

what **Historical Services Unit** does

- Research and Write History 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

contact **us**

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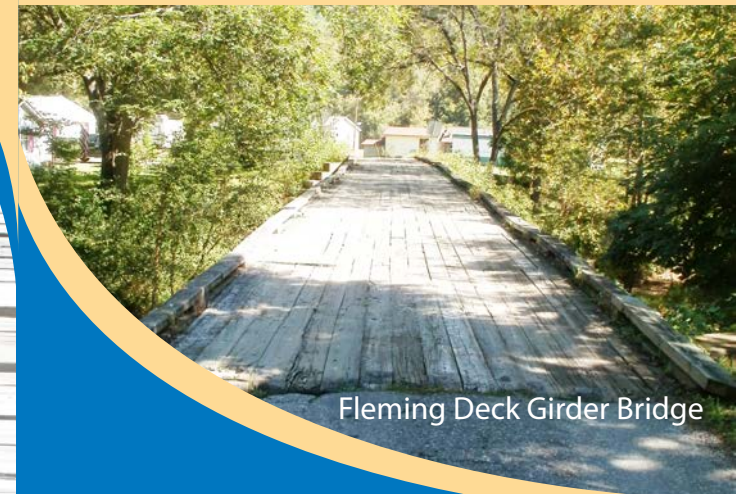
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Fleming Through Girder Bridge



Fleming Deck Girder Bridge



fleming
bridges
wayne county

Both the Fleming Deck Girder Bridge and Fleming Through Girder Bridge were built in 1911 on the Norfolk & Western (N&W) Railway's Twelvepole Line which was later converted into auto routes. The two bridges are set on cut-stone abutments that were built circa 1891 for earlier N&W bridges at both locations. The mid-span cut-stone pier of Fleming Deck Girder Bridge was added in 1911 for the installation of the new superstructure. The existing riveted steel superstructure of each bridge was built by Virginia Bridge and Iron Co. of Roanoke, VA. The deck girder bridge includes two 6' tall girders connected by a system of diaphragms and lateral bracing. The through girder consists of two 9'-7" tall steel girders connected by a system of steel floor beams, stringers and lateral bracing. After the N&W rails were removed in 1933, timber decking was added to each span but in each case was removed for the 2014 installment of asphalt decking and guardrails.

Fleming Bridges History

The N&W's Ohio Extension (Elkhorn, WV - Ironton, OH) was completed in the early 1890s and included the Twelvepole Line from Lenore, thence along Laurel Fork Pigeon Creek and Twelvepole Creek, to Kenova. The line allowed for exploitation of coal and timber resources in remote areas of Mingo and Wayne counties. Alternate Big Sandy River tracks, finished in 1904 and 1925, resulted in the closure of the Twelvepole Line in 1933. The former Twelvepole rail route, including bridges and tunnels, was rehabilitated for automotive use.

The Twelvepole Line's legacy lives on in locales that were established due to N&W's presence, such as Fleming. This village was named for Robert Fleming, a Scottish financier and major N&W stockholder. An early coal mining outfit in the region – Toudy's Mine – operated in Fleming by 1891.

The Fleming Deck Girder Bridge and Fleming Through Girder Bridge were determined eligible for listing in the National Register of Historic Places as part of the Former N&W Twelvepole Line Transportation Route. This route is significant as a unique railroad-turned-automotive alignment and for its role in the economic development and continuance of WV's coalfields and communities in Mingo and Wayne counties from 1891 to the present. As well, the former Twelvepole Line is within the federally-designated National Coal Heritage Area established in 1996.



Fleming Deck Girder Bridge



Fleming Through Girder Bridge

deck
girder

Location: County Route 52/56, south of north terminus with WV 152, spanning West Fork Twelvepole Creek
Type: Two-Span Deck Girder
Length: 145 feet 11 inches
Year constructed: 1911
Contractor: Virginia Bridge and Iron Co.

through
girder

Type: Single-Span Through Girder
Length: 103 feet, 6 inches
Year constructed: 1911
Contractor: Virginia Bridge and Iron Co.