

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

CB-2226

STREET ADDRESS

Cabell County 17

Tax Parcel:

COMMON/HISTORIC NAME

☒ Common ☒ Historic ☐ Both

Blue Sulphur Bridge

NO. IN SURVEY

BSS-001

NO. OF BAYS

0

0

FRONT

SIDE

TOWN OR COMMUNITY

Blue Sulphur

COUNTY

Cabell

NEGATIVE NO.

NOT VISIBLE
FROM ROAD ☐

ARCHITECT/BUILDER

Groton Bridge & Mfg. Co.

DATE OF CONSTRUCTION

1888

EXTERIOR BUILDING FABRIC

Metal truss

STORIES

0

NAT. REGISTER LISTED

DATE

STATE REGISTER LISTED

ROOFING MATERIAL

Metal

STYLE (STAFF USE ONLY)

Not Styled

PROPERTY USE OR FUNCTION

Bridge (Current)

Bridge (Historic)

TYPE OF FOUNDATION

Piers Stone

QUADRANGLE NAME

Milton

SURVEY ORGANIZATION

Michael Baker Jr., Inc.
5088 West Washington
Second Floor
Charleston, WV 25313

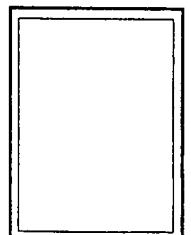
DATE 05/17/1999

PART OF WHAT SURVEY

Blue Sulphur

See Report RCB-09

SITE NO.



BLUE SULPHUR BRIDGE 6-17-4.98 (BSS-001)

Number and Nature of Outbuildings

There are no outbuildings associated with this resource.

Resource Description

The resource is a single lane bridge over the Mud River on Cabell County 17. There are two houses on the left side of County 17 as it approaches the southern end of the bridge but for the most part the area surrounding the bridge is rural and heavily wooded. The Pratt truss bridge was constructed in 1888 by the Groton Bridge & Mfg. Company of Groton, New York. The foundation is cut stone; the deck and trusses are metal. It is approximately 110 feet long. A plaque is located in the rafters on the north side of the bridge; the side facing south commemorates the 1888 County Court, the opposite side the bridge building company.

Historical/Cultural Significance

Railroads drove bridge design during the mid- 19th century. Timber trusses were not sufficiently strong to support the weight of the trains. The Pratt truss, originally designed in wood and iron, was usually built entirely of metal. The Pratt truss design was patented in 1844; it is "distinguished by vertical members acting in compression and diagonals acting in tension" (Comp and Jackson 1977:n.p.). The Pratt truss "achieved enormous popularity because of its strength and straightforward design. It was not a complicated structure that required complex shop work, and it was adaptable to a wide variety of situations" (Jackson 1988:24). Subsequent truss designs were based on the Pratt truss. Its adaptability and straightforward design helped make it the "most popular truss form in the history of American bridge building" (Kemp 1984:62). In the 1870s the state government transferred road building and supervision to the county courts. In the 1880s bridge building companies issued catalogs of standardized designs from which these county courts could choose a preferred design. The Blue Sulphur is one such bridge. It is important as an example of 19th century technological development and the standardization of bridge design in an era of metal bridge construction.

In his bridge survey Kemp rated this bridge with 33 points out of 41. In the Historicity section, the bridge ranked high in development period, builder, system and materials, details and integrity. In the Environmental Quality section, it received the highest available points for aesthetics and site integrity (Kemp n.d.:n.p.). It is listed on the West Virginia Division of Highways Final List of Historic Bridges.

Kemp, Emory L.

n.d. West Virginia Bridge Survey Records. Division of Culture and History,
Charleston, West Virginia.

Seifert, Donna

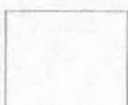
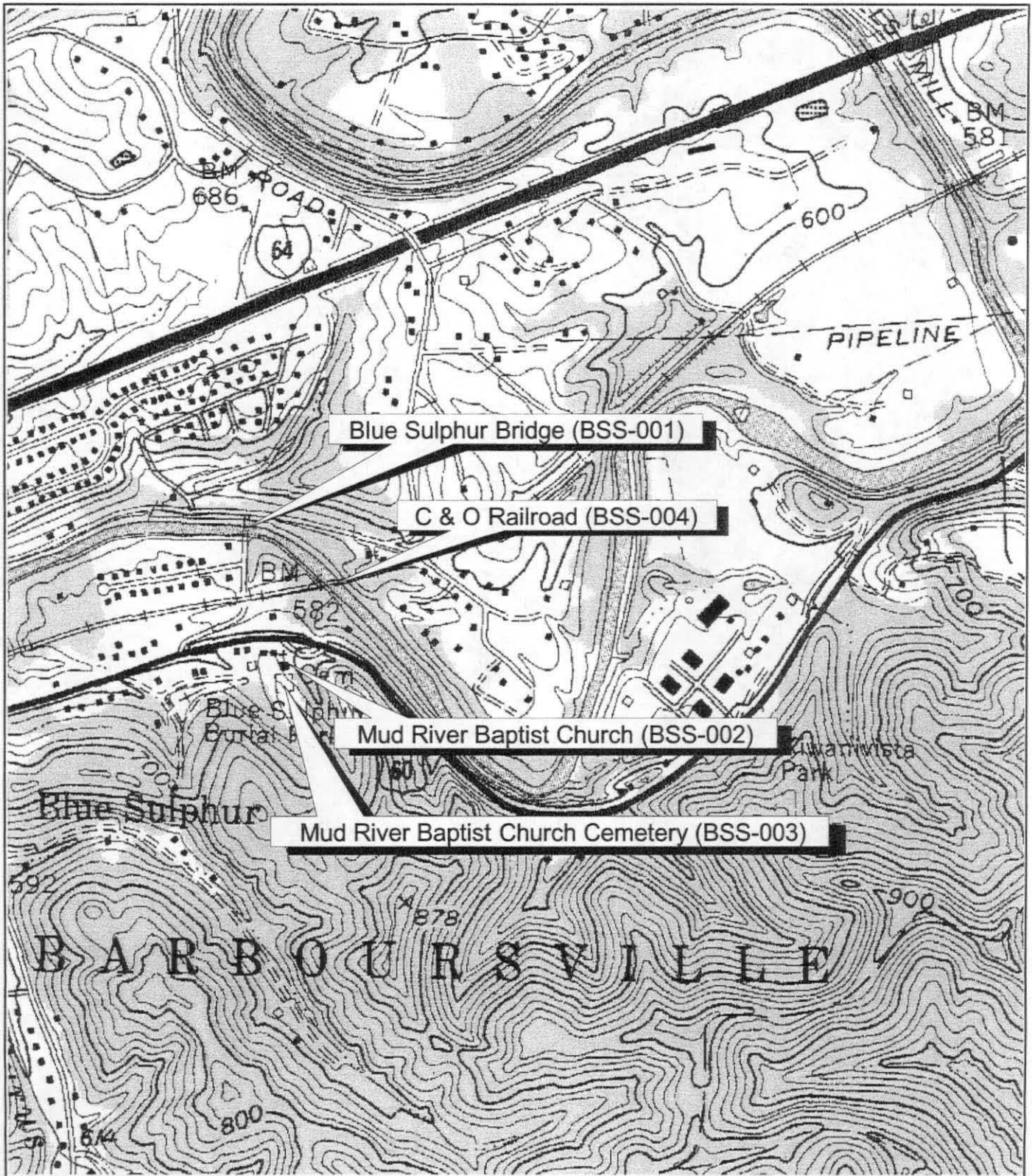
1995 *National Register Bulletin 21: How to Establish Boundaries for National Register
Properties*. National Park Service. Government Printing Office, Washington,
D. C.

X4.98

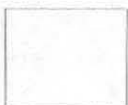
BRIDGE NUMBER		6-10-0.24 29' RC GIRD. ca. 1920	6-16-1.40 30'-11" RC GIRD ca. 1930	6-17-5.06 C&O U.P. PLAIN CONC 1907 RICH	6-17-5.06 109'-8" PRATT GROTON 1888	6-10-18.13 PL. GIRD U.P. C&O 1933 AMORLO	6-19-3.78 28' GIRD. RC. FLOOR BEAMS ca. 1920
development period	6	4	2		6		2
engr./builder/company	4	0	0		4		0
system & materials	4	3	1		4		1
length & no. spans	3	1	1		1		1
details	3	2	1		3		2
rarity	6	4	2		4		4
integrity	3	3	3		3		3
historicity of site	3	0	0		0		0
Sub Total	32	17	10		25		13
ENVIRONMENTAL QUALITY							
aesthetics	4	3	2		4		1
Rte compatibility	3	2	2		2		2
site integrity	2	2	2		2		2
Sub Total	9	7	6		8		5
GRAND TOTAL	41	24	16	0	33	0	18

HISTORIC BRIDGE PROJECT

CABELL 6
District 2



Eligible Resource



Not Eligible Resource

Architectural Resources in the Blue Sulphur Bridge Project Area

300 0 300 600 Feet

Blue Sulphur Bridge

State Project Number: S306-17-4.98



BSS-001 Cabell County Bridge 6-17-4.98
facing south



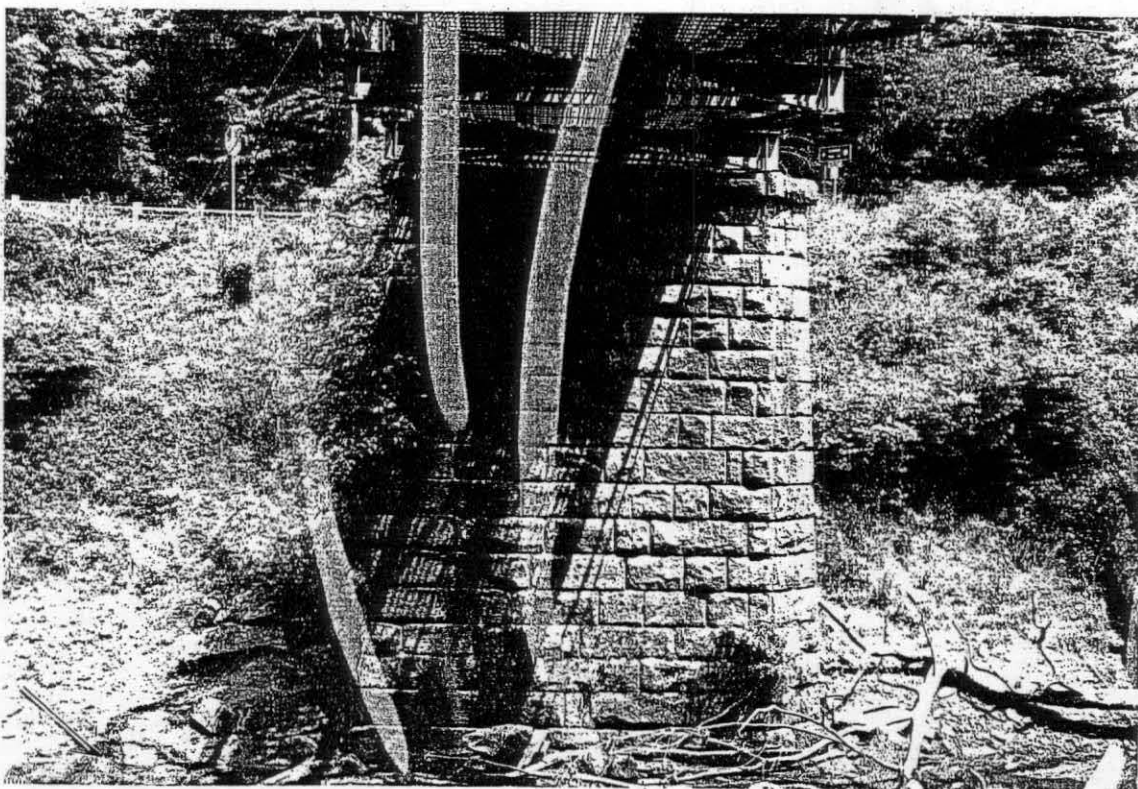
BSS-001 Cabell County Bridge 6-17-4.98
Plaque with builder's name, facing north



BSS-001 Cabell County Bridge 6-17-4.98
Pratt truss design, facing north



BSS-001 Cabell County Bridge 6-17-4.98
Cut stone bridge support, facing north



BSS-001 Cabell County Bridge 6-17-4.98
Bridge deck, facing north



BSS-001 Cabell County Bridge 6-17-4.98
Plaque with County Court Officers, facing
south

