



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Address Rt. 50	Common/Historic Name/Both ☐ ☐ ☐ Old Rt. 50 bridge over South Branch River	Field Survey # HM-1259	Site # (SHPO Only) HM-0105
Town or Community Vanderlip vicinity	County Hampshire	Negative No. WV_Hampshire County_HM-1259.tif	NR Listed Date
Architect/Builder WV DOH	Date of Construction Circa 1936	Style Bow truss bridge	
Exterior Siding/Materials Metal	Roofing Material Metal	Foundation Stone/concrete	
Property Use or Function Residence ☐ Commercial ☐ Other ☒ Bridge	NAD 83 UTM# 17S 0691690E/ 4356760N		
Survey Organization & Date Rasmussen and Rasmussen Fall 2010	Quadrangle Name Romney		
	Part of What Survey Hampshire County		

Sketch Map of Property
Or Attach Copy of USGS Map

Site No.

Present Owners WV Department of Highways Phone #	Owners Mailing Address
Describe Setting Bridge spans South Branch of the Potomac River on U.S. Rt. 50, and has been replaced by a newer bridge. _____ Acres _____ Artifacts Present	
Description of Building or Site (Original and Present) N/A Stories ___ N/A ___ Front Bays <i>(Use Continuation Sheets)</i>	
Alterations ☐ Yes ☒ No If yes, describe	
Additions ☐ Yes ☒ No	
Describe All Outbuildings N/A <i>(Use Continuation Sheets)</i>	
Statement of Significance Threatened by demolition, noncontributing <i>(Use Continuation Sheets)</i>	
Bibliographical References <i>(Use Continuation Sheets)</i>	
Form Prepared By: Barbara Rasmussen Date: November 10, 2010 Address: 224 Wilson Avenue, Morgantown, WV 26501 Phone #: (304) 292 7652	



West Virginia Division of Culture and History
 State Historic Preservation Office

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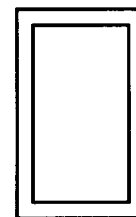
Internal Rating: _____

Romney

**WEST VIRGINIA HISTORIC PROPERTY
INVENTORY FORM**

05-8-00

Street Address US Route 50	Common ☐ /Historic Name/ ☐ Both ☒ Romney Bridge	Field Survey # 00002	Site # (SHPO Only) HM-0105
Town or Community Romney	County Hampshire	Negative No. Roll 1, Frames 5-7	NR Listed Date
Architect/Builder E.R. Mills of Charleston and J.M. Francesca & Company of Fayetteville	Date of Construction 1936	Style Camel-back, pony truss	
Exterior Siding/Materials Steel	Roofing Material	Foundation Concrete	
Property Use or Function Residence ☐ Commercial ☐ Other ☒ Bridge	UTM Zone 17 E691754 N4356547		
Survey Organization & Date GAI Consultants, Inc. March 21, 2002	Quadrangle Name Romney		
	Part of What Survey/FR# Romney Bridge Replacement		

Sketch Map of Property
or Attach Copy of USGS MapSITE NO.
00002

Present Owners WVDON Phone #	Owners Mailing Address
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Describe Setting The Romney Bridge is located along US Route 50, 0.7 miles southwest of Romney in a rural section of Hampshire County. The bridge crosses the South Branch of the Potomac River and is surrounded by bottom land, primarily vacant fields. There are scattered residences within the bridge view shed.	_____ Acres <u>N/A</u> Archaeological Artifacts Present
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Description of Buildings or Site (Original and Present) See Continuation Sheet	_____ Stories _____ Front Bays (Use Continuation Sheets)
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Alterations ☒ Yes ☐ No	If yes, describe See Continuation Sheet
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Additions ☐ Yes ☒ No	If yes, describe
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Describe All Outbuildings None	(Use Continuation Sheets)
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Statement of Significance See Continuation Sheet	(Use Continuation Sheets)
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Bibliographical References <i>History of Bridges Across the South Branch on the Northwestern Turnpike (US Route 50), Hampshire County</i> by Brenda Kitzmiller (1991).	(Use Continuation Sheets)
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Form Prepared By: <u>Geoffrey B. Henry and A. Renee Sobota</u>	Date <u>May 1, 2002</u>
Name/Organization: <u>GAI Consultants, Inc.</u>	
Address: <u>570 Beatty Road, Monroeville PA 15146</u>	
Phone #: <u>412-856-6400</u>	

Name

Romney Bridge

Field Survey #

00002

Description The Romney Bridge (WVDOH Bridge No. 14-50-7.23) carries two-lane US Route 50 over the South Branch of the Potomac River. The bridge superstructure consists of eight spans. Spans 1 and 8 are simple wide flange beams measuring 50 feet. Span 2 is a simple riveted camel-back, through-truss span measuring 180 feet. Spans 3 through 7 are simple riveted pony truss spans measuring 100 feet. The overall length of the structure is 795 feet, four inches from out to out of back walls. The bridge is supported on reinforced concrete substructure units that are either founded atop or partially into shale. The abutments are designated as full-height open units. The seven piers are designated as two column bents or open piers with a partial web wall. The bridge has a 31 foot-wide reinforced concrete deck. There is a 5-foot-wide reinforced concrete sidewalk located along the upstream side, supported by brackets and additional stringers. The truss members in spans 2 through 7 serve as protection along the roadway.

History The current river crossing was formerly known as Parson's Ferry, after David Parsons who ran the ferry at this location in the late 1700s. In 1805, the Virginia General Assembly passed an "Act Incorporating a Company to Build a Toll Bridge over the South Branch of the Potowmak (sic) River" on the land of David Parsons (Kitzmiller 1991: 3). No information is known on the appearance of this first bridge. In 1831, engineer Claudius Crozet recorded his plans for the construction of a new bridge at this location as part of the Northwestern Turnpike. In 1838, the General Assembly authorized the Northwestern Turnpike Company to contract for the rebuilding of the bridge across the South Branch. (Kitzmiller 1991: 4). The bridge was reconstructed sometime between 1839 and 1841. General Lew Wallace's Union troops crossed the South Branch Bridge during their raid on Romney on 12 June 1861, during which they encountered Confederate sniper fire coming from Sycamore Dale. This raid and the covered bridge are depicted in a contemporary lithograph. On 2 February 1862, troops under General Loring burned the bridge.

In 1874, a new bridge, this one a Whipple-Murphy metal truss bridge, was completed at a location at or near the 1839-1841 bridge. This in turn was replaced in 1936-1937 by the present bridge, an eight-span, pony truss/camelback bridge. The Romney Bridge superstructure units were built by E.R. Mills of Charleston and the substructure by J.M. Francesca & Company of Fayetteville. The steel superstructure was manufactured at Bethlehem Steel in Bethlehem, Pennsylvania.

Alterations/Additions The Romney Bridge, built in 1936-1937, has been repaired and altered extensively over the last 20 years. According to WVDOH inspection reports from 1991 and 2001, the expansion assemblies over the piers have been repaired numerous times. In 1989 the expansion assembly over pier 4 was replaced and in 1990 the expansion assembly was replaced over pier 3. In 1997, the portal and intermediate bracing of span 2 was raised. Also in 1997, the original deck was removed between stringers 1 and 2 and between stringers 6 and 7 in each of the eight spans. In early 1998, strengthening repair plates were welded to the inside channel of the lower chord upstream. Major renovations were performed to the Romney Bridge in 1999. New abutment back walls were poured, 38 exterior stringers and 18 interior stringers were replaced, lower lateral ends and correction plates were replaced, and new cantilever beams were installed. Exterior deck bays were replaced for the entire length of the bridge. New strengthening plates were welded to the web area of stringers 1 and 3 of span 2. New floor beam strengthening tiers also were installed on each pier cap.

NRHP Evaluation The Romney Bridge is not associated with an historical event or series of events significant on the national, state, or local level and is not NRHP-eligible under Criterion A. The 1839-1841 covered bridge at Romney was associated with the raid on Romney in June 1861, but this bridge was burned during the Civil War and none of it is incorporated in the present bridge. The Romney Bridge is not associated with an individual significant on the national, state, or local level and is not NRHP-eligible under Criterion B. The Romney Bridge is eligible for listing in the NRHP under Criterion C as a pony truss/camelback bridge completed to the design of E.R. Mills of Charleston, with the substructure by J.M. Francesca of Fayetteville.

West Virginia Historic Property Form
Continuation Sheet

Name

Romney Bridge

Field Survey #

00002



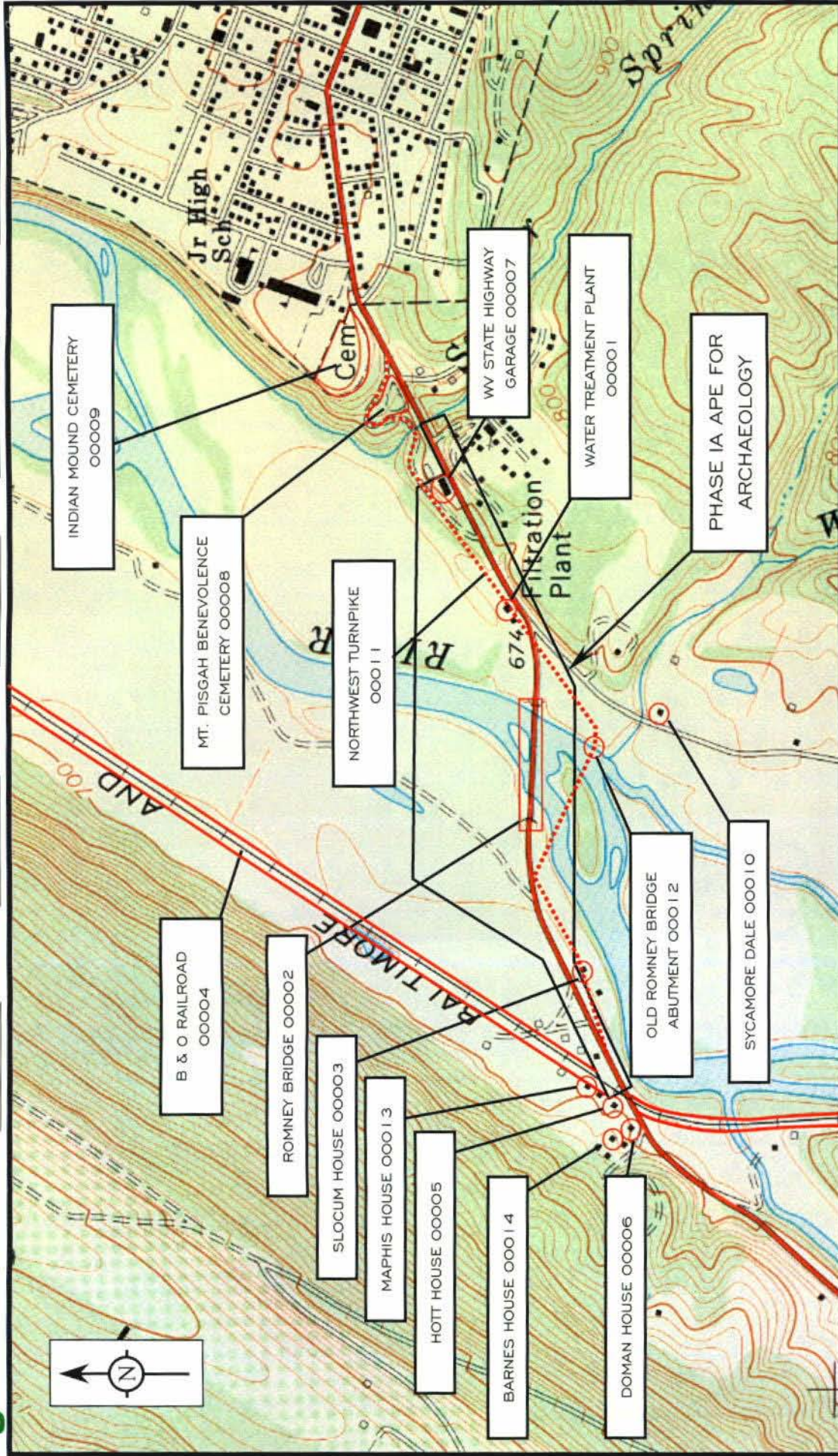


FIGURE 1

LEGEND
 = NORTHWESTERN TURNPIKE ROUTE
 SCALE
 0 1000 FT

LOCATIONS OF ARCHITECTURAL
 RESOURCES INVENTORIED FOR
 ROMNEY BRIDGE REPLACEMENT

SOURCE: USGS 7.5-MINUTE ROMNEY, WV QUADRANGLE (1973,
 PHOTOREVISED IN 1979)

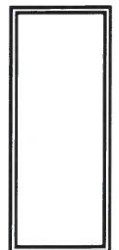
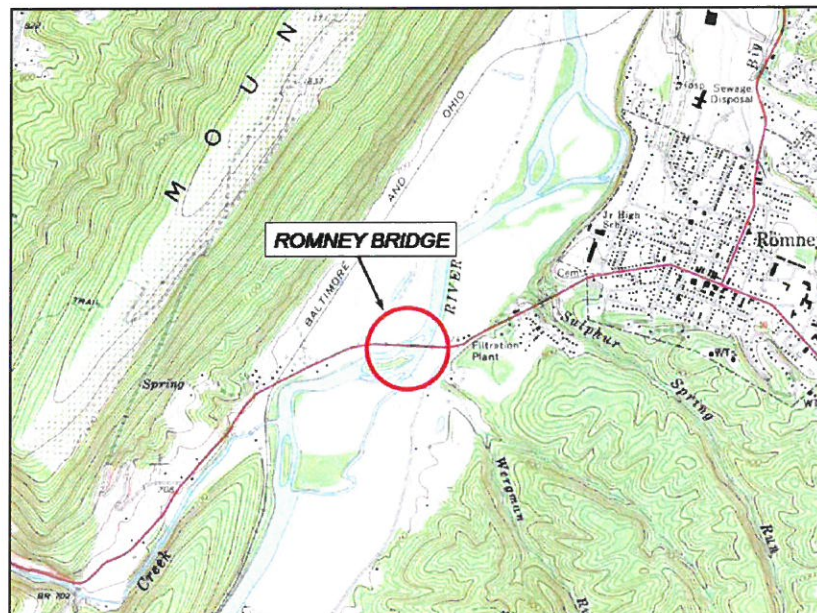


Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address US Route 50 Across South Branch of Potomac River	Common/Historic Name/Both ☐ ☐ ☒ Romney Bridge	Field Survey # 00002	Site # (SHPO Only) HM-0105
Town or Community Romney	County Hampshire	Negative No. Multiple	NR Listed Date N/A
Architect/Builder E.R. Mills of Charleston (Superstructure) and J.M. Francesca & Company of Fayetteville (Substructure)	Date of Construction 1936-1937	Style Camelback, pony truss	
Exterior Siding/Materials Steel	Roofing Material N/A	Foundation Concrete	
Property Use or Function ☐ Residence ☐ ☐ Commercial ☐ ☒ Other ☒ Highway Bridge	UTM# Zone 17 E 691656 N 4356544		
Survey Organization & Date GAI Consultants, Inc. March 21, 2002 January 22, 2007	Quadrangle Name Romney, WV Part of What Survey/FR# Romney Bridge Replacement Project FR # 03-8-HM		

Sketch Map of Property
Or Attach Copy of USGS Map



Site No.

Present Owners

West Virginia Department of Transportation—Division of Highways

Phone # 304-558-3505

Owners Mailing AddressBuilding 5, Room A-110
1900 Kanawha Boulevard, East
Charleston, WV 25305-0430**Describe Setting**n/a Acres n/a Archaeological Artifacts Present

The Romney Bridge is located along US Route 50, approximately 0.7 miles southwest of Romney in a rural section of Hampshire County. The bridge crosses the South Branch of the Potomac River and is surrounded by traditionally-agricultural bottom lands, which currently primarily consist of vacant fields. There are scattered residences in the vicinity of the bridge, including a group of homes in the former hamlet of Vanderlip, located along the Baltimore and Ohio Railroad tracks west of the bridge.

Description of Building or Site (Original and Present)n/a Stories n/a Front Bays

See continuation sheet.

(Use Continuation Sheets)

Alterations☒

Yes

☐

No

If yes, describe

See continuation sheet.

Additions☐

Yes

☒

No

If yes, describe

Describe All Outbuildings

N/A

(Use Continuation Sheets)

Statement of Significance

See continuation sheet.

(Use Continuation Sheets)

Bibliographical References

Kitzmilller, Brenda

1991 *History of Bridges Across the South Branch on the Northwestern Turnpike (US Route 50), Hampshire County*. West Virginia Department of Transportation—Division of Highways (WVDOH), Charleston, WV.

Leslie, Frank

1893 *The Soldier in Our Civil War—Volume I*. Frank Leslie, New York.

West Virginia Department of Transportation—Division of Highways

1972, 1985, 1991, 2001 Bridge Inspection Reports, Bridge No. 14-50-7.23 (1415). WVDOH, Charleston, WV.

West Virginia State Road Commission

1935 *Plan and Profile for Construction of State Road, Project No. N.R.H. 202-C*. West Virginia State Road Commission, Charleston, WV.

(Use Continuation Sheets)

Form Prepared By: Jared N. Tuk**Date:** March 2007**Name/Organization:** GAI Consultants, Inc.**Address:** 385 East Waterfront Drive
Homestead, PA 15120**Phone #:** 412-476-2000West Virginia Division of Culture and History
State Historic Preservation Office

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WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002

Description

The Romney Bridge (WVDOH Bridge No. 14-50-7.23) carries two-lane US Route 50 over the South Branch of the Potomac River. The bridge superstructure consists of eight spans. Spans 1 and 8 are simple wide flange beams measuring 50 feet. Span 7 is a simple riveted camel-back, through-truss span measuring 180 feet. Spans 2 through 6 are simple riveted pony truss spans measuring 100 feet. The overall length of the structure is 795 feet, four inches from its back walls. The bridge is supported on reinforced concrete substructure units that are either founded atop or partially into shale bedrock. The abutments are designated as full-height open units. The seven piers are designated as two column bents or open piers with a partial web wall. The bridge has a 31 foot-wide reinforced concrete deck. There is a 5-foot-wide reinforced concrete sidewalk located along the upstream side, supported by brackets and additional stringers. The truss members in spans 2 through 7 serve as protection along the roadway.



Overview-Romney Bridge Setting, Facing West-Southwest



Overview-Romney Bridge Setting, Facing West-Southwest



Romney Bridge Showing Approach, Facing West-Southwest



Approach to Romney Bridge from East, Facing West

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



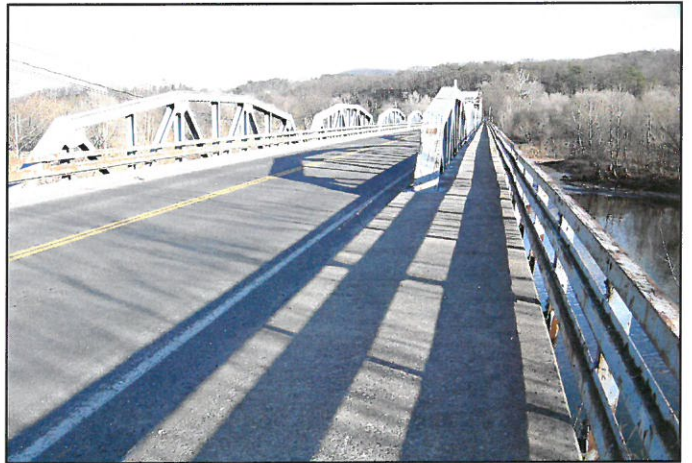
Approach to Romney Bridge from West, Facing East



Spans and South Branch of Potomac River, Facing South



Immediate Approach to Romney Bridge from West, Facing East



View of Pony Trusses and Walkway, Facing East



View of Pony Trusses and Camel-Back Truss, Facing East



View of Pony Trusses, Facing West

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



View of Access Road below Bridge, Facing South



View of Area West of Bridge, Facing West



View of Bridge Piers and Walkway, Facing East



View of Upstream Side of Bridge and Piers, Facing West



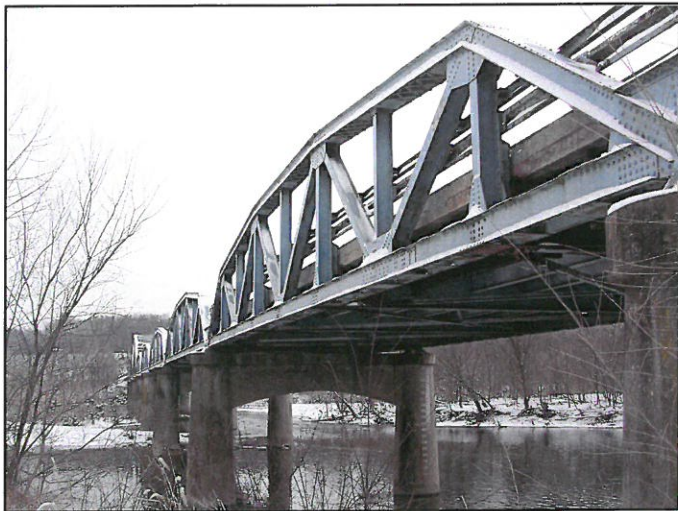
View of Immediate Eastern Bridge Approach, Facing West



Detail View of Piers under Bridge, Facing East

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



View of North Side of Bridge, Facing East-Southeast



View of Piers and Bridge Underside, Facing East



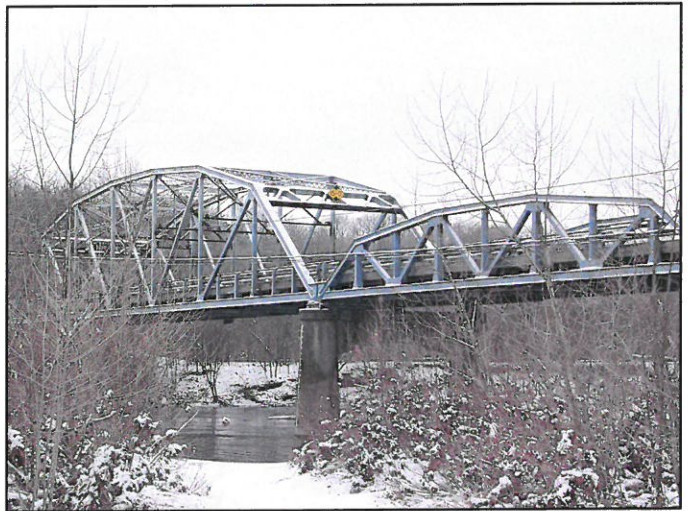
View of Main Span and Underside, Facing East-Southeast



View of Main Span from Downstream, Facing South



Detail View of Pony Truss, Facing Southeast



View of Pony and Camel-Back Trusses, Facing Southeast

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



Detail View of Camel-Back Truss, Facing West



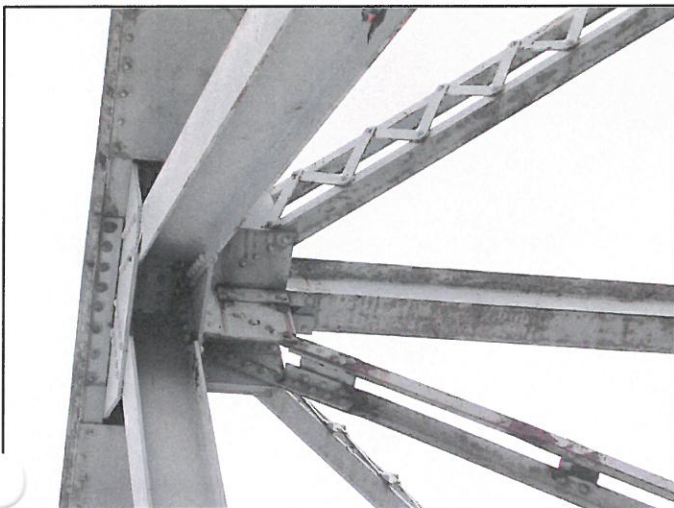
Detail View-Rocker Bearing Connection, Facing Southeast



Detail View of Lattice Bracing, Facing East



Detail View of Top Chord Bracing, Facing Northeast



Detail View of Lattice Bracing and Top Chord, Facing West



Detail View of Chord/Bracing Connections, Facing East

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002

Alterations/Additions

The Romney Bridge, built in 1936-1937, has been repaired and altered extensively over the last 35 years. WVDOH inspection reports from 1972 and 1985 depict deterioration of bridge superstructure and substructure members, with degradation particularly evident in the 1985 report. While the full text of these reports is available at WVDOH District 5 offices in Burlington, WV, selected sections, including photographs and figures from these two reports depicting the conditions, are included with this document as Attachment A. Deterioration was reflected in Emory Kemp's 1986 bridge survey program, which rated the bridge a 33 out of a possible 50 points (Attachment B). According to WVDOH inspection reports from 1991 and 2001, the expansion assemblies over the piers have been repaired numerous times (Attachment C). In 1989, the expansion assembly over pier 4 was replaced, and in 1990, the expansion assembly was replaced over pier 3. In 1997, the portal and intermediate bracing of span 2 was raised. Also in 1997, the original deck was removed between stringers 1 and 2 and between stringers 6 and 7 in each of the eight spans. Plans for these renovations are included in this document as Attachment D. In early 1998, strengthening repair plates were welded to the inside channel of the lower chord upstream (Attachment E). Major renovations were again performed to the Romney Bridge in 1999. New abutment back walls were poured, 38 exterior stringers and 18 interior stringers were replaced, lower lateral ends and correction plates were replaced, and new cantilever beams were installed. Exterior deck bays were replaced for the entire length of the bridge. New strengthening plates were welded to the web area of stringers 1 and 3 of span 2, and new floor beam strengthening tiers also were installed on each pier cap.



Detail View of Deck Repairs from Underside



Detail View Showing Deterioration to Underside of Deck



Detail View of Deteriorated Railing Anchors



Detail View Showing Deterioration to Support Beams

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



Detail View Showing Repaired Sections under Bridge



Detail View of Repaired Span



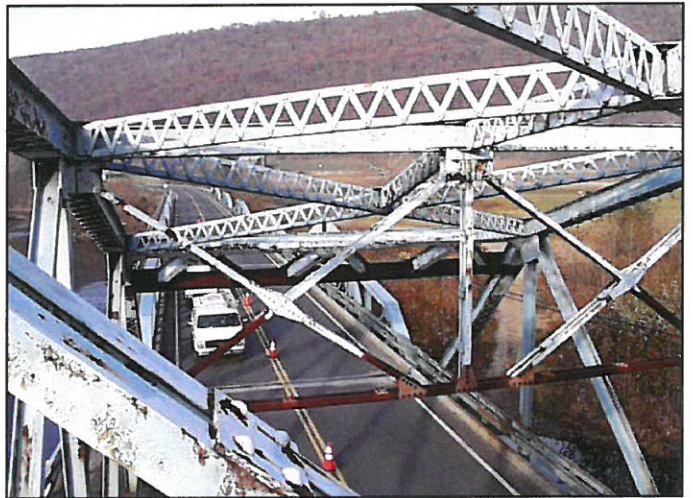
Detail View of Deteriorating Beams



Detail View of Repaired Connections



Detail View of Deteriorated Cross Beams



Detail View of Deteriorated Cross Beams

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



Detail View of Cross Bracing



Detail View of Supplemental Bracing Replacement



Detail View of Welded Reinforcement Plates



Detail View of Replacement Support Members



Detail View of Repaired Expansion Joints



Detail View of Repaired Expansion Joints

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

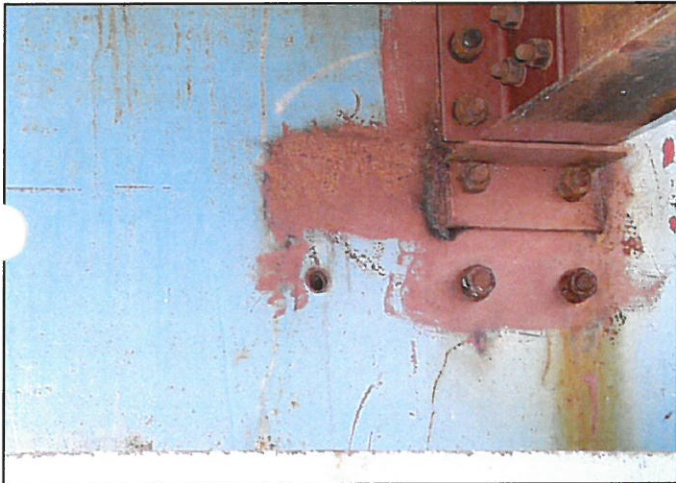
NAME Romney Bridge SITE# 00002



Detail View of Deck Repairs—Underside



Overview of Expansion Joint Repairs



Detail View of Repaired/Replaced Beam Connections



Detail View of Supplemental Replacement Bracing



Detail View of Repaired/Replaced Beam Connections



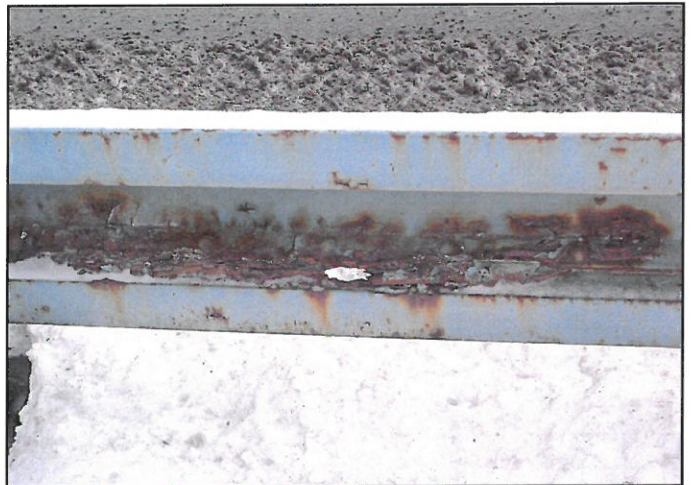
Detail View of Deteriorated Replacement Deck Supports

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



Detail View of Supplemental Replacement Bracing



Detail View of Railing Deterioration from Rust

Summary History

This brief summary history was abstracted from Brenda Kitzmiller's 1991 *The History of the Bridges Across the South Branch of the Potomac River on the Northwestern Turnpike (U.S. Route 50)*, prepared by the WVDOH. The full text of her report is included with this document as Attachment F.

The current river crossing was formerly known as Parson's Ferry, after David Parsons who ran the ferry at this location in the late 1700s. In 1805, the Virginia General Assembly passed an "Act Incorporating a Company to Build a Toll Bridge over the South Branch of the Potomac (sic) River" on the land of David Parsons (Kitzmiller 1991: 3). No information is known on the appearance of this first bridge. In 1831, engineer Claudius Crozet recorded his plans for the construction of a new bridge at this location as part of the Northwestern Turnpike. In 1838, the General Assembly authorized the Northwestern Turnpike Company to contract for the rebuilding of the bridge across the South Branch. (Kitzmiller 1991: 4). The bridge was reconstructed sometime between 1839 and 1841. General Lew Wallace's Union troops crossed the South Branch Bridge during their raid on Romney in June 1861, during which they encountered Confederate sniper fire coming from Sycamore Dale. This raid and the covered bridge are depicted in a contemporary lithograph (Figure 1). In February 1862, troops under General Loring burned the bridge. Only the stone abutments, located across CR 8 from Sycamore Dale, remain from this bridge. In 1874, a new bridge, this one a Whipple-Murphy metal truss bridge, was completed at a location a short distance downstream from the 1841 bridge.

In 1935, the West Virginia State Road Commission oversaw plans to replace the 1874 bridge with a modern, eight-span, pony truss/camelback bridge (the original plans are included as Attachment G). The new Romney Bridge substructure units were built by E.R. Mills of Charleston and the superstructure by J.M. Francesca & Company of Fayetteville. The steel superstructure was manufactured at Bethlehem Steel in Bethlehem, Pennsylvania. On June 21, 1937, the new bridge opened to traffic, and the 1874 Whipple-Murphy truss bridge was moved to Capon Bridge to span the Capon River (Kitzmiller 1991: 13).



1942 View from Romney toward Bridge, Facing Southwest



View of Inundated Romney Bridge during 1985 Flood

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002

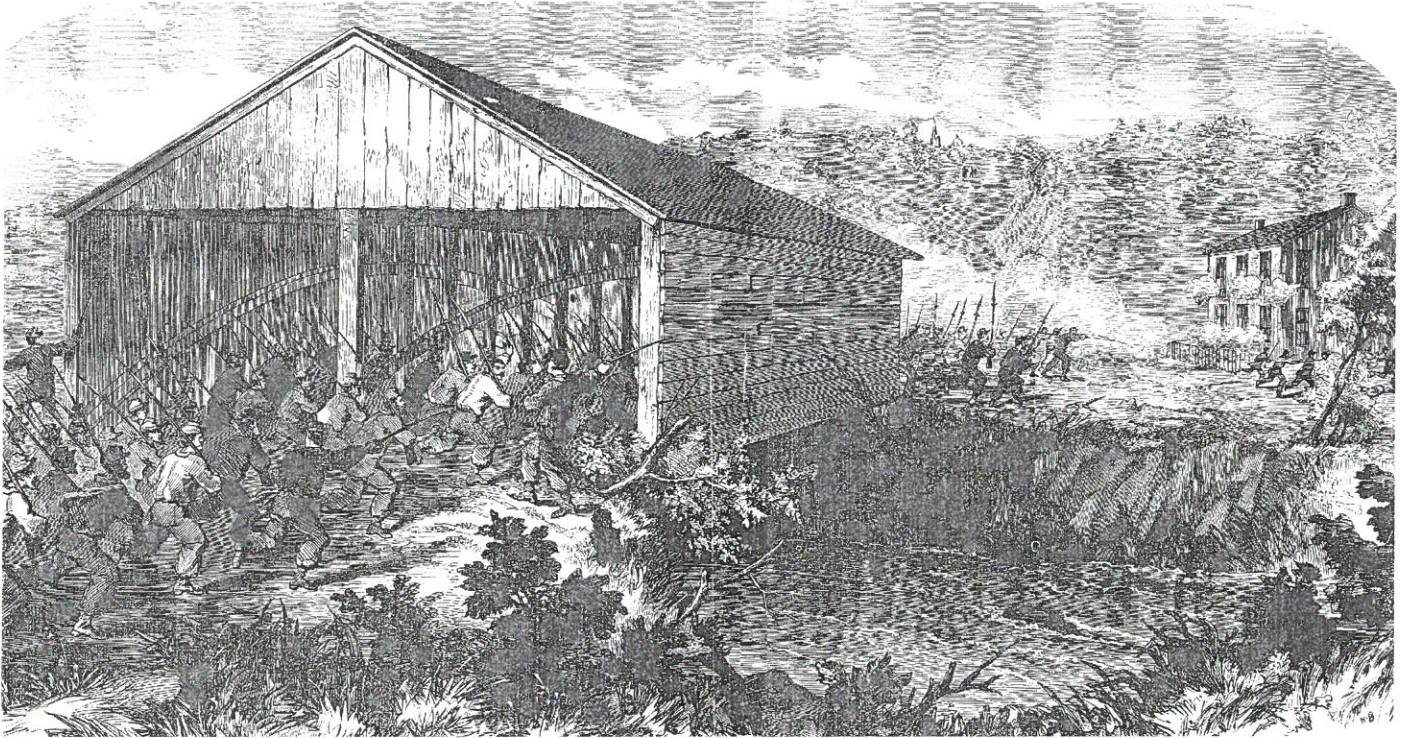


Figure 1—"The Engagement at Romney, VA, June 11th, 1861.—The Eleventh Indiana Zouves, Colonel Lewis Wallace, Crossing, on the Double Quick. The Bridge over the Potomac" (Leslie 1893: 86).



1966 Aerial Photograph of Romney Bridge



1971 Aerial Photograph of Romney Bridge

*All aerial photographs courtesy WVDOH

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME Romney Bridge SITE# 00002



1985 Aerial Photograph of Romney Bridge Showing Flooding



1995 Aerial Photograph of Romney Bridge

NRHP Status

As concluded by the West Virginia Division of Culture and History—State Historic Preservation Office (WVSHPO) in a letter dated December 8, 2004, the Romney Bridge is significant for its ongoing association with transportation across the South Branch of the Potomac River on US Route 50, as one of a number of bridges that has provided a crossing over the past 200 years. As such, it is NRHP-eligible under Criterion A. The Romney Bridge, however, is not associated with an individual significant on the national, state, or local level and is therefore not NRHP-eligible under Criterion B. While it has been repaired and altered extensively during the last twenty years, the Romney Bridge is significant under Criterion C as a pony truss/camelback bridge associated with E.R. Mills of Newport and Frankfort, Kentucky, who is considered a master builder. The NRHP boundary for the Romney Bridge is defined as the footprint, including piers, superstructure, and immediate roadway approaches, and is shown in Figure 2.

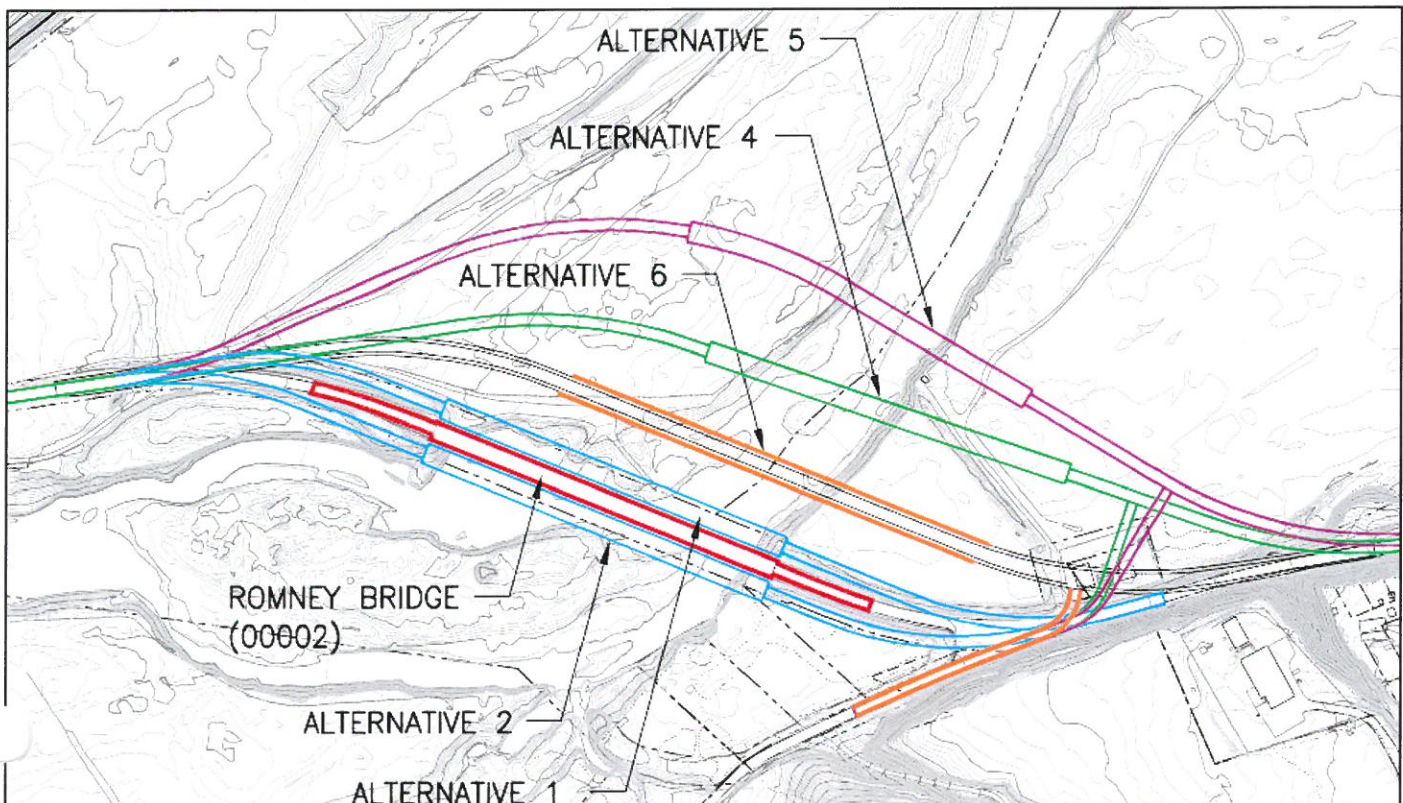


Figure 2—NRHP Boundary of Romney Bridge (Shown in Red).

ATTACHMENT A

**SELECTED SECTIONS (INCLUDING PHOTOGRAPHS AND
FIGURES) FROM 1972 AND 1985 BRIDGE INSPECTION
REPORTS**

**WEST VIRGINIA DEPARTMENT OF TRANSPORTATION—
DIVISION OF HIGHWAYS**

See Hard Copy File