



### Thomas 1

Only a handful of families resided in Thomas in the early 1880s, but the arrival of the WVC&P in 1884 propelled Thomas into the new industrial age. The town had a thriving population of laborers and immigrants representing 18 different nationalities.

#### **←**Gormania

Gormania was reached by the Northwestern Turnpike in the mid-1820s, long before the WVC&P railroad arrived in 1884. The state's largest tannery was founded here in 1889 and operated until 1925. Gormania retains several historic buildings representing a diverse range of eras, styles, and uses.



### RAILROAD REMINISCENCES

The History of the West Virginia Central & Pittsburg Railroad

A public history project of Friends of Blackwater Thomas, WV www.saveblackwater.org info@saveblackwater.org 304-345-7663



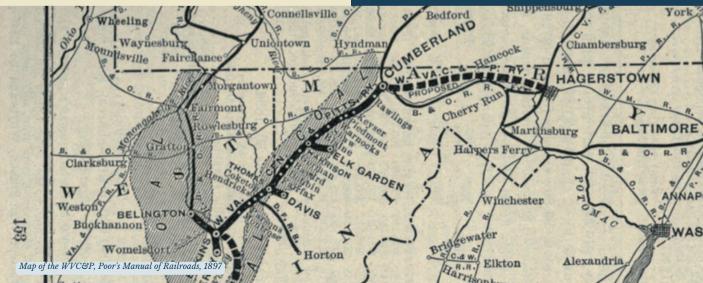


PO Box 247 - 571 Douglas Rd Thomas, WV 26260

# **LEARN MORE**

Visit [website] to learn more about the history of the WVC&P corridor, share your knowledge, and find out more about planning for a National Historic Trail.

This project is presented with financial assistance from the West Virginia Humanities Council, a state affiliate of the National Endowment for the Humanities. Any views, findings, conclusions or recommendations do not necessarily represent those of the West Virginia Humanities Council or the National Endowment for the Humanities.





# THE WVC&P

The West Virginia Central & Pittsburg Railroad was constructed from Cumberland, Maryland to Elkins, West Virginia between 1880-1889. The railroad was the work of Henry Gassaway Davis, who started his career as a B&O brakeman and became one of West Virginia's most influential industrialists and a United States Senator.

The railroad opened the wilderness of the Potomac Highlands and allowed access to vast natural resources including coal and timber. In 1905 the WVC&P was merged with other railroads and became part of the Western Maryland Railway.

Various towns grew almost overnight and were populated by immigrants from all over the world. Take a look at some of the historic communities and buildings along the railroad corridor.

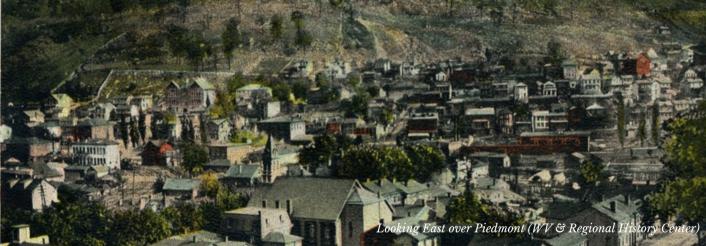
### ← Dobbin

The towns of Dobbin and Henry have all but faded into memory. Historic mapping and photographs show bustling towns with train stations, commercial buildings and rows of residences. In 1921, Dobbin had a population of 75 and Henry of 250. By the early 1960s, almost no buildings remained in these towns.

### Kempton →

Kempton, Maryland was constructed by the Davis Coal & Coke Company to house the influx of workers from all over the world and provide for basic needs and infrastructure in a completely undeveloped landscape. The standard-design company houses seen here are almost all gone today, but the company store warehouse still stands.





## Piedmont 1

The last stop on the B&O Railroad before the steep grades of the Allegheny Front, Piedmont was a regional commercial hub. The town retains a number of historic buildings including the B&O station, C&P RR depot, H.G. Davis Mansion, warehouses, and commercial buildings.

Bayard became Grant County's largest town and industrial center in the late 1800s due to the rail and coal industries. Company houses built by the Emmons Coal Co. are still visible on its streets.

