

In September 1928, incorporation papers were filed and issued by the Secretary of State for the Prince Bridge Company. The company was organized for the purpose of building a highway bridge across the New River at Prince. The company was headquartered in Fayetteville. The incorporators were Frank and James F. Prince of Prince, W.L. Lee of Fayetteville, J.D. Harrell of Charleston, and W. D. Lawton of Mount Hope (Charleston Daily Mail, September 2, 1928). In April 1929, the Assistant Secretary of War, Patrick Hurley approved the new bridge application (Charleston Gazette, April 26, 1929). Construction began on the bridge in 1931. The bridge was completed in 1932 and served as a toll bridge. Originally, the tollbooth was connected to the bridge rail on the northwest side. The first toll master was Ira Clayton "Bud" Shuck. Other toll masters included Joe Jones and Charles Jones. The toll for the bridge was 25 cents for a motor vehicle, and 5 cents for a pedestrian. By August 1946, the bridge had paid for itself, collecting a total of \$246,350. When the tollbooth closed, passage over the bridge became free. The tollhouse became the property of the toll keeper, Charles Jones, who rolled it over on logs across WV 41 to the opposite (northeast) corner of the bridge. The small two room structure became a playhouse for the owner's daughter. The tollhouse today is unrecognizable with the many additions over the years.

Thomas Buford Pugh History

The bridge was known as the Prince Bridge until 1995. The bridge was renamed the Thomas Buford Pugh Bridge after Thomas Buford Pugh, who was a local schoolteacher and World War II veteran, died in 1994. Mr. Pugh taught middle school science at both Beckley Junior High and Shady Spring Junior High Schools. The Thomas Buford Pugh Bridge is eligible under Criterion C for its engineering significance as a Parker Truss Bridge.



Location: WV-41 over New River near Prince in Fayette and Raleigh Counties
Type: Seven Span Parker Truss Bridge
Length: 734 feet 3.5 inches
Year constructed: 1931
Contractor: Prince Bridge Company

what **Historical Services Unit** does

- Research and Write Historic Reports
- Determine National Register Eligibility
- Determine Historic Boundaries
- Determine Effects to Historic Properties
- Mitigate Adverse Effects to Historic Properties
- Complete Historic Documentations for Specific Historic Properties
- Historic Turnpike Research and Analysis
- Coordinate with Federal, State, and Local Resource Agencies
- Conduct Public Workshops for Specific Bridge and Highway Projects

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