

VLR-3/21/72

NRHP 9/14/72

Form 10-300  
(July 1969)UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: VIRGINIA	
COUNTY: CUMBERLAND & GOOCHLAND	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME				
COMMON: CARTERSVILLE BRIDGE				
AND/OR HISTORIC: CARTERSVILLE BRIDGE				
2. LOCATION				
STREET AND NUMBER: Route 45 over the James River				
CITY OR TOWN: Cartersville vicinity (Watkins M. Abbitt, Fourth District Congressman) (William Lloyd Scott, Eighth District Congressman)				
STATE Virginia	CODE 51	COUNTY Cumberland & Goochland	CODE 049	DATE 5/72
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District	<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	Public Acquisition:	<input checked="" type="checkbox"/> Occupied
<input type="checkbox"/> Site	<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Unoccupied
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> Being Considered	<input type="checkbox"/> Preservation work in progress	<input checked="" type="checkbox"/> Restricted
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural	<input checked="" type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		
4. OWNER OF PROPERTY Douglas B. Fugate, Commissioner				
OWNER'S NAME: Virginia Department of Highways - Cartersville Bridge Association				
STREET AND NUMBER: 1401 E. Broad Street Route 1, Box 77				
CITY OR TOWN: Richmond	STATE: Virginia	CODE 51	VIRGINIA	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Department of Highways				
STREET AND NUMBER: 1401 E. Broad Street				
CITY OR TOWN: Richmond	STATE: Virginia	CODE 51	CUMBERLAND GOOCHLAND	
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY: State of Virginia Survey-Historic American Engineering Record				
DATE OF SURVEY: 1970	<input checked="" type="checkbox"/> Federal	<input type="checkbox"/> State	<input type="checkbox"/> County	<input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS: Library of Congress				
STREET AND NUMBER: Washington				
CITY OR TOWN: Washington	STATE: D.C.	VIRGINIA		

SEE INSTRUCTIONS

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Cartersville Bridge superstructure survives as a rare example of composite bridge construction. The superstructure is composed of heavy timber members with cast-iron connections arranged to form a truss configuration based on the Pratt truss. The original floor beams of the superstructure, which were apparently of wrought iron, were replaced in 1955 by the State Highway Department with ones of rolled steel. The present roadway is surfaced with timber and measures thirteen feet clear. The bridge itself is composed of six spans with an end-to-end length of 843 feet. Each span is approximately 20 feet high and 137 feet in length except for the third span from the south which is 159 feet long. The superstructure rests on five stone piers and two stone abutments which survive from the first Cartersville bridge, erected in 1822. The piers are a mixture of rough cut ashlar and rubble and stand approximately 25 feet above normal water level.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian |  16th Century |  18th Century |  20th Century  
 15th Century |  17th Century |  19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1822, 1842, 1883

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric    | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi-             | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry               | losophy  | _____                                    |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention              | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape              | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input type="checkbox"/> Art            | Architecture                                    | <input type="checkbox"/> Social/Human-             | _____                                    |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Literature             | itarian  | _____                                    |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military               | <input type="checkbox"/> Theater                   | _____                                    |
| <input type="checkbox"/> Conservation   | <input type="checkbox"/> Music                  | <input checked="" type="checkbox"/> Transportation | _____                                    |

STATEMENT OF SIGNIFICANCE

The Cartersville Bridge survives as the last major timber bridge across the James River. The framing is used in conjunction with cast-iron connections, making the bridge a rare example of composite construction. This unusual superstructure, together with its stone piers and abutments put up in 1822 to support the first Cartersville Bridge, make the present bridge an important engineering landmark.

The first bridge across the James River between Pemberton and Cartersville was built by the Cartersville Bridge Company, a private corporation, chartered in 1819. This first bridge was a wooden covered bridge and the contractor for it was David Scott of Maryland. The contract between Scott and the Cartersville bridge Company was signed July 19, 1820. Construction was to begin September 1, 1820, and to be completed December 25, 1821. Amendments to the original contractual agreement were made on May 31, 1821 and December 13, 1821 for additional work on the bridge. The final cost of construction was estimated by the company to be approximately \$24,000.00.

This first bridge apparently was not well built. William Bolling noted in his diary on September 8, 1827: "The 3rd arch from the Goochland side broke in on the 1st inst. and Mrs. F. B. Deane, Jr., had a providential escape, having entered the Bridge in a carriage was warned back by Mr. Zachariah Taylor (the keeper) and whilst crossing the Ferry it broke in." Bolling visited the bridge the next day and stated: "Walked on and examined the Bridge with Mr. Utz and found all the arches giving way, and sooner or later will in my opinion fall in - a more infamous piece of work I never saw."

More trouble occurred within twenty years after the original construction when the superstructure either collapsed or was destroyed. A report submitted by Claudius Crozet, Principal Engineer of the Virginia Board of Public Works provides an excellent description of the rebuilding of the bridge in 1841 and also suggests several reasons that the bridge might have collapsed. It is apparent from this report and engineer survey that the majority of the superstructure of the bridge was rebuilt in 1841 and 1842. Joseph N. Carrington, contractor for the second bridge, signed a contract with the Cartersville Bridge Company on March 12, 1842. It is believed, however, that Mr. Carrington died before the work was completed.

The second bridge collapsed or was destroyed a number of years later and was not rebuilt until 1883. During the interim years a ferry was maintained between Cartersville and Pemberton by the James River and Kanawha Canal Company. This ferry was in operation as early as 1841 and is mentioned in the Crozet report. The operation of the ferry was transferred to

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See continuation page 1.

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(Continuation Sheet)

1.

(Number all entries)

8.

the Richmond & Allegheny Railroad Company at an undertermined date. In 1873, the R. & A. contracted with the counties of Goochland and Cumberland to re-build the bridge superstructure with combination iron and wood to be built on the original piers and abutments. This third bridge was completed in 1884.

9.

Contract: Cartersville Bridge Company with David Scott, Maryland, Contractor. Dated 19 July, 1820; amended, 31 May, 1821 and 13 December, 1821. (1823 Report to the Virginia Board of Public Works by Cartersville Bridge Company. Uncatalogued collection, Virginia State Archives).

Crozet, Claudius, 1841 Report to the Virginia Board of Public Works. Uncatalogued collection, Virginia State Archives.

Measured Drawings, Commonwealth of Virginia Department of Highways Proposed Repairs to Bridge over James River at Cartersville (July 6, 1954), 6 sheets.

Virginia Magazine of History and Biography, XLIV (Oct. 1936), 325.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		37 ° 40 ' 10 "	78 ° 05 ' 13 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Less than 10 acres.**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:  
**VIRGINIA HISTORIC LANDMARKS COMMISSION STAFF**

ORGANIZATION: **VIRGINIA HISTORIC LANDMARKS COMMISSION**      DATE: **February, 1972**

STREET AND NUMBER:  
**Room 1116, Ninth Street State Office Building**

CITY OR TOWN: **Richmond**      STATE: **Virginia**      CODE: **51**

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National     State     Local

Name \_\_\_\_\_  
**James W. Moody, Jr., Director**  
Title Va. Historic Landmarks Commission

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
*Chief, Office of Archeology and Historic Preservation*

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
*Keeper of The National Register*

Date \_\_\_\_\_

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

Cartersville Bridge

*(Continuation Sheet)*

STATE Virginia	
COUNTY Cumberland & Goochland	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

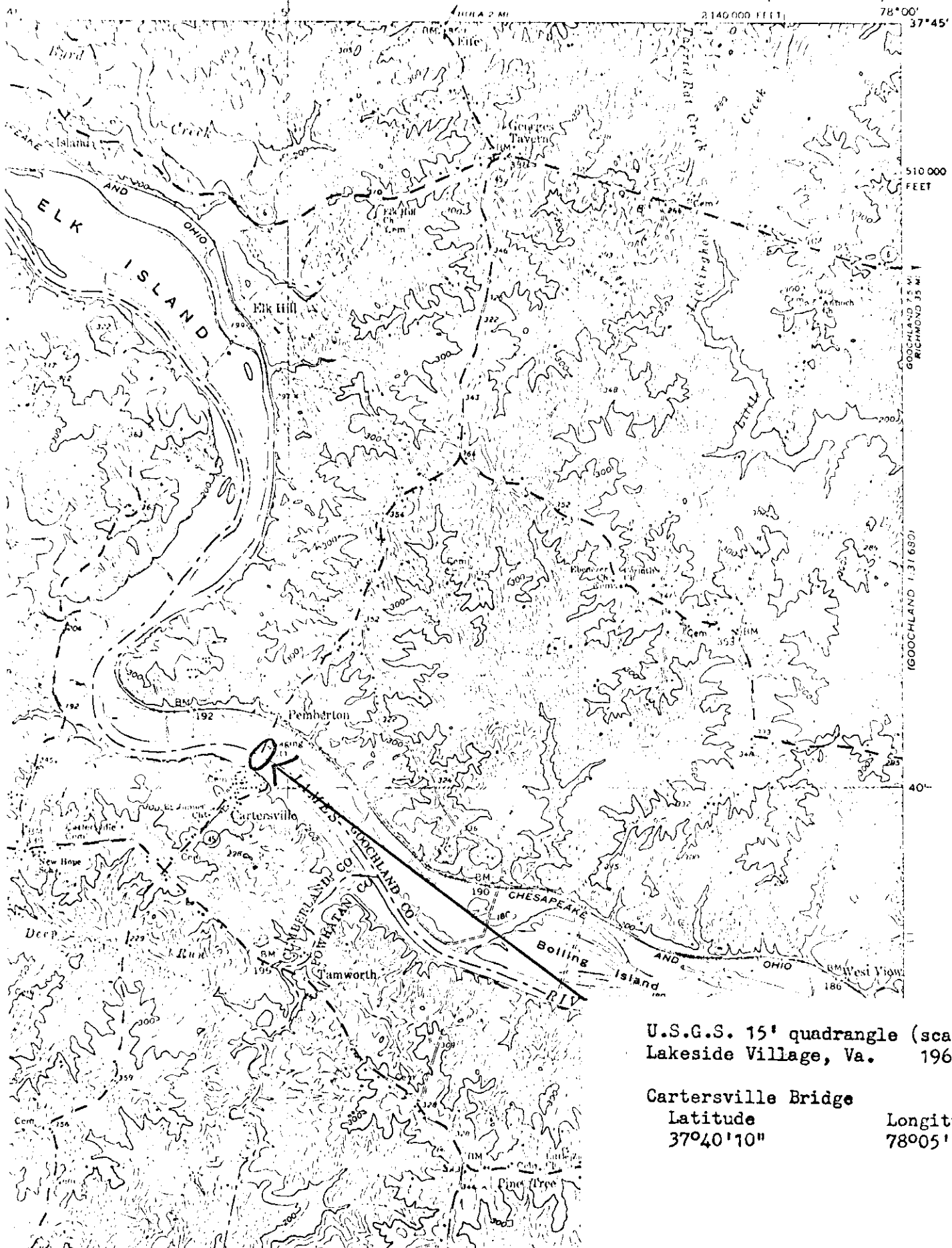
**7. DESCRIPTION**

*(Number all entries)*

The bridge was damaged by flood in June 1972. Two end spans and the stone piers remain.

LAKESIDE VILLAGE QUADRANGLE  
VIRGINIA  
15 MINUTE SERIES (TOPOGRAPHIC)

SOUTH ANNA 1:31 6801



U.S.G.S. 15' quadrangle (scale:1:62500)  
Lakeside Village, Va. 1960

Cartersville Bridge  
Latitude 37°40'10"  
Longitude 78°05'13"