

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

contact **us**

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rude
bridge
marshall county

Rude Bridge was built in 1896 by the Wrought Iron Bridge Company of Canton, Ohio – a prolific late 19th-century builder of iron and steel bridges in the US. This bridge's main steel span exhibits the Whipple Trapezoidal Truss design which was highly favored for highway and railroad spans of that period. The prominent identifying feature of this truss type is that the diagonal tension members extend over two panel widths. Rude Bridge has wrought iron pin connections as well as riveted and bolted joinery at the supporting components. The second span at the east end of the bridge is a short deck girder structure. The bridge's substructure includes steel caisson bents, a common pier type by the 1890s.

Documented road building in Marshall County area did not begin until the 19th century. A route along the banks of Big Wheeling Creek was in place by the mid- to late-1800s. The earliest metal truss bridges in the county were built in 1882. Along with Rude Bridge, three other metal truss bridges are known to have spanned today's County Route 5 over Big Wheeling Creek – Shepard Bridge (1882), County Line Bridge (ca. 1895; demolished ca. 1960), and Langmyer Bridge (1897; dem. ca. 1980). Shepard Bridge still exists but is closed to traffic due to a 2003 road realignment. Rude Bridge is the last steel truss bridge in use along Rt. 5. As of 2015 very few metal through truss bridges remain in Marshall County with no more than four of them being of the Whipple Trapezoidal Truss design.

Rude Bridge History

During the 1800s the two large farms surrounding this bridge were owned by the Downings east of the creek and the Davis' to the west. Resident farmer Silas Rodefer Davis was a county commissioner and reportedly influenced installation of the 1896 bridge. Around 1920 the Rude family purchased the Davis farm and it was sometime during the ensuing years that Rude Bridge became thus labeled.

Rude Bridge has been determined eligible for listing in the National Register of Historic Places for its association with 19th-century rural road development in Marshall County as well as for its engineering significance as an example of Whipple Trapezoidal Through Truss, an increasingly uncommon bridge type in West Virginia, and its association with Wrought Iron Bridge Company, a contractor distinguishable on a national level.



Location: County Route 5, north of County Route 16, spanning Big Wheeling Creek
Type: Whipple Trapezoidal Through Truss with Deck Girder Span at east end
Length: 170 feet (truss); 39 feet (deck girder)
Year constructed: 1896
Contractor: Wrought Iron Bridge Co. of Canton, Ohio