



Final Historic Resources Survey of Ritchie County Ritchie 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 Ritchie 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 151 previously unrecorded resources in the county.

Of the 151 historic resources surveyed, residential resources were in the majority with 73 houses and 50 farms (with farmhouses) combining to make up more than 80% of the survey. More than half of the resources (58%) dated to the 19th century ranging from ca. 1830 to ca. 1890. Just under 25% of the surveyed resources were recommended for further research to determine whether they were eligible for NRHP listing under Criterion A for their association with agriculture, commerce, or education within Ritchie County or under Criterion C for their architectural merit. No new historic districts were identified.

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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 Ritchie 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 Ritchie 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 Ritchie County was undertaken from October 21st through 24th of 2019 by architectural historian Elizabeth Williams accompanied by staff archaeologist and GIS technician Sarah Baughman. 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 final 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 RITCHIE COUNTY HISTORIC CONTEXT

Ritchie County is located in the northwestern portion of West Virginia within the Ohio River Valley. The county was traversed by early stagecoach routes, which opened the area to settlement. In the mid-19th century the discovery of oil throughout the county and the subsequent construction of the Parkersburg Branch of the Baltimore and Ohio (B&O) Railroad led to further industrial and residential development within the county. The county's main drainage consists of the North and South Forks of the Hughes River and its tributaries, which create the narrow but fertile valleys in the county.

The earliest Euro-American explorers came to the region of modern day Ritchie County from Clarksburg around 1772. Jesse and Elias Hughes traveled to the Little Kanawha River and explored and named its tributaries including the Hughes River. Eventually the frontiersmen reached Parkersburg on the Ohio River, and their journey effectively opened the Little Kanawha and Hughes River valleys to more permanent settlement (Lowther 1911:1-4) (**Figure 1**) (Reid 1796).

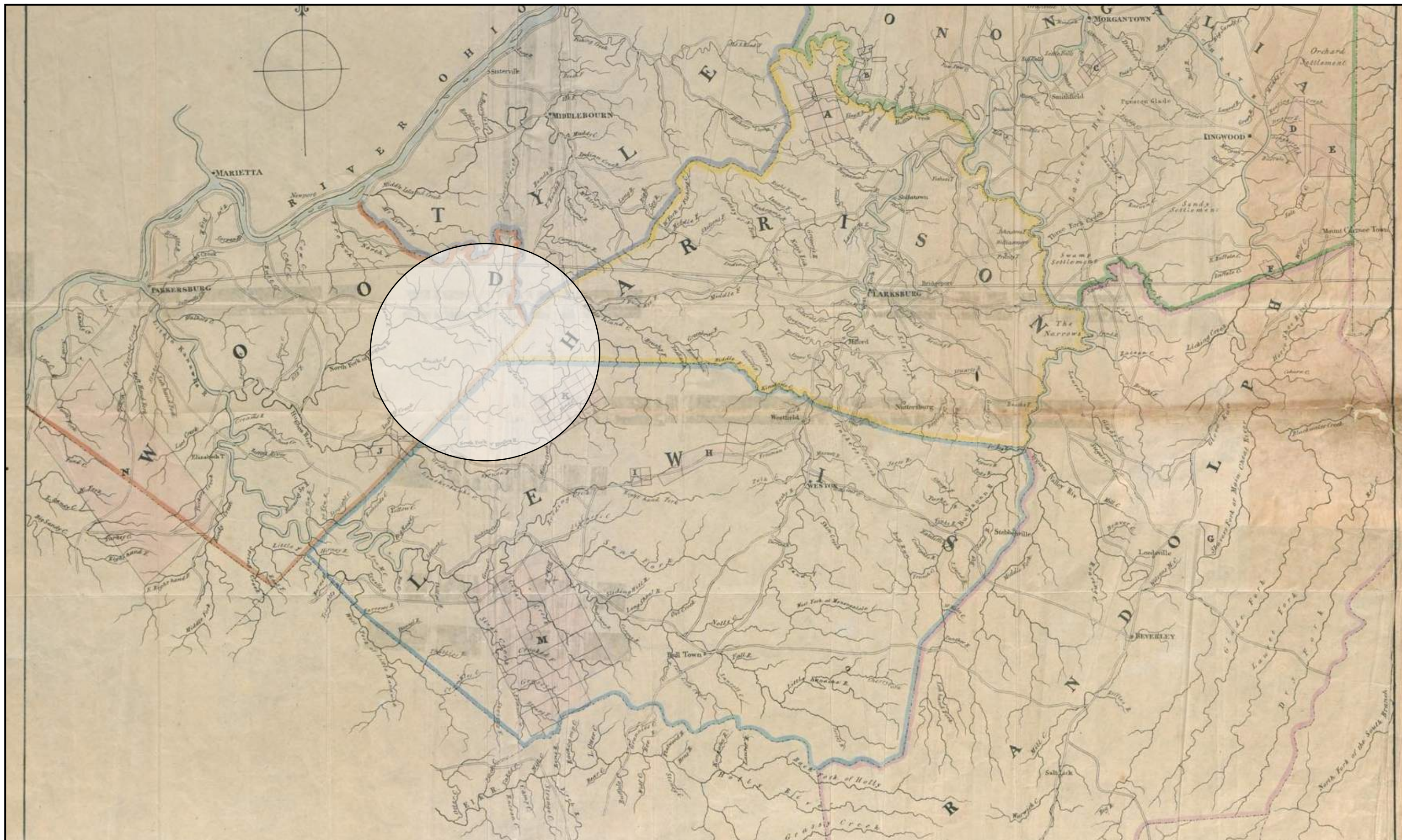
Meaningful settlement in Ritchie County began around the turn of the 19th century and was aided by the creation of the old state road, which was the earliest alignment of the Northwestern Turnpike (modern day Route 50). The community of Pennsboro was established along this route around 1800 and platted as a town in 1820. Cabins and stagecoach stops were built in proximity to the old state road. The Old Stone House, also known as the Webster-Martin-Ireland House, was constructed along the route in 1810 (Lowther 1911:23). During the early 19th century the state road was the primary route through the county and settlements were largely confined to the road or along the crude paths that were cut off of it. Harrisville, located in the center of Ritchie County, was settled around 1803. Other early settlements were established along the Hughes River and its tributaries, and settlers primarily came from southwestern Pennsylvania, the Shenandoah Valley, and the ridge and valley region of the Allegheny Mountain front. The majority of settlers were of Scots-Irish or German descent (Lowther 1911:390; Critchley and Boger 2011:53).

Settlement continued slowly within the county in the first decades of the 19th century. An 1816 map shows Harrison, Wood, and Lewis Counties from which Ritchie County was later formed (**Figure 2**) (Jobbins 1816). The construction of the two major stagecoach routes across the Appalachian Mountains and through Ritchie County furthered settlement and development. The Internal Improvement Act of 1816 and the Turnpike Act of 1817 authorized the financing and organization of canal and turnpike companies in Virginia (Sturm 2010b). Viable routes across the Appalachian Mountains and further to the Ohio River were vital in order to link eastern and western Virginia and also for the state to remain competitive with Pennsylvania which by this time already had its own interstate stagecoach roads (Sturm 2010b).



○ Approximate location of Ritchie County

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



○ Approximate location of Ritchie County

Figure 2. 1816 map of the counties that formed Ritchie County (Jobbins 1816)

The Staunton to Parkersburg Turnpike was chartered in 1817 with the original western terminus of the road proposed for Sistersville in Tyler County. The charter was amended in 1826 and the western terminus was moved to Parkersburg in Wood County. The proposed turnpike had an eastern terminus in Staunton, Virginia and traveled through the southern extent of Ritchie County (Strum 2010b). The Northwestern Turnpike was chartered in 1827 to connect Winchester, Virginia to Parkersburg and roughly followed the old state road through northern Ritchie County. Immediately after construction began, these two early turnpikes became competitors with the figurative finish line at the Ohio River in Parkersburg. The construction of the Staunton to Parkersburg Turnpike faced challenges immediately after ground was broken in 1831 due to financing and the extremely remote route of the turnpike through Virginia. The turnpike was placed under the control of the Board of Public Works in 1841 and the route eventually reached Parkersburg in 1847 (Strum 2010b).

The Northwestern Turnpike by comparison had a much easier path to completion. The turnpike was able to avoid financial troubles as it was constructed under the supervision of a state board of directors. It was also constructed largely within the existing right-of-way of the old stagecoach route and was completed in 1838 (Strum 2010a). Due to its location in the northern portion of Virginia, the eastern terminus of the Northwestern Turnpike was linked to Baltimore rather than Richmond in eastern Virginia. This led to less reliance on the political centers of tidewater Virginia by western Virginians and contributed to the Unionist leanings in the area during the Civil War (Strum 2010a). The construction of both turnpikes through Ritchie County led to a rise in population and magnified the need for a more centrally located courthouse for residents of the Hughes River Valley. As a result, Ritchie County was formed in 1843 with Harrisville as the county seat (Callahan 1923:186; Hendricks 2013; Stealey 2001:64).

The economy of Ritchie County shifted beginning in the middle of the 19th century with the discovery of a large vein of natural asphalt near Macfarlan Creek in the southwestern portion of the county. The Ritchie Mines were the only asphalt mine in what would become West Virginia, and the asphalt from the mines was used to pave streets in Washington D.C. and London (Bartlett 2010). The presence of the mine, in addition to the interests of farmers in Ritchie County and greater western Virginia, prompted the push for a reliable railroad system to serve the area and transport these natural resources. The mainline of the B&O Railroad from Baltimore to Wheeling was completed in 1852; marked the first trans-Appalachian railroad in the country; and provided an important connection to the Ohio River for the mid-Atlantic region. Northern and central Virginia was not served by the mainline, and calls for a railroad system in northwestern Virginia came in the early 1850s from larger cities like Clarksburg and Parkersburg, where entrepreneurs were eager to capitalize on the natural resources in the area (Past and Present Consultants 1998:2). The Northwestern Virginia Railroad was incorporated in 1851 and was completed from Grafton in Taylor County to Parkersburg in 1856. The line included an impressive 23 tunnels that were needed to navigate the upland and hilly terrain (Past and Present Consultants 1998:2).

During construction of the Northwestern Virginia Railroad, large reserves of lubricating oil were discovered along Oil Spring Run in western Ritchie County. In 1857 a railroad station was built



where Oil Spring Run flows into Goose Creek, and the community that grew around the station was appropriately named Petroleum (Allen and Matchen 2017). Many other communities established in the early-to-mid-19th century and in proximity to the railroad saw growth including Tollgate, Pennsboro, Ellenboro, Cornwallis, and Cairo, and each had its own station (Louther 1911:435). Oil and gas extraction occurred within the county in the areas of Cornwallis, Cairo, and Auburn around 1860 and quickly became the principal economy in Ritchie County. The construction of the Northwestern Virginia Railroad, in addition to the established turnpikes, led to less of a reliance on Virginia's capitol in Richmond, as farmers and oil and natural gas speculators had access to markets to the west along the Ohio River.

The disconnect between western and eastern Virginia was as old as Virginia itself. The tensions 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 2019a). 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 2019a; 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 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 2019a).

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 3**) (Baublitz 2019; WVDACH 2019a; Nicholson 1864).



The Northwestern Virginia Railroad proved to be a strategic right-of-way during the Civil War for the transport of Union troops from Ohio to points in the eastern United States. Shortly after the close of the Civil War in 1865, the railroad was bought by the B&O Railroad at a foreclosure sale (Robie 2014a). The Northwestern Virginia Railroad became the Parkersburg Branch of the B&O, and the acquisition by the prominent railroad helped to contribute to the continued growth in Ritchie County of the communities located in proximity to the rail line. The railroad is illustrated in an 1873 atlas of Ritchie County and neighboring counties (**Figure 4**) (White 1873). Large portions of the county were still not served by the Parkersburg Branch or the existing road network during the later decades of the 19th century. As a result, smaller scale railroads and branch lines were needed to access the more remote parts of the county (Past and Present Consultants 1998:2). In 1865, a narrow gauge railroad, which was built to serve the Ritchie Mines, ran south from Cairo to Macfarlan. The line was later extended and became the Cairo and Kanawha Valley Railroad, nicknamed the Calico Railroad. The railroad carried passengers until 1877, when it was shuttered. The line was reopened during the oil boom in Ritchie County in the late 19th century (Bartlett 2010; Past and Present Consultants 1998:3).

The Pennsboro and Harrisville Railroad began as a horse-drawn train for lumbering and was incorporated in 1873 (Hensley 2014). The railroad provided Harrisville with an important link to the B&O Railroad at Pennsboro, and the town relied on the line for passenger service and to transport mail and other goods. After a decline in the logging industry in the first years of the 20th century, the railroad was reorganized as the Lorama Railroad (Past and Present Consultants 1998:3; Hensley 2014). The Harrisville Southern Railroad was organized in 1905 but not completed until 1915. It provided passenger and freight service from Harrisville to Cornwallis. The culverts and abutments throughout the now abandoned line exhibit the fine craftsmanship of the Italian stonemasons who worked on the construction on the railroad (Past and Present Consultants 1998:3).

The oil industry in Ritchie County and statewide reached its peak in the early 20th century. In 1908, West Virginia was the largest natural gas producer in the country (Allen and Matchen 2017). Pennsboro by this time had become the most important commercial center between Clarksburg and Parkersburg. The town was a busy passenger stop because of its junction of the B&O with the Pennsboro and Harrisville Railroad. Pennsboro was also an important social center in the county and held the first county fair in West Virginia (Robie 2014b). A birds-eye-view illustration from 1899 shows the layout of the town with commercial buildings in proximity to the railroad and dwellings scattered to the north (**Figure 5**) (Moyer and Fowler 1899). A scene from Pennsboro around 1915 shows residents gathering in town around the B&O tracks (**Figure 6**) (Robie 2014b). Tollgate was also a strategic stop on the B&O due to the Tollgate Line Yard, a pipe yard owned by the Hope Natural Gas Company. After the oil and gas boom tapered off in the 1920s, Tollgate transitioned back to a sleepy roadside community (Robie 2014b).

During the 1920s, all of the smaller railroads in Ritchie County folded due to improvements to and construction of roads throughout the county. The last trains to run on the Harrisville

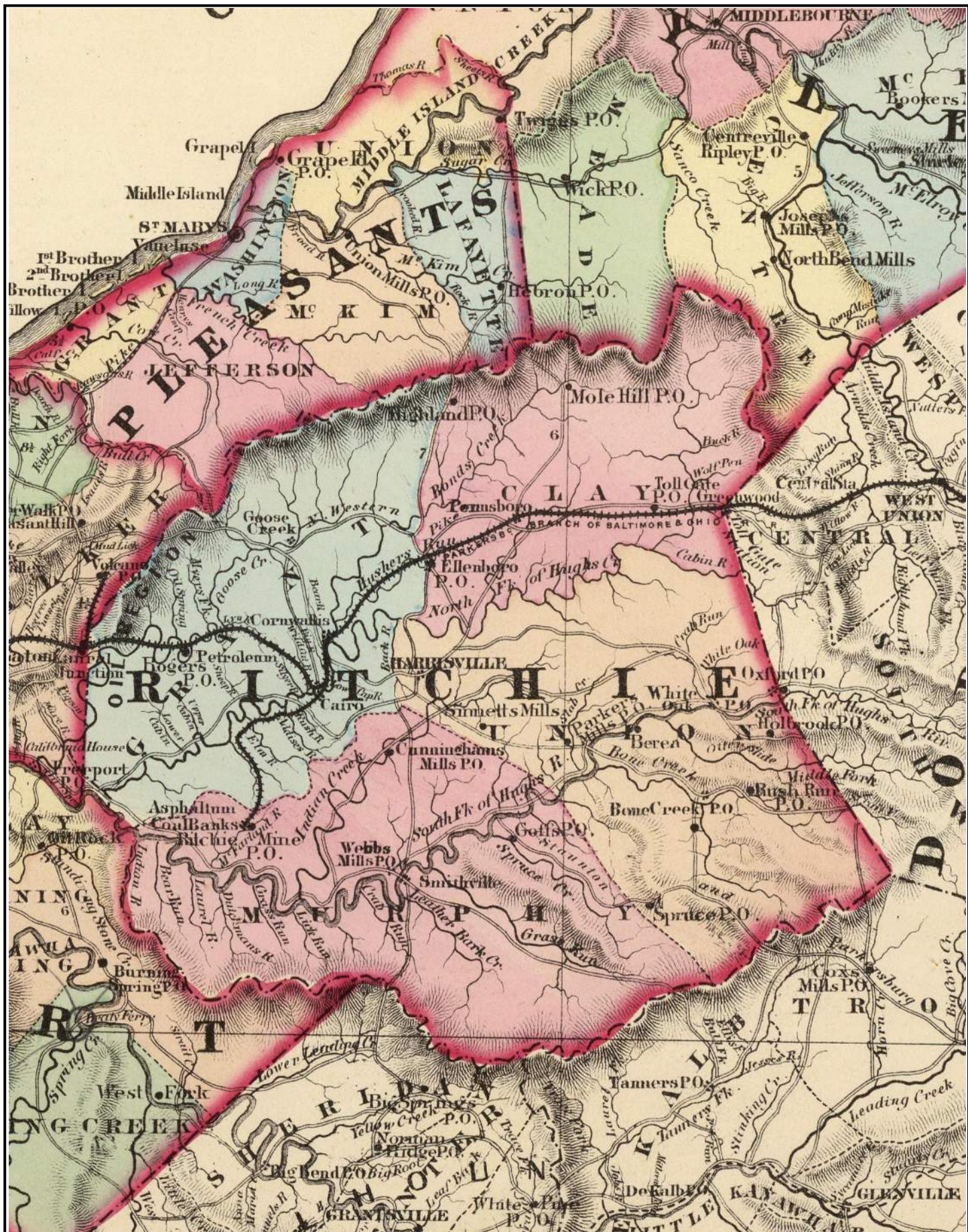


Figure 4. Map of Ritchie County in 1873 (White 1873)



DRAWN BY T.M. FOWLER, MORRISVILLE, PA.

PUBLISHED BY T.M. FOWLER & JAMES B. MOYER.

- 1. PUBLIC SCHOOL.
- 2. B. & O. R. STATION.
- 3. MASONIC HALL.
- 4. K. O. P. BUILDING.
- 5. McCULLOUGH HOUSE.
- 6. THE STORE.
- 7. BROWN.
- 8. COLLINS CO. PLANING MILL.
- 9. HAMBALL TYLER & CO. STAVE FACTORY.

- 10. CARTER OIL CO.
- 11. McCULLOUGH MARBLE WORKS.
- 12. PENNSBORO TANNERY.
- 13. LOUGH BROS. BRICK YARD.
- 14. UNITED BRETHREN.
- 15. METHODIST E.
- 16. ---PROT.
- 17. CATHOLIC.
- 18. PRESBYTERIAN.

CHURCHES.

PENNSBORO,

WEST VIRGINIA
1899.

73-693113

63894
P4A3
1899
F6
Fow 63

Figure 5. Birds-eye view of Pennsboro in 1899 (Moyer and Fowler 1899)



Figure 6. Scene from Pennsboro along the B&O Railroad ca. 1915 (Robie 2014b)

Southern Railroad were hauling sand and gravel for road construction. The closing of the railroads and the tapering of oil and natural gas extraction in the county marked the end of an industrial era in Ritchie County. Agriculture once again became the principle economy; however, other more specialized industries thrived as the county entered the mid-20th century.

The abundance of glass sand and natural gas made West Virginia and Ritchie County an ideal area for glass making and, in Ritchie County specifically, marble manufacturing. During the 1930s and 1940s, Ritchie County was home to three of the largest marble manufacturers in the country: Heaton Agate in Cairo, Champion Glass in Pennsboro, and Mid-Atlantic of West Virginia in Ellenboro (Long 2010). Following the end of World War II, garment manufacturing became a profitable industry in Ritchie County. The Myles Garment Company opened a factory in Pennsboro and eventually had a second factory in Pennsboro as well as one in Cairo and three in Harrisville. The Harrisville Garment Company also had success in the mid-20th century (Critchely and Boger 2011). The success of both the marble and garment industries in Ritchie County waned by the 1970s and into the 1980s due to foreign competition (Zelenko 1987).

The Parkersburg Branch was acquired by Amtrak in 1971 and continued to provide limited passenger service until service was eliminated completely in 1985. The line was acquired by CSX Transportation and then abandoned in 1988 (West Virginia State Parks 2019). West Virginia bought the railroad corridor in hopes to convert the line into a recreational trail system. The North Bend Trail was created as a result and includes 72 miles of trails for hiking, biking, and horseback riding, with a large portion of the trail traveling through Ritchie County (West Virginia State Parks 2019).

More recently, the natural gas industry has reemerged, specifically in the northern portion of Ritchie County, due to advancements in drilling and extraction technology (Allen and Matchen 2017; Matchen and Calwell 2012). Ritchie County is ranked number five statewide in gas production and number six statewide in oil production (Shale XP 2019). Documentation for Ritchie County records 10,200 drilled wells with 3,700 active wells as of December 2017 (Shale XP). At the turn of the 21st century, the Ritchie County population of 10,343 recorded by the 2000 census was only 55% as large as the population of 18,901 noted at Ritchie County's peak in 1900 (Chambers 2004:310). Ritchie County currently ranks as the 12th smallest county by population of West Virginia's 55 counties, with an estimated population in 2018 of just 9,721 (United States Census Bureau 2019).

3.0 FIELD SURVEY RESULTS AND GENERAL FINDINGS

Field survey of Ritchie County was undertaken from October 21st to 24th, 2019 and resulted in the identification of **151** newly recorded historic resources (Table 1). The county was surveyed generally in a circular pattern beginning in the northern portion of the county and moving to the east, south, west, and ending in the north-central section of the county. Topographic and aerial mapping were used in the field that included all of the previously recorded historic resources in Ritchie County to prevent duplicate documentation. A brief summary of the identified resources is provided below. The locations of all newly surveyed resources are identified on topographic maps located in Appendix A and the individual HPI forms are located in Appendix B.

Table 1. Newly Identified Historic Resources in Ritchie County

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0627	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0631	Farm	Classical Revival	c. 1880	Not Eligible
RT-0632	House	Colonial Revival	c. 1900	Not Eligible
RT-0633	Farm	Victorian - Folk	c. 1880	Not Eligible under Criterion C, research needed to assess under A
RT-0634	Farm	Craftsman	c. 1920	Not Eligible
RT-0635	Farm	Hall and Parlor	c. 1920	Not Eligible
RT-0636	House	Gable-Front	c. 1900	Not Eligible
RT-0637	Farm	Victorian - Folk	c. 1880	Potentially Eligible under C; research needed to assess under A
RT-0638	Farm	Victorian - Folk	c. 1880	Potentially eligible under C
RT-0639	Church	Classical Revival	c. 1890	Not Eligible
RT-0640	Farm	Queen Anne	c. 1890	Not Eligible
RT-0641	Farm	Classical Revival	c. 1880	Not Eligible
RT-0642	Church	Classical Revival	c. 1890	Not Eligible
RT-0643	Farm	Classical Revival	c. 1890	Not Eligible under C, research needed to assess under A
RT-0644	House	Queen Anne Cottage	c. 1890	Potentially eligible under C
RT-0645	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0646	House	Queen Anne	c. 1890	Not Eligible
RT-0647	Farm	Hall and Parlor	c. 1890	Not Eligible
RT-0648	House	Victorian - Folk	c. 1880	Not Eligible
RT-0649	Farm	Victorian - Folk	c. 1898	Not Eligible under C, research needed to assess under A

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0650	House	Craftsman	c. 1930	Not Eligible
RT-0651	Farm	I-House	c. 1890	Not Eligible
RT-0652	House	Pyramidal	c. 1900	Not Eligible
RT-0653	House	Queen Anne	c. 1890	Not Eligible
RT-0654	Apartment Building	Modern	c. 1955	Not Eligible
RT-0655	Community Building	Pyramidal	c. 1940	Not Eligible
RT-0656	House	Gable-Front	c. 1900	Not Eligible
RT-0657	House	Colonial Revival	c. 1900	Not Eligible
RT-0658	Church	Gable-Front	1891	Not Eligible
RT-0659	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0660	House	Minimal Traditional	c. 1940	Not Eligible
RT-0661	Church	Classical Revival	c. 1890	Not Eligible
RT-0662	Farm	Queen Anne	c. 1890	Not Eligible
RT-0663	House	Neo-Classical Revival	c. 1930	Not Eligible
RT-0664	House	Queen Anne	c. 1890	Not Eligible
RT-0665	House	Pyramidal	c. 1915	Not Eligible
RT-0666	Farm	Pyramidal	c. 1900	Not Eligible
RT-0667	Barn	Gable-Front	c. 1950	Not Eligible
RT-0668	Community Building	Modern	c. 1950	Not Eligible under C, research needed to assess under A
RT-0669	Farm	Queen Anne	c. 1910	Not Eligible
RT-0670	Farm	Queen Anne	c. 1890	Not Eligible under C, research needed to assess under A
RT-0671	House	Queen Anne	c. 1890	Not Eligible
RT-0672	Farm	Queen Anne	c. 1890	Not Eligible under C, research needed to assess under A
RT-0673	Farm	Victorian - Folk	c. 1880	Potentially eligible under C, research needed to assess under A
RT-0674	Farm	Classical Revival	c. 1890	Not Eligible under C, research needed to assess under A
RT-0675	Farm	Federal	c. 1850	Potentially eligible under C, research needed to assess under A
RT-0676	Farm	Gable-Front	c. 1900	Not Eligible under C, research needed to assess under A
RT-0677	Church	Gable-Front	1874	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0678	School	Classical Revival	c. 1880	Not Eligible under C, research needed to assess under A
RT-0679	Farm	Craftsman/Bungalow – Dormer Front	c. 1930	Not Eligible
RT-0680	House	Hall and Parlor	c. 1880	Not Eligible
RT-0681	House	Victorian - Folk	c. 1880	Not Eligible
RT-0682	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0683	Farm	Classical Revival	c. 1880	Not Eligible under C, research needed to assess under A
RT-0684	Farm	Classical Revival	c. 1880	Not Eligible
RT-0685	House	Craftsman/Bungalow – Dormer Front	c. 1930	Not Eligible
RT-0686	House	Victorian - Folk	c. 1880	Not Eligible
RT-0687	Church	Classical Revival	c. 1880	Not Eligible
RT-0688	House	Classical Revival	c. 1880	Not Eligible
RT-0689	House	I-House	c. 1880	Not Eligible
RT-0690	House	Victorian - Folk	c. 1880	Not Eligible
RT-0691	House	Victorian - Folk	c. 1880	Not Eligible
RT-0692	House	Victorian - Folk	c. 1880	Not Eligible
RT-0693	House	Hall and Parlor	c. 1915	Not Eligible
RT-0694	House	Craftsman/Bungalow – Dormer Front	c. 1930	Not Eligible
RT-0695	Church	Romanesque Revival	c. 1940	Not Eligible
RT-0696	House	I-House	c. 1880	Not Eligible
RT-0697	Farm	Gable-Front	c. 1915	Not Eligible
RT-0698	Farm	Pyramidal	c. 1880	Not Eligible
RT-0699	House	Colonial Revival	c. 1900	Not Eligible
RT-0700	House	Colonial Revival	c. 1910	Not Eligible
RT-0701	House	Queen Anne Cottage	c. 1910	Not Eligible
RT-0702	House	Victorian - Folk	c. 1910	Not Eligible
RT-0703	House	Queen Anne	c. 1910	Not Eligible
RT-0704	House	Queen Anne	c. 1910	Not Eligible
RT-0705	Farm	Queen Anne	c. 1910	Not Eligible under C, research needed to assess under A
RT-0706	House	Victorian - Folk	c. 1880	Not Eligible
RT-0707	Farm	Colonial Revival	c. 1880	Not Eligible under C, research needed to assess under A
RT-0708	House	Victorian - Folk	c. 1880	Not Eligible
RT-0709	House	Gothic Revival	c. 1880	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0710	Commercial Building	Classical Revival	c. 1880	Not Eligible under C, research needed to assess under A
RT-0711	Community Building	Modern	c. 1950	Not Eligible under C, research needed to assess under A
RT-0712	Farm	Federal	c. 1860	Not Eligible
RT-0713	House	I-House	c. 1880	Not Eligible
RT-0714	Farm	Victorian - Folk	c. 1880	Not Eligible under C, research needed to assess under A
RT-0715	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0716	House	Hall and Parlor	c. 1880	Not Eligible
RT-0717	House	Hall and Parlor	c. 1880	Potentially Eligible under C, research needed to assess under A
RT-0718	Farm	I-House	c. 1890	Not Eligible under C, research needed to assess under A
RT-0719	House	Colonial Revival	c. 1900	Not Eligible
RT-0720	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0721	Church	Gable-Front	c. 1890	Not Eligible
RT-0722	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0723	House	Gabled-Ell	c. 1890	Not Eligible
RT-0724	House	Classical Revival	c. 1880	Not Eligible
RT-0725	Commercial Building	Classical Revival	c. 1910	Not Eligible under C, research needed to assess under A
RT-0726	House	Colonial Revival	c. 1900	Not Eligible
RT-0727	Church	Gable-Front	c. 1886	Not Eligible
RT-0728	House	Craftsman/Bungalow – Gable Front	c. 1930	Not Eligible
RT-0729	School	Classical Revival	c. 1910	Not Eligible under C, research needed to assess under A
RT-0730	House	Victorian - Folk	c. 1880	Not Eligible
RT-0731	Commercial Building	Commercial	c. 1970	Not Eligible
RT-0732	House	Craftsman/Bungalow – Dormer Front	c. 1915	Not Eligible
RT-0733	Industrial Building	Other	c. 1970	Not Eligible
RT-0734	House	Victorian - Folk	c. 1880	Potentially Eligible under C
RT-0735	House	Victorian - Folk	c. 1880	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0736	House	Victorian - Folk	c. 1880	Not Eligible
RT-0737	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0738	Commercial Building	Gable-Front	c. 1920	Potentially Eligible under C, research needed to assess under A
RT-0739	Farm	Four-Square	c. 1915	Not Eligible
RT-0740	House	Double-Pile	c. 1830	Not Eligible
RT-0741	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0742	Farm	Gabled-Ell	c. 1890	Not Eligible
RT-0743	House	Queen Anne	c. 1890	Not Eligible
RT-0744	Farm	Victorian - Folk	c. 1880	Potentially Eligible under C, research needed to assess under A
RT-0745	Farm	Colonial Revival	c. 1900	Not Eligible
RT-0746	Industrial Complex	Other	c. 1940	Not Eligible under C, research needed to assess under A
RT-0747	Farm	Victorian - Folk	c. 1880	Potentially Eligible under C, research needed to assess under A
RT-0748	House	Double-Pile	c. 1830	Not Eligible
RT-0749	Farm	Classical Revival	c. 1870	Not Eligible under C, research needed to assess under A
RT-0750	House	Gothic Revival	c. 1860	Potentially Eligible under C
RT-0751	House	Gabled-Ell	c. 1900	Not Eligible
RT-0752	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0753	House	Victorian - Folk	c. 1880	Not Eligible
RT-0754	Church	Classical Revival	1889	Not Eligible
RT-0755	School	Gable-Front	c. 1880	Not Eligible under C, research needed to assess under A
RT-0756	House	Victorian - Folk	c. 1880	Not Eligible
RT-0757	House	Craftsman/Bungalow – Dormer Front	c. 1930	Not Eligible
RT-0758	Farm	I-House	c. 1890	Not Eligible under C, research needed to assess under A
RT-0759	House	Colonial Revival	c. 1900	Not Eligible
RT-0760	House	Modern	c. 1970	Not Eligible
RT-0761	House	Colonial Revival	c. 1900	Not Eligible
RT-0762	House	Victorian - Folk	c. 1880	Not Eligible
RT-0763	House	Queen Anne	c. 1890	Not Eligible

HPI Site Number	Type	Style/Form	Date	Recommended NR Eligibility
RT-0764	House	Double-Pile	c. 1830	Potentially Eligible under C
RT-0765	House	Classical Revival	c. 1870	Not Eligible
RT-0766	Farm	Federal	c. 1860	Not Eligible under C, research needed to assess under A
RT-0767	Railroad Related	Gable-Front	c. 1860	Not Eligible under C, research needed to assess under A
RT-0768	School	Classical Revival	c. 1920	Not Eligible under C, research needed to assess under A
RT-0769	House	I-House	c. 1890	Not Eligible
RT-0770	House	Four-Square	c. 1915	Not Eligible
RT-0771	House	Gabled-Ell	c. 1890	Not Eligible
RT-0772	Commercial Building	Craftsman	c. 1930	Not Eligible under C, research needed to assess under A
RT-0773	Farm	Victorian - Folk	c. 1880	Not Eligible
RT-0774	House	Cape Cod	c. 1940	Not Eligible
RT-0775	House	Hall and Parlor	c. 1915	Not Eligible
RT-0776	House	Victorian - Folk	c. 1915	Not Eligible
RT-0777	House	Colonial Revival	c. 1900	Not Eligible
RT-0778	House	Four-Square	c. 1915	Not Eligible
RT-0794	House	Craftsman	c. 1930	Not Eligible
46RT180	Cemetery	Funerary	c. 1890	Not Eligible

The overwhelming majority of newly recorded historic resources were residential in nature, at least in part, with 73 houses and 50 farms making up more than 80% of the survey. More than half of the resources (58%) dated to the nineteenth century with estimated construction dates as early as ca. 1830. Another third (34%) dated to the early 20th century ranging from 1900 through 1930, and 8% dated from ca. 1940 through ca. 1970.

Generally, the majority of the newly recorded historic resources are dwellings that date to the late-19th century. Though many retain historic era siding (generally weatherboard), windows, or decorative ornament, common alterations include the presence of replacement siding (vinyl and aluminum), roof materials, and windows. In some cases there were alterations to original window openings and fenestration patterns. The predominant style among the newly identified historic resources was Folk Victorian (31 resources) with some examples exhibiting ornamental details such as decorative brackets, porch posts, and gingerbread detail in gables (**Photograph 1**). Classical Revival (21 resources) houses were also prevalent, and a number of resources

still exhibit ornamental details including friezes under the roof line, cornerboards with simple capitals, and gable returns (**Photograph 2**).



Photograph 1. RT-0673, representative Folk Victorian farmhouse, facing south



Photograph 2. RT-0688, representative Classical Revival house, facing northeast

Recurring design features that were observed in Ritchie County include summer kitchens that have been attached to the rear elevation of dwellings (see RT-0643, RT-0694, RT-0703, RT-

0704, RT-0732, RT-0742, and RT-0776), and the presence of two doors on the facades of some late-19th century farmhouses (see RT-0645, RT-0691, RT-0692, RT-0707, RT-0716, RT-0718, and RT-0747) (**Photographs 3 and 4**). The doors are generally paired in the center of the façade with flanking windows. This configuration is commonly seen in Pennsylvania German farmhouses in south-central Pennsylvania and may have been brought to Ritchie County in the 19th century by settlers from that area. It was also not uncommon to find barns that featured hay hoods as evidenced on 17 of the surveyed farm properties (see RT-0640, RT-0643, RT-0668, RT-0669, RT-0672, RT-0673, RT-0675, RT-0697, RT-0698, RT-0705, RT-0707, RT-0714, RT-0718, RT-0732, RT-0744, RT-0770, and RT-0771) (**Photograph 5**).



Photograph 3. RT-0643, house altered by the attachment of the historic summer kitchen as a rear addition, facing northeast



Photograph 4. RT-0747, Folk Victorian farmhouse with two entrances, facing northwest



Photograph 5. RT-0744, frame barn with hay hood, facing southeast

Among the newly surveyed resources, 37 have been identified as having the potential to be eligible for listing on the NRHP pending further research. Some of the resources have been assessed as potentially eligible under Criterion C because of their architectural merit, including RT-0734 a Folk Victorian house in the small town of Smithville (**Photograph 6**). Many others

may be eligible under Criterion A for Agriculture as intact historic farm properties, including RT-0674 along Lynncamp Run near the eastern border of Ritchie County (**Photograph 7**). A few historic properties that may be eligible under Criterion A pending further research represent community centers, such as RT-0729 a rural school dating to ca. 1910 (**Photograph 8**).



Photograph 6. RT-0734, Folk Victorian house that is potentially eligible for NRHP listing, facing north



Photograph 7. RT-0674, potentially eligible farm complex, facing southwest



Photograph 8. RT-0729, potentially eligible school building, facing northwest

There were no newly identified and previously undocumented historic districts surveyed within Ritchie County. No new resources were surveyed that combined as a significant group of buildings, structures, sites, or spaces that relate to one another historically, architecturally, or culturally. Although small groups of resources were newly surveyed within small communities—such as Auburn and Smithville—these communities as a whole did not possess the integrity or cohesiveness to be considered a historic district. While numerous historic-era farms were surveyed, the county lacked a network of contiguous or clearly connected farmsteads that share visual, landscape, and architectural characteristics, which is necessary for an eligible rural historic district.

4.0 SUMMARY

Markosky undertook a reconnaissance level survey of previously undocumented historic resources that are 45 years old or older within Ritchie County from October 21st to 24th. The survey is the second 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 151 newly recorded historic resources.

Of the 151 historic resources surveyed, residential resources were in the majority with 73 houses and 50 farms (with farmhouses) combining to make up more than 80% of the survey. More than half of the resources (58%) dated to the 19th century ranging from ca. 1830 to ca. 1890. Just under 25% of the surveyed resources were recommended for further research to determine whether they were eligible for NRHP listing under Criterion A for their association with agriculture, commerce, or education within Ritchie County or under Criterion C for their architectural merit. No new historic districts were identified.

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