



West Virginia & Regional History Center

Knights of Pythias Hall (WV & Regional History Center)



Thomas Depot (WV & Regional History Center)

Thomas ↑

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.

← Gorman

Gorman 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. Gorman 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
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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.

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Map of the WVC&P, Poor's Manual of Railroads, 1897



Tracks Running Through Dobbin (WV & Regional History Center)

← 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.



Kempton, 1939 (Library of Congress)

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.



Looking East over Piedmont (WV & Regional History Center)

Piedmont ↑

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 →

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.



Hall Building (WV & Regional History Center)