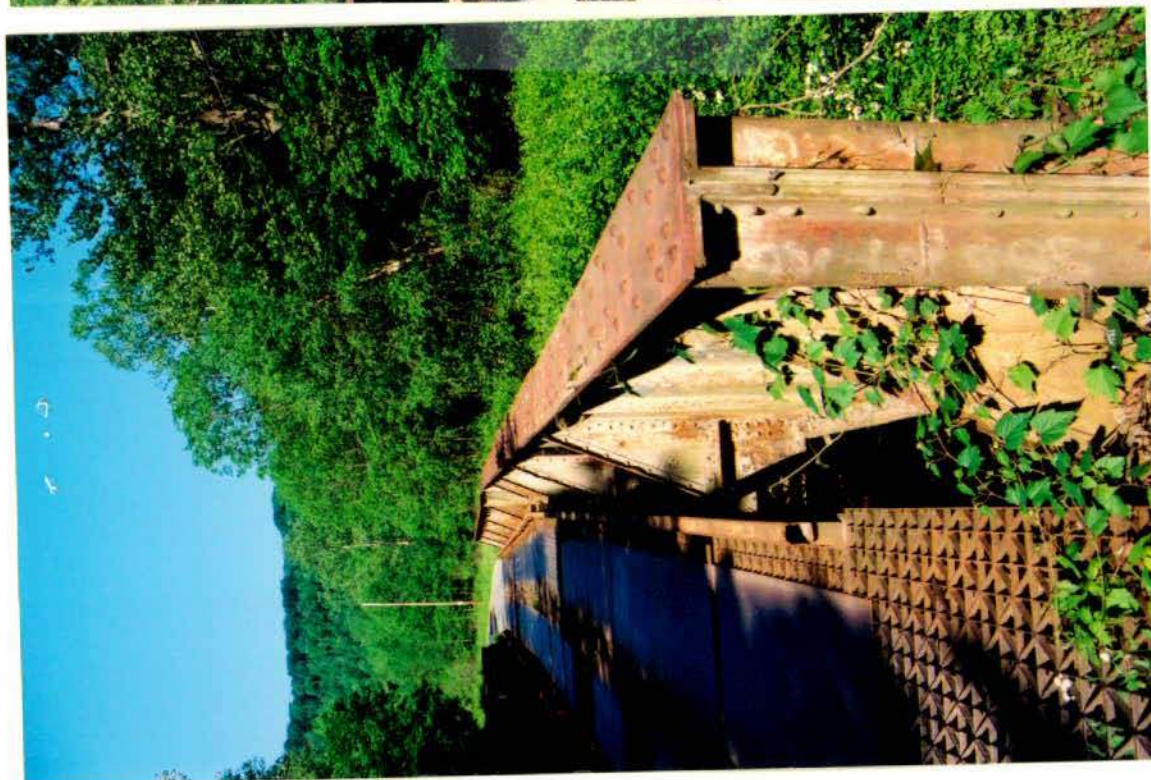
SITE # _____



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME _____

SITE # _____



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME _____

SITE # _____



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME _____

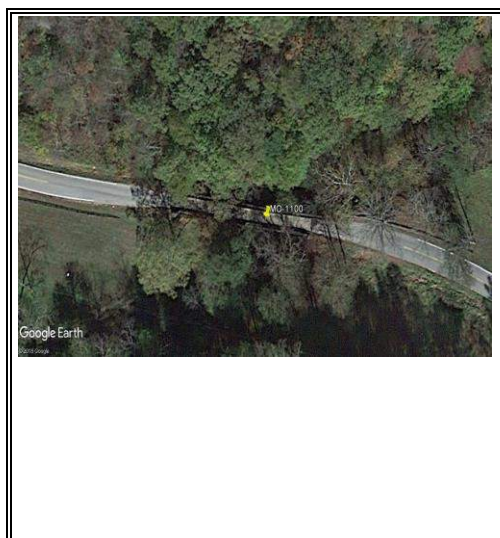
SITE # _____





WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, spanning West Fork of Twelvepole Creek, 0.98 miles north of County Route 3/1.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> Jacob & Ellen Vance Memorial Bridge/South Bull Girder Bridge	Field Survey # HPI #1	Site # (SHPO Only) MO-1100
Town or Community Between Breeden and Wilsondale	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk & Western Railroad	Date of Construction Circa 1890	Style (SHPO Only)	
Exterior Siding / Materials Steel Riveted Girder and Floorsystem	Roofing Material Deck Material: Concrete filled grid deck	Foundation Abutments: Cut Stone Pier: Cut Stone	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 386895E Northing 4199855N		
Survey Organization & Date WVDOH January 31, 2018	Quadrangle Name Wilsondale		
Part of What Survey / FR# State County Route 30-3/5-20.51 Federal Project			



Name: **Jacob & Ellen Vance Memorial Bridge**
 Survey #: **MO-1100**
 Survey / FR#: **State County Route: 30-3/5-20.51**

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <div style="float: right;"> Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present </div> <p>Located in a rural setting in Mingo County between the towns of Breeden and Wilsendale. The bridge is located on County Route 3/5 and spans West Fork of Twelvepole Creek.</p>	
Description of Buildings or Site (Original and Present) <div style="float: right;"> Stories Front Bays </div> <p>The structure is a 130.6 foot long steel riveted girder and floorbeam system. The bridge has cut stone abutments and pier and a concrete filled 5 3/16 inch steel grid deck. It was built in 1890 by the Norfolk & Western Railway as a railroad bridge. The rails were later removed and the bridge was converted to highway use. The deck width is 10.6 feet and is a one-lane bridge. The 2015 ADT was 800 VPD. The bridge is in poor condition and showing deterioration.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Bridge has been through multiple repairs. Tracks were removed when railroad left.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. 2017. Charleston, WV. WV Legislature. Senate Concurrent Resolution No. 10. 2012.	
Form Prepared By: <div style="float: right;">Date: February 1, 2018</div> <p>Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305</p> <p>Phone #: 304-558-9385</p>	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Jacob & Ellen Vance Memorial Bridge
Survey Number: MO-1100
Project / FR#: State County Route: 30-3/5-20.51

Jacob & Ellen Vance Memorial Bridge, formerly South Bull Girder Bridge, was built around 1890 as part of the Norfolk & Western's Twelvepole Creek line. The line was built in the 1890s to access coal mines and ship coal to the Ohio River. The line was never profitable and was rebuilt around 1910 with larger bridges and double tracks. Around the same time a new track was built along the Big Sandy River to replace the Twelvepole Creek line. In 1933 the Twelvepole line was abandoned and transferred to the State Road Commission. The tracks were removed and the line has been used as a road since. Jacob & Ellen Vance Memorial Bridge is associated with the historically significant Old Twelvepole railroad line. The line is considered eligible under Criterion A for its significance with economic development and development of the West Virginia coalfields. The bridge is a contributing structure to the eligible Old Twelvepole Line that is eligible for the National Register under Criterion A.

The bridge was named after Jacob and Ellen Vance by the WV Legislature Senate Concurrent Resolution No. 10 in 2012. Jacob Vance owned the property around the bridge and left the property to his grandchildren upon his passing. The bridge itself has no connection to the Vance family and does not have a significant historical association with an individual. The bridge is not eligible under Criterion B.

Jacob & Ellen Vance Memorial Bridge was built around 1890 by the Norfolk & Western Railway. It served as a railroad bridge for several years before the line was abandoned and transferred to the State Road Commission in 1933. The bridge has had repairs over the years. The tracks were removed when the line was abandoned. Due to the lack of significant architectural features, the bridge does not contain historic integrity and is not eligible for the National Register under Criterion C.


This structure is not likely to have important information that will contribute to our understanding of human history or prehistory. The potential for information is minimal; therefore it does not meet the requirements for Criterion D.

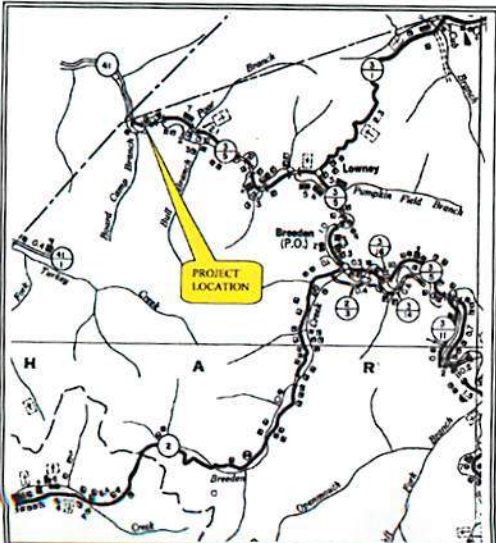


10-449-MO

Internal Rating: NE ^{HPI}

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along County Route 3/5, approximately 1.94 miles north of County Route 3/1.	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Board Camp Bridge	Field Survey # HPI #1	Site # (SHPO Only) MO-9527
Town or Community Between Lowney and Wilsondale.	County Mingo	Negative No.	NR Listed Date
Architect/Builder Norfolk and Western Railway	Date of Construction Circa 1890	Style (SHPO Only)	
Exterior Siding / Materials Two riveted steel thru girders.	Roofing Material Deck Material: Steel grid deck.	Foundation Abutments: Cut stone Piers: Cut stone	
Property Use or Function Transportation	UTM Zone18 NAD 1983 Easting 0385417E Northing 4200306N Quadrangle Name Wilsondale Part of What Survey / FR# State County Route S330-3/5-21.47 Federal Route		
Survey Organization & Date WVDOH January 13, 2009			



Name: Board Camp Bridge

HPI

Survey #:

Survey / FR#: State County Route: S330-3/5-21.47

Present Owners WVDOH	Owners Mailing Address Building 5, Capitol Complex Charleston, WV 25305
Describe Setting <p>This bridge is located in a rural area in Mingo County between the towns of Lowney and Wilsondale. The bridge carries County Route 3/5 across West Fork of Twelvepole Creek. The road is the former Norfolk and Western Railway.</p>	
Unknown--<1 Acres <input type="checkbox"/> Archaeological Artifacts Present	
Description of Buildings or Site (Original and Present)	Stories Front Bays
This structure is a bridge consisting of two riveted steel thru girders supported by two cut stone abutments and a cut stone pier. The deck is steel grid with no wearing surface. The bridge was built by the Norfolk and Western Railway around 1890. There are no sidewalks or handrails. The total length is 123 feet 3 inches and the roadway width is 11 feet 11 inches. The Average Daily Traffic in 2004 was 800.	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe	
Changed from a railroad bridge to a highway bridge and the rails were removed.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Maintenance Division. WV Bridge Inspection Data. 2008. Charleston, WV. Emory Kemp. <u>West Virginia's Historic Bridges</u> . May 1984. Appendix Seven-Reference SHPO Letter-December 20, 2002. Zion Church Bridge.	
Form Prepared By:	Date: January 6, 2010
Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305	
Phone #:	304-558-9385

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Survey Number: Board Camp Bridge
Project / FR#: State County Route: S330-3/5-21.47

The structure was built around 1890 by the Norfolk and Western Railway. The line was built to provide support for the coal and lumber industries. The line was unprofitable and the section along Twelvepole Creek began carrying freight and passenger trains. In 1933 the line was transferred to the State Road Commission and converted into a road (Zion Church Bridge, 2002). The bridge is located on an unsuccessful rail line. The bridge is not eligible for the National Register under Criterion A.

The bridge is not associated with the significance of an individual or an individual's historic contribution. The bridge is not eligible under Criterion B.

The bridge was built around 1890 by the Norfolk and Western Railway. It consists of two riveted steel thru girders supported by cut stone abutments and a cut stone pier. The bridge has not been altered or added to but is in a state of disrepair. The pier and abutments are deteriorating and in poor condition. According to the 2009 Bridge Inspection Report, the W stringer in span two is totally failed and the decking is starting to collapse. The transverse members have also failed and the deck is depressed in this area as well. In 1984 the bridge was rated as a 27 by Emory Kemp. It was also rated at 26 by WVDOH staff in 1986. This bridge is of commonplace, simple design and does not represent technological innovation. Based on the deterioration this bridge is not eligible for the National Register under Criterion C.

The bridge is not likely to possess any important information that will contribute to the understanding of early human history or prehistory. The potential for information is minimal. The bridge is not eligible under Criterion D of the National Register.