



Final Historic Resources Survey of Braxton County Braxton County, West Virginia

Part of the Historic Resources Survey of Tyler, Ritchie, Gilmer, Braxton, and
Doddridge Counties

The Markosky Engineering Group, Inc.

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ABSTRACT

The Markosky Engineering Group, Inc. (Markosky) conducted a reconnaissance level field survey of previously undocumented historic resources in Braxton County as a part of the multi-county Historic Resources Survey of Tyler, Ritchie, Gilmer, Braxton, and Doddridge Counties. The survey was conducted on behalf of the West Virginia State Historic Preservation Office (WV SHPO), which is part of the West Virginia Department of Arts, Culture and History (WVDACH). The survey resulted in the identification of 150 previously unrecorded resources in the county: historic resources BX-0390 through BX-0537, as well as cemeteries 46BX136, 46BX137, and 46BX138.

The majority of the historic resources surveyed were residential (houses and farmhouses) buildings that dated to the twentieth century, which were generally only one-story or one-and-a-half-stories tall. Several resources were identified as needing further research to determine whether they may be eligible for listing on the National Register of Historic Places under Criteria A and/or C, including historic districts, motel complexes, and individual houses and farms.

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Braxton, and Doddridge Counties**

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1.0 PROJECT DESCRIPTION AND SURVEY METHODOLOGY

The West Virginia State Historic Preservation Office (WV SHPO) has asked The Markosky Engineering Group, Inc. (Markosky) to complete a reconnaissance level survey of 750 historic resources in the five north-central West Virginia counties of Tyler, Ritchie, Gilmer, Braxton, and Doddridge. Each county survey will result in approximately 150 newly recorded resources. The survey is designed to provide a greater sense of the historic built environment within each county and to supplement the documentation of historic resources that is already on file at the WV SHPO. The survey also seeks to avoid duplication of already documented historic properties, so it primarily targets rural areas and unincorporated communities within each county. Historic resources are considered for recording if they are at least 45 years old and demonstrate sufficient integrity.

On August 13, 2019, architectural historians Laura Ricketts and Elizabeth Williams met with representatives from the WV SHPO for a kick-off meeting to discuss survey methodology and to obtain files consisting of digital copies of West Virginia Historic Property Inventory (HPI) forms and spatial data for all of the previously recorded historic resources and surveys within the five counties. Preliminary background research was also undertaken at the West Virginia Archives and History library.

Prior to the start of fieldwork for Braxton County, a draft historic context was developed in order to anticipate and understand the major influences in the development of the county's built environment, such as topography, settlement patterns, transportation networks, agriculture and industry, and other historic forces. Historic maps and atlases were also consulted in order to determine potential areas and communities that may contain historic resources. Upon completion of fieldwork in Braxton County, the historic context was refined to incorporate pertinent observations made in the field.

Survey and reporting were completed following the guidance in WV SHPO's *National Register and Architecture/History Survey Manual* (WV SHPO 2016). Markosky used the spatial data provided by WV SHPO to develop United States Geological Survey (USGS) topographic base and aerial base field maps in order to determine targeted survey areas for each county. The field survey of Braxton County was undertaken from June 1st through June 4th by senior architectural historian Laura Ricketts. Photographs of the historic resources were taken using a high resolution camera from the public right-of-way (ROW). Using the Microsoft Access database provided by WV SHPO, HPI forms were partially populated while in the field. Accompanying field notes were also taken, and the locations of identified historic resources were marked on field maps.

After returning from the field, the individual HPI forms were completed and, with the component parts of the report, were edited to ensure consistency and correct errors. This draft report has been designed to meet the requirements as stipulated in the scope of work for the Historic Resources Survey of Tyler, Ritchie, Gilmer, Braxton, and Doddridge Counties.



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2.0 BRAXTON COUNTY HISTORIC CONTEXT

Braxton County is located at the geographic center of West Virginia, and since its organization, the county has been an important transportation link for central West Virginia. Although rural and set within the heart of Appalachia, abundant waterways, an early turnpike, a strategic railroad, and later heavily trafficked highways have kept people and goods moving through the county since the early 19th century. The damming of two of the county's largest rivers—the Elk and Little Kanawha—has created a recreational tourism economy that also brings outdoor enthusiasts to Braxton County for fishing, hiking, and wildlife watching.

The area that now comprises Braxton County was used by Native American tribes as hunting grounds in the spring and summer months until the arrival of Euro-American explorers and pioneers in the latter half of the 18th century (County Commissioners of West Virginia 2020). The Iroquois Confederacy claimed all of modern day West Virginia as hunting ground until the 1744 Treaty of Lancaster when Virginia acquired their title to the land (County Commissioners of West Virginia 2020). The Iroquois Confederacy conceded more land in the 1786 Treaty of Hard Labour and the Treaty of Fort Stanwix when they forfeited the territory between the Ohio River and Allegheny Mountains including present day Braxton County. While this opened up the area to some early Euro-American exploration—especially pioneers who explored the Little Kanawha River valley—meaningful settlement only began at the end of the 18th century and in the first decade of the 19th century (County Commissioners of West Virginia 2020). Prior to the arrival of Euro-American settlers, a Native American settlement was established around 1765 at Bulltown in the northeastern portion of the county. It was occupied by a Delaware Indian chief named Captain Bull along with five other Native American families, who fled unrest in other areas of western Virginia and Pennsylvania. Continued unrest in the area led to the abandonment of the site until more permanent settlement occurred in the county in the early 19th century (Howe 2012) (**Figure 1**) (Reid 1796).

The first land survey in the area that was to become Braxton County occurred in 1784 on behalf of John Allison, who had a warrant for 11,000 acres. Another early land warrant belonged to John Sutton who had explored the area around 1798. Both warrants included land near modern day Sutton (County Commissioners of West Virginia 2020; Gioulis 1987:15). Other permanent settlements were located along the Elk River and its tributaries as well as along the other major waterways in the county, including the Little Kanawha, Holly, and Birch Rivers. These early settlers came predominantly from Pendleton, Randolph, and Greenbrier Counties in the Allegheny Mountain region of what was then central Virginia (Sutton 1919:42).

John Sutton eventually settled near the confluence of Granny Creek and the Elk River around 1810 in a community then called Newville. A mill was constructed on the Elk River and goods were imported by boat from Clarksburg. The Elk River was at times navigable to Charleston, which made the community an important shipping and transportation point from an early period. A town was formally laid out in 1835 and named Sutton for John Sutton, who donated land for a public square and streets (Gioulis 1987:15 and 2013). Two other industrial communities,



○ Approximate location of Braxton County

Figure 1. 1796 map of the State of Virginia showing the Ohio River Valley (Reid 1796)

Bulltown and Burnsville, were also established around this time. Bulltown had an early mill and salt works while Burnsville, which was originally called Lumberport, was an important lumber shipping point along the Little Kanawha River (Howe 2012; Wiant 2013). Timbering, agriculture, and stock-raising sustained the early economy of the county. Lumber was transported along the Elk and Little Kanawha Rivers to Clarksburg and Charleston, and the fertile soil in the river valleys drew farmers to the area (Sutton 1919:42).

Braxton County was created in 1836 from Kanawha, Lewis, and Nicholas Counties. The county was named for Carter Braxton, a Virginia statesman and signer of the Declaration of Independence (Johnson 2013). With the formation of the new county and the increasing population, the need for a turnpike road accessing this rural area of western Virginia was apparent. Several east-west turnpikes had been constructed through northern Virginia in order to reach the Ohio River Valley; however, few north-south turnpikes existed leaving many counties in central Virginia isolated. In 1847, the Weston and Gauley Bridge Turnpike was proposed with the purpose of connecting the Staunton and Parkersburg Turnpike at Weston in Lewis County with the James River and Kanawha Turnpike at Gauley Bridge along the Kanawha River in Fayette County (Kemp 2020; Cruz 1998:10).

The turnpike was financed by individual stockholders, and a board of directors was appointed to oversee the construction. The members of the board were selected at a meeting that took place at the Braxton County Courthouse in Sutton in 1848. Internal politics among the board members hampered decisions about the alignment of the road as investors attempted to influence the location of the road for their benefit. Individual interests of investors and board members often superseded the public need and contracts for the construction of the turnpike were awarded to the friends and family the board members. Nevertheless, construction on the turnpike began in 1849 and was completed in 1858 (Cruz 1998:10).

The 110-mile turnpike was blazed through the ridges and hills of some of the most rugged terrain of the Appalachian Mountains and was one of the few north-south turnpikes constructed during the Antebellum Period. The road traveled through the heart of what was then an isolated Braxton County and quickly became a vital connection for commerce and industry. Farmers in Braxton County used the road to transport goods to the grist and sawmills in Sutton, and the road also provided access to the salt works at Bulltown (Cruz 1998:10). Numerous bridges were constructed along the turnpike including a wire suspension bridge constructed over the Elk River in Sutton in 1852 that was modeled after the Wheeling Suspension Bridge. The bridge carried turnpike traffic over the Elk River until it was replaced in 1930 (Gioulis 1987:2). A covered bridge was also constructed in Bulltown crossing the Little Kanawha River (Cruz 1998:10). The Weston and Gauley Bridge Turnpike would also become a pivotal corridor during the Civil War.

West Virginia acquired statehood in 1863 during the turmoil of the Civil War. However, the tensions between eastern and western Virginia began with the earliest settlements in the state. When Virginia's first constitution was adopted in 1776, voting rights were granted to white males who owned at least 25 acres of improved land or 50 acres of unimproved land (WVDACH



2019). This specification largely excluded the emerging population of subsistence farmers who were settling in western Virginia, as well as women and people of color. Representation in Virginia also favored the eastern tidewater counties that primarily consisted of slave owning plantation owners. In the early 19th century, amendments were added to the constitution to try to balance the representation but the interests of eastern Virginia were still prioritized (WVDACH 2019; Wills 2017).

Calls for secession from eastern Virginia came from the western counties as early as 1829 when a new state constitution was adopted and delegates from western Virginia still felt underrepresented. To quell tensions, more counties were formed in western Virginia to boost representation in the state, and various improvements were undertaken, including the construction of the Weston and Gauley Bridge Turnpike, Staunton to Parkersburg Turnpike, and the Northwestern Turnpike, which aided in the continued development of the western region of Virginia. Another constitutional convention in 1850 attempted to again address the tensions in the state by amending the state's voting laws to allow all white males over the age of 25 to vote regardless of whether they owned land. The state also continued its internal improvements in western Virginia which seemed to abate regional strains but also led to less of a reliance on the eastern markets in Richmond and tidewater Virginia (WVDACH 2019).

A national depression at the end of the 1850s flattened the economy of western Virginia; many of the mills and factories were forced to close, and farmers felt the financial strain. The turmoil in Virginia boiled over in 1861 when the state submitted a bill to secede from the Union after the seizure of Fort Sumter, South Carolina, which effectively started the Civil War. Delegates from western Virginia marched out of the Secession Convention and another convention was organized in Wheeling, where the Restored Government of Virginia was established in order for western Virginia to remain in the Union. Because Virginia had seceded from the Union, it had no authority to prevent the formation of a new state in western Virginia. The Union government would not accept another slave state, so a plan for gradual emancipation was built into the constitution of West Virginia which gained statehood in 1863 (**Figure 2**) (Baublitz 2019; WVDACH 2019; Nicholson 1864).

Braxton County was the scene of small skirmishes during the Civil War and the county proved to be an important location due to the Weston and Gauley Bridge Turnpike. Sutton was a strategic location due to its position along the turnpike and the Elk River. The town was occupied by 5,000 Union troops in 1861. Troops were positioned on the suspension bridge which carried the turnpike over the Elk River and also on a bluff overlooking the river (**Figure 3**) (WVU n.d.). The Camden Hotel was also used as officer's headquarters. Eventually Sutton had 10,000 Union troops camped in and around the town but in December of 1861 Confederate troops pushed into the town and burned all but six buildings (Gioulis 1987:15-17).

Bulltown was also occupied by Union and Confederate troops and was another key location along the Weston and Gauley Bridge Turnpike. Early in the war, the Union army built a small fortification on a hill on the north side of the Little Kanawha River overlooking the community.





SEVENTH OHIO REGIMENT FORTIFYING THE HILL AT SUTTON VILLAGE. SKETCHED BY FRANK BEARD.

Figure 3. Scene of troops fortifying a hill overlooking Sutton with suspension bridge at left during the Civil War (WVU n.d.)

Approximately 400 troops were positioned to protect the river crossing on the turnpike (Cruz 1998:10). The Battle of Bulltown was fought in 1863 and guerilla fighting occurred in the vicinity throughout the war (Howe 2012). The Union army used the Weston and Gauley Bridge Turnpike to take control of western Virginia during the war and had command posts in Braxton County at Bulltown and Sutton. Troops moved along the turnpike from the north and the road was pivotal in helping to secure West Virginia for the Union. There were some attempts by the Confederate army to break through from eastern Virginia with small battles and skirmishes occurring within the corridor; however, the Union army was able to hold the line for the duration of the war. The turnpike was used both by the Union and Confederate armies to transport equipment and troops for the entirety of the war (Cruz 1998:10).

Following the close of the Civil War, Braxton County found its primary transportation route in a disastrous state. Due to the ongoing conflict, routine maintenance of the Weston and Gauley Bridge Turnpike was halted and the road condition deteriorated due to the high volume of wagon and horse traffic. Newly formed West Virginia did not have the means for road and infrastructure maintenance and in 1866 the state transferred ownership of all its turnpikes to the counties. Although the turnpike had never been much more than an improved dirt road, it remained in poor condition into the late 19th century (Cruz 1998:10).

Braxton County entered an era of growth following the Civil War. An 1873 atlas shows Braxton County and adjacent counties (**Figure 4**) (White 1873). The alignment of the Weston and Gauley Bridge Turnpike is illustrated with the communities along the road, including Bulltown, Flatwoods, and Sutton. Burnsville—labeled as Lumberport—is also prominently illustrated along a proposed railroad right-of-way that bisected the county. A saw mill was constructed at Burnsville following the Civil War and the community became an important shipping location for lumber. Burnsville was also a destination for paddleboats traveling along the Little Kanawha River from points to the west (Wiant 2013). The timber industry boomed in the late 1880s, and tanneries, brick manufacturers, grain, and saw mills were built throughout the county. The extraction of oil and natural gas also began throughout the county (Gioulis 1987:19; County Commissioners of West Virginia 2020).

Another important transportation corridor that would shape the history of Braxton County came with the construction of the Coal and Coke Railway at the turn of the 20th century. The railroad was incorporated in 1902 by Henry Gassaway Davis and his associates for the purpose of connecting Charleston with the Western Maryland Railroad in Elkins in Randolph County. Davis had extensive land holdings in central West Virginia but a railroad was necessary to develop the properties. In the early 20th century, Davis began acquiring constructed right-of-ways including the Charleston, Clendenin, and Sutton Railroad that had been constructed along the Elk River from Charleston to Ivydale in Clay County. After acquiring existing right-of-ways, Davis only needed to construct 107 miles of track to finish the line which was completed in 1905 (Rice 2012).

The Coal and Coke Railway was an important corridor for the transportation of coal in central West Virginia, and it bolstered Braxton County's position as a transportation hub in the area. A



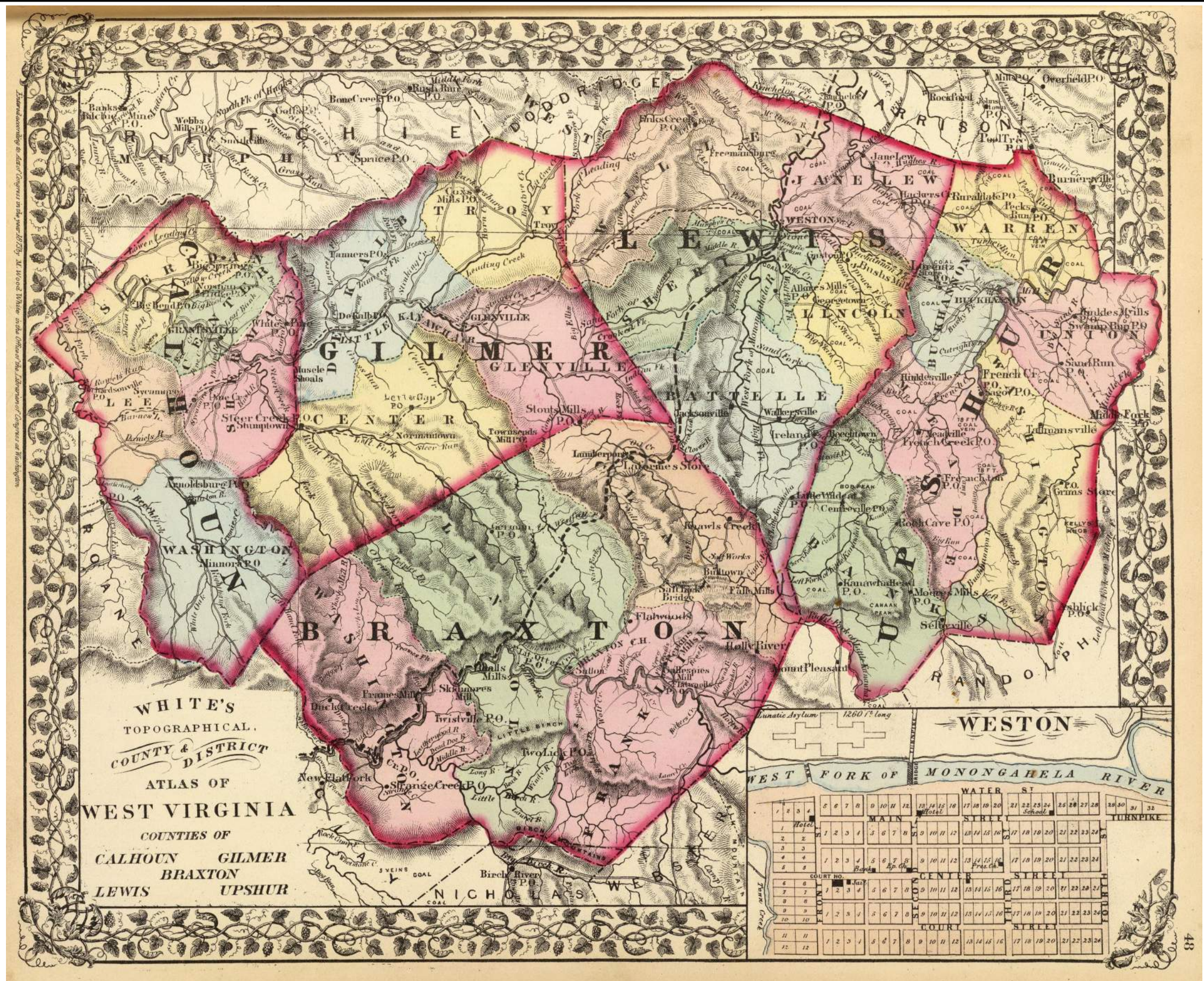


Figure 4. Map of Braxton County with adjacent counties (White 1873)

new town was founded in Braxton County on the south bank of the Elk River and named for the benefactor of the Coal and Coke Railway. Gassaway was laid out in 1904 and was the halfway point between Charleston and Elkins. The town quickly became a major depot on the line as it contained repair and workshops for locomotives (Sutton 1919:110; Johnson 2013; Chambers 2004:460) (**Figure 5**) (WVU 1916). The railroad also spurred the development of other towns in Braxton County including Burnsville and Flatwoods. After Davis' death in 1916, the line was acquired by the Baltimore and Ohio (B&O) Railroad and designated as the Charleston Branch (Rice 2012).

In the 1920s, West Virginia undertook numerous road upgrades throughout the state. Hard surfaced roads replaced old earthen or mud roads that historically traversed the state. This included the old Weston and Gauley Bridge Turnpike, which saw continued use despite its poor condition. The alignment of the old turnpike shaped modern road patterns in Braxton County including U.S. Route 19 which followed the valleys through the county rather than the ridges as the turnpike had. U.S. Route 19 followed the old turnpike in some areas of the county but portions of the turnpike that were abandoned are extant and exist as it would have in the 19th century (Cruz 1998:12).

Infrastructure improvements in the county continued into the middle of the 20th century. In the early 1950s, plans were developed for a dam on the Elk River to the southeast of Sutton for the purpose of flood control and water flow control. Groundbreaking took place for the Sutton Dam and Lake in 1956 which was completed in 1961 by the Army Corps of Engineers. The 210-foot tall concrete dam created a 1,520 acre lake with roughly 40 miles of shoreline and quickly became a popular recreation destination in Braxton County. The dam and lake contains three public campgrounds, two marinas, and four boat ramps. The lake is also surrounded by the 17,184 acre Elk River Wildlife Management Area which is a popular area for hunting deer, turkey, and waterfowl (Johnson 2010) (**Figure 6**) (WVU 1961).

Interstate 79 was also completed through Braxton County in 1961. The 160-mile interstate highway connected Charleston with the Pennsylvania border to the north of Morgantown and, like the historical transportation corridors that came before it, the route bisected Braxton County. The interstate entered the county in its northern-most point and traveled south passing by Burnsville, Flatwoods, and Sutton where it turns to the west and exits the county after passing the unincorporated community of Servia. Flatwoods became a popular interstate stop with multiple hotels, shopping, and food options (Miller 2017). Shortly after the opening of I-79, commuters found that the leg of U.S. Route 19 south of Sutton was a shortcut to Beckley (rather than traveling on I-79 to its connection with Interstate 77 in Charleston). In 1964, the Appalachian Regional Commission pushed for upgrades to rural roads throughout West Virginia and the Appalachian region to generate economic development to rural areas. U.S. Route 19 was included in these upgrades and the stretch between Sutton and Beckley was designated as Corridor L. The approximately 70 mile section was improved and completed in 1978 as a part of the Appalachian Development Highway System (Prepelka 2019).

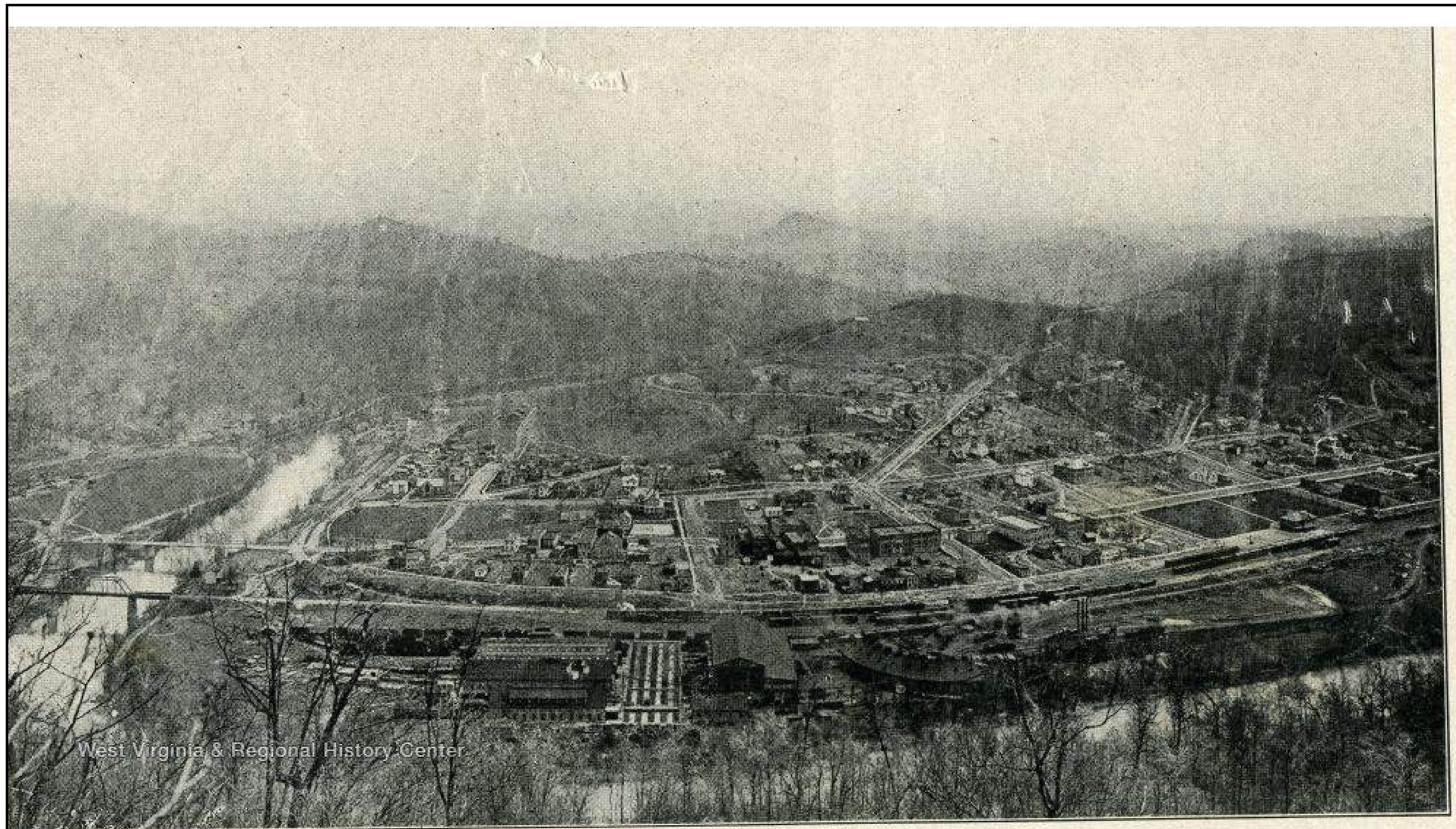


Figure 5. Overview of Gassaway showing railroad buildings in foreground along Elk River ca. 1916 (WVU 1916)

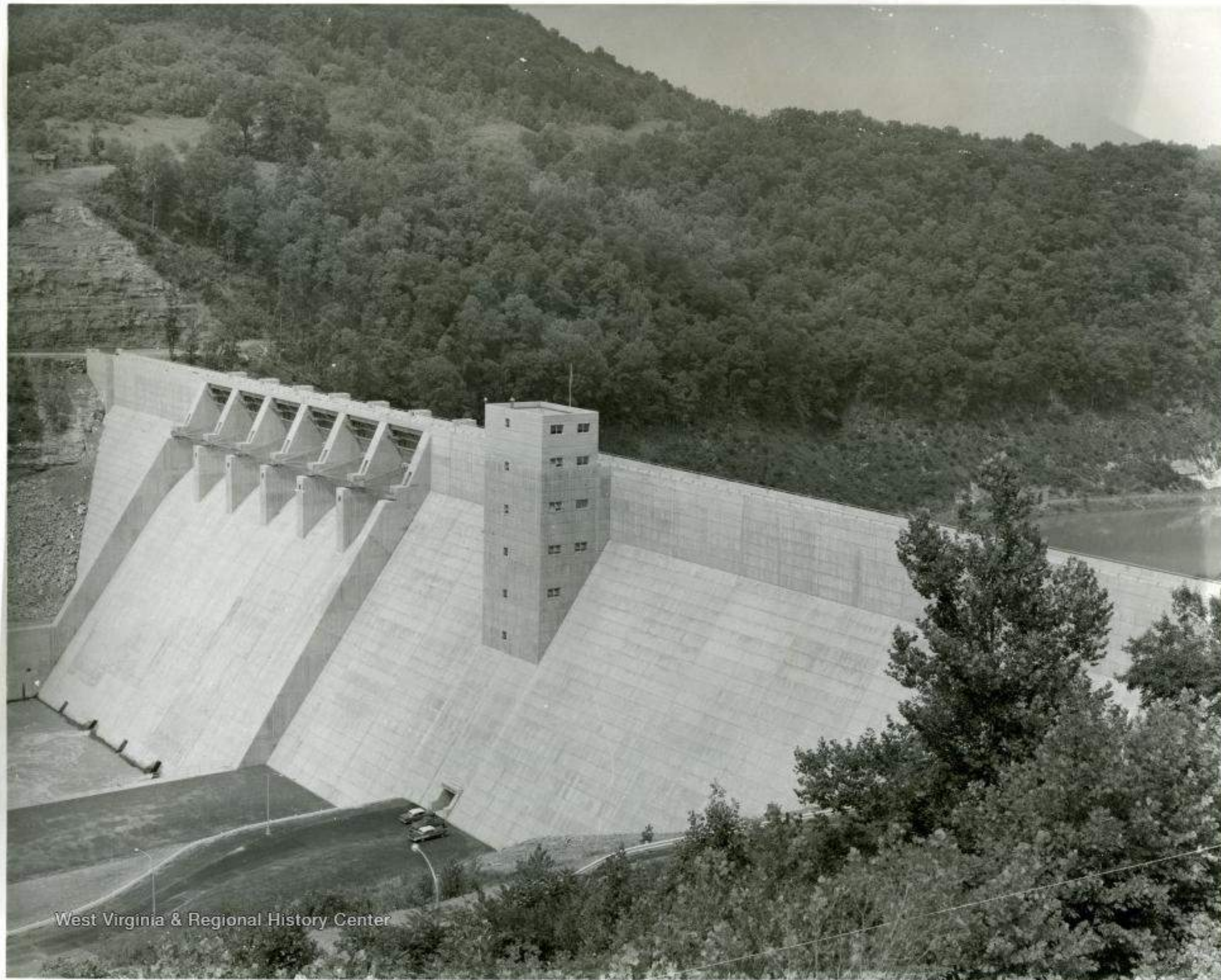


Figure 6. Newly constructed Sutton Dam ca. 1961 (WVU 1961)

Another dam was constructed in Braxton County in the early 1970s on the Little Kanawha River three miles upstream from Burnsville. The Burnsville Dam was also constructed by the Army Corp of Engineers for the purpose of flood control and water flow control on the Little Kanawha River. The 90-foot tall earthen and concrete dam creates a 968 acre lake with two camp grounds and five boat launches. Like the Sutton Dam and Lake, the Burnsville Dam has an adjacent wildlife management area. The reservoir complex also encompasses the Bulltown Historic Area that includes a visitor center, four reconstructed historic log structures that were moved for construction of the dam, and intact sections of the original Weston and Gauley Bridge Turnpike (Johnson 2012; Chambers 461). Both the Sutton Dam and Lake and the Burnsville Dam are popular recreational tourism destinations in central West Virginia.

The reported sighting of an unidentified flying object and a “10-foot monster with a blood-red body and a green face that seemed to glow” in 1952 has also unexpectedly inspired Braxton County’s popular recreational tourism in the latter 20th century and early 21st century (Braxton County Convention and Visitor’s Bureau 2020). The sensational accounts about the sighting of the Flatwoods Monster, or the Green Monster, made national news in 1952 and continue to spark curiosity. The phenomenon has inspired the creation of the Flatwoods Monster Museum in Sutton, the posting of “Welcome to Flatwoods Home of the Green Monster” signs, numerous souvenirs, and even an interactive public art project. The Flatwoods Monster Chairs Trail was begun in 2014 and has resulted in five ten-foot tall chairs with backs painted to represent different versions of the Green Monster installed around the county (Braxton County Convention and Visitor’s Bureau 2020). The chairs encourage tourists to pose for photographs and to explore the region.

The Braxton County population of 14,468 recorded by the 2012 census was roughly 60% as large as the population of 23,973 noted at Braxton County’s peak in 1920 (Johnson 2013). However, Braxton County remains an important transportation corridor through central West Virginia and its outdoor recreational spots draw tourists to the area year round.

3.0 FIELD SURVEY RESULTS AND GENERAL FINDINGS

Field survey of Braxton County was undertaken from June 1st through June 4th and resulted in the identification of **150** newly recorded historic resources (Table 1). The county was surveyed using topographic and aerial mapping, which included all of the previously recorded historic resources in Braxton County to prevent duplicate documentation. A brief summary of the identified resources is provided below. The locations of all newly surveyed resources are mapped on aerial and topographic maps and located in Appendix A.

Table 1. Newly Identified Historic Resources in Braxton County

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0390	Airport	Other	ca. 1930	Not Eligible
BX-0391	Farm	Side Gable Cottage	ca. 1900	Not Eligible
BX-0392	Farm	Gable front	ca. 1900	Not Eligible
BX-0393	Church	Classical Revival / Gable Front	ca. 1900	Not Eligible
BX-0394	House	Gable Front	ca. 1930	Not Eligible
BX-0395	Farm	Side Gable Cottage	ca. 1900	Possibly Eligible under Criterion A
BX-0396	House	Side Gable Cottage	ca. 1900	Not Eligible
BX-0397	Newville District	N/A	N/A	Not Eligible
BX-0398	House	Side Gable Cottage	ca. 1920	Not Eligible
BX-0399	Church	Colonial Revival / Gable Front	ca. 1900	Not Eligible
BX-0400	House	Gabled Ell	ca. 1900	Not Eligible
BX-0401	House	Gothic Revival / Side Gable Cottage	ca. 1900	Not Eligible
BX-0402	House	Side Gable Cottage	ca. 1900	Not Eligible
BX-0403	Farm	Pyramidal	ca. 1915	Possibly Eligible under Criterion A
BX-0404	House	Side Gable Cottage	ca. 1900	Not Eligible
BX-0405	House	Pyramidal	ca. 1900	Not Eligible
BX-0406	Church	Gothic Revival / Gable Front	ca. 1890	Not Eligible
BX-0407	Church	Colonial Revival / Gable Front	ca. 1900	Not Eligible
BX-0408	Commercial building	Modern	ca. 1964	Not Eligible
BX-0409	Civic building	Modern	ca. 1950	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0410	House	Gabled Ell	ca. 1910	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0411	Heaters District	N/A	N/A	Possibly Eligible under Criterion A

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0412	House	Colonial Revival	ca. 1942	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0413	Commercial building	Commercial	ca. 1942	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0414	Railroad building	Other	ca. 1940	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0415	House	Side Gable Cottage	ca. 1900	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0416	House	Gabled Ell	ca. 1920	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0417	House	Ranch	ca. 1971	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0418	House	Side Gable Cottage	ca. 1920	Not individually eligible; may contribute to Heaters Historic District BX-0411
BX-0419	House	Double Pile	ca. 1890	Not Eligible
BX-0420	House	Gabled Ell	ca. 1900	Not Eligible
BX-0421	House	Queen Anne	ca. 1890	Not Eligible
BX-0422	Church	Gable Front	ca. 1920	Not Eligible
BX-0423	Farm	Gabled Ell	ca. 1880	Not Eligible
BX-0424	Farm	Gabled Ell	ca. 1900	Not Eligible
BX-0425	House	Ranch	ca. 1970	Not Eligible
BX-0426	Farm	Queen Anne / Gabled Ell	ca. 1881	Not Eligible
BX-0427	House	Side Gable Cottage	ca. 1900	Not Eligible
BX-0428	Church	Victorian – Folk / Gable Front	ca. 1912	Not Eligible
BX-0429	House	Gable Front	ca. 1970	Not Eligible
BX-0430	House	Victorian - Folk	ca. 1910	Not Eligible
BX-0431	House	Side Gable Cottage	ca. 1918	Not Eligible
BX-0432	House	Side Gable Cottage	ca. 1920	Not Eligible
BX-0433	House	Gable Front	ca. 1960	Not Eligible
BX-0434	House	Side Gable Cottage	ca. 1930	Not Eligible
BX-0435	House	Side Gable Cottage	ca. 1920	Not Eligible
BX-0436	House	Ranch	ca. 1972	Not Eligible
BX-0437	House	Gabled Ell	ca. 1909	Not Eligible
BX-0438	Farm	Side Gable Cottage	ca. 1900	Not Eligible
BX-0439	Farm	Bungalow – gable front	ca. 1925	Not Eligible
BX-0440	Church	Gable Front	ca. 1877	Not Eligible
BX-0441	Farm	I-House	ca. 1890	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0442	House	Craftsman Style / Bungalow – gable front	ca. 1920	Not Eligible
BX-0443	House	Ranch	ca. 1974	Not Eligible
BX-0444	Church	Colonial Revival / Gable Front	ca. 1900	Not Eligible
BX-0445	House	Gabled Ell	ca. 1900	Not Eligible
BX-0446	Log Cabin	Single Pen	ca. 1890	Not Eligible
BX-0447	House	I-House	ca. 1880	Not Eligible
BX-0448	House	Gable Front	ca. 1920	Not Eligible
BX-0449	House	Ranch	ca. 1968	Not Eligible
BX-0450	House	Bungalow – dormer front	ca. 1920	Possibly eligible under Criterion C
BX-0451	Motel	International Style	ca. 1950	Possibly eligible under Criteria A and/or C
BX-0452	Motel	Modern / A-Frame	ca. 1961	Possibly eligible under Criteria A and/or C
BX-0453	Little Otter District	N/A	N/A	Possibly Eligible under Criterion A
BX-0454	Apartment building	Modern	ca. 1940	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0455	Industrial building	Modern	ca. 1975	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0456	Service station	Modern	ca. 1950	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0457	House	Ranch	ca. 1970	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0458	House	Ranch	ca. 1970	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0459	House	Gabled Ell	ca. 1880	Possibly Eligible under Criterion C
BX-0460	House	Craftsman Style / Bungalow – dormer front	ca. 1920	Possibly Eligible under Criterion C
BX-0461	House	Side Gable Cottage	ca. 1920	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0462	House	Side Gable Cottage	ca. 1925	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0463	House	Side Gable Cottage	ca. 1915	Not individually eligible; may contribute to Little Otter Historic District BX-0453

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0464	House	Gable Front	ca. 1920	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0465	House	Pyramidal	ca. 1930	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0466	House	Four-Square	ca. 1910	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0467	House	Side gable cottage	ca. 1900	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0468	Farm	Tudor Revival	ca. 1940	Not Eligible
BX-0469	Farm	Bungalow – gable front	ca. 1940	Not Eligible
BX-0470	House	Ranch	ca. 1949	Not Eligible
BX-0471	Church	Gable Front	ca. 1900	Not Eligible
BX-0472	House	Upright & Wing	ca. 1925	Not Eligible
BX-0473	House	Gabled Ell	ca. 1900	Not Eligible
BX-0474	House	Gable Front	ca. 1935	Not Eligible
BX-0475	House	Side Gable Cottage	ca. 1930	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0476	House	Upright & Wing	ca. 1910	Not individually eligible; may contribute to Little Otter Historic District BX-0453
BX-0477	House	Ranch	ca. 1958	Not Eligible
BX-0478	House	Ranch	ca. 1965	Not Eligible
BX-0479	House	Saltbox	ca. 1925	Not Eligible
BX-0480	House	Side Gable Cottage	ca. 1900	Not Eligible
BX-0481	Farm	Queen Anne	ca. 1890	Not Eligible
BX-0482	Farm	Saltbox	ca. 1850	Not Eligible
BX-0483	Farm	Queen Anne Cottage	ca. 1910	Not Eligible
BX-0484	House	Gabled Ell	ca. 1920	Not Eligible
BX-0485	House	Gabled Ell	ca. 1920	Not Eligible
BX-0486	House	Cape Cod	ca. 1935	Not Eligible
BX-0487	House	Ranch	ca. 1962	Not Eligible
BX-0488	House	Side Gable Cottage	ca. 1890	Not Eligible
BX-0489	House	Gable Front	ca. 1900	Not Eligible
BX-0490	Farm	Gabled Ell	ca. 1900	Not Eligible
BX-0491	House	Ranch	ca. 1970	Not Eligible
BX-0492	Bulltown Historic Area District	N/A	ca. 1975	Possibly eligible under Criterion A
BX-0493	House	Gable Front	ca. 1920	Not Eligible
BX-0494	House	Modern	ca. 1965	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0495	House	Gable Front	ca. 1929	Not Eligible
BX-0496	House	Gable Front	ca. 1930	Not Eligible
BX-0497	House	Bungalow – gable front	ca. 1930	Not Eligible
BX-0498	House	Ranch	ca. 1970	Not Eligible
BX-0499	House	Modern	ca. 1940	Not Eligible
BX-0500	Church	Colonial Revival / Gable Front	ca. 1920	Not Eligible
BX-0501	House	Pyramidal	ca. 1930	Not Eligible
BX-0502	House	Gable Front	ca. 1930	Not Eligible
BX-0503	House	Bungalow – dormer front	ca. 1920	Not Eligible
BX-0504	Outbuilding	Other	ca. 1950	Not Eligible
BX-0505	House	Ranch	ca. 1965	Not Eligible
BX-0506	House	Side Gable Cottage	ca. 1930	Not Eligible
BX-0507	House	Gable Front	ca. 1972	Not Eligible
BX-0508	House	Gable Front	ca. 1955	Not Eligible
BX-0509	House	Modern	ca. 1955	Not Eligible
BX-0510	Apartment building	Modern	ca. 1955	Not Eligible
BX-0511	House	Modern	ca. 1955	Not Eligible
BX-0512	House	Modern	ca. 1955	Not Eligible
BX-0513	House	Tudor Revival	ca. 1928	Not Eligible
BX-0514	House	Mission Revival	ca. 1953	Not Eligible
BX-0515	House	Side Gable Cottage	ca. 1930	Not Eligible
BX-0516	Church	Colonial Revival – Gable Front	ca. 1965	Not Eligible
BX-0517	School	Modern	ca. 1960	Not Eligible
BX-0518	House	Side Gable Cottage	ca. 1928	Not Eligible
BX-0519	House	Ranch	ca. 1965	Not Eligible
BX-0520	House	Queen Anne Cottage	ca. 1910	Not Eligible
BX-0521	Church	Colonial Revival / Gable Front	ca. 1920	Not Eligible
BX-0522	House	Bungalow – gable front	ca. 1920	Not Eligible
BX-0523	House	Bungalow	ca. 1910	Not Eligible
BX-0524	House	Tudor Revival	ca. 1932	Not Eligible
BX-0525	House	Ranch	ca. 1969	Not Eligible
BX-0526	School	Craftsman Style	ca. 1935	Not Eligible
BX-0527	House	Craftsman Style / Bungalow – dormer front	ca. 1915	Not Eligible
BX-0528	Commercial building	Commercial	ca. 1950	Not Eligible
BX-0529	House	Ranch	ca. 1965	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NRHP Eligibility
BX-0530	House	Modern	ca. 1950	Not Eligible
BX-0531	House	Ranch	ca. 1970	Not Eligible
BX-0532	Frametown District	N/A	N/A	Not Eligible
BX-0533	Church	Colonial Revival / Gable Front	ca. 1900	Not Eligible
BX-0534	House	Ranch	ca. 1956	Not Eligible
BX-0535	House	Cape Cod	ca. 1935	Not Eligible
BX-0536	House	Side Gable Cottage	ca. 1905	Not Eligible
BX-0537	Dam	Other	1972-76	Possibly eligible under Criteria A or C
46BX136	Cemetery	N/A	ca. 1856	Not Eligible
46BX137	Cemetery	N/A	ca. 1861	Not Eligible
46BX138	Cemetery	N/A	ca. 1859	Not Eligible

The topography of Braxton County, which is marked by narrow river valleys and steep wooded hillsides, has driven much of the development of the county. Because there is little available flat land to build on, development occurs in linear patterns that follow the waterways and roads. Buildings—generally houses, churches, and farm buildings—and small communities are sandwiched in the small amount of relatively flat land lining two-lane roadways that have been laid out along rivers, creeks, and runs. Steep wooded hillsides flank the narrow valleys.

The scarcity of extant historic resources dating to before the turn of the 20th century (that had not yet been surveyed) was notable during the field survey. Only 16, or 11%, of the resources surveyed pre-dated the 20th century. The earliest date of ca. 1850 belongs a farm property BX-0482, and other mid-19th century dates belong to three Braxton County church cemeteries.

The majority of resources surveyed were residential. Including houses, farmhouses, and apartment buildings, 114 surveyed resources, or 76%, are residential. Included among the remaining 24% that are not residential, 13 resources are churches; six are commercial buildings; five are districts; and three are cemeteries. Of the residential resources, 26 are Side Gable Cottages; 19 are Ranches; 14 are Gabled Ells; 14 are Gable Fronts; and 10 are Bungalows. A majority of the residential resources surveyed in Braxton County are only one-story or one-and-a-half-stories tall, including examples of all of the types listed above. Very few of the residential resources surveyed represented high style architecture, with the exceptions being a few Colonial Revival, Queen Anne, and Tudor Revival buildings. Examples of common house types are shown below. BX-0398 is a one-story frame side gable cottage from ca. 1920, which is located at the crossroads of the small village of Newville (**Photograph 1**). The ca. 1965 hipped roof ranch house identified as BX-505 is sited along the Elk River (**Photograph 2**). BX-0460 is a dormer front Craftsman Style Bungalow from ca. 1920 that may be eligible for NRHP listing under Criterion C (**Photograph 3**).



Photograph 1. BX-0398 is a Side Gable Cottage



Photograph 2. BX-0505 is a Ranch



Photograph 3. BX-0460 is a Craftsman Style Bungalow

The Braxton County historic resources survey has identified a number of resources which retain integrity and have potential significance under NRHP Criteria A and/or C. They have been noted for additional research to evaluate whether NRHP eligibility is appropriate (see Table 1). Among these resources are houses and farms, two motel complexes, a dam, and three potential historic districts. The farm BX-0403 has a ca. 1915 farmhouse and a varied selection of agricultural outbuildings that are sited in a narrow valley along Bens Run (**Photograph 4**); it may be eligible under Criterion A for Agriculture. The Burnsville Lake Dam BX-0537 is included as a potential historic resource both for its engineering importance as flood control infrastructure and for its role in profoundly reshaping land use in northeastern Braxton County (**Photograph 5**).



Photograph 4. Potentially eligible farm BX-0403



Photograph 5. Potentially eligible dam BX-0537

The Laurel Court Motel and Chalets complex is located along WV Highway 4 midway between Flatwoods and Sutton. The first phase of the complex (BX-0451 **Photograph 6**) includes the International Style motel office and long rectangular plan motel buildings that were constructed

of concrete block in the early 1950s. The second phase of the complex (BX-0452 **Photograph 7**) is represented by at least five individual A-Frame chalet units that were constructed in the early 1960s. Both phases represent intact and characteristic examples of mid-20th century highway-oriented motel architecture.



Photograph 6. Potentially eligible motel BX-0451



Photograph 7. Potentially eligible motel BX-0452

Five districts were identified as part of the Braxton County survey. The districts of Newville BX-0397 and Frametown BX-0532 were found to lack integrity, but the districts of Heaters BX-0411 and Little Otter BX-0453 have potential significance under Criteria A and/or C. Heaters is a small community located at a stop along the former Baltimore & Ohio Railroad that includes the previously surveyed Libby's Lunch No. 64 building (BX-0001-0064) as well as another commercial building, a civic building, and several residences (**Photograph 8**). The small community of Little Otter includes residences, an industrial building, a former service station, and the previously surveyed Little Otter United Methodist Church (BX-0001-0021) (**Photograph 9**).



Photograph 8. Heaters District BX-0411



Photograph 9. Little Otter District BX-0453

The fifth district under consideration is the Bulltown Historic Area District BX-0492, which is recommended for consideration because it represents the efforts in the early 1970s of the United States Army Corps of Engineers to save and interpret historic structures that otherwise would have been lost as part of the Burnsville Lake and Dam Project. At the center of the site is the NRHP-listed Cunningham House and Outbuildings property (84003510 **Photograph 10**). Other log buildings—including St. Michael's Church, the Fleming House, the Johnson House, and the McCauley Barn—were moved to the site and reconstructed. Additionally, the historic area includes an NRHP-listed section of the former Weston and Gauley Bridge Turnpike (98001430) and the Bulltown Civil War Battlefield. Consideration of the district as having significance under Criterion A for its educational and/or recreational value would need to address the Criteria Considerations for moved properties and for properties under fifty years old as the creation and interpretation of the historic area extended beyond its start in the early to mid-1970s.



Photograph 10. Bulltown Historic Area District BX-0492



Photograph 11. Bulltown Historic Area District BX-0492

4.0 SUMMARY

Markosky undertook a reconnaissance level survey of previously undocumented historic resources that are 45 years old or older within Braxton County from June 1st through 4th. The survey is the fourth installment of the multi-county project, the Historic Resources Survey of Tyler, Ritchie, Gilmer, Braxton, and Doddridge Counties, and it was conducted on behalf of the WV SHPO. The survey resulted in the identification of 150 newly recorded historic resources: BX-0390 through BX-0537, as well as cemeteries 46BX136, 46BX137, and 46BX138.

The county seat of Sutton and incorporated communities were excluded from the survey in favor of compiling a collection of newly surveyed resources that characterizes the rural, hilly, and heavily wooded areas in Braxton County that lie outside of these centers. Of the 150 historic resources surveyed, 114 or 76% were residential buildings. The vast majority of resources—134 or 89%—date from the 20th century. Among the most commonly seen building types were side gable cottages and ranches.

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