

HISTORIC CONTEXT AND RESOURCE SURVEY FOR THE WEST VIRGINIA CENTRAL & PITTSBURG RAILWAY CORRIDOR



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Tucker, Grant and Mineral Counties, WV

Prepared for Friends of Blackwater
Thomas, West Virginia

By Aurora Research Associates LLC
1436 Graham Road, Silver Lake, OH 44224

Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railway Corridor

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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.

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LIST OF PREPARERS

Courtney Zimmerman, Aurora Research Associates LLC

Kaitlyn Bearinger, Aurora Research Associates LLC

Katie Saucer, Aurora Research Associates LLC

Matthew Miller, Aurora Research Associates LLC

Paul Salstrom, Ph.D, Professor Emeritus, Saint-Mary-of-the-Woods College, Reviewer

PROJECT DESCRIPTION

Friends of Blackwater, a non-profit organization dedicated to preserving the natural and cultural resources of the Allegheny Highlands in West Virginia and neighboring states, received a grant from the West Virginia Humanities Council to document and research historic resources along the former West Virginia Central & Pittsburg [sic] Railway (WVC&P) corridor in Tucker, Grant, and Mineral Counties. Aurora Research Associates, LLC (ARA), a historic preservation and environmental consulting firm, was selected as the consultant for the project. The scope of work for the project included the following tasks:

- Research and preparation of a Historic Context for the historic railroad corridor
- Field survey to identify any remaining railroad-related historic buildings, structures, and communities
- Survey report detailing results of field survey
- Public Educational materials, including public presentations, blog posts, social media content, and other formats

Friends of Blackwater is exploring the creation of a National Historic Trail along the WVC&P corridor. This trail would provide a critical link between the Allegheny Highlands of West Virginia and a larger network of trails throughout the East Coast, including the Chesapeake & Ohio Canal (C&O) Towpath Trail, the Great Allegheny Passage, and the Appalachian Trail. The organization received a separate grant to conduct a feasibility study and is working with CEC, Inc., an engineering and environmental consulting firm, to complete this aspect of the trail initiative. ARA's work is intended to gather historical information about the trail corridor that can be used for immediate public education in a variety of media formats as well as for future displays, guides, and other materials related to the planned trail.

HISTORIC CONTEXT

General History of the Project Area

Mineral, Grant, and Tucker Counties are located in the Eastern Panhandle and Allegheny Highlands of West Virginia, along the North Branch of the Potomac River. The unique environmental features of the region influenced its development and include the Allegheny Front, Dolly Sods, the Monongahela National Forest, and the North and South Branches of the Potomac River. The Allegheny Front is part of the Appalachian Mountains; these highlands are famous for the steep, almost vertical slopes known as escarpments, which can only be found in eastern West Virginia, western Maryland, and southern Pennsylvania.¹ Waterways like the North and South Branches of the Potomac River were important for settlement and life in Appalachia as fresh water, food, and transportation resources. The North Branch runs 75.8 miles along the West Virginia and Maryland border. The headwaters of the North Branch originate at the Fairfax Stone, a historic border marker for Grant, Preston, and Tucker Counties.² The South Branch of the Potomac is 131 miles long and runs through West Virginia and Virginia. These waterways connect in Hampshire County to form the Potomac River, which drains into Chesapeake Bay.

¹ Adkins, "Allegheny Front."

² Sullivan, "The North Branch."

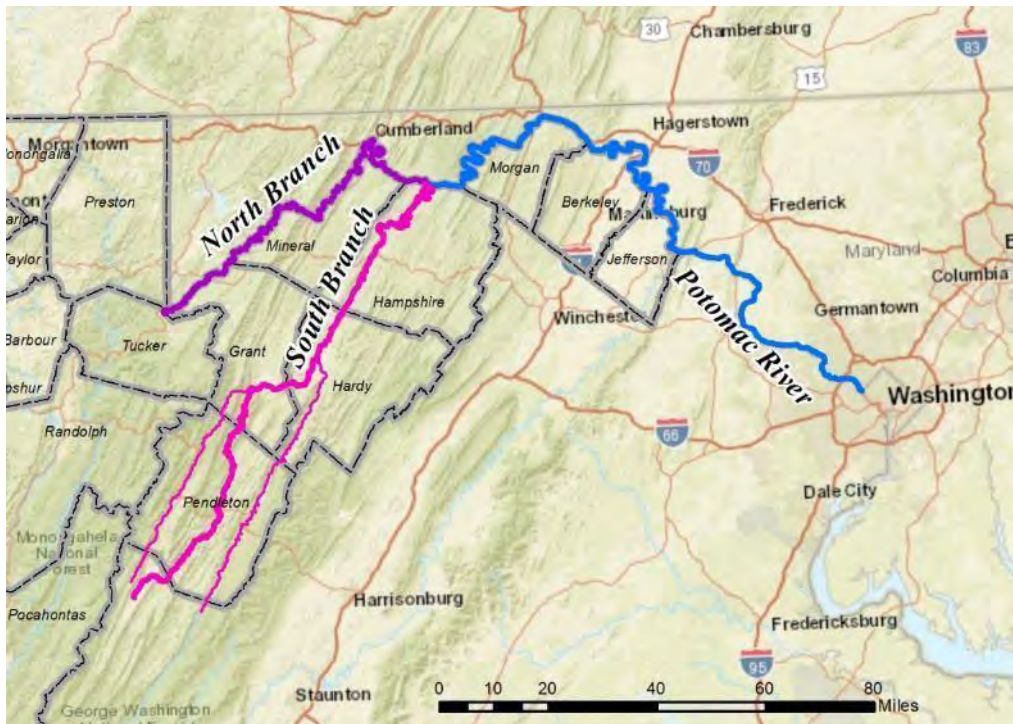


FIGURE 1. REGIONAL OVERVIEW OF PROJECT AREA.

Prior to European settlement, multiple Indigenous tribes, including the Cherokee, Iroquois, Shawnee, and other Ohio Valley Native Americans, navigated these mountains by footpaths such as the Seneca Trail.³ The Potomac River was known and used by various tribes. Prehistoric archaeological sites have been found at Indian Rocks near Friendsville, Maryland, and Sand Cave near the Fairfax Stone in Garrett County, Maryland.⁴

The resources and ownership of the region were among the sources of the continuing conflict between European settlers and Indigenous tribes. Thomas Fairfax, or Lord Fairfax, was an English nobleman who inherited a large tract of land granted to the Fairfax family by King Charles II in 1649. This massive 5.2-million-acre tract was known as the Northern Neck and stretched from the upper reaches of the Potomac River to Chesapeake Bay.⁵ In 1736, Fairfax commissioned Thomas Lewis and Peter Jefferson, father of future president Thomas Jefferson, to survey his holdings. Jefferson and Lewis placed a marker known today as the Fairfax Stone at the headwaters of the North Branch of the Potomac to demarcate Fairfax's ownership.⁶ In 1748, Fairfax commissioned a distant relative and future President and General of the Continental Army, George Washington, to survey the area. This was Washington's first commission as a surveyor.⁷

Indigenous tribes fought against European settlement during the French and Indian War (1754–1763) and the lesser-known Lord Dunmore's War (1774–1775). However, the results of Lord Dunmore's War through the Treaty of Camp Charlotte recognized Fairfax's outright ownership, which encouraged more European settlers to migrate to the area.⁸ The Proclamation of 1763, intended by the British Crown to limit conflict between English

³ Alexander, "The Great Indian Warpath."

⁴ Friends of Blackwater, *Health and History of the North Branch of the Potomac River*, 14.

⁵ Grymes, "The Fairfax Grant."

⁶ Lewis, *The Fairfax Line: Thomas Lewis Journal of 1746*.

⁷ Redmond, "Washington as a Public Land Surveyor."

⁸ Williams, *Dunmore's War: The Last Conflict of America's Colonial Era*, 231.

settlers and Indigenous peoples by limiting westward expansion, had set the Eastern Continental Divide as the boundary between lands held by the English prior to the French and Indian War and lands acquired from the French after the war.⁹ Thus, the Appalachian Mountains became the official frontier of European settlement in the British colonies until the end of the Revolutionary War. Lord Fairfax's lands were confiscated by the new United States government after the Revolutionary War and parceled out to veterans and other European settlers. A few of those European settlers brought enslaved Africans west with them during this time.¹⁰

At the turn of the 1800s, the area's post-frontier settlements focused on animal husbandry, timber, mining, fur trading, and tanneries. Commerce routes were mainly on the North and South Branches of the Potomac River via flatboats. By 1802, the North Branch was navigable from the mouth of the Savage River to Chesapeake Bay due to improvements made by the Potowmack Company, George Washington's canal company and precursor to the C&O Canal. Attempts continued through the 1820s to make the North Branch navigable further upstream by clearing rocks, deepening and straightening channels, and building dams and other structures. These efforts met with limited success due to the steep terrain and waterfalls along the river's course.¹¹ The South Branch in Grant County was less accessible for water vessels larger than a canoe or kayak, so this branch functioned more as an agricultural resource for residents and for entrepreneurial cattlemen. Land transportation was also challenging due to the terrain, but in 1827 Virginia chartered a private toll road known as the Northwestern Turnpike.¹² The road improved travel from future West Virginia's Eastern Panhandle to northwestern and southwestern inland areas such as Kingwood in Preston County and Parkersburg in Wood County on the Ohio River. Another significant transportation improvement in 1827 was the chartering of the Baltimore & Ohio (B&O) railroad, eventually connecting the Mid-Atlantic to the West. The B&O reached Cumberland in 1842 and Wheeling in 1852.¹³

During the Civil War, the Eastern Panhandle's location on the border between North and South and its transportation resources made it a hotly contested zone. The B&O Railroad was seen as a valuable resource because of its proximity to Washington DC and its utility in transporting soldiers and supplies. Though primarily held by the Union throughout the war, the B&O was subject to frequent raids and attacks by Confederate forces.¹⁴ Transportation routes connected to the B&O, such as the Staunton & Parkersburg Turnpike, were also subject to battles to control access. Even though the counties in the Appalachian region broke away from Virginia to form West Virginia, and rejoined the Union in 1863, many residents remained Confederate sympathizers, especially in the border region. Skirmishes, raids, guerilla attacks, and other forms of irregular warfare were common.¹⁵ Keyser was the site of the Union's Fort Fuller, built strategically on a hilltop to see enemies approaching and defend the B&O.¹⁶

The years after the Civil War were a time of rebuilding and burgeoning industrialization due to rapid technological innovation, immigration, and improved transportation. The coal reserves of West Virginia powered iron and steel manufacturing facilities, steam-driven locomotives, and factories producing an endless variety of goods. Timber was needed to build factories and buildings within growing towns and cities and to provide housing for the influx of people migrating to industrial centers for work. The remote and challenging terrain of

⁹ Alexander, "The Great Indian Warpath."

¹⁰ Decker, "Lord Thomas Fairfax."

¹¹ Guzy, *Navigation on the Upper Potomac River and its Tributaries*, 38-42.

¹² Moore, *History of Hardy County, of the Borderland*, 70-71.

¹³ Burns, "Baltimore and Ohio Railroad, Linking 13 Great States with the Nation."

¹⁴ American Battlefield Trust, "The Baltimore and Ohio Railroad in the Civil War."

¹⁵ Snell, "Civil War."

¹⁶ Rada, "Keyser a strategic stronghold during Civil War."

West Virginia had previously limited development. Still, in the late 19th century, the demand for coal and timber increased to a point where industrialists went to great lengths to extract these resources, building railroads among mountains and erecting entire towns where nothing had existed but wilderness. They filled these towns with workers, including formerly enslaved people from the South and immigrants recruited from throughout Europe. In this environment, the WVC&P and its founder, Henry Gassaway Davis, changed the physical, economic, and social landscape of West Virginia.

The origins of the WVC&P began in 1866 when a group of men led by Henry Gassaway Davis was granted a charter by the West Virginia legislature to incorporate the Potomac and Piedmont Coal and Railroad Company. The charter granted the company the right to construct a railroad from any point on the B&O line along the North Branch of the Potomac or any of its tributaries, to any lands owned by the company in Mineral, Grant, Tucker, and Greenbrier Counties.¹⁷ In addition to the right to access this large geographical area, the legislature also established a process for the company to condemn private land for railroad use. Railroad construction in the nineteenth century was inherently political, as companies had to be granted charters to build by state or federal governments. Personal connections with elected officials, from the county sheriff to United States Senators, were essential for success.

Henry Gassaway Davis's rise to prominence is a story of both overcoming adversity and making the most of family connections and privilege. Davis was born in Baltimore in 1823 to Caleb and Louisa Warfield Brown Davis. Louisa was descended from several prominent families in Howard County dating back to the Revolutionary War, including the Gassaways, Beales, Dorseys, and Brownes.¹⁸ Caleb Davis, a veteran of the War of 1812, had been a merchant in Baltimore, but financial setbacks led to the family's relocation to a small farm in Woodstock, Maryland. Additional financial trouble, including speculative ventures related to the construction of the B&O Railroad and the Panic of 1837, caused the family to lose their land and property. Historical accounts state that Caleb then suffered from "mental infirmity" and could not support the family; he died in 1850. Louisa Davis opened a school for girls, and Henry, 14 at the time of his father's incapacitation and having only minimal formal education, took a job as a water boy at a quarry operated by Matthew G. Emery, who later became mayor of Washington, DC.¹⁹



FIGURE 2. HENRY GASSAWAY DAVIS, PHOTOGRAPHED BY MATTHEW BRADY (PUBLIC DOMAIN).

Despite vast challenges, the family still counted as friends several influential and prosperous individuals who lent support. George Howard, who had served as governor of Maryland from 1831–1833, was a neighbor of the Browns and Davises and invited Henry to work on his plantation, Waverly, located in Woodstock. Henry worked at Waverly from the age of 15 through 20, gaining more and more responsibility until he oversaw a significant portion of the agricultural enterprise. Then in 1842, another longtime friend of the Davis family, Dr. William Sheppard Woodside, Master of Transportation for the B&O and prominent Baltimore citizen²⁰, offered Henry a position as brakeman. Henry accepted the job and

¹⁷ *Acts of the Legislature of West Virginia at its Fourth Session, Commencing January 16, 1866*, 80.

¹⁸ Warfield, *The Founders of Anne Arundel and Howard Counties, Maryland*, 384, 492.

¹⁹ Melville, *The Life and Times of Henry Gassaway Davis 1823-1916*, 13-15.

²⁰ Christie's, "Lot Essay: The William Sheppard Woodside Family..."

thus began his railroad career, accepting the arduous responsibility of manually stopping the trains by applying the brake shoes to the wheels with a lever.

In his capacity as brakeman, Henry's leadership and skill in clearing the rear-end collisions that frequently occurred in that era came to the attention of B&O president Thomas Swann. Davis was promoted to freight conductor and soon thereafter became supervisor of the line between Baltimore and Cumberland. In 1853 he married Katharine Bantz of Frederick, Maryland, daughter of merchant and judge Gideon Bantz. Around this time, Davis requested and was assigned the position of station agent at Piedmont, a small but important village rapidly becoming a commercial hub as the last stop before the trains traversed the Allegheny Front. Davis was well-situated to recognize the opportunities emerging in trade, timber, and coal resources.

In 1858, Davis resigned from his position as station agent at Piedmont and established H. G. Davis and Company with his younger brother, Thomas Davis. His savings and his wife's inheritance from her father's estate helped fund the enterprise. The company's main business was supplying oil and lumber to the B&O Railroad. When the Civil War began in 1861, Davis sided with the Union and supplied lumber and railroad ties to the B&O Railroad and the United States government. Davis continued to survey and examine the available timber and coal resources between the 1860s and 1880s. He also purchased thousands of acres of land in Mineral, Grant, Randolph, and Tucker counties and planned for future railroad and coal mining ventures.

Davis entered the political realm in 1865 with his election to the West Virginia House of Delegates. During his service in the 1866 legislative session, he obtained his charter for the Potomac and Piedmont Coal and Railroad Company. He served one term in the House of Delegates and then became a state Senator in 1868. In 1870, he was chosen by the state legislature as the first Democratic United States Senator from West Virginia and served in this office until 1883. All the while, Davis and his business associates continued to build an empire in natural resources and transportation in the Allegheny Highlands of West Virginia.

One of Davis's most significant partnerships originated during his tenure in the United States Senate. In 1875, his daughter Hallie met and married Stephen B. Elkins, a young congressman representing New Mexico. Elkins moved with Hallie to West Virginia in 1877 and went into business with his father-in-law. He stayed active in politics, becoming a leader of the Republican party in West Virginia and serving as a United States Senator from 1895 until he died in 1911.

Davis's dream of owning a railroad became a reality in 1880 when the WVC&P Railway was chartered under the former Potomac & Piedmont Railroad Company by the West Virginia Legislature.²¹ Construction of this road began that same year, extending from the B&O Railroad line at Cumberland, Maryland, to Elkins, West Virginia. The road traveled through the wilderness along the North Branch of the Potomac River in a southwest direction. In November of 1884, the road was completed to Thomas, West Virginia, and coal mines owned by the WVC&P opened along the road. In 1886, H. G. Davis and Company purchased the mine and equipment from the railway.²² The same year, Davis and Elkins formed a partnership for mining coal in what became the unincorporated town of Coketon.

²¹ Sheets, "West Virginia Central & Pittsburg Railway."

²² Thomas Nutter, *West Virginia: History, Progress and Development*, 29.

On January 17, 1889, H. G. Davis and Company was reorganized as the Davis Coal & Coke Company by Henry G. Davis, Thomas B. Davis, Stephen B. Elkins, Harry G. Buxton, Fairfax S. Landstreet, and W. J. Armstrong.²³ Coketon, located adjacent to the town of Thomas in Tucker County, was the company town for the Davis Coal and Coke Company and included the Buxton & Landstreet Company Store, administration building, rows of standard-design miners' houses, freight and passenger stations, schools, nine nearby coal mines, and nearly one thousand coke ovens.²⁴ In contrast to other more isolated coal company towns, nearby Thomas offered alternatives for commerce, shopping, and residences - since the lots, homes, and businesses in Thomas proper were privately developed by individual owners, not the coal company. Two miles southeast was the town of Davis, which was primarily a lumber town and grew from a population of 909 in 1889 to 2,391 in 1900, illustrating the rapid growth that followed the railroad.²⁵



FIGURE 3. TRACKS IN DEFORESTED AREA (WV HISTORY ON VIEW)



FIGURE 4. COKETON, WV: DAVIS COAL & COKE CO. HEADQUARTERS AT RIGHT, BUXTON & LANDSTREET COMPANY STORE AT LEFT (COLLECTION OF R.L. COOPER)

²³ Nutter, 29.

²⁴ Dumire, "History & Structure of the Buxton & Landstreet Company Store."

²⁵ Davis, West Virginia, "A Brief History of Davis."

Past Thomas, the railroad followed the Blackwater River and Dry Fork to Parsons, then continued into Randolph County, where in 1889, it reached what would become the town of Elkins.²⁶ Elkins became an important railroad hub, with branch lines extending into Huttonsville, Belington, and Bemis. In 1890, Henry Gassaway Davis and Stephen Elkins both constructed mansions next door to one another in Elkins. In 1906, Davis established the Coal and Coke Railway and extended his railroad network to Charleston via acquisition and construction.²⁷

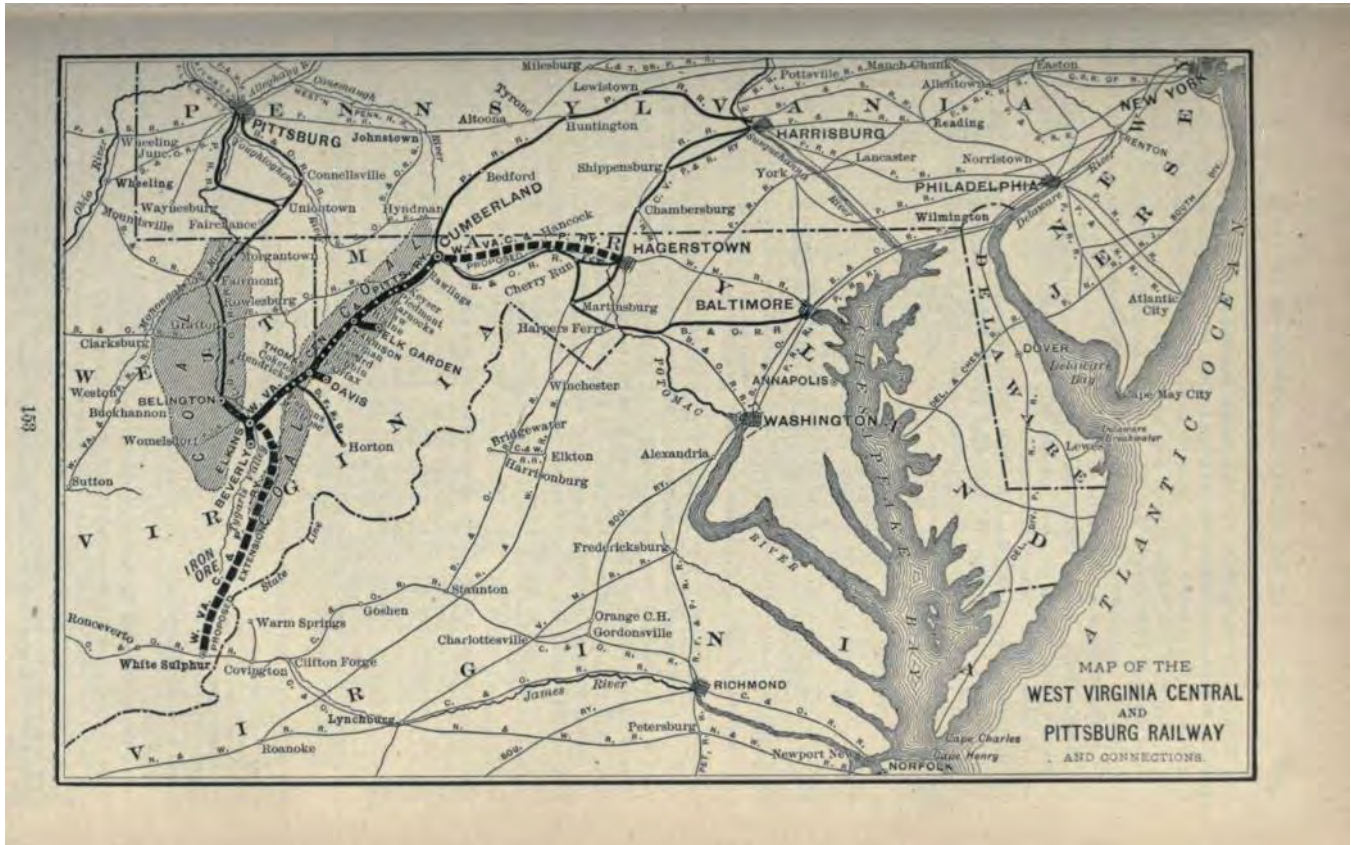


FIGURE 5. SYSTEM MAP OF THE WVC&P FROM POOR'S MANUAL OF RAILROADS, 1897 (PUBLIC DOMAIN).

These railroads opened areas of natural resources that were previously inaccessible; many of these acres had been savvily acquired by Davis years earlier for as little as \$0.50–\$1.50/acre.²⁸ Towns sprung up all along the rail lines, many of them built, owned, and operated by Davis and his business partners. Coketon, Kempton, Henry, Douglas, and Pierce were a few of the communities constructed by the Davis Coal and 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. Company towns generally included a company store, wherein the miners could purchase all goods, from mining supplies to groceries to clothing. These establishments were infamous for the use of scrip, a company-specific currency. Many companies, in addition to Davis's operations, started mining in the area. Still, all of them were dependent on the WVC&P for transporting their materials to market, making Henry Gassaway Davis and his partners very wealthy.

In the years surrounding the turn of the twentieth century, railroads were chartered and constructed at a feverish pace throughout the mid-Atlantic by various individuals and companies. Purchases, leases, expansions, mergers,

²⁶ Rice, "Elkins."

²⁷ West Virginia Encyclopedia, "January 21, 1906: First Passenger Train..."

²⁸ Clarke, "West Virginia Central and Pittsburg Railway...", 3.

and reorganizations followed, accompanied by much negotiating and maneuvering. Ultimately, the WVC&P was drawn into the tide of consolidation and was purchased in 1902 by a group of investors called the Fuller Syndicate, led by George Gould and including other such notable figures as Cornelius Vanderbilt and John D. Rockefeller among its 155 subscribers. Davis, Elkins, and some of their other partners retained shares of ownership as subscribers but no longer controlled the railroad. Thomas B. Davis confirmed to newspapers that the sale price was “much more” than \$17,000,000.²⁹ The Fuller Syndicate also purchased the Western Maryland Railway from the City of Baltimore that same year.³⁰ In 1905, the WVC&P and several other railroads purchased by the Fuller Syndicate were officially united under the Western Maryland Rail Road Company (WMRR) name.³¹ Davis remained an active leader in his other business interests until his death at the age of 93 in 1916.



FIGURE 6. WRECK ON THE BLACKWATER CANYON (WV HISTORY ON VIEW)

Coal and lumber continued to dominate the economy of the Allegheny Highlands through the early twentieth century, fueling an expanding steel industry and nationwide growth. Wherever workers were needed to extract and process natural resources, communities of various sizes grew. Historical sources from the early twentieth century are rife with reports of fires, train accidents, mine explosions, floods, and other disasters. Due to these hardships and risks, the organized labor movement appeared in the West Virginia coalfields and on the railroads. Strikes of various scopes and effectiveness were common occurrences throughout much of the twentieth century. The depletion of lumber and reduced accessibility of coal seams led to the gradual decline of these industries in the area; the economy was further worsened by the Great Depression, but somewhat revived by the

manufacturing requirements of World War II. The C&O, B&O, and Western Maryland railroads were combined under the management of the Chessie System in 1973, which then became CSX in 1980. Abandonment of duplicate and disused lines followed these mergers. The former WVC&P between Cumberland and Wilson is currently shown as an active line on the CSX system map. Other sections of the railroad have been used intermittently, abandoned or converted to rail trails, or sold off.

Mineral County

Before European colonizers made their way into what is now Mineral County, the land was used by various Native American tribes, such as the Shawnee, as hunting grounds.³² The land comprising present-day Mineral County was originally part of Hampshire County, which was created by the Virginia General Assembly in 1754. Hampshire County, which included modern-day Grant, Hardy, Mineral, Morgan, and Pendleton Counties, saw various conflicts during the Seven Years' War and Revolutionary War.³³ The primary industry in the county during this time was agriculture.

²⁹ The Bradford Era, “Sold for \$17,000,000.”

³⁰ Clarke, 124-126.

³¹ Clarke, 134.

³² Olson, “Hampshire County.”

³³ Olson, “Hampshire County.”

The B&O railroad first came to the area in 1842 with the construction of the New Creek Depot in modern-day Keyser.³⁴ In less than a decade, the population grew significantly, and along with more people came more political tension as the Civil War began. Hampshire County was divided during the Civil War in its citizens' support of the Union and the Confederacy. This played a large part in the formation of the new county, as eastern Hampshire County was more supportive of the Union. In 1866, Mineral County was created. Keyser, formerly Paddy Town, was chosen as the county seat and was renamed after the B&O Railroad vice president William Keyser.³⁵ It was incorporated in 1874.

The B&O Railroad remained one of the most lucrative businesses in the area. In the 1880s, the WVC&P Railroad branched off from the B&O, bringing another profitable business to the area. Around the same time, Henry Gassaway Davis, a U.S. senator, and vice-presidential nominee, purchased a large vein of coal at Elk Garden.³⁶ This purchase led to a significant industrial boom for the county, and immigrants flooded into the area to work for the railroad, coal mines, and other businesses. In 1871, a sizeable four-story residence was constructed for Davis in Piedmont.³⁷ Although Davis spent little time at the residence, it remains one of Piedmont's most important pieces of architecture.

Much of Mineral County became a melting pot of different cultures and nationalities as people were drawn to the job opportunities and natural resources Mineral County offered. Due to the railroad, many flocked to Keyser and Piedmont, and the county's population grew well into the twentieth century.

Later, the B&O and WVC&P Railway never fully recovered from the Great Depression.³⁸ By the 1960s, the B&O suffered from a lack of coal to transport and financial concerns. In 1973, it was absorbed by the Chessie System. Today, it is a significant component of CSX, a large conglomerate formed in 1980 by the merger of several railroad systems.³⁹

Keyser has remained the county's hub, despite the decline of the railroad. Potomac State College, a branch of West Virginia University, is a major employer in the city.⁴⁰ Many people throughout the county work across the Potomac River in Maryland. Yet, Keyser, Piedmont, Elk Garden, and Ridgeley have all struggled with a dwindling population for decades due to the decline of the railroad.

Keyser

Keyser is located on the North Branch of the Potomac River and was contested between the Union and Confederacy during the Civil War. After the Civil War, Keyser became the railhead for all regional commercial operations.⁴¹ In the 1870s, the influential Davis brothers aided in bringing B&O railroad facilities to Keyser. Shortly after, the WVC&P Railway branched off from the B&O and became another important railroad hub in the town.⁴² Keyser's population proliferated during the late nineteenth and early twentieth century, along with

³⁴ Wolfe, *History of Keyser, West Virginia, 1737-1913*, 11.

³⁵ Wolfe, 22.

³⁶ Canfield, "Mineral County."

³⁷ Francis and Wilson, "National Register of Historic Places Inventory..."

³⁸ Frey, "Baltimore & Ohio Railroad."

³⁹ Rasmussen, "Riding the B&O; for 175 Years."

⁴⁰ Canfield, "Mineral County."

⁴¹ Wolfe, *History of Keyser, West Virginia, 1737-1913*, 20.

⁴² Chambers, "Keyser."

its pottery, mill, electric, railroad, and coal mining industries. In 1913, Keyser was granted a charter and became "The City of Keyser."⁴³

Piedmont

Piedmont is located on the North Branch of the Potomac River, at the base of the Allegheny Front escarpment.⁴⁴ Chartered in 1856, the town was the site of frequent Confederate raids during the Civil War. The railroad was completed to Piedmont in June 1851 and became an essential hub for passengers and cargo.⁴⁵ Another vital part of Piedmont's economy, even into the twenty-first century, was the New Page Luke Paper Mill in Luke, Maryland.⁴⁶ Originally established as the Piedmont Pulp & Paper Company, the business was a significant employer in the area from 1888 until its closure in 2019.

Ridgeley

Ridgeley is located on the North Branch of the Potomac River, directly across from Cumberland, Maryland. Early on, the first colonizers to settle in the area were workers from the Ohio Company, a colonial company of Englishmen who worked to secure land along the Ohio River. Called both "St. Clairsville" and "Sinclairsville," after General St. Claire, Ridgeley was officially incorporated in 1914.⁴⁷ It was renamed after prominent local businessman Charles Ridgeley.⁴⁸ In 1887, the WVC&P Railway began building tracks in Ridgeley, which attracted blue-collar workers to the area.

Elk Garden

Located on the North Branch of the Potomac River, Elk Garden is named after the former abundance of wild elk that inhabited the area.⁴⁹ It is southwest of Keyser and Piedmont and was incorporated in 1890.

Grant County

Grant County, West Virginia was formed on February 14, 1866, from land within Hardy County, West Virginia, which was formerly a part of West Virginia's oldest county, Hampshire. Grant County was named in honor of Union General and future United States President Ulysses S. Grant.⁵⁰ Grant County has historical connections to other United States presidents, as well as many Indigenous tribes, soldiers of the Revolutionary and Civil Wars,



FIGURE 7. LOOKING NORTH ON ASHFIELD STREET, PIEDMONT, EARLY 20TH CENTURY (WV HISTORY ON VIEW).

⁴³ Wolfe, 27.

⁴⁴ "Piedmont."

⁴⁵ Kenny, *West Virginia Place Names...*, 48.

⁴⁶ "Piedmont."

⁴⁷ Lowdermilk, *History of Cumberland*, 30

⁴⁸ Kenny, 530.

⁴⁹ Kenny, 225.

⁵⁰ Garber, "Grant County."

and prominent West Virginia businessmen and politicians. The area's topography includes a diverse landscape of mountains, grasslands, forests, and waterways that also shaped its development.

The mountainous terrain of the Allegheny Front represented a remote frontier for colonial settlers, but in Grant County, the Dolly Sods Wilderness supplied bountiful resources. The Dolly Sods had fertile grasslands for raising livestock such as cattle and hogs and were also filled with food sources such as wild game, berries, and other fruits. Virgin forests consisting of red spruce and eastern hemlock trees as tall as ninety feet and four feet in diameter provided timber for building and later commerce. These features attracted many European pioneers looking for new opportunities to survive independently. British, Dutch, Irish, German, and Scottish were the first European settlers to colonize the area. The first European family there, the Dutch Dahles, are the namesakes of the area. The 17,776 acres comprising Dolly Sods are now contained within the Monongahela National Forest, which spans 921,150 acres.⁵¹

Other resources in Grant County include the North and South Branches of the Potomac River. The North Branch runs through the Grant County towns of Bayard, Dobbin, Henry, and Gorman. Grant County towns built along the South Branch include Cabins, Hopeville, and the county seat, Petersburg.⁵² In the late eighteenth and early nineteenth centuries, the South Branch Valley was home to large farms that often used enslaved people for labor. The more mountainous region of the North Branch was typified by smaller farms, a distinction that would lead to Grant County's separation from Hardy County during the Civil War. The first major transportation improvement in present-day Grant County was the construction of the Northwestern Turnpike in 1827.⁵³ The B&O Railroad was constructed beginning in 1842 but passed north of Grant County through Garrett County, Maryland. Grant County's only direct connection to the B&O would not occur until 1911, when a branch line was completed to Petersburg near the South Branch of the Potomac in the southern part of the county.⁵⁴

Civil War in Grant County

Local support in Grant County was divided between the Confederacy and the Union and thus caused the territory to change hands between the two sides. Union Colonel James Mulligan built Fort Mulligan in Petersburg in 1863.⁵⁵ The fort was used to quarter Union forces as a security measure to prevent Confederate forces from destroying or taking command of the B&O and other transportation routes. A skirmish between Union Home Guards led by Colonel Joseph Thoburn and Confederate Rangers led by Major Jubal Early at Fort Mulligan occurred in 1864. The Union Home Guard was able to defend the area from Confederate control, which led to Union ties being strong in Grant County. Strong Union ties, the formation of West Virginia as a Union state, along with the popularity and success of Union General Ulysses S. Grant led to the county's formation in 1866.

Gilded Age and Rise of Railroads: West Virginia Central & Pittsburg

Grant County's fortunes changed dramatically with the arrival of the WVC&P Railway in the 1880s, which ran along the northern border of Grant County. The railroad expanded connections not reached by the B&O.⁵⁶ The WVC&P Railway's construction not only led to population growth in Grant County but the creation and prosperity of Grant County's northern towns of Bayard, Dobbin, Henry, Gorman, and Wilson.⁵⁷ Grant County's population rose from 5,542 in 1880 to 7,275 in 1900 and Bayard became Grant County's largest town and

⁵¹ Hissom, "Dolly Sods."

⁵² Lewis, "The South Branch."

⁵³ Garber, "Grant County."

⁵⁴ Burns, "South Branch Valley Railroad."

⁵⁵ American Battlefield Trust, "Grant County, WV- January 31, 1864."

⁵⁶ Williams, *West Virginia and the Captains of Industry*, 137.

⁵⁷ Sheets, "West Virginia Central & Pittsburg Railway."

industrial center in the late 1800s due to water and railways. The town of Bayard, named for a U.S. Senate friend of Henry Gassaway Davis, boasted businesses such as Middle States Leather Company, Sly and Lumber Companies, and coal companies like Cumberland, Coke, Emmons, and the Nethken mines.⁵⁸ Gorman was not far behind Bayard and followed a similar development with lumber, mining, and tanneries industries. Important industries in Gorman were the Althouse, Barrett, Gordon, and Jordan mining companies, followed by the American, Brodies, Middle States, and John G. Huffman and Sons Tanning companies, and the Buffalo Lumber Company.⁵⁹ Dobbin, Henry, and Wilson became smaller, more remote residential communities due to being further inland, away from the rail and water routes.⁶⁰ Coal mining, logging, sawmills, and tanneries blossomed in Grant County and the surrounding area of the WVC&P.



FIGURE 8. US ROUTE 50 (NORTHWESTERN TURNPIKE) BRIDGE OVER THE NORTH BRANCH AND WVC&P/WMRR AT GORMANIA, CIRCA 1920 (WV HISTORY ON VIEW)

⁵⁸ Judy, *History of Grant and Hardy Counties, West Virginia*, 11.

⁵⁹ Judy, 12.

⁶⁰ Judy, 12.

Twentieth Century and Decline of Industry

Grant County's prosperity continued into the twentieth century, but factors affecting the coal, railroad, and lumber industries statewide also reached Grant County. Mechanization in the mid-to-late 1900s decreased the number of jobs for coal miners in West Virginia.⁶¹ The timber industry boomed in West Virginia between 1870 and the 1910s but led to deforestation by 1920.⁶² Jobs in the timber industry became scarce in West Virginia by the 1950s and have been in a steady decline since.⁶³ Labor disputes and depletion of coal reserves also led to job loss, and the Great Depression further decimated the economic well-being of Grant County's residents. Meanwhile, in addition to losing the coal and timber business, the railroad was slowly being supplanted by the automobile and trucking industries. Improvements to automobiles and the Interstate Highway Act of 1956 led to more accessible personal transportation and short-distance commercial hauls.⁶⁴ Railroads were also impacted by the transition in American culture toward environmental protection. Job shortages in coal and timber, transportation improvements, and environmental-protection concerns led to railroads consolidating to survive their decline among American industries. These events led to the B&O, C&O, and WVC&P ultimately becoming part of the Chessie System (later CSX) in 1972.⁶⁵

Grant County's current top industries are educational services, health care, social assistance, and manufacturing. The county's largest employers are Grant Memorial Hospital, Virginia Electric & Power Company, Mettiki Coal, and Allegheny Wood Products. While coal and timber remain relevant, the Grant County Development Authority also lists Tourism & Recreation, Wind Power, and Health Services among its target industries, indicating a vision for a more diversified economy.⁶⁶

Tucker County

Prior to the industrial boom of the nineteenth century, Tucker County was a wild and relatively uncharted part of Virginia, most famous for its Fairfax Stone. Pioneers and surveyors visited the area in the early 1700s, but none settled until after the Seven Years' War when men were enticed west by the lure of "Tomahawk Rights," or legal claim to any land that they improved. The first man to claim his Tomahawk Right in Tucker County was John Crouch, building the first home at Blackman Flats in 1768. Soon after, he was joined by the Parsons brothers and German immigrant John Minear who, inspired by the Parsons' tales, created the first settlement at Horseshoe Bend before relocating to St. George to avoid Indian raids.⁶⁷ Settlers arrived in waves to the region, and on March 7, 1856, Tucker County separated from Randolph to become its own county.⁶⁸

The discovery of coal in Tucker County in 1835, coupled with its rich timber resources, later made it a premiere industrial hotspot in the eyes of Henry Gassaway Davis. After the Civil War, Davis noted that speculators seemed to be hurrying west, ignoring local opportunities and resources, saying, "The Alleghenies were as rich in coal and timber as the Rockies in precious metals. The heart of the wealth of the Alleghenies is in West Virginia, and its throbbing has just begun with the awakening of its industrial life."⁶⁹ With the B&O and C&O railroads operating primarily in the northern and southern ends of the state, Davis realized an immense opportunity was awaiting anyone willing to accept the challenge of building a railroad through steep

⁶¹ Perreault, "The Mechanization of Coal Mining .. ."

⁶² West Virginia State Museum, "Timber Industry."

⁶³ Clarkson, "Timbering and Logging."

⁶⁴ Burns, "The Decline of Rail Travel (USA): Three Decades of Turmoil."

⁶⁵ Frey, "Western Maryland Railway."

⁶⁶ Grant County Development Authority, "Business Climate."

⁶⁷ Fansler, *History of Tucker County West Virginia*, 48-56.

⁶⁸ Fansler, 1-3.

⁶⁹ Super, "West Virginia Incorporated: Religion and the Railroad in the Timber Counties," 33

Appalachian terrain.⁷⁰ Using his wealth, railroad experience, and newfound political clout as a member of the West Virginia House of Delegates, Davis helped pass an act to incorporate a new railroad in 1866: the Potomac and Piedmont Coal and Railroad Company. With Davis as its president, the company dealt in mining, manufacturing, and timber until it was rechartered in 1881 as the WVC&P, focusing primarily on harvesting the natural resources of Tucker County and transporting them to American industrial cities.⁷¹

The population of Tucker County exploded upon the arrival of the WVC&P to the northern portion of the county, where the new towns of Thomas and Davis were beginning to develop. In 1880, Tucker County had a reported population of 3,151; by 1890 that had more than doubled to 6,458. In 1900, the county was booming, with 13,433 residents optimistic about future prosperity. On March 9, 1900, one reporter proclaimed: “When it is taken into consideration that the completion of [railroads] means the establishment of more or fewer industries along each, a faint idea can be gained of what may be expected in industrial activity in this state within the next few years.”⁷² Just as the writer predicted, the WVC&P brought industry and wealth to the region, but with the boom came a bust. Along with the rest of West Virginia, depletion of natural resources, environmental disasters, health and safety hazards, labor disputes, mechanization, and an evolving economy eventually led to the decline of extraction industries in Tucker County.

A widespread depletion of natural resources coupled with labor problems and national politics led to the decline of the railroad and the industries alongside it in the late 1910s and early 1920s. After twenty years of managing the WVC&P, Henry Gassaway Davis and his co-owners sold their interests in the WVC&P to the Wabash railroad in January 1902. By 1905, the Western Maryland organized a large merger and acquired the WVC&P from Wabash along with the Piedmont and Cumberland, the Coal and Iron, and the Belington and Beaver Creek Railroads.⁷³ As businesses struggled with labor strikes and supply issues, the need for freight haulage shrank. In 1919, the West Virginia Pulp and Paper Company of Davis closed its mill after a twelve-week strike, noting that depleted timber made a shutdown imminent anyway. The same year, the Davis Coal and Coke Company closed its mines at Davis due to dirty coal, and by the end of June 1921, most mines were working only two days per week.⁷⁴ The 1930s depression escalated these problems, and by 1960, the populations of Davis, Hambleton, Hendricks, Thomas, and St. George had returned to their pre-railroad numbers.⁷⁵

Coal continues to be a top industry in Tucker County, supporting its 7,000 residents alongside government, timber, and tourism.⁷⁶ Census data suggests that Tucker County residents are doing as well as others across the state, with an average median income and a poverty rate below the national level. Parsons leads the county with the highest number of residents and the most commerce, while Hendricks, Hambleton, and St. George have returned to small, rural communities. Thomas and Davis are smaller than they once were, but well supported by tourism because of their proximity to outdoor recreation destinations in Canaan Valley.⁷⁷ Friends groups and local non-profits are key players in these communities, working together to honor Tucker County’s past and stabilize its economy and environment for the future.

⁷⁰ Super, 37.

⁷¹ Clarke, *West Virginia Central and Pittsburg Railway: A Western Maryland Predecessor*, 6-7.

⁷² “Our Railroad Development.” *Parsons Advocate*.

⁷³ Hicks, “The West Virginia Central & Pittsburg Railway.” W. Raymond Hicks, “The West Virginia Central & Pittsburg Railway,” *The Railway and Locomotive Historical Society Bulletin*, 28.

⁷⁴ Clarke, *West Virginia Central and Pittsburg Railway: A Western Maryland Predecessor*, 152-156.

⁷⁵ Fansler, 125-126.

⁷⁶ Tucker County Development Authority. “Major Employers.”

⁷⁷ U.S. Census Bureau, “American Community Survey 5-year estimates.”

Thomas

Only a handful of families resided in Thomas in the early 1880s, but the discovery of coal and the arrival of the WVC&P in 1884 propelled Thomas into the new industrial age. Previously named Fairfax and renamed for the Honorable Thomas B. Davis, Thomas was incorporated on June 12, 1892, and had a thriving population of native laborers along with immigrants representing 18 different nationalities who built the railroad, worked in mines and lumber camps, and owned several of the most successful businesses in town. Some prominent Tucker County immigrants include Joseph Russ of Austria, who operated a dry goods store; Mrs. Mary Geisberger of Switzerland, who built the Hotel Metropolitan; and Wladyslaw Dackiewicz from Poland, who worked as an interpreter for the Davis Coal & Coke Company. As the first of the Tucker County towns to be reached by rail, Thomas was a hub of the WVC&P, outfitted with a machine shop, roundhouse, and by 1900, the finest brick railway station on the road from Cumberland to Elkins.⁷⁸

The Davis Coal & Coke Company was incorporated in 1888 and quickly became the backbone of Thomas and surrounding communities. By 1906, the company had acquired the stock of four other coal companies and owned 100,000 acres of coal land along railroads in Mineral, Grant, Tucker, Barbour, Randolph, and Taylor counties, with an output of 8,000 tons a day. Thomas sits only one mile from seven of the company's top-producing mines and coke ovens, making it a natural hub for company operations. Davis Coal & Coke Company owned the town's telephone system and built over 400 houses for its employees.⁷⁹ When tragedy struck on November 12, 1901, and the town of Thomas became engulfed in flames, "leaving nothing but the stone foundations to show the visitor that Thomas was ever at any other time more than it is at present," Davis Coal and Coke Company stepped in with temporary housing and a new pumping station.⁸⁰

Davis

Henry Gassaway Davis conceived the idea of a town of Davis as early as 1871 when he and his brothers began purchasing enormous tracts of land nearby. By 1873, they had bought 23,550 acres, and by 1883, they had acquired twenty-eight more tracts amounting to an additional 34,806 acres. During this time, construction of the WVC&P west of Piedmont was well underway, and a farmer named Robert Ward Eastham was contracted to clear the dense forest and create a town site ahead of the train's arrival on November 1, 1884. James Parsons, a civil engineer from Romney, laid out the town lots and streets, naming the main avenues Henry, Thomas, and Davis in honor of the town's founders. On December 20, 1889, Davis was incorporated as a municipality of Tucker County with a population of 909 people.⁸¹

Lumber mills, paper mills, and tanneries thrived in Davis from 1886 to the mid-1910s. After Henry Gassaway Davis personally solicited the company's owners and offered attractive land and transport prices, the Fayweather and Ladew Tanning Company relocated to Davis. It thrived, becoming one of the largest tanneries in the nation with an output of 700 hides daily. The Blackwater Lumber Company, formerly the Jacob L. Rumbarger Lumber Company, operated two sawmills in Davis with an annual capacity of forty million board feet. Another primary industry in the town, the West Virginia Pulp and Paper Company, began in 1895, and by 1912, it employed over 400 men. At the turn of the century, Davis was a prosperous town with a diverse community comprised of immigrants and professionals, business owners, and blue-collar workers.⁸²

⁷⁸ Fansler, *History of Tucker County West Virginia*, 443-450.

⁷⁹ Nutter, 29-35.

⁸⁰ "Thomas News," *The Parsons Advocate*.

⁸¹ Fansler, *History of Tucker County West Virginia*, 279-287.

⁸² Fansler, 279-287.

Hambleton

Hambleton, also known as Randol's Bottom, Back Fork, and Hulings, was home to several homesteaders and loggers in the mid-1800s who operated a water-powered sawmill. Without a railroad to transport timber, families like the Hulings engaged in the dangerous and sometimes deadly task of floating timber 75 miles down the Cheat River to a mill in Point Marion, Pennsylvania. The economic framework of the town changed in 1899 when the WVC&P arrived in Hambleton, ending the need to raft logs and starting a twenty-five-year economic boom. The town was renamed Hambleton in honor of John A. Hambleton, WVC&P Railway director, and thrived from nearby lumber and leather industries.⁸³ The Otter Creek Boom and Lumber Company was among the most successful on the WVC&P. It supported the entire community with its large workforce, high pay, experienced superintendents, and three-story general store.⁸⁴



FIGURE 9. WESTERN MARYLAND RR STATION AT HAMBLETON. (WV HISTORY ON VIEW)

Hendricks

On April 1, 1889, the first passenger train of the WVC&P arrived in Hendricks, transforming it from a small, quiet farming community to a growing railroad town. The Dry Fork Railway laid tracks between Hendricks and Horton in 1894 and built offices and shops in Hendricks across the Blackwater River. By 1905, an entire network of logging railroads had been built, with only one outlet to the WVC&P at Hendricks.⁸⁵ Stores, churches, a saloon, and an opera house sprang up, but Hendricks never saw the same population growth as other communities in Tucker County. Even during its period of growth from 1890–1920, the population remained below 640.⁸⁶

The rails outside Hendricks were the most dangerous in the entire WVC&P system and the steepest in the East. The grade from Hendricks to Thomas climbed 1,236 feet in 10 miles, making accidents frequent and sometimes deadly.⁸⁷ On April 5, 1901, a caboose and one freight car headed toward Thomas broke loose at Tubb Run and started backward down a wet and slippery track. Hoping to catch the cars, the crew reversed the direction of the train, causing eight more cars to break loose. With the brakes unable to hold, the cars were forced around a big horseshoe curve, plummeting over an embankment and killing one man and injuring a brakeman and conductor.⁸⁸

⁸³ Fansler, 291-295.

⁸⁴ "Otter Creek Boom and Lumber Company Mills," *The Parsons Advocate*.

⁸⁵ Clarke, *West Virginia Central and Pittsburg Railway: A Western Maryland Predecessor*, 133.

⁸⁶ Fansler, 356-366.

⁸⁷ Fansler, 266.

⁸⁸ "Two Railroad Wrecks," *The Parsons Advocate*.

St. George

St. George was the first settlement in Tucker County and the county seat immediately following Tucker County's split from Randolph County in 1856. Though it was the oldest community, it was also the most agrarian, and residents of St. George came and went, working primarily in agriculture and small mills. In 1888, Henry Gassaway Davis journeyed through St. George in search of a new route south towards Elkins but unexpectedly decided to bypass St. George entirely and turn up Shavers Fork six miles away. With the absence of the railroad and the prosperity it promised, St. George declined and lost its county seat status and political power to the neighboring town of Parsons.⁸⁹

Parsons

Davis's decision to bypass St. George and extend the WVC&P south created an opportunity for Ward Parsons and a group of wealthy landowners in southern Tucker County to build a new town near the confluence of the Shavers Fork and Black Fork Rivers. This new town, named Parsons, had just 50 residents when it began filing a series of petitions requesting that the county seat be moved from St. George to the newest railroad town. The petition passed in 1893 after a four-year political battle, but Ward Parsons wasn't convinced that the transition would be smooth or expedient. On the night of August 1, 1893, 200 armed men marched on St. George and stole the county records, sheriff's safe, and courthouse bell, bringing the loot back to Parsons in wagons and solidifying the town's new role as the county seat.⁹⁰

With its newfound political power and prime position on the WVC&P, business in Parsons flourished. In 1893, the Gould siblings built the first tannery, and developers John R. Seiler and George C. Mohn purchased the tract of land between the railroad and Black Fork River to subdivide and sell to incoming businessmen. The Parsons Pulp & Paper Company operated from 1902–1927 and built White Gable Homes and clubhouses to be used by wealthy men visiting Parsons on private rail cars. Parsons continued to grow even when neighboring towns did not, peaking in population thirty years after other Tucker County towns.

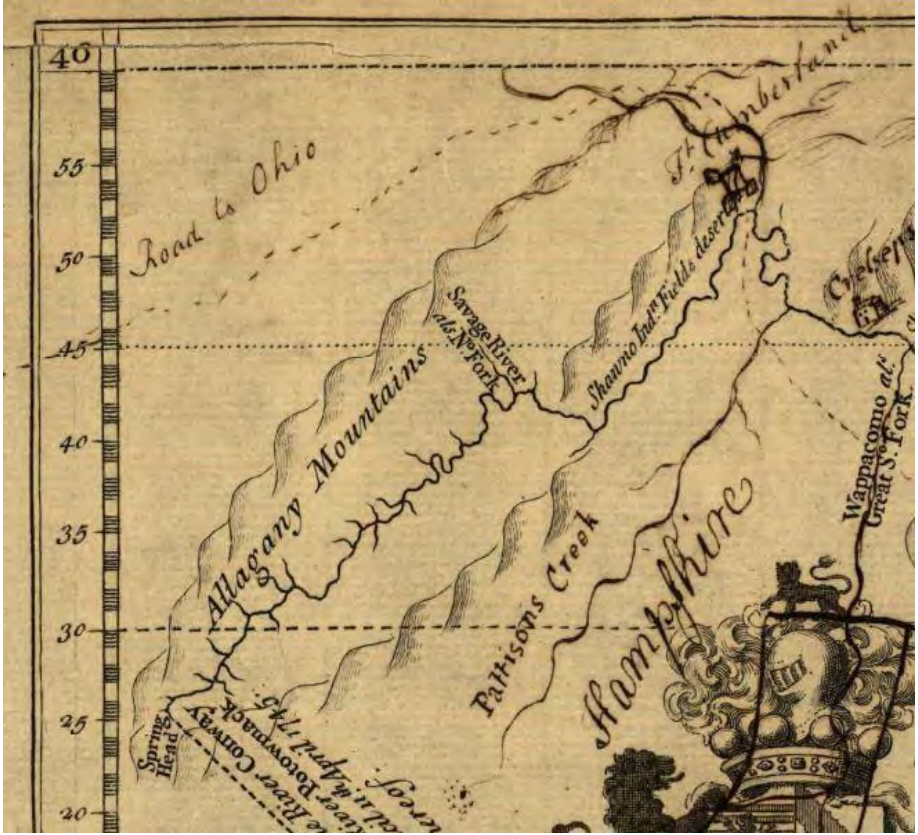
⁸⁹ Fansler, 426-435.


⁹⁰ Fansler, 249-255.

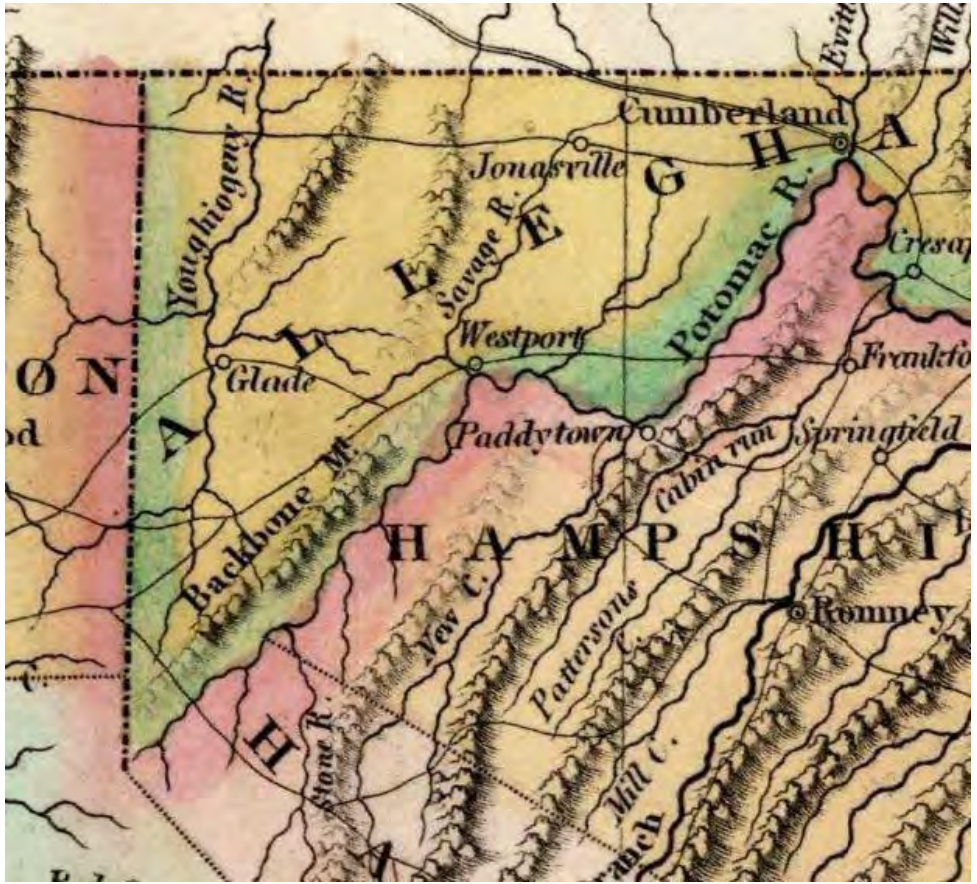
Historic Maps

A variety of historic maps depict the project area beginning in the colonial area and extending through the 19th and 20th centuries. Table 1 contains a summary of historic maps that are available online. A sampling of map images illustrating the development of the project area is presented below.

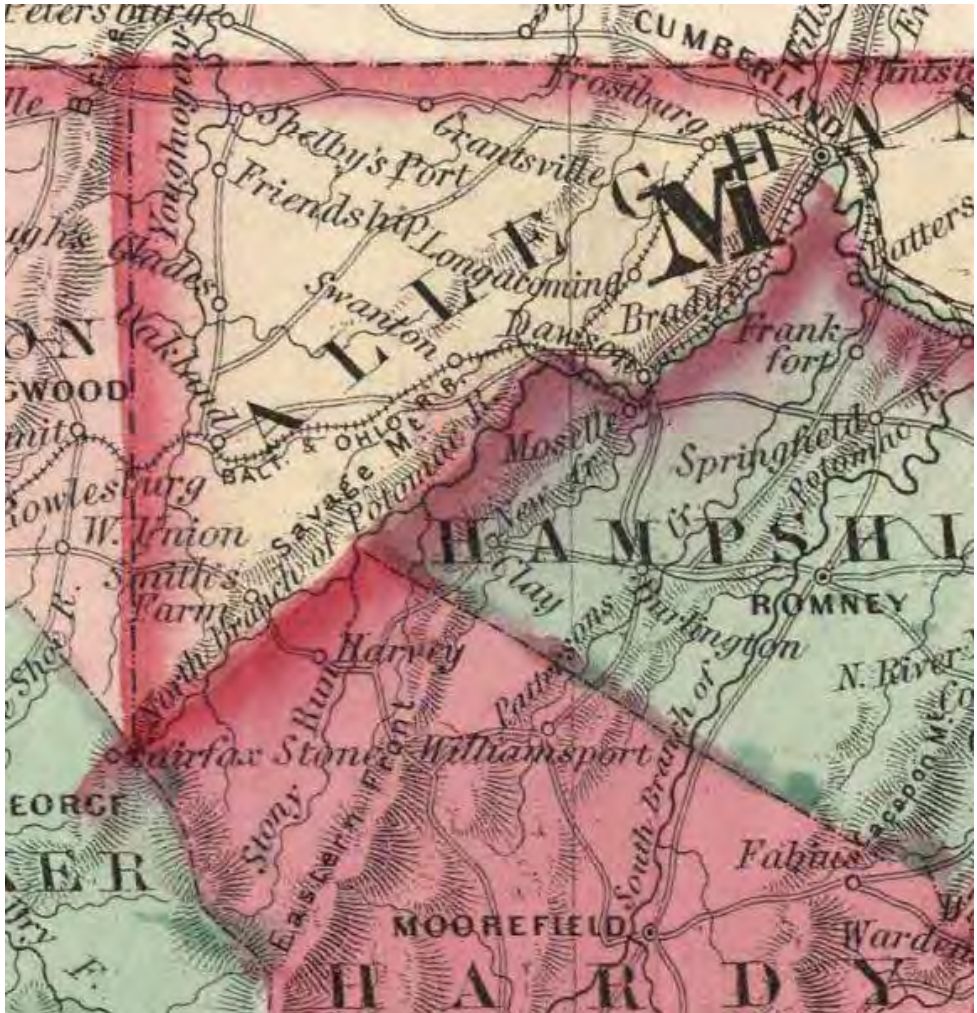
TABLE 1. HISTORIC MAPPING IN THE PROJECT AREA

Title, Author, Date	Notes	Source	Excerpt
<p><i>A survey of the Northern Neck of Virginia</i></p> <p>John Warner Lord Thomas Fairfax</p> <p>1736-37</p>	<p>Large-scale survey of Fairfax land grant noting the Potomac River headspring as a boundary point, now the site of the Fairfax Stone. Minimal detail due to large extent.</p>	<p>Library of Congress https://www.loc.gov/resource/g3880.ct000362/</p>	 <p>The map excerpt shows a topographical view of the Allegheny Mountains region. A vertical scale on the left side is marked from 20 to 60. Key geographical features labeled include the Allegheny Mountains, Potomac River, Savage River at its fork, Shenandoah Falls described, and Wappacomo at its Great S. Fork. The word 'Hampshire' is written across the lower right portion of the map. A decorative crest is visible in the bottom right corner. A dashed line is labeled 'Road to Ohio'.</p>


Title, Author, Date	Notes	Source	Excerpt
<p>Virginia Samuel Lewis 1812</p>	<p>Early 19th century map shows no settlements along the North Branch of the Potomac.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

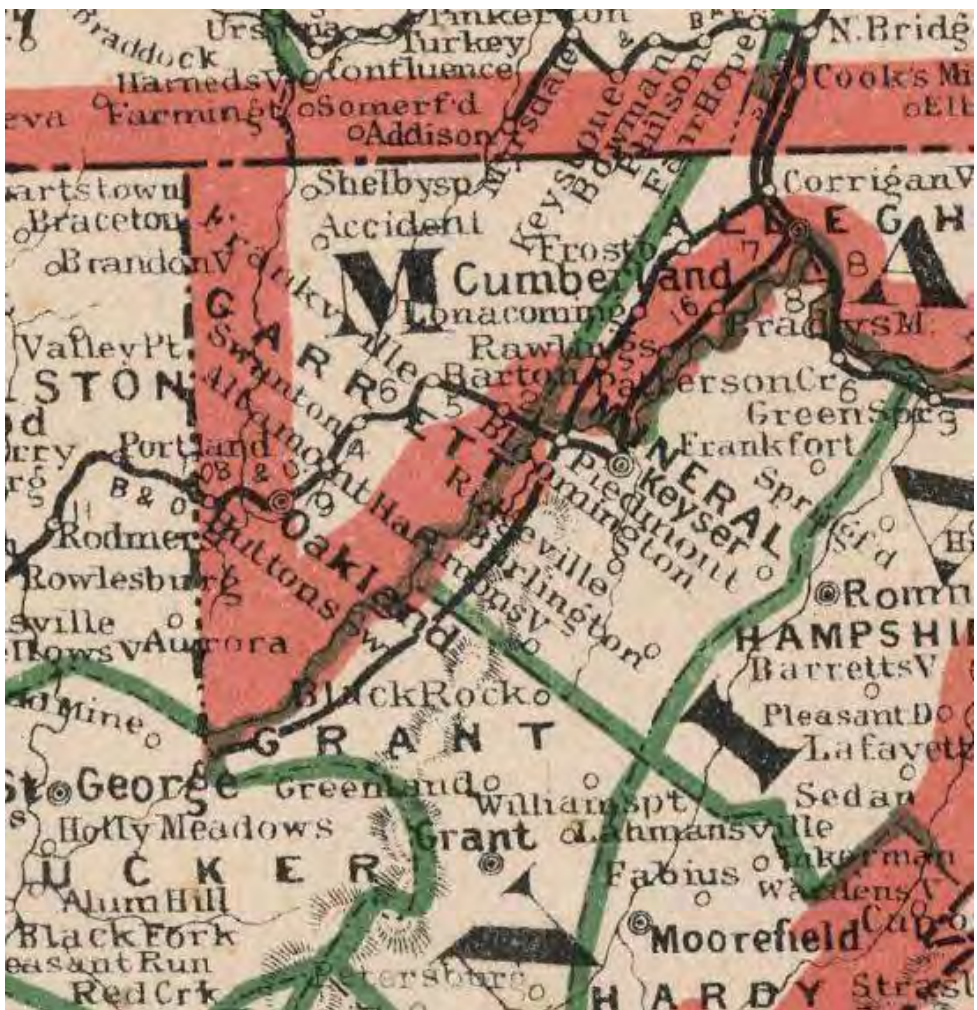
Title, Author, Date	Notes	Source	Excerpt
<p>Map of Virginia and Maryland</p> <p>Anthony Finley</p> <p>1827</p>	<p>Regional map showing major towns, roads, rivers, and topography. No settlements are noted along the WV-MD border west of Westport.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	 <p>The map excerpt shows a section of the West Virginia-Maryland border. A vertical dashed line indicates the border. To the west of this line is Maryland, and to the east is West Virginia. The Potomac River flows from the top right towards the center. Major towns shown include Westport, Paddytown, and Springfield. The Backbone Mountains are depicted with hachures. County names visible include Hampshire and Harrison. Rivers shown include the Savage R., Potomac R., and Stone R.</p>

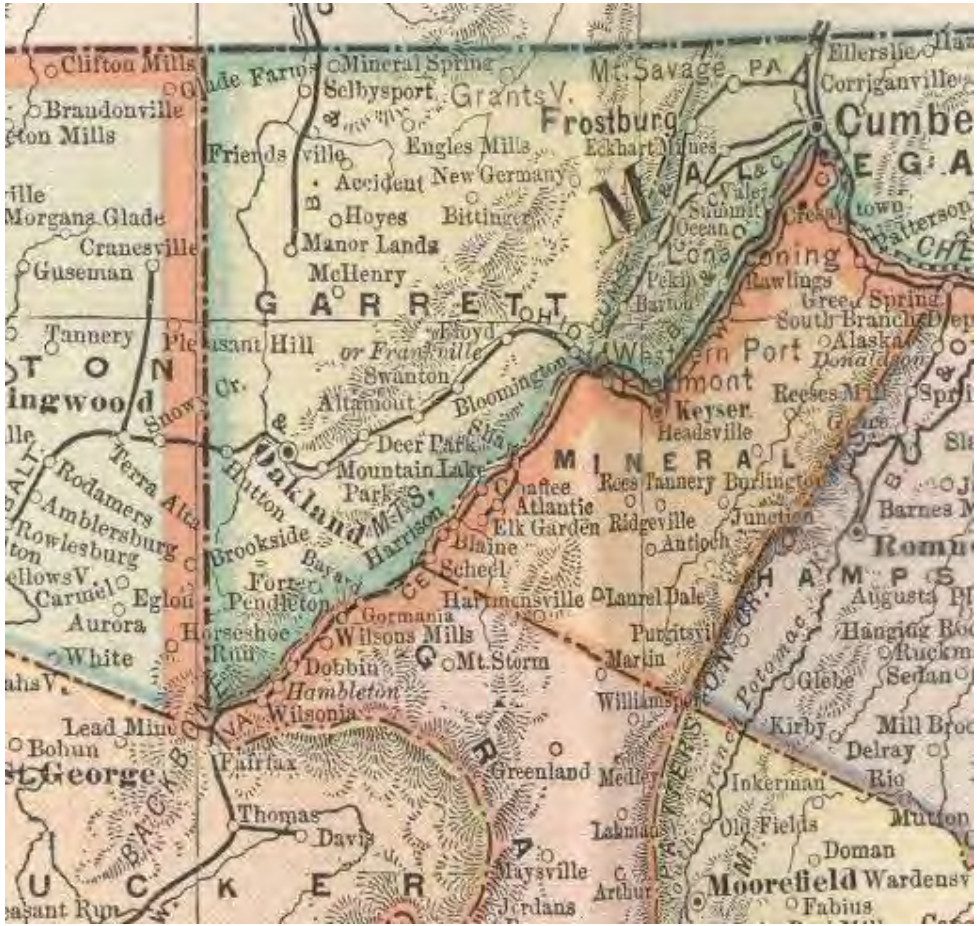
Title, Author, Date	Notes	Source	Excerpt
<p>Virginia</p> <p>Charles W Morse Charles A. Colby</p> <p>1856</p>	<p>Regional map showing major towns, roads, rivers, and topography. Project area appears very similar to 1827 Finley map.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	


Title, Author, Date	Notes	Source	Excerpt
<p>Virginia, Delaware, Maryland, and West Virginia</p> <p>A.J. Johnson</p> <p>1864</p>	<p>Civil War era map shortly after formation of WV. Grant and Mineral counties have not yet been created. The B&O Railroad and Fairfax Stone are noted. A place called Smith's Farm is shown along the Northwestern Turnpike (US Route 50) near the present-day location of Gorman, MD. Another town labeled Harvey is shown on the Northwestern Turnpike just east of Stony Run (Stony River). No further information could be found about either of these places.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

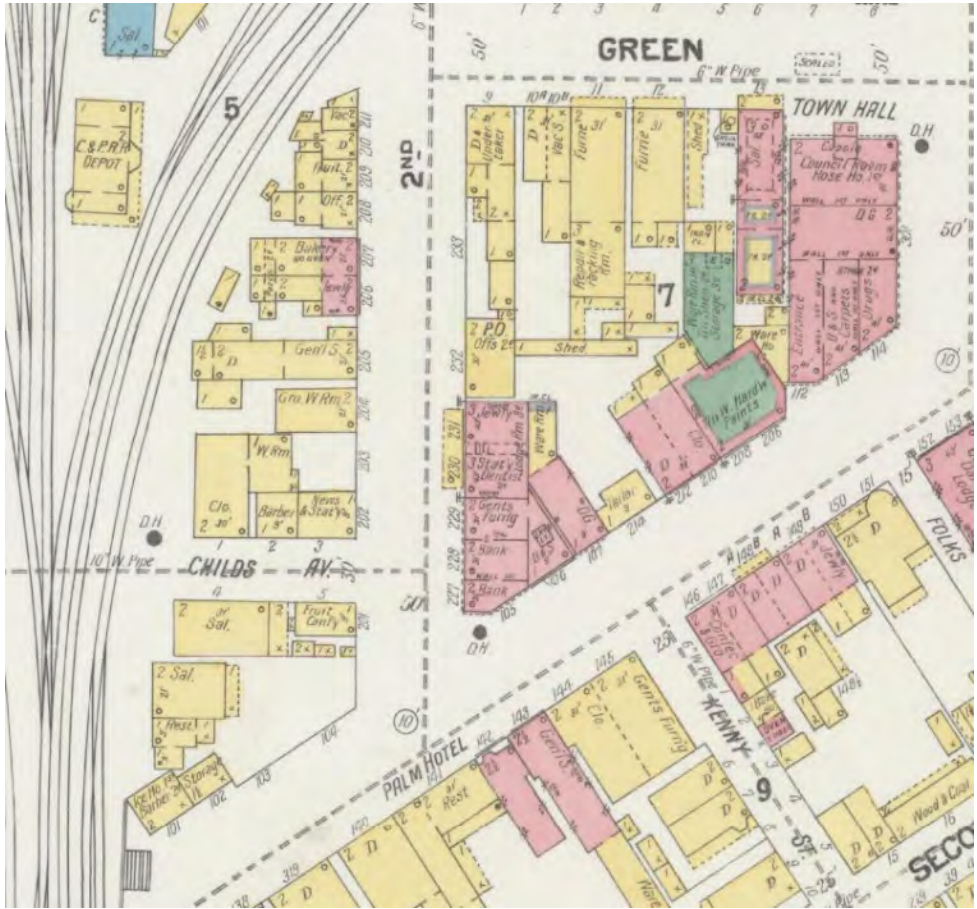
Title, Author, Date	Notes	Source	Excerpt
<p>White's <i>Topographical County & District Atlas of West Virginia</i> M. Wood White 1873</p>	<p>More detailed views of 2-3 counties per page, including Mineral/ Hampshire (page 24), Grant/ Hardy (page 26), and Preston/Taylor/Barbour/ Tucker (page 30)</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

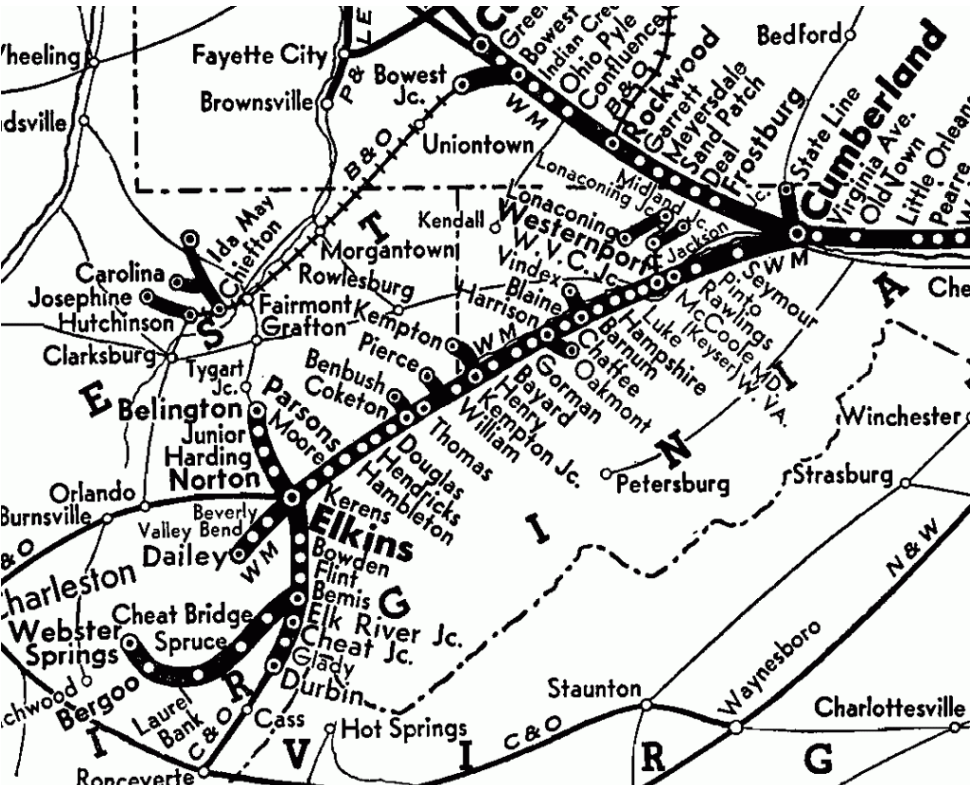
Title, Author, Date	Notes	Source	Excerpt
<p><i>Railroad and County Map of Virginia, W. Virginia, Maryland and Delaware</i></p> <p>George Franklin Cram</p> <p>1881</p>	<p>Post B&O but just prior to the construction of the WVC&P.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

Title, Author, Date	Notes	Source	Excerpt
<p><i>New Railroad and County Map of Virginia, W. Virginia, Maryland and Delaware</i></p> <p>George Franklin Cram</p> <p>1883</p>	<p>Cram's revised map now shows the WVC&P but no towns yet appear along the line.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

Title, Author, Date	Notes	Source	Excerpt
<p>Map of Virginia West Virginia, Maryland and Delaware</p> <p>D. Appleton & Co.</p> <p>1891</p>	<p>Shows post-railroad development and appearance of WVC&P towns.</p>	<p>David Rumsey Map Collection www.davidrumsey.com</p>	

Title, Author, Date	Notes	Source	Excerpt
<p>USGS Topographic maps</p> <p>United States Geological Survey</p> <p>Various</p>	<p>USGS TopoView interactive map contains a variety of quads and dates beginning in 1895. These maps show towns, buildings and other features in greater detail than early atlases.</p>	<p>https://ngmdb.usgs.gov/topoview/</p>	 <p>Piedmont Quadrangle, 1892</p>

Title, Author, Date	Notes	Source	Excerpt
<p>Sanborn Fire Insurance Maps</p> <p>Sanborn Fire Insurance Company</p> <p>Various</p>	<p>These detailed maps were published for cities and towns to aid in insurance underwriting. Structure size, use, materials, and other information was recorded. The Library of Congress has digitized Sanborn maps for the following communities and years within the project area.</p> <ul style="list-style-type: none"> ● Cumberland - 1887, 1892, 1897, 1904, 1910, 1921, 1949, 1956 ● Lonaconing - 1892, 1897, 1906, 1921 ● Davis - 1894, 1899, 1904, 1909, 1915 ● Parsons - 1921, 1944 ● Kitzmiller - 1912 ● Keyser - 1892, 1898, 1904, 1908, 1913 ● Piedmont - 1892, 1896, 1902, 1907, 1913, 1920 ● Ridgeley - 1921 	<p>Library of Congress https://www.loc.gov/collection/s/sanborn-maps/about-this-collection/</p>	 <p>City of Piedmont, 1902</p>

Title, Author, Date	Notes	Source	Excerpt
<p>Western Maryland Railway and Connections</p> <p>Western Maryland Railway</p> <p>1949</p>	<p>System map showing all the stations from Baltimore to western termini.</p>	<p>The Alphabet Route: Western Maryland Railroad https://www.alphabetroute.com/wm/pics/WMMMap.gif</p>	

PRE-FIELD RESEARCH

The West Virginia State Historic Preservation Office (WVSHPO) Online GIS map and the Maryland Historic Trust (MHT) Medusa Cultural Resource Information System were reviewed for previously surveyed properties and National Register-listed properties along the historic WVC&P corridor. A table of previously surveyed properties along the railroad corridor is located in Appendix A.

The field survey team compiled lists of potential railroad-related sites to visit in the field based on SHPO records and historic research, including the following communities, sites, and points of interest:

- Cumberland
 - Canal Place (Western Maryland RR Station)
- Ridgeley
- Carpendale
- Rocket Center
- Cresaptown
- Pinto
- Rawlings
- Dawson
- McCoolle
- Keyser
- Piedmont
- Westernport
- Luke
 - Luke Paper Mill
- Barnum
- Jennings Randolph Lake
- Elk Garden
- Kitzmiller
- Steyer
- Gormanian
- Bayard
- Wilson
- Dobbin
- Henry
- Kempton
 - Kempton Company Store/Warehouse
- Thomas
 - Coketon
 - Buxton & Landstreet Company Store
 - Fairfax Stone
- Hambleton
- Hendricks
 - Hendricks Old Jail
- Parsons
 - Railroad Bridge and Depot

In order to identify possible additional historic sites or points of interest, the field survey team also prepared a draft historic context for the overall project area and each county and reviewed current and historic mapping.

FIELD RECONNAISSANCE

ARA staff visited the project area on August 3-4 and October 14, 2022. The field survey team drove the former WVC&P corridor as closely as practicable, visiting known communities along the line and looking for both previously surveyed and unsurveyed buildings, railroad-related structures, and points of interest. In contrast to a typical historic resource survey, in which the goal is to identify properties that may be eligible for the National Register of Historic Places, this survey sought to note buildings, communities and sites that would be of interest to users of a potential rail-trail, regardless of material integrity or National Register significance. Even the sites of buildings that are in ruins or are no longer extant are of potential interest for interpretive purposes along a future trail. ARA also noted recreational facilities, fishing access points, camp sites, and other amenities that may be of interest to trail users in the future. See figure 10 for a map of the railroad corridor and field survey driving route.

The field survey team attempted to locate previously surveyed resources to verify condition and current use. The team also conducted a windshield survey to identify potential historic resources that are railroad-related or date to the railroad era (pre-1980). Resources were photographed and relevant information regarding use, condition, and materials was noted.

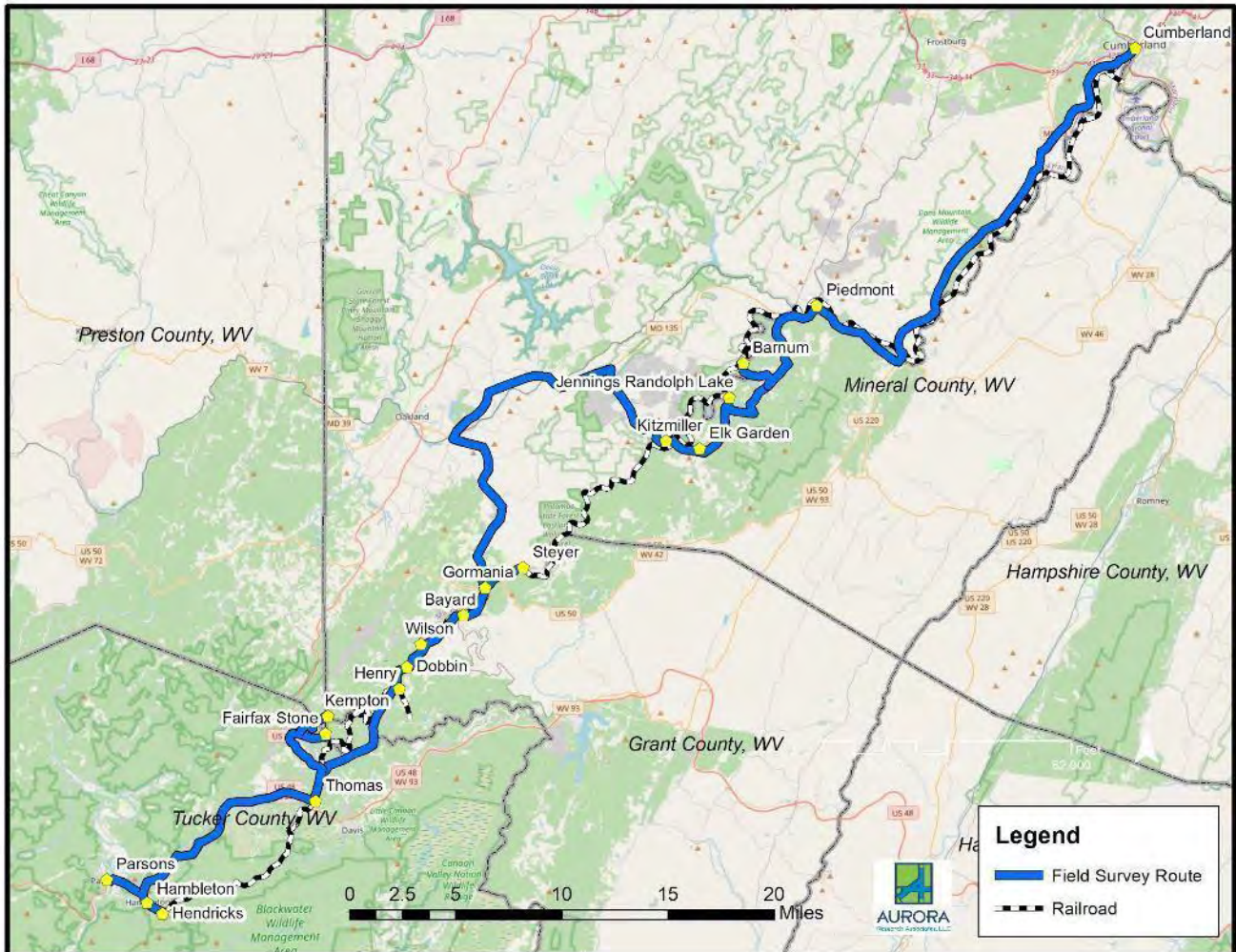


FIGURE 10. MAP OF FIELD SURVEY ROUTE AND THE WVC&P LINE (ARA)

FINDINGS

ARA found varying levels of extant buildings and historic sites associated with the railroad. Historic towns that remain along the rail corridor include Cumberland, McCoole, Westernport, Luke, and Kitzmiller/Shallmar in Maryland; and Keyser, Piedmont, Elk Garden, Gorman, Bayard, and Thomas in West Virginia. These towns are favorable locations for both heritage tourism and trail amenities such as food, lodging, and supplies. Other towns, such as Henry, Dobbin, Wilson, and Barnum retain only traces of the communities that formerly existed. These sites are candidates for interpretation, including waysides, historic photos, mapping, and inclusion on websites and mobile apps.

Historic sites associated with the railroad and/or coal industry are dwindling in number. Notable remaining examples include the following sites:

- Western Maryland Depot (Canal Place), Cumberland
- Knobley (Carpendale) Tunnel, Cumberland
- Western Maryland Train Station, Westernport
- C&P Depot, Piedmont
- B&O Station, Piedmont
- Henry Gassaway Davis Residence, Piedmont
- Tram/conveyor bridge remnants, Barnum
- Kitzmiller Company Store
- Shallmar Company Store
- Buxton & Landstreet Company Store Warehouse, Kempton
- Buxton & Landstreet Company Store, Thomas
- Davis Coal & Coke Administration Building, Thomas
- Western Maryland Train Station, Parsons

Residential resources are more numerous and often can be identified as coal company housing based on their standard repetitive designs. Bayard, Shallmar, and Coketon retain examples of coal company housing. Westernport also retains several blocks of rowhouses constructed by the West Virginia Pulp and Paper Company.

Appendix B contains Community Profile sheets for towns and sites within the historic WVC&P corridor, including mapping, photos, and field observations.

Several communities and resources in the survey area have previously been determined eligible for the National Register, or appear to be potentially eligible, including:

- Knobley Tunnel (Carpendale)
- Historic WVC&P/WMRR bridges
- Westernport, South Westernport, and Hammond's Addition Historic Districts
- Town of Piedmont
- City of Keyser
- Town of Kitzmiller
- Town of Shallmar
- Kempton B&L Company Store Warehouse

It is particularly surprising that the Town of Piedmont has not been comprehensively surveyed. Piedmont has a rich and diverse history with multiple facets of significance, and a substantial number of remaining industrial, commercial, and residential structures. It also was a regional population hub for African Americans and has a strong link to Black History in the area. It is highly recommended that Piedmont receive an intensive-level historic resource survey.

Officially nominating these properties to the National Register would offer benefits to local governments, residents, and business owners including historic tax credits and grants. As the popularity and accessibility of recreation and tourism grows in the area, historic preservation tools such as the National Register should go hand-in-hand with economic development and planning along the North Branch of the Potomac.

Historic Property Inventory Forms

ARA prepared updated Historic Property Inventory (HPI) forms for 12 properties that were previously documented in the West Virginia State Historic Preservation Office (WVSHPO) Historic Inventory, and prepared new forms for 10 additional resources. These buildings were selected for further documentation because they have potential for use or interpretation in connection with the proposed rail-trail and either had not been documented or information in the existing HPI form was minimal.

These properties represent a small sample of the hundreds of resources along the corridor that are of historic interest. Although a comprehensive survey of the entire corridor was outside of the scope of this project, the observations of the field survey team, overview of the communities, and this selection of HPI forms may be used to guide future studies and identify areas for intensive-level survey.

Table 2 summarizes the properties that were documented or updated on HPI forms. HPI forms are located in Appendix C.

TABLE 2. HISTORIC PROPERTY INVENTORY FORMS PREPARED FOR THIS SURVEY

HPI No.	Name	Address	County	Date	Type	Description
GT-0130 (revised)		9155 George Washington Highway, Gormanias	Grant	Ca. 1910	Residential	Apartment building with original storefront on first floor
GT-0131 (revised)	Knights of Pythias Hall	9159 George Washington Highway, Gormanias	Grant	Ca. 1895	Unknown	Knights of Pythias Acme Lodge No. 69, with several other businesses on other floors including laundry and movie theater
GT-0132 (revised)	Dr. Drinkwater's House	9169 George Washington Highway, Gormanias	Grant	Ca. 1880	Residential	Residence and office of Dr. Wilbert George Drinkwater from 1889-1947
GT-0133 (revised)		9181 George Washington Highway, Gormanias	Grant	Ca. 1850	Residential	Residence that may date to turnpike era

HPI No.	Name	Address	County	Date	Type	Description
GT-0140 (revised)	Aronhalt's Hardware	9128 George Washington Highway, Gorman	Grant	Ca. 1900	Commercial	Former store of Aronhalt's Hardware, in business until 1963
GT-0154 (revised)	Mountaineer Inn	2305 Front St., Bayard	Grant	Ca. 1910	Commercial	Mixed use building with storefront on first floor and apartments on second floor.
GT-0173 (revised)	Fulk's General Store	2247 Front St., Bayard	Grant	Ca. 1900	Commercial	In the 1920s, this building was known as Emmons Hall and served as an important community center
GT-0174 (revised)	Shaffer's General Store	2275 Front St., Bayard	Grant	Ca. 1900	Commercial	General store owned by A.C. Shaffer that sold furniture and household items
GT-0224 (revised)	Buffalo Coal Co. Office	2141 Front St., Bayard	Grant	Ca. 1910	Commercial	Commercial building that operated as a bank and office of Buffalo Coal Co.
MI-0175A (revised)	B&O RR Freight House & Passenger Depot	W Fairview St., Piedmont	Mineral	Ca. 1871	Commercial	B&O Railroad depot and freight house that served as the regional hub of B&O's machine shops. B&O's investments in Piedmont stimulated growth of city
MI-0703	Campbell Building	18 Childs Ave., Piedmont	Mineral	Ca. 1896	Residential	Mixed use commercial/residential building that once housed a barber shop, restaurant, saloon, cobbler, and gentlemen's club
MI-0704	C&P Depot	W Fairview St., Piedmont	Mineral	Ca. 1872	Commercial	Cumberland & Pennsylvania Railroad depot. C&P Railroad extended 32 miles from Cumberland to Piedmont and operated 2 roundtrips a day
MI-0705	Herald Printing House	33 E Fairview St., Piedmont	Mineral	Ca. 1896	Residential	Printing house for the local newspaper, the Piedmont Herald, estimated to be in operation from 1887-2006
MI-0706	Piedmont Grocery Company Wholesale	13 Fairview St., Piedmont	Mineral	Ca. 1905	Commercial	Piedmont Grocery Co. Wholesale operated as a prominent business in Piedmont with a second location in Oakland, Maryland
MI-0707	First National Bank	42 Ashfield St., Piedmont	Mineral	Ca. 1892	Commercial	Location of First National Bank. Originally, there were multiple buildings sharing the space but by 1907 the bank had grown, and operated the entire building

HPI No.	Name	Address	County	Date	Type	Description
MI-0708	Piedmont Library	9 Childs Ave., Piedmont	Mineral	Ca. 1905	Government	Commercial building that housed several businesses including a clothing store, candy shop, dry goods store, and drug store
MI-748	Bridge Pier	County Route 46/2, Barnum	Mineral	Ca. 1900	Transportation	Concrete pier in the North Branch that once supported a vehicular bridge
MI-748	Bridge Pier and Abutment	County Route 46/2, Barnum	Mineral	Ca. 1920	Industry	Concrete pier and abutment in the North Branch. Historic mapping indicates that this was part of a tram or incline system.
PR-0043-0058 (revised)	Buxton & Landstreet Warehouse	County Road 120, Kempton	Preston	Ca. 1914	Unknown	Warehouse building for Buxton & Landstreet Warehouse in Kempton and only surviving commercial structure in town
TU-0003 (revised)	Old Jail at Hendricks	4 th Street Hendricks, WV	Tucker	Ca. 1894	Commercial	Old jailhouse and one of the few surviving structures of the Hendricks Historic District
TU-0596	Coketon Colored School Site	County Route 27, Coketon	Tucker	Ca. 1880	Archaeological	Segregated school for African American students living in Tucker County in operation until Brown v. Board in 1954
TU-0597	Hendricks Swinging Bridge	Hendricks, WV	Tucker	Ca. 1985	Transportation	This bridge sits adjacent to the 1901 bridge piers and connects Hendricks to Brooklyn Heights. This easily allowed residents of Hendricks, a dry town, to seek out alcohol in nearby places.

Points of Interest

In addition to historic sites, ARA also noted the following sites of interest for a future trail, summarized in Table 3.

TABLE 3. POINTS OF INTEREST FOR FUTURE TRAIL

Maryland			
<i>Point of Interest</i>	<i>Location</i>	<i>Description of Site</i>	<i>Notes</i>
Western Maryland Railroad Station Museum and Park	117 Maryland Ave. Westernport, MD	Renovated small-town historic station museum capturing the Golden Age of railroading and coal mining.	Contains collection of railroad artifacts for the local area.
Kempton	Garrett County, MD & Grant County, WV	Coal town established in 1913	Buxton & Landstreet company warehouse is extant and in good condition. Across the way, the

Maryland			
<i>Point of Interest</i>	<i>Location</i>	<i>Description of Site</i>	<i>Notes</i>
			foundation of the company store and several other buildings are visible. Potential site for interpretation.
Kitzmiller Coal Heritage Museum	Kitzmiller Garrett County, MD	Housed in a historic building original to Elk Garden, this museum interprets coal heritage and local history	This museum could offer trail users an opportunity to learn about railroad history through artifacts.
Wolf Den Run State Park Potomac River Area	Shallmar Garrett County, MD	Maryland State Park with trails	No campground is currently located in the Potomac River Area but more amenities could be developed to support a long distance trail.
Potomac State Forest	Situated west of the North Branch between Harrison, WV and Gorman, WV	Maryland state park totaling 11,461 acres	This state park borders a long stretch of the railroad and offers off-road vehicle trails, snowmobiling trails, along with other recreational activities

West Virginia			
<i>Point of Interest</i>	<i>Location</i>	<i>Description of Site</i>	<i>Notes</i>
Keyser	Mineral County	County seat of Mineral County located along the state line	As one of the more urban areas located along the trail, Keyser offers important resources for trail users.
C & P Depot	Piedmont, Mineral County	Built circa 1872 Former depot for Cumberland & Pennsylvania railroad with service to Cumberland.	This vacant building has potential as a visitor's center and is advantageous because of its location along the railroad, size, and historical significance.
B & O Station	Piedmont, Mineral County	Built circa 1871	This large red building is a notable landmark in Piedmont and a great site for visitors to learn about connections between WVC&P Railway, B&O Railroad, and Henry Gassaway Davis.
Piedmont Grocery Company Wholesale	Piedmont, Mineral County	Built circa 1905	This would be a great location for an interpretive sign about Piedmont Grocery Co. and the industries that developed because of the railroad.
Davis Mansion/Piedmont Historic Preservation Foundation	Piedmont, Mineral County	Built 1871 On National Register, currently houses a local historic group	The Davis Mansion in Piedmont is extremely relevant to this trail and should be used to interpret Henry Gassaway Davis and the WVC&P.
Barnum	Barnum, Mineral County	40-acre area owned by US Army Corps of Engineers	Barnum is a recreational hotspot offering campsites, cabins, fishing, and whitewater rafting. Barnum Rail Trail (gravel) extends 4.2 miles along the North Branch.

West Virginia			
Point of Interest	Location	Description of Site	Notes
Jennings Randolph Lake	Mineral County	952 acres of land and water on border of West Virginia and Maryland	Howell Run Picnic Area offers day use amenities and Robert W Craig Campground offers many campsites. Recreation area offers boating, swimming, picnicking, scenic overlooks, and fishing.
Gormanian	Grant County		A small town located along primary regional highways with potential as a trailhead and a possible location for interpretation about boom and bust of railroad towns
Bayard	Grant County		Many opportunities for future trailhead, campground, and resources for hikers
Thomas	Tucker County	Thomas is a historic town and popular destination for Tucker County heritage tourism	Hub of Davis Coal & Coke Co. with many buildings related to the history of WVC&P. Local history/building histories are well interpreted. Trail users may be directed to an existing walking tour.
Blackwater Bikes	Davis, Tucker County	A premiere bike shop offering bike rentals and shuttle services from Davis to Hendricks	This bike shop is a hub for Tucker County recreation tourism. It may expand its services by providing more shuttle drop-offs to bikers at different points along the trail.
Coketon Colored School	Coketon, Tucker County	Archaeological site	Great location for trail users to learn about diversity and segregation in towns located along the Blackwater Industrial Complex
Blackwater Falls State Park	Davis, Tucker County	WV State Park	This state park offers food and several types of lodging services (hotel, cabins, campground) that could be useful for trail users.
Blackwater Outdoor Adventures	St. George, Tucker County	A premiere whitewater outfitter in Tucker County, WV that shuttles customers to different points along the Cheat River.	Blackwater Outdoor Adventures offers guided whitewater rafting, kayaking, canoeing, paddleboarding, and camping from April-September.
Allegheny Trail Trailhead	Davis, Tucker County	Trailhead for 330-mile trail stretching between the Pennsylvania state line in Preston County and the Virginia state line in Pocahontas County	Connection point for trail network.
Douglas Highwall	Douglas, Tucker County	Site of coke ovens	This is an important heritage site with existing interpretive signs about the process of turning coal into coke.
Hendricks Swinging Bridge	Hendricks, Tucker County	Built in 1901	The Hendricks Swinging Bridge highlights the intensity of WV terrain. From this bridge, trail users can learn about accidents that happened on the most dangerous lines in the entire WVC&P Railway system.

West Virginia			
Point of Interest	Location	Description of Site	Notes
Horseshoe Run	Four miles south of Parsons Tucker County	Recreation opportunity near trail	Nearly 7 miles of stream is stocked from February-May. There are also several campsites
Five River Campground	Parsons, Tucker County	Campground that hosts “Pickin in Parsons”, a popular bluegrass festival every year	This campground is outfitted to host large groups of people and has showers and restrooms
Parsons	Tucker County	County seat of Tucker County, WV	Urban area along trail that offers lodging, food, and supplies.

CONCLUSIONS

The WVC&P corridor represents a cross-section of American history from the industrial boom of the late 19th century to the present day. The history of the WVC&P includes lessons about topics like the efforts of individuals from United States Senators to immigrant laborers to draw value from the remote recesses of the Allegheny Highlands; 19th century political machinations; the advances in technology necessary to construct a railroad in difficult mountain terrain; corporate paternalism and company towns; the effects of world war on local, regional, and national economies; unionization and the fight for workers’ rights; transitions in transportation from horses to trains to automobiles; the long-term impacts of safety and environmental disasters; and how architecture conveys the values and activities of a particular time period. Learning about these and other aspects of the region’s history helps both residents and visitors understand and appreciate the built and natural environment surrounding the WVC&P.

Interpreting and sharing information about the WVC&P corridor are essential considerations in the planning of a potential rail-trail. Although many historic resources related to the WVC&P and its communities have been demolished or otherwise lost, those that remain have the power to convey these stories. Even the loss of historic buildings and in some cases, entire towns is a significant story. Historic photos, maps, and oral histories further assist in painting a picture of the past for visitors. When the trail becomes a reality, preservation offers an opportunity for historic buildings to gain new life as venues for trail amenities. In the meantime, modern technology offers myriad ways to share the history of the WVC&P and its communities with audiences near and far, and to build community support for a trail that recognizes and celebrates this essential aspect of West Virginia history.

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APPENDIX A
PREVIOUSLY SURVEYED HISTORIC SITES IN THE WVC&P CORRIDOR

**Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railroad Corridor
Final Report – Appendix A: Previously Surveyed Sites in the WVC&P Corridor**

WEST VIRGINIA				
Name	Location	SHPO Survey Number	Date	Description
Knobley Tunnel	Ridgeley	MI-0036-0004	1904	RR Tunnel currently part of Carpendale Rail Trail
Bridge #1635	Ridgeley	MI-0036-0002	1905	RR Bridge over the North Branch Potomac River, currently part of Carpendale Rail Trail
Bridge #1656	Cumberland, MD and Ridgeley	MI-0036-0001	1912	RR Bridge, currently part of Western Maryland Scenic RR
Bridge #1655	Ridgeley	MI-0036-0003	1912	RR Bridge over Mulligan Street, currently part of Western Maryland Scenic RR
Washington Farmhouse/Allegheny Ballistics Laboratory	Ridgeley	MI-0020	1910	Demolished by Navy in 1990 to build ABL
Keyser-McCoole Bridge	Keyser	MI-0038-0001	1949-51	Highway bridge demolished and replaced ca. 2001
City of Keyser	Keyser	MI-0038-#### (Comprehensive survey of town)		Town laid out by Davis Brothers, who convinced B&O to relocate its Piedmont facilities there.
City of Piedmont	Piedmont	Various HPI forms, but no comprehensive survey		Hub along the B&O RR; last stop before trains entered mountainous terrain. H.G. Davis mansion and other historic buildings remain.
Davis Mansion Listed in NRHP, 2008	Piedmont	MI-201	1871	Constructed by HG Davis as his “voting residence” in WV as he was serving as a US Senator.
Town of Elk Garden	Elk Garden	Comprehensive survey of town for wind project.		Important town on the WVC&P; few structures from the 19 th century remaining.
542 Stullenbarger Road	Elk Garden	MI-0302	1872	Early residence, needs further research
Residence, Schell Road	Schell	MI-0231	Ca. 1890	Early residence, needs further research
Town of Gormaniana	Gormaniana	Various		Gormaniana has a collection of residences varying in size, style, age and integrity

**Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railroad Corridor
Final Report – Appendix A: Previously Surveyed Sites in the WVC&P Corridor**

WEST VIRGINIA				
Name	Location	SHPO Survey Number	Date	Description
Gormanian Presbyterian Church	Gormanian	05001008	1888	Listed in NRHP in 2003
Commercial Building	Gormanian	GT-0130	Ca 1910	Poor integrity but intact part of Gormanian commercial row
Commercial Building	Gormanian	GT-0131	Ca 1895	Poor integrity but intact part of Gormanian commercial row
Dr. Drinkwater House and Office	Gormanian	GT-0132	Ca 1880	Former home and office of doctor along commercial row
McCrum Boarding House	Gormanian	GT-0133	Ca 1890	Boarding house
Gormanian Methodist Church	Gormanian	GT-0818	Ca 1900	One of three churches in Gormanian
Town of Bayard	Bayard			RR and Mining town with street grid and many 20 th century homes remaining.
Commercial Building	Bayard	GT-0224	Ca 1910	Commercial building – possible bank
Commercial Building	Bayard	GT-0173	Ca 1900	Early 20 th century commercial building across from rail yard
Commercial Building	Bayard	GT-0173	Ca 1900	Early 20 th century commercial building across from rail yard
Mountaineer Inn	Bayard	GT-0154	Ca 1910	Early 20 th century commercial building across from rail yard

**Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railroad Corridor
Final Report – Appendix A: Previously Surveyed Sites in the WVC&P Corridor**

MARYLAND				
Name	Location	SHPO Survey Number	Date	Description
Bloomington Viaduct Listed in National Register.	Bloomington	G-I-E-011	1851	Arched stone B&O viaduct; crosses over WVC&P tracks on WV side.
Allegheny County Fairgrounds – “Fairgo”	Bowling Green	AL-VI-A-140	1924	Not eligible for NRHP due to integrity. Across River from RR
Twigg Brick House – McKenzie Farm	Pinto	AL-VI-A-138	1844	Notable local historic home. Predates RR. Current integrity/eligibility unknown.
Heman Barton Indian Village Archaeological Site. Listed in National Register, 1975.	Pinto	AL-VI-A-005		Significant archaeological site; restricted public access.
Wilson Brick Farm House	Pinto	AL-VI-A-009	1860	Notable local historic home. Predates RR. Current integrity/eligibility unknown.
Evans Frame Farm House	Pinto	AL-VI-A-011	ca. 1890	Current integrity/eligibility unknown.
Llewellyn Farm House	Rawlings	AL-VI-A-012	1850	Notable local historic home. Predates RR. Current integrity/eligibility unknown.
Dayton Frame House	McCoole	AL-VI-E-226	ca 1890	Does not appear on aerial imagery.
Queen’s Point Kiln	McCoole	AL-VI-E-225	ca. 1850	Surveyed in 1980. Current integrity/eligibility unknown.
Town of McCoole, MD		AL-VI-E-223	1880	Railroad town developed by Thomas McCoole. Determined ineligible for the NRHP in 2000.
Cumberland and Allegheny Gas Co. Natural Gas Pipeline	McCoole	AL-VI-E-365	1906-07	Early gas pipeline. Determined ineligible in 2018.
South Westernport Historic District	Westernport	AL-VI-D-310	1920-22	Brick company rowhouses built by the West Virginia Pulp and Paper Company. Not formally listed in NRHP.
Westernport Historic District	Westernport	AL-VI-D-311		Determined eligible for the NRHP.
Westernport Bridge (site)	Westernport	AL-VI-D-227	1910-1923	3-span Pratt Truss (demolished).

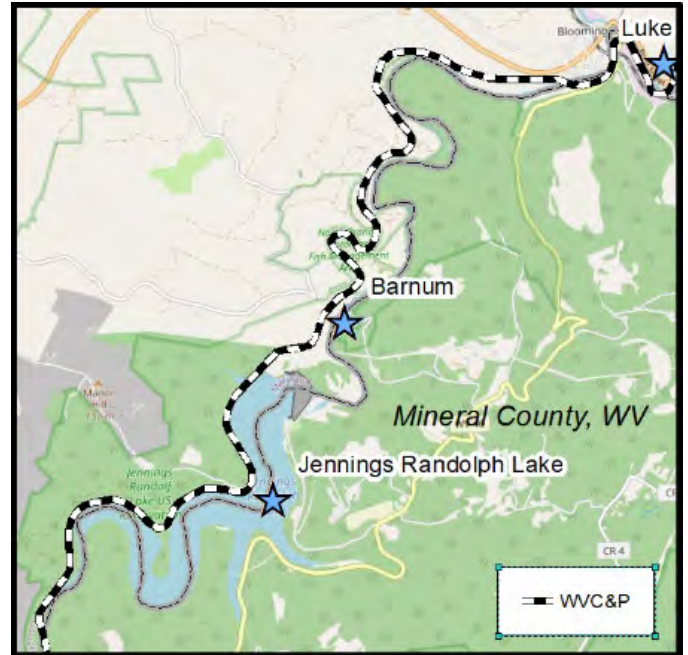
**Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railroad Corridor
Final Report – Appendix A: Previously Surveyed Sites in the WVC&P Corridor**

MARYLAND				
Name	Location	SHPO Survey Number	Date	Description
Hammond's Addition Historic District	Westernport	AL-VI-D-307	ca. 1900	Residential historic district determined eligible for NRHP.
Luke Mill	Luke	AL-VI-D-134	1889	Important factory adjacent to WVC&P. Originally WV Pulp and Paper Company. Very large complex.
Luke Historic District	Luke	AL-VI-D-306	ca. 1880	Originally a sawmill town owned by H.G. Davis, then purchased by Luke family. Company housing. Determined eligible for NRHP.
Kitzmiller Historic District	Kitzmiller	G-IV-C-176	ca. 1900	Coal/lumber town. Determined eligible for NRHP.
Kitzmiller Company Store	Kitzmiller	G-IV-C-296	ca. 1900	Contributing resource in the Kitzmiller Historic District (eligible, not formally listed)
Shallmar Historic District	Shallmar	G-IV-C-179	1918-1930	Coal company town on Western MD RR branch line.
Steyer Survey District	Steyer	G-V-B-092	1882	6 buildings recorded in 1981.
Gorman Survey District	Gorman	G-V-B-093	1882	20 buildings recorded in 1981.
Wilson Survey District	Wilson	G-V-A-090	1860-1882	9 buildings recorded in 1981.
Dobbin Truss Bridge	Dobbin	G-V-D-080	ca. 1900	Pratt pony truss, last remnant of Dobbin.
Kempton Survey District	Kempton	G-V-D-002	ca. 1882	10 buildings recorded in 1980.

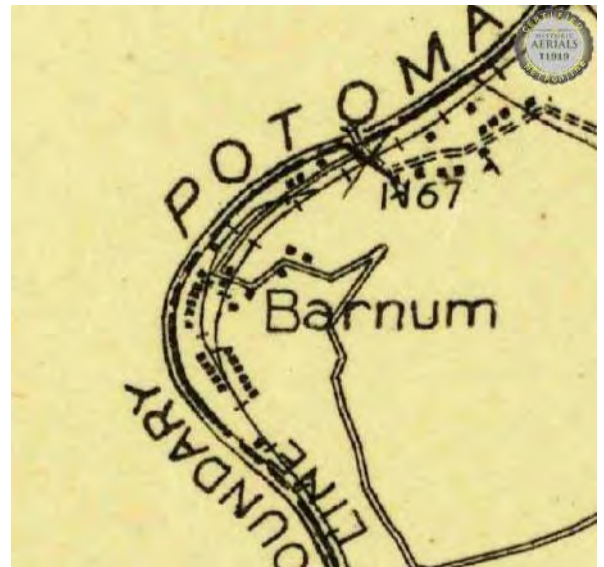
APPENDIX B
COMMUNITY PROFILES

BARNUM

Barnum is located approximately 1.5 miles downstream of Jennings Randolph Lake and 8 miles upstream of Piedmont. Before the arrival of the WVC&P Railway in 1884, the area was sparsely developed. By the early twentieth century, a mining community had developed; mining companies in the area included Davis Coal & Coke, Kalbaugh, Warnick, Watson-Loy, and Monroe. The coal industry and population in the area slowly declined through the mid-twentieth century. In 1981, the construction of Jennings Randolph Lake rerouted the railroad to the Maryland side of the North Branch. Today only a handful of houses remain, but the area is well-known for outdoor recreation, including camping, fishing, and whitewater. The piers of a highway bridge (demolished circa 1990) and a coal tram/conveyor bridge (demolished early 20th century) remain in the river.



2020 Barnum Road



1919 USGS Topographic Map

Former coal tram/conveyor pier



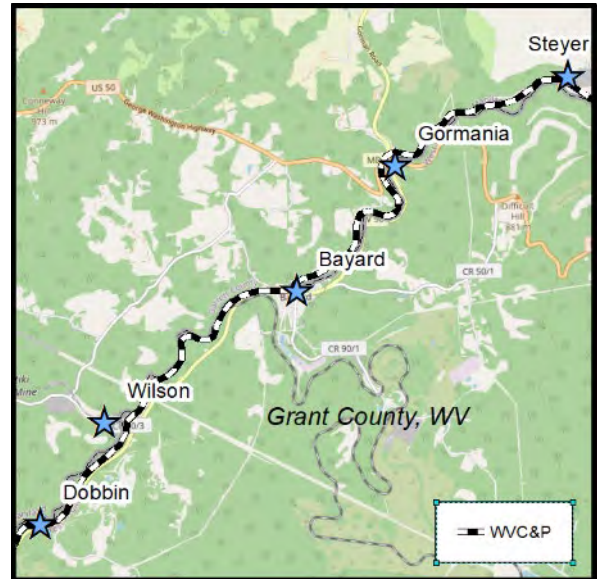
Former vehicular bridge pier



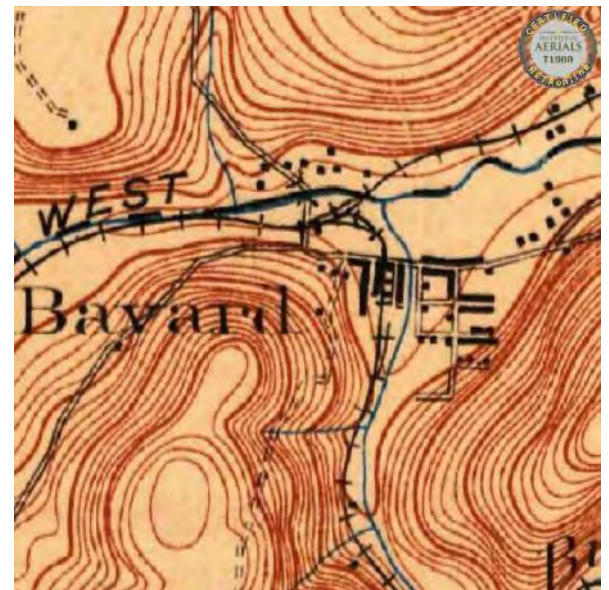
BAYARD

Grant County, West Virginia

Bayard was incorporated in 1893. Its population grew rapidly from 417 in 1910 to 1,074 in 1920. Emmons Coal Company, incorporated in 1917, was the predominant mining company in Bayard and constructed housing and a company store called the Culpeper Supply Company. Later, the Buffalo Creek Coal Company was headquartered in Bayard. However, Bayard was not strictly a company town and many of the homes and commercial buildings were individually owned. Today several historic commercial and residential buildings remain. Although the population of Bayard has declined along with the mining industry, it has not become a ghost town like its neighbors Dobbin and Henry. Bayard's location, heritage, and remaining buildings represent excellent opportunities for trail-related tourism and economic development.



Early 20th Century Bayard (WV History on View)



1920 USGS Topographic Map



Company houses

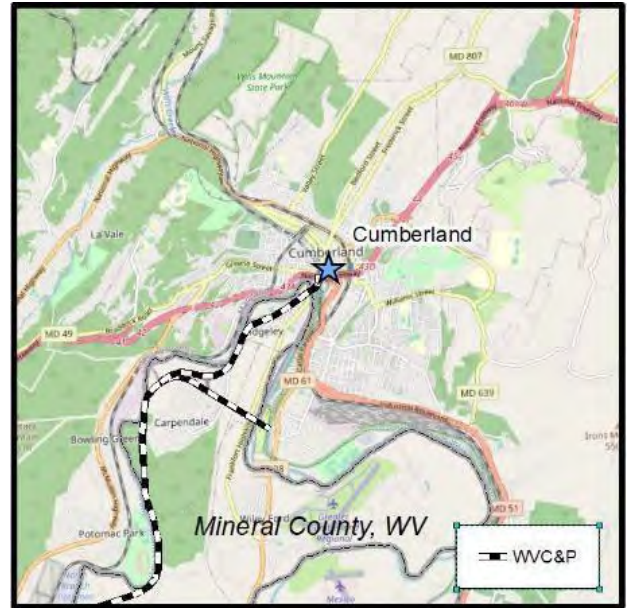


Commercial buildings across from railroad

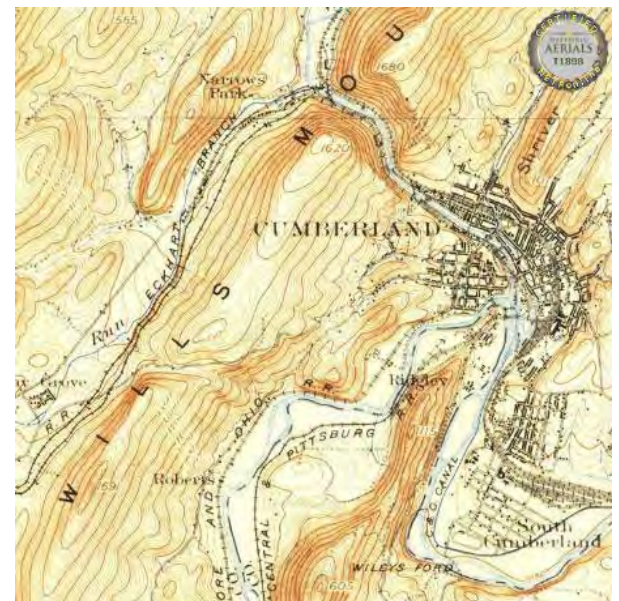
CUMBERLAND

Allegheny County, Maryland

Cumberland is a historic site of convergence—the one-time gateway to the western frontier, Milepost 0 of the National Road, the terminus of the Chesapeake & Ohio Canal, and a major stop on the Baltimore & Ohio Railroad. Cumberland was established in 1787; the 1898 USGS topographic map shows a city well underway in its development, with dense streets and a large railyard. Urban renewal and the decline of industry in the mid to late twentieth century altered the physical, economic, and social landscape of Cumberland. A concerted effort to revitalize the city has been successful in increasing downtown population and decreasing commercial vacancy rates. Today Cumberland is a recreational hub where visitors can hike, bike, ride the train, dine, shop, and stay overnight. The WVC&P's connection to Cumberland's network of trails and amenities is key to its success as a rail-trail.



Western Maryland Scenic Railway



1898 USGS Topographic Map



Footer Building (1906) Adaptive Reuse project



Historic Western Maryland Railway Station

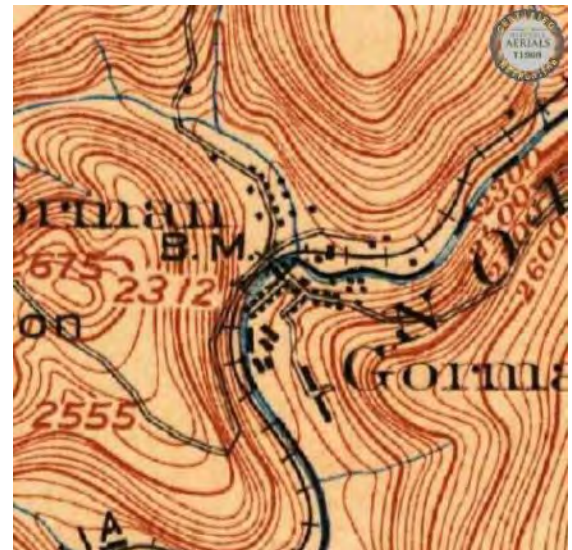
GORMANIA

Grant County, West Virginia

The area now known as Gormanian was reached by the Northwestern Turnpike in the mid-1820s, long before the WVC&P Railway arrived in 1884. During the Civil War, the Union Army constructed Fort Pendleton on a hilltop overlooking the covered bridge crossing the Potomac's North Branch. The settlement also grew as the coal and railroad industries burgeoned in the late 19th century. After several name changes, the town was named in honor of Maryland Senator Arthur P. Gorman around 1890. The state's largest tannery was founded in Gormanian in 1889 and operated until 1925. Although Gormanian has lost many historic buildings, those that remain represent a diverse range of eras, styles, and uses. The town's location on US Route 50, not far from Oakland, Maryland, makes it a prime candidate for a trailhead and related amenities.



Early 20th Century Gormanian (WV History on View)



1900 USGS Topographic Map



The railroad passes underneath US Route 50 on the Maryland side of the North Branch.



A commercial building, Knight of Pythias Hall, and Dr. Drinkwaters' Residence along US Route 50..

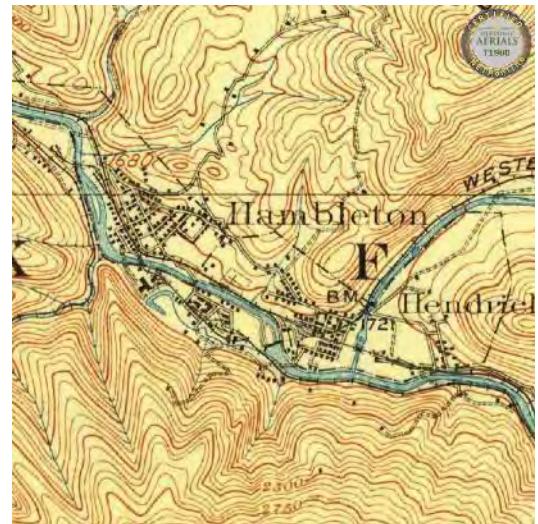
HAMBLETON AND HENDRICKS

Hambleton and Hendricks are located side by side along the Black Fork of the Cheat River upstream of Parsons. Logging was the primary industry in these towns; prior to the arrival of the railroad, logs were floated down the river. The WVC&P arrived in 1889, ending the need to raft logs and starting a twenty-five-year economic boom. The Otter Creek Boom and Lumber Company in Hambleton was among the most successful on the WVC&P. By 1905, an entire network of logging railroads had been built, with only one outlet to the WVC&P at Hendricks. The notorious Black Fork grade climbed 1,236 feet in 10 miles between Hendricks and Thomas, making train accidents frequent and sometimes deadly. This portion of the railroad is now the Blackwater Canyon Trail, allowing hikers and cyclists to experience the climb firsthand. Both Hendricks and Hambleton feature several historic buildings of potential interest to trail users.

Tucker County, West Virginia



WMRR Station in Hambleton (WV History on View)



1908 USGS Topographic Map



Otter Creek Boom and Lumber Company Store, one of the few early 20th-century industrial buildings remaining in Hambleton



Hendricks Swinging Bridge, a unique experience

JENNINGS RANDOLPH LAKE

Grant County, West Virginia

The construction of a dam and reservoir on the North Branch was first authorized in the 1962 Flood Control Act to manage flood risk, address pollution, and provide water to Washington, D.C., and other cities. This massive project, originally called Bloomington Dam and Lake, required the relocation of the Western Maryland Railway and 39 families from the town of Shaw. When the project was finally completed in 1981, no fishing or swimming was allowed due to the acid mine drainage pollution. Today's greatly improved water quality allows for swimming, fishing, boating, and dam releases for whitewater boating downstream. The lake was renamed Jennings Randolph Lake in 1987 in honor of the U.S. senator. Recreational amenities, including camping, make this a great waypoint or goal for long and short-distance trips on a rail trail.



Jennings Randolph Lake



1919 USGS Topographic Map



Jennings Randolph Lake (Bloomington Dam) under construction

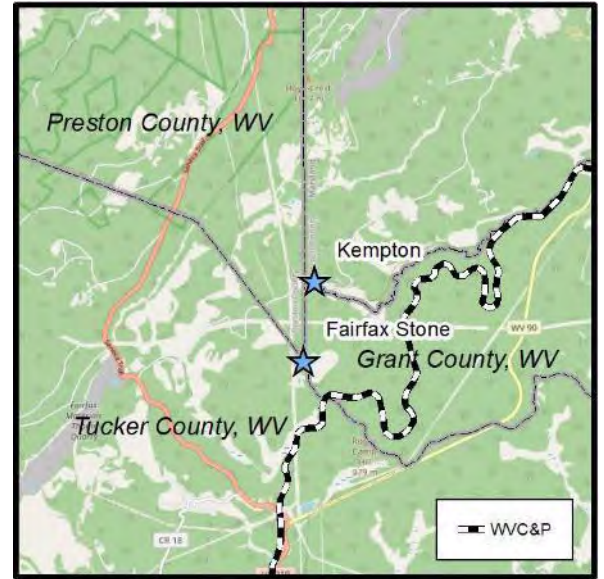


Railroad bridge on the post-lake alignment

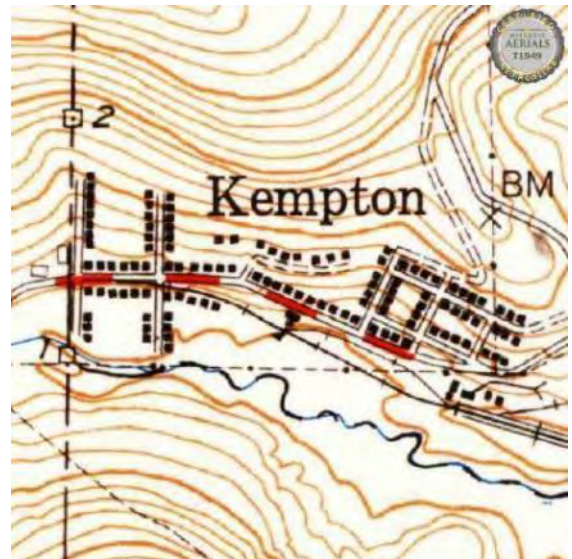
KEMPTON

The evolution of Kempton from isolated wilderness to booming coal town to remote community of a few residences is a striking lesson in the rapid changes of the twentieth century. Kempton was established in 1913 by the Davis Coal & Coke Company and grew to be the largest mine in Maryland. It was described in the 1922 *Maryland Geological Survey* as “the most modernly equipped of all the coal mines in the State of Maryland.” In 1950, the town consisted of 100 houses, a school, opera house, and more. The abrupt closure of the Kempton mine is detailed in a 1950 United States Senate investigation into the causes of unemployment in the coal industry. In early April, an announcement was posted on a company bulletin board that the mine would close on April 15. By 1956, only a handful of houses remained.

Garrett County, MD and Preston County, WV



Kempton in 1939 (Library of Congress)



1920 USGS Topographic Map



Buxton & Landstreet Company Store Warehouse. Because company stores were illegal in Maryland, the Kempton store was built across the state line in West Virginia



1956 Aerial imagery

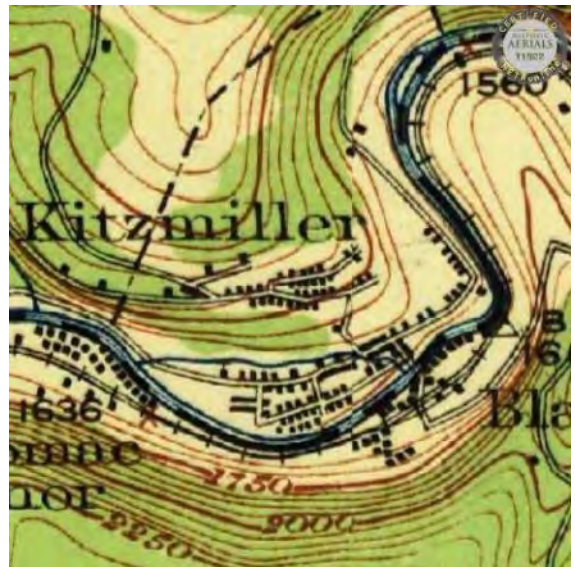
KITZMILLER

Kitzmillier is named for Ebenezer Kitzmillier, who built a woolen mill along the North Branch here in 1853. At its peak after the arrival of the railroad and coal and lumber booms, the town “boasted 1800 people, a movie theater, its own bank, three barber shops, a dentist, two doctors, three groceries, two dry goods stores, a beauty parlor, and a pharmacy.” (Eugene L. Meyer, “Old Town Clings to Life,” Washington Post, October 28, 1979.) After a devastating flood in 1924, the town rebuilt, adding electric streetlights and paved streets. Like other towns throughout the region, Kitzmillier suffered population loss and economic hardship when the coal industry began to decline in the mid-twentieth century. Today the town features a restored company store and several blocks of residences from the nineteenth and early twentieth centuries. Kitzmillier has been determined eligible for the National Register of Historic Places as a historic district.

Grant County, West Virginia



Union Street after flood, 1924 (Library of Congress)



1922 USGS Topographic Map



Bank building still standing from above photo

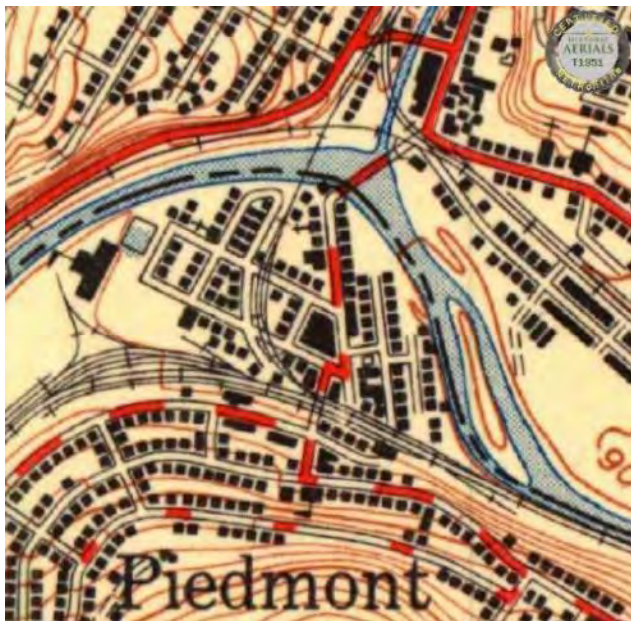


Company store and commercial buildings on Main Street

PIEDMONT

Piedmont was incorporated in 1856 and owes its growth to the arrival of the B&O Railroad in 1843. The B&O brought with it Henry Gassaway Davis, who at 20 years old was eager to make his mark and requested the position of station agent. Piedmont served as Davis's springpoint for his railroad and coal business ventures, and as official residence for his political career, although he apparently spent less than 20 days per year in the mansion he constructed in 1871. The Piedmont Pulp & Paper Company, founded in 1888, was a major employer in the town. Piedmont features a variety of commercial and residential structures ranging from warehouses to Victorian commercial buildings to hillside residences. Henry Louis Gates, Jr., who grew up in Piedmont and went on to forge an illustrious academic career, has written extensively about his early life in the Piedmont African American community.

Mineral County, West Virginia



1951 USGS Topographic Map



Main street of Piedmont (WV History on View)



H.G. Davis Residence (1871), listed in National Register.



Flatiron building shown above, now without its tower.

SHALLMAR

On the North Branch of the Potomac River lies the coal company town of Shallmar, built between 1918 and the late 1920s. A group of 45 buildings stands along the western side of Shallmar Road, originally built by the Wolf Den Mining Company (later the Shallmar Mine Company) for the exclusive use of housing employees. Towns such as this were built from 1920s corporate America's attempts to deter unionizing, allowing workers only to lease the properties rather than buying them outright. The name Shallmar is a variation of the name of W.S. Marshall, the coal company's president at its founding in 1917. This area is a significant example of a company town both in its conception and design. Many company towns were not as inextricably linked to the coal companies as Shallmar, which made it exclusively dependent on the coal and railroad industries for economic livelihood.

Garrett County, Maryland



Shallmar Company Store



1920 USGS Topographic Map



Typical company house



Row of company houses

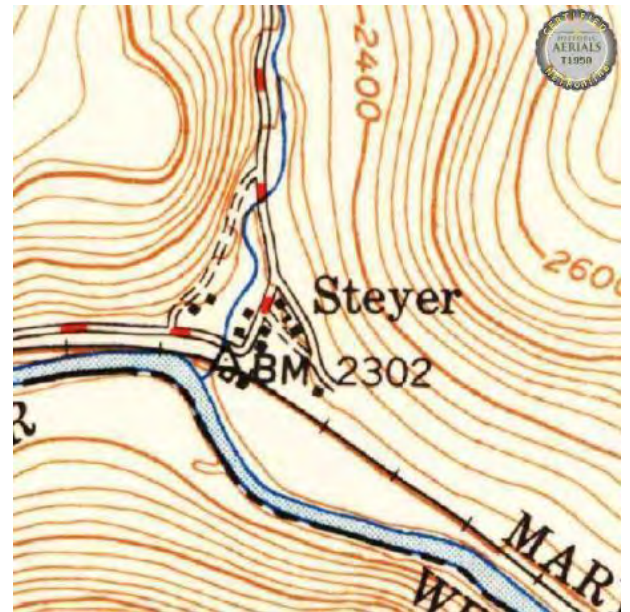
STEYER

By 1882, the coal and timber industries booming in the Potomac Valley reached the town of Steyer. The WVC&P Railway, which would later become part of the Western Maryland Railway, provided access to the area. Built originally for a railroad superintendent, the John Steyer House was sold to Steyer around the turn of the century. A.G. Miller started a sawmill at Steyer in the subsequent years, running a narrow-gauge rail line along Steyer Run to transport logs to the mill, then shipping lumber east on the WVC&P. The Datesman Coal Company acquired land at Steyer in 1903, adding a store, saloon, nine houses, a tippie, and a post office to the town. Today Steyer is home to two vertical plank dwellings, two frame dwellings, a frame store, and a frame schoolhouse.

Grant County, West Virginia



Tracks at Steyer



1950 USGS Topographic Map



Looking north on White Church-Steyer Road

WESTERNPORT

The terraced streets of Westernport are lined by the former company rowhouses known as Hammond's Addition. This urban residential neighborhood named after land speculator Thomas Hammond is in the mountainous southwestern corner of Allegany County, Maryland. The nineteenth-century expansion of the railroad and coal companies was integral to the development of this residential neighborhood. Buildings significant for their examples of architectural styles which were popular during the latter half of the nineteenth and twentieth centuries include vernacular-styled workers' dwellings, neighborhood groceries, a social hall, a church, and a school building. Nearly all these buildings have survived within the Hammond's Addition Historic District, except for those in the southern corner of the addition. These buildings were removed during Maryland Route 135's construction.

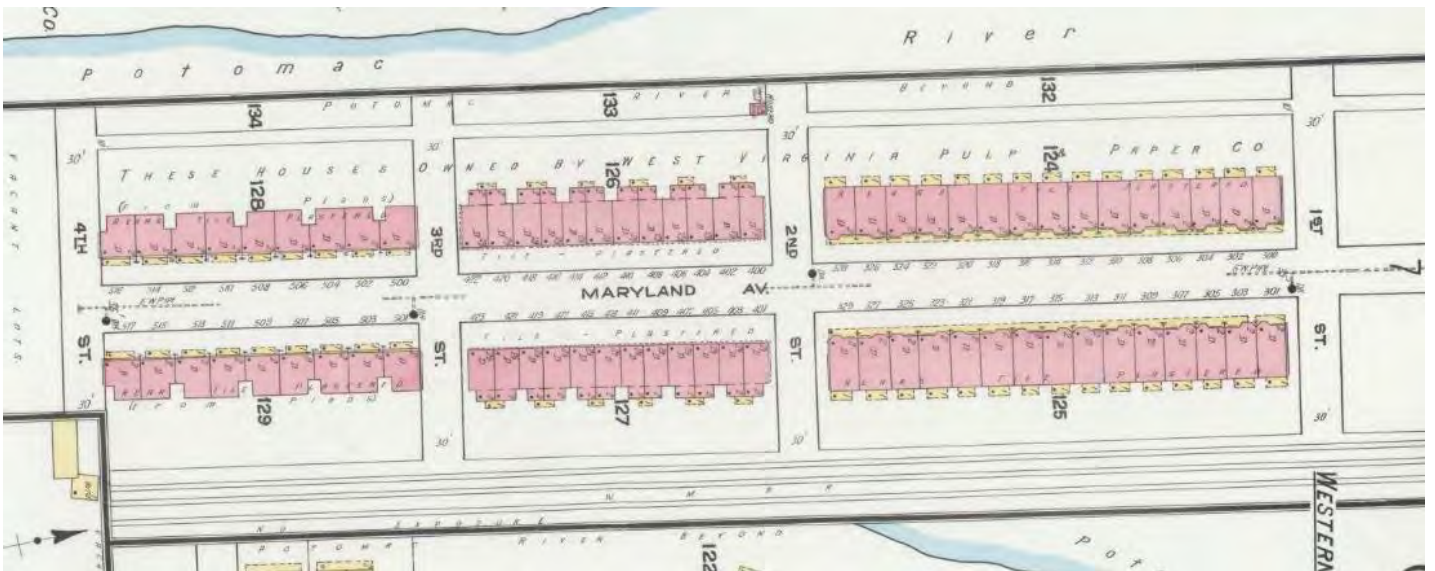
Allegany County, Maryland



Hammond's Addition Historic District



Westernport Station



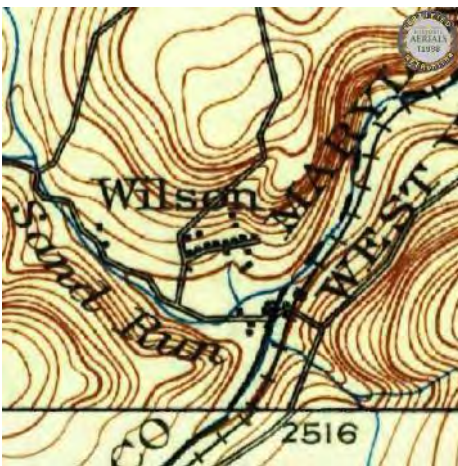
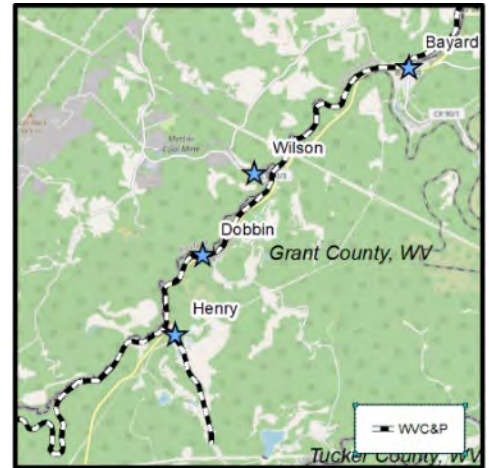
1920 Sanborn Fire Insurance Map detail of Hammond's Addition (Library of Congress)

WILSON, DOBBIN, AND HENRY

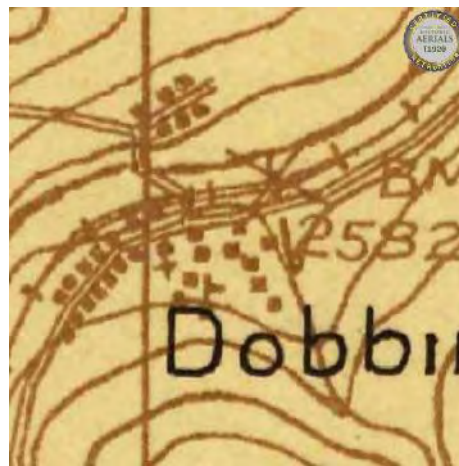
Garrett County, MD and Grant County, WV

The towns of Wilson, Dobbin, and Henry have all but faded into memory. The town of Wilson was founded in the 1860s by George W. Wilson, who expanded the business and community after 1882 when the WVC&P Railway was completed. A handful of buildings, mostly residences, remain on the Maryland side. A general store on the West Virginia side was demolished in 2019.

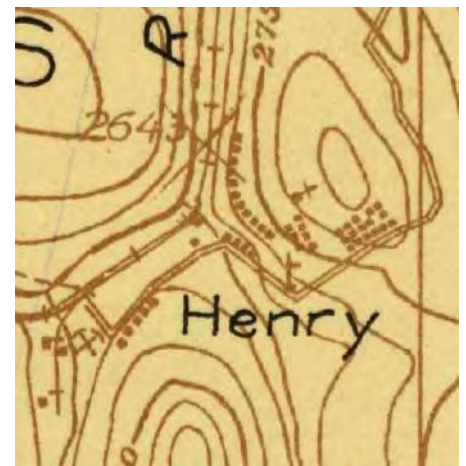
Dobbin and Henry were lumber and coal towns that developed along the WVC&P in the 1880s. Historic mapping and photographs show bustling towns with train stations, commercial buildings and rows of residences. In 1921, Dobbin had a population of 75 and Henry of 250. By the early 1960s, almost no buildings remained in these towns.



1938 USGS Topo



1920 USGS Topo



1920 USGS Topo



Residences in Wilson



Train Station at Henry (WV History on View)



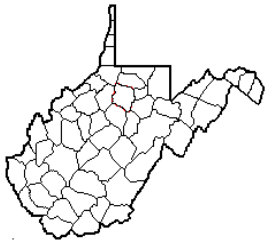
Small commercial building remaining in Wilson



Main Street in Dobbin (WV History on View)

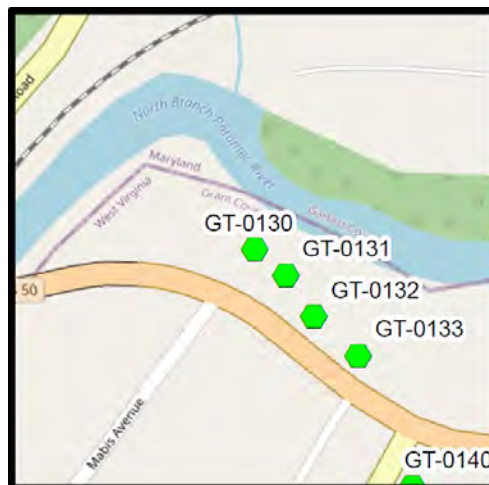
APPENDIX C
HISTORIC PROPERTY INVENTORY FORMS

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9155 George Washington Highway	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both	Field Survey #	Site # (SHPO Only) GT-0130 Revised
Town or Community Gorman	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1910 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Metal - Aluminum	Roofing Material Asphalt - shingles	Foundation Unknown	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 642681 Northing 4350648		
	Quadrangle Name Gorman		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
GT-0130

Name:

9155 George Washington Highway

Survey #: GT-0130

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Cathy J Gray	Owners' Mailing Address PO Box 281 Fountain Green, UT 84632																		
Describe Setting .08 Acres <input type="checkbox"/> Artifacts Present This building is located in Gorman, a small community that sits at the junction of US Route 50 and the Western Maryland Railroad along the North Branch of the Potomac River in Grant County, West Virginia.																			
Description of Buildings or Site (Original and Present) 2 Stories 3 Front Bays This false front frame building is two stories with three front bays and aluminum siding. An enclosed porch on the second story has simple metal supports. The first story of the facade has a double door entrance and two large windows on either side that stretch from the foundation to the top of the first story.																			
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Second story porch enclosure. Aluminum siding, windows. <div style="text-align: right;"> Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded </div>																			
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
Describe all Outbuildings None																			
Statement of Significance Locals recall this building as having a store on the first floor, and apartments on the second before being completely renovated into multiple apartments. Due to substantial alterations and lack of integrity, this building is not recommended for the NRHP under Criterion C. More primary research should be conducted to determine the building's complete history and potential eligibility under Criterion A or B.																			
Bibliographical References Scaffidi, Sandra. Mills Group. HPI Form. 2013.																			
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Form Prepared By:</td> <td style="width: 33%;">Date: 3/4/2023</td> <td style="width: 33%;">Reviewed by:</td> </tr> <tr> <td>Name/Organization:</td> <td>Kaitlyn Bearinger</td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address:</td> <td colspan="2">Aurora Research Associates LLC</td> </tr> <tr> <td></td> <td colspan="2">1436 Graham Road</td> </tr> <tr> <td></td> <td colspan="2">Silver Lake, OH 44224</td> </tr> <tr> <td>Phone #:</td> <td colspan="2">(304) 685-7410</td> </tr> </table>		Form Prepared By:	Date: 3/4/2023	Reviewed by:	Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman	Address:	Aurora Research Associates LLC			1436 Graham Road			Silver Lake, OH 44224		Phone #:	(304) 685-7410	
Form Prepared By:	Date: 3/4/2023	Reviewed by:																	
Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman																	
Address:	Aurora Research Associates LLC																		
	1436 Graham Road																		
	Silver Lake, OH 44224																		
Phone #:	(304) 685-7410																		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name:

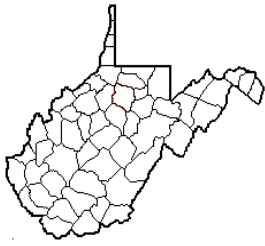
9155 George Washington Highway

Survey #: GT-0130


Survey/FR#: WVC&P Railway Historic Resource Survey

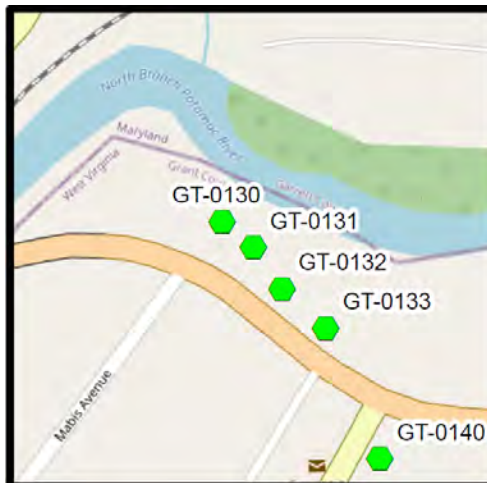


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9159 George Washington Highway	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input checked="" type="checkbox"/> Both Knights of Pythias Hall	Field Survey #	Site # (SHPO Only) GT-0131 Revised
Town or Community Gorman	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1895 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Wood - Weatherboard	Roofing Material Unknown	Foundation Unknown	
Property Use or Function Social	UTM Zone 17N NAD 1983 Easting 642693 Northing 4350638		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
 GT-0131

Name: Knights of Pythias Hall

9159 George Washington Highway

Survey #: GT-0131

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Frank Robinette	Owners' Mailing Address 317 Weber Rd. Oakland, MD 21550
Describe Setting .10 Acres <input type="checkbox"/> Artifacts Present This building is located in Gormaniana, a small community that sits at the junction of US Route 50 and the Western Maryland Railroad along the North Branch of the Potomac River in Grant County, West Virginia.	
Description of Buildings or Site (Original and Present) 3 Stories 4 Front Bays This three story frame building has a false front with an arched bracketed cornice. The fenestration consists of 1/1 double hung sash wood windows. The storefront has two separate entrances which suggest two different businesses occupied the first floor. The northerner storefront has large 2/2 plate glass windows flanking a wooden door with a half light transom. The southernmost storefront has two solid wood panel doors flanked by two narrow 2 light sidelights with a four light square transom. (from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)	
Alterations <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Describe all Outbuildings None	
Statement of Significance See continuation sheet.	
Bibliographical References See continuation sheet	
Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/2/2023 Reviewed by: Courtney Zimmerman

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Knights of Pythias Hall

9159 George Washington Highway

Survey #: GT-0131

Survey/FR#: WVC&P Railway Historic Resource Survey

Statement of Significance

Over the years this building has housed several businesses including a movie theater on the third floor and E.M Norman & Co. laundry on the first floor, but it is most prominently known as the Knights of Pythias Acme Lodge No. 69. In September of 1901, Col. Maner Jenkins of Piedmont instituted a Gormanian chapter of the Company of the Uniform Rank, Knights of Pythias, just around the same time that the Davis chapter was established. These two lodges joined a regional coalition, with Knights of Pythias lodges in the nearby towns of Piedmont, Keyser, Bayard, Elk Garden, and Terra Alta. This fraternal organization was very active in Gormanian and regularly hosted events, celebrations, and initiation ceremonies.

The building retains its integrity, but is in need of major repairs. This property has a general association with the history of the small town of Gormanian, but does not represent a significant historic event or pattern of events. It is not associated with a significant person and is not a significant example of an architectural style. Therefore, it is not recommended as eligible for the NRHP under any criteria.

Bibliographic References

"Gormanian Lodge, Knights of Pythias Install Officers." *The Republican*. 18 July 1935. *Chronicling America: Historic American Newspapers*. Lib of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1935-07-18/ed-1/seq-8/>>

"K of P Lodge; Gormanian, W. Va." Photograph. West Virginia History on View. West Virginia & Regional History Center. <https://wvhistoryonview.org/catalog/042347>

"Local and Otherwise." *The Republican*. 5 September 1901. *Chronicling America: Historic American Newspapers*. Lib of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1901-09-05/ed-1/seq-5/>>

"Resolutions of Respect." *The Republican*. 27 Jan. 1916. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1916-01-27/ed-1/seq-3/>>

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Knights of Pythias Hall

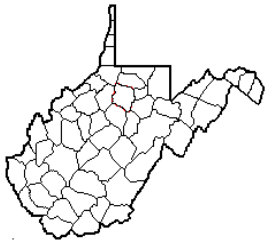
9159 George Washington Highway

Survey #: GT-0131

Survey/FR#: WVC&P Railway Historic Resource Survey

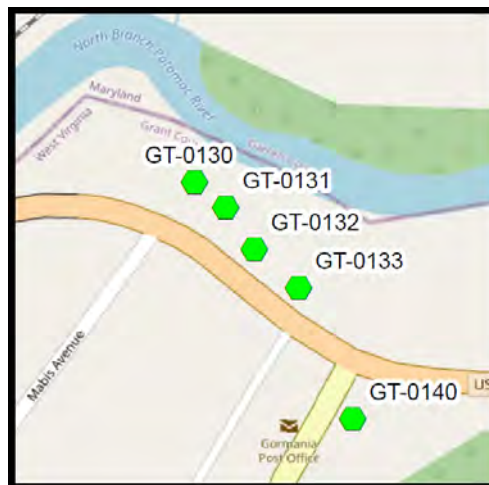


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9169 George Washington Highway	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Dr. Drinkwater's House	Field Survey #	Site # (SHPO Only) GT-0132 Revised
Town or Community Gorman	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1880 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Victorian - Folk	
Exterior Siding / Materials Synthetics - Vinyl	Roofing Material Asphalt - shingles	Foundation Stone - Ashlar	
Property Use or Function Residential	UTM Zone 17N NAD 1983 Easting 642704 Northing 4350622		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
GT-0132

Name: Dr. Drinkwater's House

9169 George Washington Highway

Survey #: GT-0132

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Donald & Sandra Nichols	Owners' Mailing Address PO Box 7 Gormaniam, WV 26720
Describe Setting .24 Acres <input type="checkbox"/> Artifacts Present This building is located in Gormaniam, a small community that sits at the junction of the Northwestern Turnpike and the Western Maryland Railroad along the North Branch of the Potomac River in Grant County, West Virginia.	
Description of Buildings or Site (Original and Present) See continuation sheet	2.5 Stories 6 Front Bays
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Window alterations, vinyl siding Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Describe all Outbuildings None	
Statement of Significance See continuation sheet	
Bibliographical References See continuation sheet	
Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/2/2023 Reviewed by: Courtney Zimmerman

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Dr. Drinkwater's House

9169 George Washington Highway

Survey #: GT-0132

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This Queen Anne Victorian has undergone many exterior alterations, although the original style remains. The exterior is clad in vinyl siding with a reddish permastone siding covering the lower 1/4 of the façade. The original 1/1 double hung wood windows remain and are clad in some instances with aluminum exterior storm windows. The dwelling's facade has a bay window and an enclosed two story porch with arched windows and wood shakes. A asphalt shingle clad pent roof distinguishes the two porches. The front and side gables have imbricated shingles in a fishscale pattern. The cross gable roof is clad in asphalt shingles and is topped with two small corbelled brick chimneys located along the ridgeline. A small front gable addition is located to the north of the structure and is clad in the same vinyl and permastone siding as the original. The steeply pitched roof is also clad in asphalt shingles. The entrance to the addition is capped by a front gable bracketed hood. The entry into the Queen Anne is through a wood paneled door leading onto the first floor porch. A shed roof porch is located on the rear of the building.

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

Statement of Significance

Dr. Wilbert George Drinkwater served as a physician in Gormanian for 58 years, moving to Gormanian in 1889 after graduating from the Collegiate Institute, St. Thomas, Canada and Cincinnati Medical College. An active member in his community, Dr. Drinkwater was as an elder in the Presbyterian church of Gormanian and a life honorary member of the West Virginia Medical Association, Potomac Valley Medical Society, and the Allegany County Medical Society. After his death on December 27, 1947, Gormanian lost its sole physician.

This building served as both the residence and office of Dr. Drinkwater. Historic photos indicate extreme alterations of window design on the facade of the building, leaving it without its architectural integrity. While Dr. Drinkwater was a prominent member of the Gormanian community, there is no evidence of his greater significance in the field of medicine that warrants eligibility for the NRHP under Criterion B. This building is also not recommended as eligible under Criterion A, C, or D.

Bibliographic References

"Prominent Physician of Gormanian Passes." *The Republican*. December 25, 1947. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <https://chroniclingamerica.loc.gov/lccn/sn88065202/1947-12-25/ed-1/seq-1/>

Scaffidi, Sandra. Mills Group. HPI Form. 2013.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Dr. Drinkwater's House

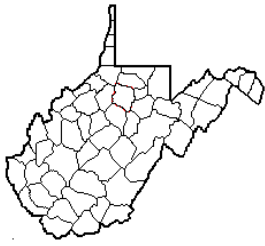
9169 George Washington Highway

Survey #: GT-0132

Survey/FR#: WVC&P Railway Historic Resource Survey

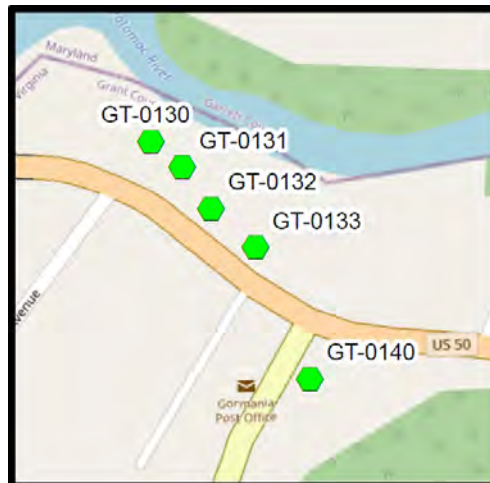


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9181 George Washington Highway	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both	Field Survey #	Site # (SHPO Only) GT-0133 Revised
Town or Community Gorman	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1897 <input type="checkbox"/> Circa	Style (SHPO Only) Colonial Revival	
Exterior Siding / Materials Wood - Weatherboard	Roofing Material Metal - standing seam	Foundation Stone	
Property Use or Function Residential	UTM Zone 17N NAD 1983 Easting 642720 Northing 4350607		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
 GT-0133

Name:

9181 George Washington Highway

Survey #: GT-0133

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Mark Sweitzer	Owners' Mailing Address 9181 George Washington Highway Gormanian WV 26720
Describe Setting Acres <input type="checkbox"/> Artifacts Present This building is located in Gormanian, a small community that sits at the junction of the Northwestern Turnpike and the Western Maryland Railroad along the North Branch of the Potomac River in Grant County, West Virginia.	
Description of Buildings or Site (Original and Present) 2 Stories 6 Front Bays This is a frame structure with rectangular plan 6x2 bays and a side-gabled standing seam metal roof with partial eave returns. The front (south) elevation consists of 6-over-6 wood sash windows on the 2nd story. The first story is obscured by vegetation but appears to contain at least two windows and two doors with transom windows. The full width front porch has a rolled asphalt hipped roof supported by wood posts. The side elevations contain 6-over-6 wood sashes on the first and second stories and a single wood sash at attic level. A 2x2 bay gabled ell extends from the rear of the house, and a one-story shed-roof addition is located within the rear ell. There are 2 internal brick chimneys.	
Alterations <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <div style="text-align: right;"> Windows <input type="radio"/> Replacement <input checked="" type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded </div>	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Describe all Outbuildings None	
Statement of Significance The date of construction for this building is listed as 1897 in tax records, but the style of the building is typical of the mid 19th century. Local informants indicate that this was the home of the Mason family and was a boarding house. The 1920 US Census lists Susan Mason as head of household with her 4 adult children and 2 young grandchildren also in residence. In 1910, the occupants were Clark C Mason, a laborer, and his family. Earlier census data could not be ascertained. This property retains integrity. Further research is recommended to verify its date of construction and former owners, and to determine whether it is linked to the Northwestern Turnpike era.	
Bibliographical References West Virginia Property Viewer. https://mapwv.gov/parcel/?pid=12-05-0003-0006-000 . Accessed May 18, 2023.	
Form Prepared By: Date: 5/18/2023 Reviewed by: Name/Organization: Courtney Zimmerman Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name:

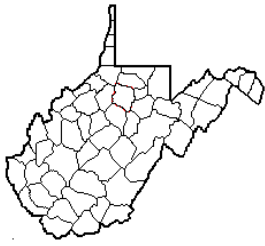
9181 George Washington Highway

Survey #: GT-0133


Survey/FR#: WVC&P Railway Historic Resource Survey

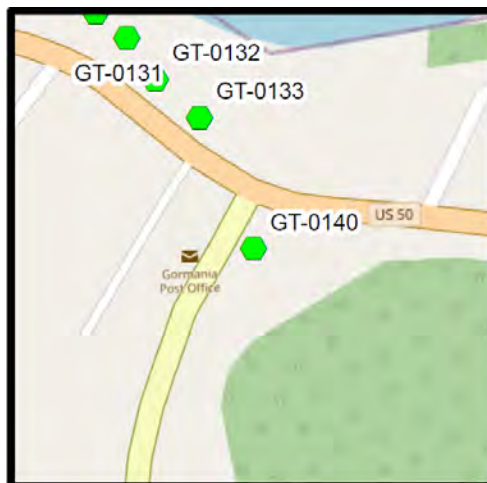


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9218 George Washington Highway	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Aronhalt's Store	Field Survey #	Site # (SHPO Only) GT-0140 Revised
Town or Community Gormanian	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1900 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Gable-Front	
Exterior Siding / Materials Wood - Shake	Roofing Material Metal	Foundation Unknown	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 642742 Northing 4350556		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
GT-0140

Name: Aronhalt's Store

9218 George Washington Highway

Survey #: GT-0140

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Frank & Gregory Robinette	Owners' Mailing Address 9218 George Washington Highway Gormaniam, WV 26720
Describe Setting .08 Acres <input type="checkbox"/> Artifacts Present This building is located in Gormaniam, a small community that sits at the junction of the Northwestern Turnpike and the Western Maryland Railroad along the North Branch of the Potomac River in Grant County, West Virginia.	
Description of Buildings or Site (Original and Present) 2 Stories 3 Front Bays Two story, front gable, frame building with 3/1 double hung wood windows. The storefront has a recessed wood door flanked by two square bays with 4 light display windows. A south addition gives the roofline a vaguely saltbox appearance. Two small brick chimneys are located on the south elevation. The north elevation shows the original clapboard siding and 1/1 double hung wood windows. (from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Windows, wood shake siding <div style="text-align: right;">Windows <input checked="" type="radio"/> Replacement <input type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded</div>	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Describe all Outbuildings	
Statement of Significance This building once housed Aronhalt's Hardware, owned by brothers Raymond & Russell Aronhalt Sr. It is uncertain when this business opened, but it was listed for sale in a series of classified ads throughout October 1963. Because no evidence suggests that this building was associated with a person or event significant to the region's history, and it is without architectural integrity or significance, it is not recommended eligible for the NRHP.	
Bibliographical References "Classified Advertising." <i>The Republican</i> . 17 October 1963. <i>Chronicling America: Historic American Newspapers</i> . Lib. of Congress. < https://chroniclingamerica.loc.gov/lccn/sn88065202/1963-10-17/ed-1/seq-15/ > Scaffidi, Sandra. Mills Group. HPI Form. 2013	
Form Prepared By: Date: 3/4/2023 Reviewed by: Name/Organization: Kaitlyn Bearinger Courtney Zimmerman Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Aronhalt's Store

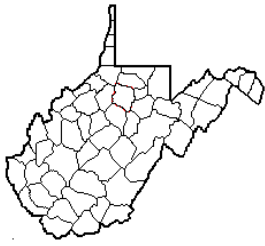
9218 George Washington Highway

Survey #: GT-0140


Survey/FR#: WVC&P Railway Historic Resource Survey



Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 2305 Front St.	Common/Historic Name/Both <input checked="" type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Mountaineer Inn	Field Survey #	Site # (SHPO Only) GT-0154 Revised
Town or Community Bayard	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1910 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Synthetics - Vinyl	Roofing Material Asphalt - rolled	Foundation Unknown	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 640845 Northing 4348366		
	Quadrangle Name Gorman		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
GT-0154

Name: Mountaineer Inn

2305 Front St.

Survey #: GT-0154

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Charles Lovell	Owners' Mailing Address PO Box 261 Bayard, WV 26707
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Describe Setting .07 Acres Artifacts Present

This building is located in Bayard, a small community of 200 people located in northwestern Grant County. Bayard sits along the south side of the North Branch of the Potomac River, an area known for its rich coal seams and other natural resources.

Description of Buildings or Site (Original and Present) 2 Stories 7 Front Bays

See continuation sheet

Alterations Yes No
Replacement siding, windows

Windows Replacement Original Mixture Missing Boarded

Additions Yes No
Shed roof on south elevation

Describe all Outbuildings
None

Statement of Significance

In the 1940s, this building had apartments upstairs. Local residents recall a restaurant and bar operating in this building. In the early 1980s, when the Mountaineer Inn took ownership and operated until the early 2000s.

No evidence could be found suggesting that this building is associated with an important person or historical trend. This building is not architecturally significant and is in extreme disrepair, therefore it is not recommended for the NRHP under any criteria at this time.

Bibliographical References
Scaffidi, Sandra. Mills Group. HPI Form. 2013

Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/4/2023	Reviewed by: Courtney Zimmerman
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WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Mountaineer Inn

2305 Front St.

Survey #: GT-0154

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This building may consist of two separate buildings that are clad with Masonite hiding the original structure. The buildings appear to have a pedimented false front with a rolled asphalt roof. The fenestration includes 4/4 double hung wood windows and five large fixed light windows with wood surrounds. The façade has a PermaStone water table added for decorative appeal. The west elevation is clad in vinyl siding and shows an integrated brick chimney. The south elevation has a saltbox addition also clad in vinyl and asphalt shingles. A second chimney is visible from the east elevation. Three doors allow entry from the façade and there are two doors on the east elevation. This building suffered a fire within last 3 years [from 2010-2013] and is in severe disrepair.

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Mountaineer Inn

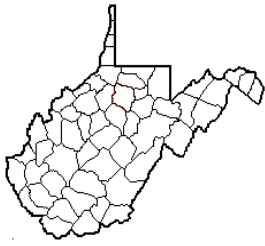
2305 Front St.

Survey #: GT-0154

Survey/FR#: WVC&P Railway Historic Resource Survey

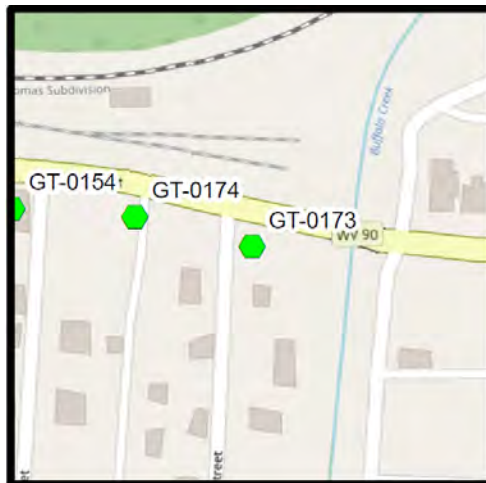


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 2247 Front St.	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Fulk's General Store Emmons Hall	Field Survey #	Site # (SHPO Only) GT-0173 Revised
Town or Community Bayard	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1900 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Synthetics - Vinyl	Roofing Material Asphalt - shingles	Foundation Concrete - Poured	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 640937 Northing 4348351		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
GT-0173

Name: Fulk's General Store

2247 Front St.

Survey #: GT-0173

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Bruce & Linda Brown	Owners' Mailing Address 261 Gorman St. Oakland, MD 21550
--	--

Describe Setting .08 Acres Artifacts Present

This building is located in Bayard, a small community of 200 people located in northwestern Grant County. Bayard sits along the south side of the North Branch of the Potomac River, an area known for its rich coal seams and other natural resources.

Description of Buildings or Site (Original and Present) 2 Stories 4 Front Bays

Large, frame false front building situated on a poured concrete foundation. Exterior is clad in vinyl siding with vinyl 1/1 double hung windows. Front entrance is slightly recessed and has a asphalt shingle pent roof extending across the façade. A one bay garage on the east elevation connects a second concrete block addition with a Porte-Cochere and a second one bay concrete block garage.

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

Alterations Yes No

Vinyl siding, vinyl windows, pent roof

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Concrete block garages

Describe all Outbuildings

None

Statement of Significance

See continuation sheet.

Bibliographical References

See continuation sheet.

Form Prepared By:	Date: 3/4/2023	Reviewed by:
Name/Organization: Kaitlyn Bearinger		Courtney Zimmerman
Address: Aurora Research Associates LLC		
1436 Graham Road		
Silver Lake, OH 44224		
Phone #: (304) 685-7410		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Fulk's General Store

2247 Front St.

Survey #: GT-0173

Survey/FR#: WVC&P Railway Historic Resource Survey

Statement of Significance

Locals recall this building as Emmons Hall. Throughout 1925, *The Republican*, a newspaper based in Oakland, Maryland, reported on the various events hosted at Emmons Hall, highlighting it as an important community center. Some of the events that took place at Emmons Hall include events hosted by local organizations including churches, the Lady Maccabees and Knights of Pythias, holiday dances, concerts, and school contests, like the Inter-Society Contest in 1925 where Bayard High School students gathered to debate the proposed Child Labor Amendment to the U.S. Constitution. Sometime before 1955, the building was purchased by H.R. Fulk Sr. and transformed into Fulk's General Store, Bayard's only grocery store. The building suffered damage in 1954, when the dam at a nearby coal washer plant broke and caused flooding throughout the Bayard community.

This building is not associated with any person or event significant to the history of the area. It also has many alterations and not architecturally significant, and is therefore not recommended for the NRHP under any criteria.

Bibliographic References

"Citizens Clean Up Bayard Area." *The Republican*. 21 October 1954. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1954-10-21/ed-1/seq-2/>>

"Bayard." *The Republican*. 12 February 1925. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1925-02-12/ed-1/seq-2/>>

"Bayard." *The Republican*. 16 April 1925. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1925-04-16/ed-1/seq-3/>>

"Bayard." *The Republican*. 14 May 1925. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1925-05-14/ed-1/seq-7/>>

Scaffidi, Sandra. Mills Group. HPI Form. 2013.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Fulk's General Store

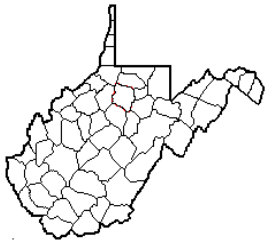
2247 Front St.

Survey #: GT-0173

Survey/FR#: WVC&P Railway Historic Resource Survey

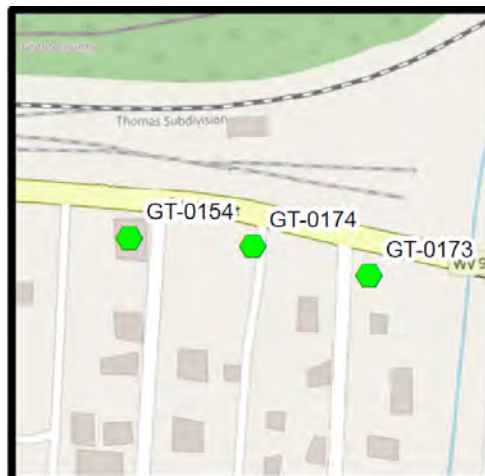


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 2275 Front Street	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Shaffer's General Store	Field Survey #	Site # (SHPO Only) GT-0174 Revised
Town or Community Bayard	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1900 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Synthetics - Vinyl	Roofing Material Asphalt - shingles	Foundation Concrete - Poured	
Property Use or Function Unknown	UTM Zone 17N NAD 1983 Easting 640893 Northing 4348363		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
GT-0174

Name: Shaffer's General Store

2275 Front Street

Survey #: GT-0174

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Dale & Frances Cosner	Owners' Mailing Address Po Box 82 Bayard, WV 26707
--	--

Describe Setting .09 Acres Artifacts Present

This building is located in Bayard, a small community of 200 people located in northwestern Grant County. Bayard sits along the south side of the North Branch of the Potomac River, an area known for its rich coal seams and other natural resources.

Description of Buildings or Site (Original and Present) 2 Stories 2 Front Bays

This oddly shaped building was constructed to accommodate the existing railroad lines running through Bayard. The frame structure is has a rectangular façade while the rear of the building triangulates to the south. The building is vinyl clad with 1/1 double hung and 1x1 vinyl slider windows. The façade has a vinyl clad cornice as decoration. The south elevation has a sloping roofline that reveals two additions.

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

Alterations Yes No

Vinyl siding, windows

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Two shed roof additions on south elevation

Describe all Outbuildings

None

Statement of Significance

Locals recall this building as Shaffer's general store, owned by A.C. Shaffer. It sold furniture and household items. No evidence could be found suggesting that this building is associated with an important person or historical trend and the property's historic integrity has been compromised by vinyl siding and replacement windows, therefore is not recommended for the NRHP under any criterion.

Bibliographical References

Scaffidi, Sandra. Mills Group. HPI Form. 2013.

Form Prepared By:	Date: 3/4/2023	Reviewed by:
Name/Organization: Kaitlyn Bearinger		Courtney Zimmerman
Address: Aurora Research Associates LLC		
1436 Graham Road		
Silver Lake, OH 44224		
Phone #: (304) 685-7410		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Shaffer's General Store

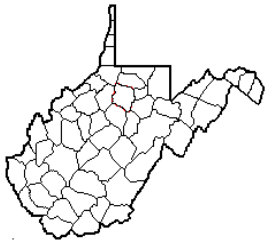
2275 Front Street

Survey #: GT-0174


Survey/FR#: WVC&P Railway Historic Resource Survey

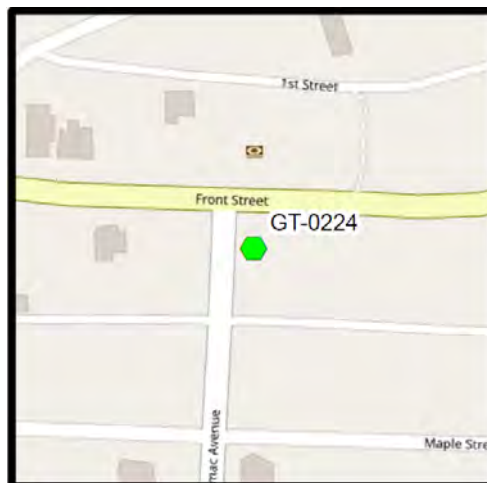


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 2141 Front St.	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Buffalo Creek Coal Company Offices	Field Survey #	Site # (SHPO Only) GT-0224 Revised
Town or Community Bayard	County Grant	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1910 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials Brick	Roofing Material Unknown	Foundation Concrete - Poured	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 641096 Northing 4348329		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Gorman		
	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
 GT-0224

Name: Buffalo Creek Coal Company Offices

2141 Front St.

Survey #: GT-0224

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Rhyan & France Branson	Owners' Mailing Address PO Box 177 Bayard WV 26707
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Describe Setting .11 Acres Artifacts Present

This building is located on the main street through Bayard, a small community of 200 people located in northwestern Grant County, West Virginia. Bayard sits along the south side of the North Branch of the Potomac River, an area known for its rich coal seams and other natural resources.

Description of Buildings or Site (Original and Present) 2 Stories 3 Front Bays

See continuation sheet

Alterations Yes No
Porch railing, replacement windows.

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Frame addition on east elevation, brick and vinyl clad addition on South

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

Describe all Outbuildings

None

Statement of Significance

According to locals living in Bayard, this building was first a bank with upstairs apartments before being purchased by the Buffalo Coal Company and used for its offices.

No evidence could be found suggesting that this building is associated with an important person or historical trend. Though this building retains integrity, it is not a significant style of architecture and is unlikely to have any archaeological significance, therefore this building is not recommended for the NRHP under any criteria at this time.

Bibliographical References

Scaffidi, Sandra. Mills Group. HPI Form. 2013.

Form Prepared By:	Date: 3/2/2023	Reviewed by:
Name/Organization: Kaitlyn Bearinger		Courtney Zimmerman
Address: Aurora Research Associates LLC		
1436 Graham Road		
Silver Lake, OH 44224		
Phone #: (304) 685-7410		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Buffalo Creek Coal Company Offices

2141 Front St.

Survey #: GT-0224

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This two story brick building is situated on a raised parged concrete foundation with eight steps leading to the corner entrance. The north elevation has two large fixed windows on the first level and three, 1/1 double hung sash vinyl on the second level. The west elevation has three large fixed windows on the first elevation and five, 1/1 double hung sash vinyl windows on the second level. Over each of the fixed windows and entrance is an arched lintel set into the brick. The corner entrance has a large square transom over the door. Three rectangular hopper windows are located in the foundation. A square brick addition was added to the south elevation and has yellow brick and vinyl siding. The east elevation has a small, original brick appendage that serves as a second entrance. Like the original building, the appendage has decorative brick corbelling around its parapet. A second frame addition is located on this east elevation and is clad in vinyl siding with 1x1 vinyl slider windows.

(from 2013 HPI form, prepared by Sandra Scaffidi, Mills Group)

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Buffalo Creek Coal Company Offices

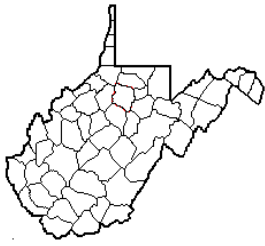
2141 Front St.

Survey #: GT-0224

Survey/FR#: WVC&P Railway Historic Resource Survey

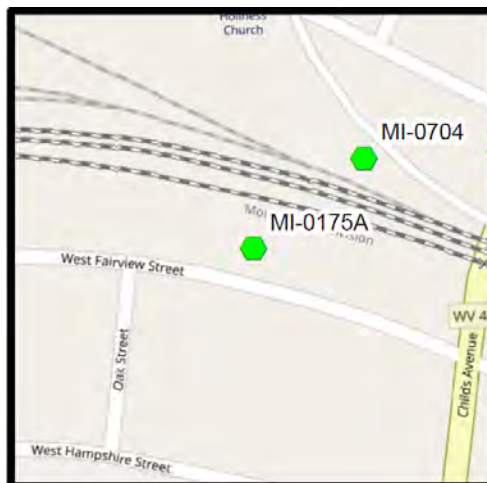


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address W Fairview St.	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both B&O RR Freight House & Passenger Depot	Field Survey #	Site # (SHPO Only) MI-0175A Revised
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1855 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Brick	Roofing Material Asphalt - rolled	Foundation Unknown	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 667855 Northing 4371924		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
MI-0175A

Name: B&O RR Freight House & Passenger Depot

W Fairview St.

Survey #: MI-0175A

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners John C. Shaw Jr.	Owners' Mailing Address 53 Kuskie Ln. Swanton, MD 21561
---	---

Describe Setting .43 Acres Artifacts Present

This structure sits on the corner of Childs Ave. and Fairview St. on the south side of the railroad tracks in Piedmont, just across from the Cumberland & Pennsylvania Railroad Depot. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.

Description of Buildings or Site (Original and Present) 3 Stories 5 Front Bays

The main structure of this warehouse is constructed of brick and sits on a stone foundation. The building has a low-pitched hip roof. It is three stories with a five by five bay rectangular and has two single door entrances on the north side facing the railroad. All windows have matching stone sills and segmental arch lintels with decorative stone hoods. Attached to the west of the main building is an original one story wing, also constructed of brick. The east wing has a side gabled roof with a deep overhang projecting over loading bays along its north side. The overhang is supported by metal posts. The eastern wing is not original to the building.

Alterations Yes No

All windows have been filled in with bricks. A porch or stairs that would have allowed passengers access to the main entrance of the building on the facade have since been removed.

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Some time after 1920, an eastern wing constructed of brick was added on to the building.

Describe all Outbuildings

None

Statement of Significance

See continuation sheet.

Bibliographical References

See continuation sheet

Form Prepared By:	Date: 2/28/2023	Reviewed by:
Name/Organization:	Kaitlyn Bearinger Aurora Research Associates LLC	Courtney Zimmerman
Address:	1436 Graham Road Silver Lake, OH 44224	
Phone #:	(304) 685-7410	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: B&O RR Freight House & Passenger Depot
Survey #: MI-0175A
Survey/FR#: WVC&P Railway Historic Resource Survey

W Fairview St.

Statement of Significance

The B&O Freight House and Passenger Depot is an important landmark that signifies Piedmont's industrial and cultural history and is recommended for the NRHP under Criterion A and C.

The B&O Railroad was chartered in Baltimore in 1827 and completed to Cumberland by 1842. Ten years later, the railroad extended its mainline through Piedmont and set up an expansive system of machine shops and plants with the idea that it would, in the future, attempt to cross the mountains into Wheeling and the West. B&O's investment in Piedmont stimulated growth of the town, and by 1855 Piedmont had more than 150 buildings and 1200 people. In 1856, the town chartered and continued to grow, reaching a population of 2000 in 1869. By 1871, the railroad employed over 500 people in Piedmont and its plant had grown to encompass over half of a square mile. The B&O Railroad prospered, with high yields of passenger traffic amounting to \$3,000-\$5,000 per month, incoming freight netting \$10,000 per month and outgoing freight returning \$50,000 per month. Notably, it is at this depot that Henry Gassaway Davis worked as station agent, gaining the experience that would later lead to the development of the West Virginia Central & Pittsburg Railroad.

Bibliographic References

David Shapiro. "Piedmont: The City at the Foot of the Mountain." Cumberland Times-News. 15 November 2023. Web. 28 February 2023. https://www.times-news.com/west_virginia/piedmont-the-city-at-the-foot-of-the-mountain/article_367a6e8a-462c-11ec-89a1-672bb148c53c.html

E-WV: The West Virginia Encyclopedia "Piedmont." e-WV: The West Virginia Encyclopedia. 22 February 2023. Web. 28 February 2023.

Ross, Thomas Richard. "Henry Gassaway Davis." e-WV: The West Virginia Encyclopedia. 05 January 2017. Web. 04 March 2023.

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Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Oct, 1920. Map. https://www.loc.gov/item/sanborn09442_006/.

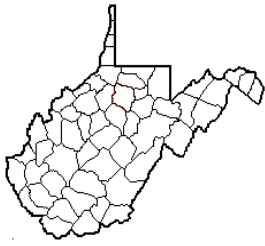
WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: B&O RR Freight House & Passenger Depot
Survey #: MI-0175A
Survey/FR#: WVC&P Railway Historic Resource Survey


W Fairview St.

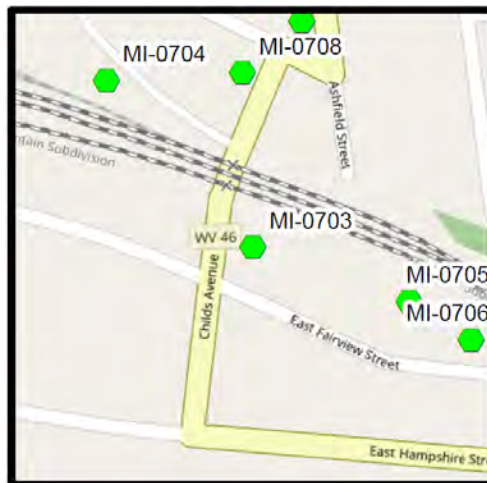
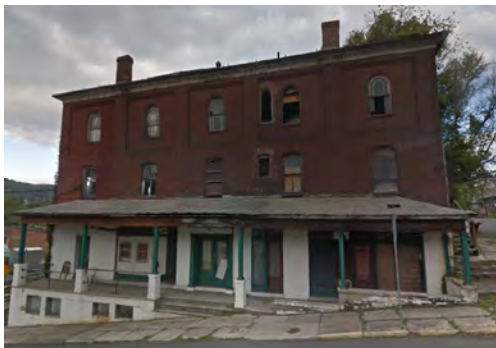


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 18 Childs Ave.	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Campbell Building	Field Survey #	Site # (SHPO Only) MI-0703
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1896 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Brick	Roofing Material Asphalt - shingles	Foundation Unknown	
Property Use or Function Residential	UTM Zone 17N NAD 1983 Easting 667955 Northing 4371894		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
MI-0703

Name: Campbell Building

18 Childs Ave.

Survey #: MI-0703

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Anthony Morris	Owners' Mailing Address 18 Childs Ave. Piedmont, WV 26750																		
Describe Setting .069 Acres <input type="checkbox"/> Artifacts Present This structure sits on the corner of Childs Ave. and Fairview Ave. in Piedmont, West Virginia. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.																			
Description of Buildings or Site (Original and Present) 3 Stories 5 Front Bays This brick building is three stories high with a rectangular plan three by five bays, and has a hipped roof with a slight eave overhang with a bracketed cornice. A full width, one story porch has simple porch supports and is covered by a low pitched hipped roof. Second story windows are two-over-two wood sashes with segmental arch lintels and third story windows have arched lintels and are decorative multi-pane arched wood sashes. The bays on the third story are recessed and separated by brick pilasters, and are corbeled at the top. There are two chimneys nearest the facade, with one on either side of the center of the building.																			
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The front porch and porch foundation has been replaced with concrete and new porch supports. Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded																			
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
Describe all Outbuildings None																			
Statement of Significance This buiding has had many mixed uses since its construction, and has been the site of residences, a barber shop, restaurant, saloon, gentlemen's club, and cobbler. In the 1920 Sanborn Map, it was referred to as the Campbell Building. More research is recommended to determine the role of the Campbells in Piedmont in 1920, as this may be the best opportunity to determine eligibility for the NRHP under Criteria A or B. It is not recommended individually eligible under Criteria C or D. More research is recommended to determine whether this property may be eligible as a contributing resource to a potential Piedmont Historic District.																			
Bibliographical References See continuation sheet																			
<table border="0"> <tr> <td>Form Prepared By:</td> <td>Date: 3/1/2023</td> <td>Reviewed by:</td> </tr> <tr> <td>Name/Organization: Kaitlyn Beringer</td> <td></td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address: Aurora Research Associates LLC</td> <td></td> <td></td> </tr> <tr> <td>1436 Graham Road</td> <td></td> <td></td> </tr> <tr> <td>Silver Lake, OH 44224</td> <td></td> <td></td> </tr> <tr> <td>Phone #: (304) 685-7410</td> <td></td> <td></td> </tr> </table>		Form Prepared By:	Date: 3/1/2023	Reviewed by:	Name/Organization: Kaitlyn Beringer		Courtney Zimmerman	Address: Aurora Research Associates LLC			1436 Graham Road			Silver Lake, OH 44224			Phone #: (304) 685-7410		
Form Prepared By:	Date: 3/1/2023	Reviewed by:																	
Name/Organization: Kaitlyn Beringer		Courtney Zimmerman																	
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1436 Graham Road																			
Silver Lake, OH 44224																			
Phone #: (304) 685-7410																			

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Campbell Building

18 Childs Ave.

Survey #: MI-0703

Survey/FR#: WVC&P Railway Historic Resource Survey

Bibliographic References

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1892. Map.
https://www.loc.gov/item/sanborn09442_001/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, De, 1896. Map.
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Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1902. Map.
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Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Oct, 1920. Map.
https://www.loc.gov/item/sanborn09442_006/.

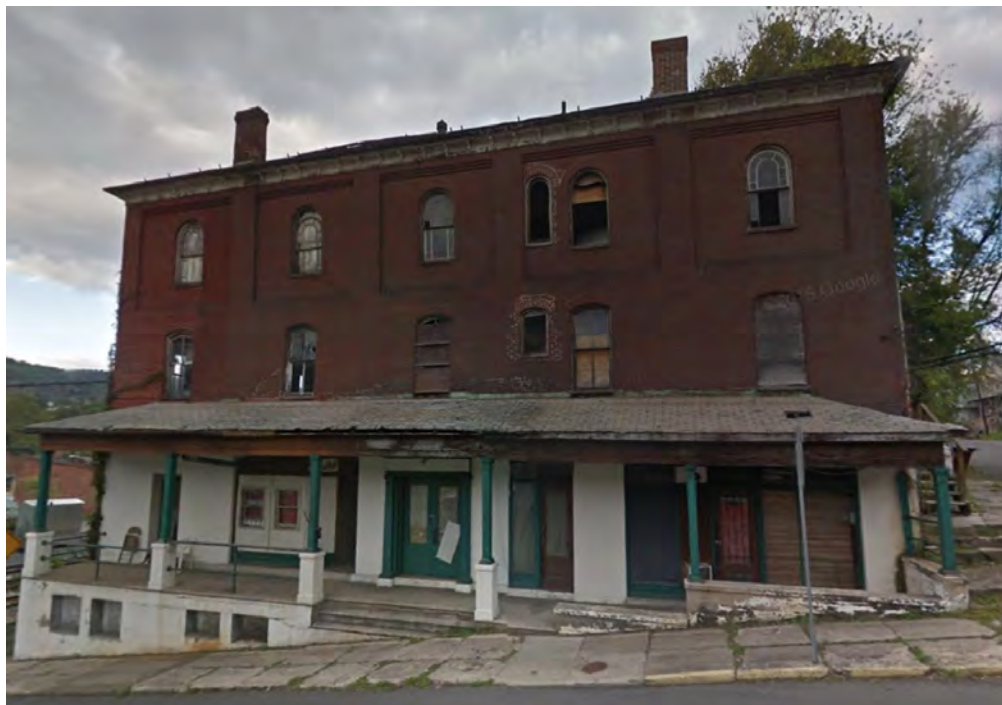
WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Campbell Building

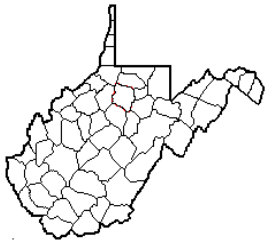
18 Childs Ave.

Survey #: MI-0703

Survey/FR#: WVC&P Railway Historic Resource Survey

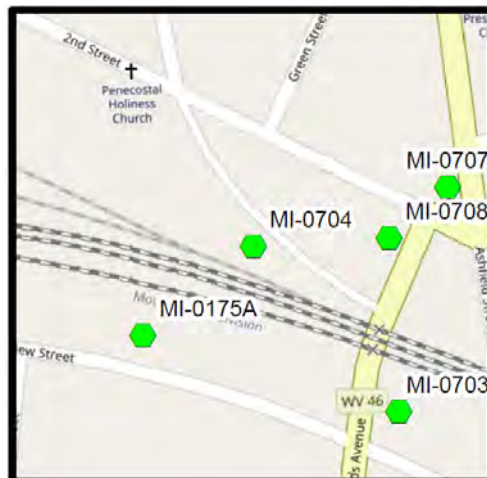


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address W Fairview	Common/Historic Name/Both <input checked="" type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Piedmont Depot	Field Survey #	Site # (SHPO Only) MI-0704
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1872 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Other	
Exterior Siding / Materials Wood - Weatherboard	Roofing Material Asphalt - shingles	Foundation Stone - Coursed Rubble	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 667898 Northing 4371959		
	Quadrangle Name Westernport		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
MI-0704

Name: Piedmont Depot

W Fairview

Survey #: MI-0704

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners B & O Railroad Co.	Owners' Mailing Address CSX Transptax Dept C 910, 500 Water St., Jacksonville, FL 32202																		
Describe Setting 7.1 Acres <input type="checkbox"/> Artifacts Present This structure sits on the corner of Childs Ave. and Baltimore Ave. on the north side of the railroad tracks in Piedmont, just across from the B & O Railroad Depot. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.																			
Description of Buildings or Site (Original and Present) 1 Stories 5 Front Bays This wooden, one-story depot has a rectangular plan 3x5 bays and sits on a stone foundation with a hipped roof that has a deep eave overhang with large, prominent wooden brackets. The exterior of the building is board and batten. The north side has a canted bay in the center bay and large double freight doors to the right of the center bay. Windows vary from boarded 9-over-2 and 1-over-1 sashes. A tall brick chimney is centrally placed on the building and above the doors is a large singular window fanlight.																			
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No C&P was once two stories high, and due to unknown circumstances was reduced to its current state sometime after 1920. The raised doors indicate that the original steps and/or porches have been removed. The roof is also not original. Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded																			
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
Describe all Outbuildings None																			
Statement of Significance See continuation sheet																			
Bibliographical References See continuation sheet																			
<table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Form Prepared By:</td> <td style="width: 33%;">Date: 3/1/2023</td> <td style="width: 33%;">Reviewed by:</td> </tr> <tr> <td>Name/Organization:</td> <td>Kaitlyn Bearinger</td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address:</td> <td colspan="2">Aurora Research Associates LLC</td> </tr> <tr> <td></td> <td colspan="2">1436 Graham Road</td> </tr> <tr> <td></td> <td colspan="2">Silver Lake, OH 44224</td> </tr> <tr> <td>Phone #:</td> <td colspan="2">(304) 685-7410</td> </tr> </table>		Form Prepared By:	Date: 3/1/2023	Reviewed by:	Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman	Address:	Aurora Research Associates LLC			1436 Graham Road			Silver Lake, OH 44224		Phone #:	(304) 685-7410	
Form Prepared By:	Date: 3/1/2023	Reviewed by:																	
Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman																	
Address:	Aurora Research Associates LLC																		
	1436 Graham Road																		
	Silver Lake, OH 44224																		
Phone #:	(304) 685-7410																		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Depot

W Fairview

Survey #: MI-0704

Survey/FR#: WVC&P Railway Historic Resource Survey

Statement of Significance

The Cumberland & Pennsylvania Railroad was chartered in 1850 by the Consolidation Coal Company, and operated primarily in Allegany County, Maryland, with the exception of its PRR track to Pennsylvania and B&O track to West Virginia. The main line of C&P extended 31.8 miles from Cumberland to Piedmont and by 1872, the railroad operated two roundtrips a day. Sanborn maps indicate the existence of the C&P depot in Piedmont since 1892, but it was renamed the West Virginia Central Depot in 1902 and the the Western Maryland Depot in 1907 before returning to C&P in 1913. The C&P facilitated a transportation revolution for people living in remote communities, and its interchange with the B&O at Piedmont allowed passengers to go to market, attend school in cities, and attend churches, concerts, and sporting events. In 1953, the C&P was officially integrated into the Western Maryland Railway.

Historic photos indicate that this building originally was two stories. This building is historically significant, but is not individually recommended for the NRHP due to lack of integrity. This property may be eligible as a contributing resource to a potential Piedmont or WVC&P/Western Maryland RR historic district.

Bibliographic References

"Cumberland & Pennsylvania Railroad Mount Savage, MD." *Mount Savage Historical Society*. 1 March 2023. <http://www.mountsavagehistoricalsociety.org/c&p/c&p%20shop.htm>

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1892. Map. https://www.loc.gov/item/sanborn09442_001/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, De, 1896. Map. https://www.loc.gov/item/sanborn09442_002/.

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Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Oct, 1920. Map. https://www.loc.gov/item/sanborn09442_006/.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Depot

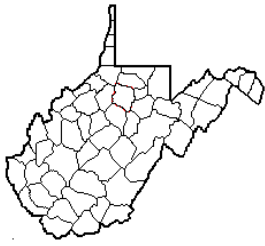
W Fairview

Survey #: MI-0704

Survey/FR#: WVC&P Railway Historic Resource Survey

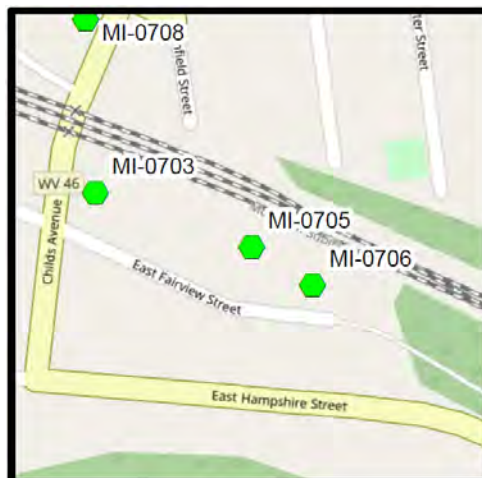


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 33 E Fairview St. Piedmont WV 26750	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input checked="" type="checkbox"/> Both Herald Printing House	Field Survey #	Site # (SHPO Only) MI-0705
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1896 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Wood - Weatherboard	Roofing Material Asphalt - shingles	Foundation Stone - Granite	
Property Use or Function Residential	UTM Zone 17N NAD 1983 Easting 668016 Northing 4371873		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
MI-0705

Name: Herald Printing House

33 E Fairview St. Piedmont WV 26750

Survey #: MI-0705

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Joseph A. Young	Owners' Mailing Address 33 E Fairview St Piedmont WV 26750
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Describe Setting .06 Acres Artifacts Present

This building is located on Fairview Street on the south side of the railroad tracks in the heart of Piedmont's downtown area. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.

Description of Buildings or Site (Original and Present) 3 Stories 6 Front Bays

See continuation sheet.

Alterations Yes No

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Two story shed roof addition connecting to 33 Fairview Avenue. Based on historic Sanborn mapping, this connection existed in 1892, although the configuration appears to have been altered.

Describe all Outbuildings

None

Statement of Significance

The Herald Printing House, or Piedmont Herald Printing Company, was a staple of the Piedmont community for decades, serving as the printing house for the Piedmont Herald (1887-2006). After the death of the most recent owners, a new owner bought the business and some of the equipment, and now operates Herald Printing Company elsewhere, serving the community with local printing requests.

This property may be eligible as a contributing resource to a potential Piedmont historic district. More research is needed to determine individual eligibility for the NRHP under Criteria A or B. It is not recommended as eligible under Criteria C or D.

Bibliographical References

See continuation sheet

Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/4/2023	Reviewed by: Courtney Zimmerman
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WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Herald Printing House

33 E Fairview St. Piedmont WV 26750

Survey #: MI-0705

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This symmetrical side-gabled wood frame building is three stories high and has a rectangular plan 6x2 bays. There are 2/2 double hung sash windows in each bay on the second and third stories. The first story has three windows and three doors, all with rectangular fanlights. The ground floor, facing the railroad on the north side, contains a central single door, two large loading bays, and three window openings. Two narrow brick chimneys are located near the eaves on the east and west elevations. The ghost sign "Herald Printing House" is still visible on the northern elevation of the building. This building has been connected to the residence on its south side (33 Fairview Street) by a two-story shed roof addition.

Bibliographic References

Anonymous (owner of Herald Printing House). Phone call with Kaitlyn Bearinger. February 28, 2023.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1892. Map. https://www.loc.gov/item/sanborn09442_001/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, De, 1896. Map. https://www.loc.gov/item/sanborn09442_002/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1902. Map. https://www.loc.gov/item/sanborn09442_003/.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Herald Printing House

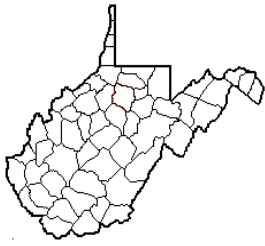
33 E Fairview St. Piedmont WV 26750

Survey #: MI-0705

Survey/FR#: WVC&P Railway Historic Resource Survey

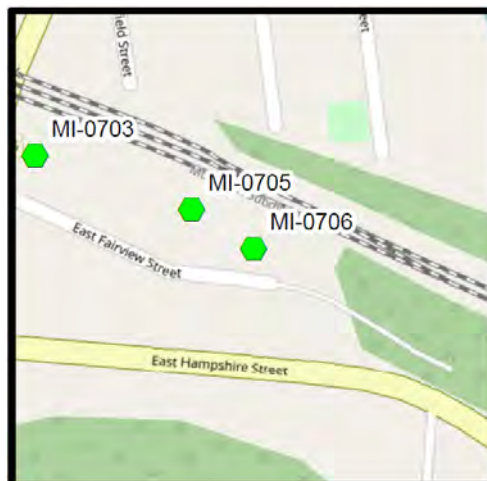


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 13 Fairview St	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Piedmont Grocery Company Wholesale	Field Survey #	Site # (SHPO Only) MI-0706
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1905 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial/Chicago	
Exterior Siding / Materials Brick	Roofing Material Metal	Foundation Brick	
Property Use or Function Commercial	UTM Zone 17N NAD 1983 Easting 668040 Northing 4371858		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
MI-0706

Name: Piedmont Grocery Company Wholesale

13 Fairview St

Survey #: MI-0706

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Denison Powers	Owners' Mailing Address 42 Ashfield St. Piedmont WV 26750
---	---

Describe Setting .33 Acres Artifacts Present

This building is located on Fairview Street on the south side of the railroad tracks in the heart of Piedmont's downtown area. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.

Description of Buildings or Site (Original and Present) 4 Stories 3 Front Bays

See continuation sheet

Alterations Yes No

Windows have been replaced and infilled with bricks.

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Describe all Outbuildings

None

Statement of Significance

See continuation sheet.

Bibliographical References

See continuation sheet.

Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/2/2023	Reviewed by: Courtney Zimmerman
---	-----------------------	---

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Grocery Company Wholesale

13 Fairview St

Survey #: MI-0706

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This brick warehouse building has a rectangular plan 3x9 bays and is four stories high. The building has a side gabled metal roof with three gabled cupolas; the west wall extends above the roof to form a stepped parapet. The northern elevation facing the railroad has 4-over-4 wood sash window with segmental arched brick lintels in each bay on the 2nd, 3rd, and 4th stories, with the exception of the leftmost bay on the third story, which contains paired windows. The first story appears to have originally had three large freight bays evenly spaced across the elevation, each flanked by two single windows. All windows and doors on the first story have been infilled with brick. The ghost sign "Piedmont Grocery Company Wholesale" remains visible on multiple sides of the building.

Statement of Significance:

This building once housed Piedmont Grocery Co. Wholesale, a prominent company in Piedmont at the turn of the century. Prior to moving into this building, Piedmont Wholesale Grocery Co. operated out of a large wooden warehouse located between Kenny Street and the railroad tracks. Sanborn maps indicate that the building was not constructed in 1902 but was extant sometime before 1907.

Piedmont Grocery Company had decades of success and expanded its operation in 1921, purchasing for \$15,500 the Kahl Planing Mill Property along the B & O Railroad in Oakland, Maryland. Though Piedmont remained the company's primary location and regular site of board meetings, the Oakland branch was reported to carry the same line of goods in large quantities. Newspaper accounts attest to Piedmont Grocery Company's prominence in the community, regularly printing advertisements on their behalf or announcements of levies due. In August of 1932, a prohibition crime played out at the warehouse when thieves stole a truckload of sugar amounting to 1800 pounds. Police determined that the truck had been moved to Uniontown and found John Gucik, of Uniontown, stirring barrels of mash on the Bud Hershman farm just west of Oakland. In total, five men were arrested for stealing from Piedmont Grocery and violating the Federal Prohibition Act.

This building retains its integrity and highlights the rapid growth and prosperity that the B&O brought to its railroad towns. It is recommended as eligible for the NRHP under Criterion A. More primary research should be conducted to determine its potential eligibility under Criterion B. It may also be eligible as a contributing resource to a potential Piedmont Historic District. It is not recommended as eligible under Criterion C or D.

Bibliographic References:

"Oakland to have Wholesale Grocery House." *The Republican*. 21 January 1924. *Chronicling America: Historic American Newspapers*. Lib of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1924-01-31/ed-1/seq-1/>>

"Officers Find Quantity of Mash; Two Arrested: Were Seeking Sugar Stolen from Piedmont Grocery Company." *The Republican*. 18 August 1932. *Chronicling America: Historic American Newspapers*. Lib. of Congress.<<https://chroniclingamerica.loc.gov/lccn/sn88065202/1932-08-18/ed-1/seq-1/>>

"Piedmont Grocery Company Reelects Board of Directors." *The Republican*. 2 March 1933. *Chronicling America: Historic American Newspapers*. Lib. of Congress. <<https://chroniclingamerica.loc.gov/lccn/sn88065202/1933-03-02/ed-1/seq-1/>>

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, July 1902 add June 1907. Map. Digitized online by the Library of Congress.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Grocery Company Wholesale

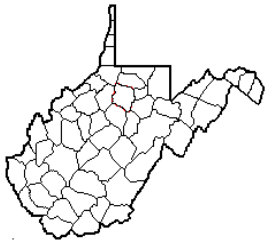
13 Fairview St

Survey #: MI-0706


Survey/FR#: WVC&P Railway Historic Resource Survey

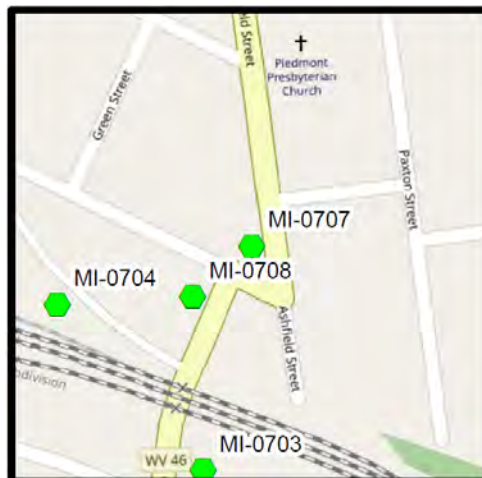


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 42 Ashfield St.	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both First National Bank	Field Survey #	Site # (SHPO Only) MI-0707
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1892 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials Brick	Roofing Material Unknown	Foundation Stone - Sandstone	
Property Use or Function Unknown	UTM Zone 17N NAD 1983 Easting 667974 Northing 4371982		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
 MI-0707

Name: First National Bank

42 Ashfield St.

Survey #: MI-0707

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Denison C Powers	Owners' Mailing Address 42 Ashfield St. Piedmont, WV 26750
---	--

Describe Setting .045 Acres Artifacts Present

This property sits at the corner of 2nd Street and Route 46, in the heart of Piedmont's downtown area. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.

Description of Buildings or Site (Original and Present) 3 Stories 6 Front Bays

See continuation sheet

Alterations Yes No

Early photos of this building indicate that the building was constructed with a large conical cupola at the front corner.

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Describe all Outbuildings

None

Statement of Significance

In 1896 this building was functioning as a multi-use property, with a bank in its most prominent position facing the corner of 2nd street and Ashfield, and a variety of other business taking up the space on either side, including offices, a tailor, and a boot and shoe store. By June of 1907 , the entire building housed First National Bank, a prominent building in Piedmont featured on local postcards. This building is recommended as eligible under Criterion C as an example of Richardsonian Romanesque commercial architecture. It may also be eligible as a contributing resource to a potential Piedmont Historic District.

Bibliographical References

See continuation sheet

Form Prepared By:	Date:	Reviewed by:
Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman
Address:	Aurora Research Associates LLC	
	1436 Graham Road	
	Silver Lake, OH 44224	
Phone #:	(304) 685-7410	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: First National Bank

42 Ashfield St.


Survey #: MI-0707

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This three story, six-bay flatiron building is constructed of rusticated brown sandstone on the first story, and brick on the second and third stories. The main entrance is located in the chamfered corner and consists of a simple arched portico with unfluted Corinthian columns and a semi-circular transom. The roofline is flat and moderately overhangs the building, detailed with an elaborate metal cornice with modillions and dentils. Windows on the first story consist of single fixed panes with semi-circular transoms. The upper stories contain single and paired 1-over-1 wood sashes with rectangular transoms. Continuous bands of sandstone extend across the building elevations to form lintels and sills.

Bibliographic References

"First National Bank, Piedmont, W. Va., 1912" (1912). 0847: John Hawes Miller, Jr. *West Virginia Postcard Collection, 1910-2000*. 49.  SEP

https://mds.marshall.edu/john_miller_west_postcard_collection/49

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1892. Map. https://www.loc.gov/item/sanborn09442_001/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, De, 1896. Map. https://www.loc.gov/item/sanborn09442_002/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jul, 1902. Map. https://www.loc.gov/item/sanborn09442_003/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jun, 1907. Map. https://www.loc.gov/item/sanborn09442_004/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Apr, 1913. Map. https://www.loc.gov/item/sanborn09442_005/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Oct, 1920. Map. https://www.loc.gov/item/sanborn09442_006/.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: First National Bank

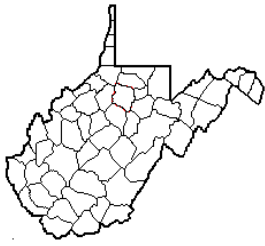
42 Ashfield St.

Survey #: MI-0707

Survey/FR#: WVC&P Railway Historic Resource Survey

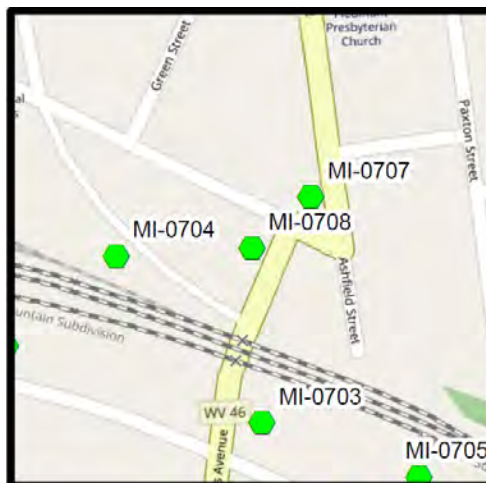


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9 Childs Ave.	Common/Historic Name/Both <input checked="" type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Piedmont Library	Field Survey #	Site # (SHPO Only) MI-0708
Town or Community Piedmont	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1905 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials Brick	Roofing Material Metal	Foundation Stone - Limestone	
Property Use or Function Government	UTM Zone 17N NAD 1983 Easting 667951 Northing 4371962		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
MI-0708

Name: Piedmont Library

9 Childs Ave.

Survey #: MI-0708

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Piedmont Library	Owners' Mailing Address 1 Childs Ave. Piedmont, WV 26750
---	--

Describe Setting .05 Acres Artifacts Present

This property sits at the corner of 2nd Street and Childs Avenue, in the heart of Piedmont's downtown area. Piedmont covers roughly 1/2 of a square mile and is located on the North Branch of the Potomac River in Mineral County, West Virginia. It is surrounded by the Allegheny Mountains and neighbors the West Virginia towns of Keyser and Elk Garden and the Maryland towns of Midland and Frostburg.

Description of Buildings or Site (Original and Present) 3 Stories 6 Front Bays

See continuation sheet

Alterations Yes No

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Describe all Outbuildings

None

Statement of Significance

This building, constructed sometime before 1907 has been home to several business throughout the years. Evident by it's two entrance construction, it originally housed two separate businesses: a clothing store and a candysop. By 1913, both businesses had closed or relocated, and the building was operated by a dry goods store and drugstore. The building is now home to the Piedmont library. More primary research should be conducted to determine the structure's individual eligibility under Criteria A or B. It may also be eligible as a contributing resource to a potential Piedmont historic district. It is not recommended as eligible under criteria C or D.

Bibliographical References

See continuation sheet

Form Prepared By:	Date: 3/2/2023	Reviewed by:
Name/Organization: Kaitlyn Beringer		Courtney Zimmerman
Address: Aurora Research Associates LLC		
1436 Graham Road		
Silver Lake, OH 44224		
Phone #: (304) 685-7410		

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Library

9 Childs Ave.

Survey #: MI-0708

Survey/FR#: WVC&P Railway Historic Resource Survey

Description of Building

This brick building sits on a stone foundation and is three stories with a rectangular plan 6x7 bays. The first story is the most elaborate, with the front elevation facing Childs Ave. having two recessed front door entrances and storefront with multi-pane geometric transoms, all of which is accentuated with a detailed intermediate cornice. All windows on the second story are single 1-over-1 wood sashes with flat stone lintels and sills while all windows on the third story are 1-over-1 arched wood sashes with arched stone lintels. The roofline is flat and slightly overhangs the building and is marked by an elaborate metal cornice with modillions. The east (Childs Avenue) elevation is divided into two larger vertical sections marked by brick pilasters, each containing three bays. The north (2nd street) elevation is similarly divided into 3 sections. Bands of brick corbeling and header courses extend across both elevations above the 2nd and 3rd story windows.

Bibliographic References

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Jun, 1907. Map. https://www.loc.gov/item/sanborn09442_004/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Apr, 1913. Map. https://www.loc.gov/item/sanborn09442_005/.

Sanborn Fire Insurance Map from Piedmont, Mineral County, West Virginia. Sanborn Map Company, Oct, 1920. Map. https://www.loc.gov/item/sanborn09442_006/.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Piedmont Library

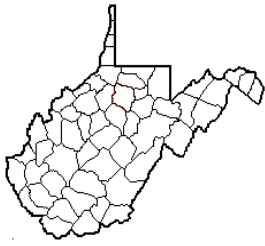
9 Childs Ave.

Survey #: MI-0708


Survey/FR#: WVC&P Railway Historic Resource Survey

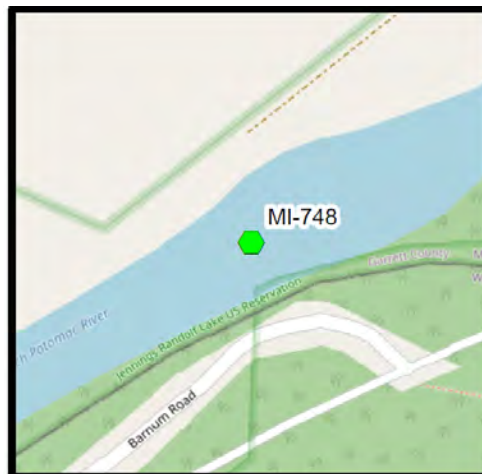


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address County Route 46/2	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Bridge Pier	Field Survey #	Site # (SHPO Only) MI-748
Town or Community Barnum	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1900 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials	Roofing Material	Foundation Concrete - Poured	
Property Use or Function Transportation	UTM Zone 17N NAD 1983 Easting 662597 Northing 4367919		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Westernport		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
 MI-748

Name: Bridge Pier

County Route 46/2

Survey #: MI-748

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners	Owners' Mailing Address	
Describe Setting Acres <input type="checkbox"/> Artifacts Present This structure is located in the North Branch of the Potomac River near the isolated town of Barnum. The surrounding terrain is forested and mountainous.		
Description of Buildings or Site (Original and Present) Stories Front Bays This property consists of a single concrete bridge pier located in the center of the river. The superstructure of the bridge has been removed. No abutments remain on the river banks.		
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Superstructure removed. Windows <input type="radio"/> Replacement <input type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded		
Additions <input type="checkbox"/> Yes <input type="checkbox"/> No		
Describe all Outbuildings		
Statement of Significance A crossing is shown at this location on 1895 USGS topographical maps. The map symbology indicates a bridge by 1919. This crossing provided access to the railroad on the south/east bank of the North Branch for residents and mines on the other side of the river. USGS topographical mapping indicates that the bridge was removed by 1951. Due to the removal of its superstructure, this bridge lacks integrity and is not eligible for the National Register under any criteria.		
Bibliographical References United States Geological Survey. TopoView. HTTPS://ngmdb.usgs.gov/topoview/		
Form Prepared By: Name/Organization: Kaitlyn Bearinger Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/30/2023	Reviewed by: Courtney Zimmerman

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Bridge Pier

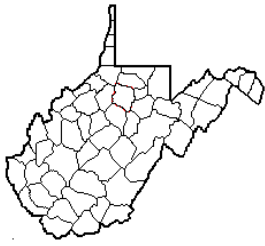
County Route 46/2

Survey #: MI-748


Survey/FR#: WVC&P Railway Historic Resource Survey

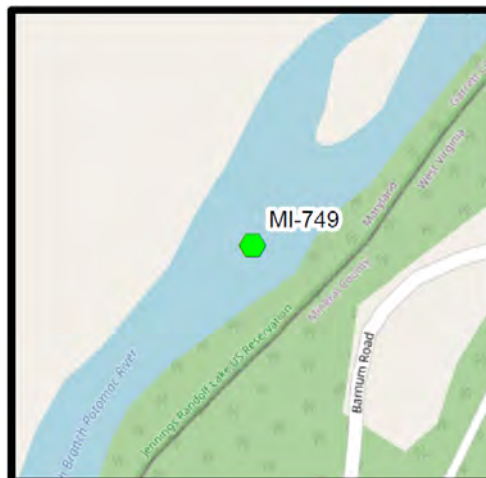


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address County Route 46/2	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Bridge Pier and Abutment	Field Survey #	Site # (SHPO Only) MI-749
Town or Community Barnum	County Mineral	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1920 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials	Roofing Material	Foundation Concrete - Poured	
Property Use or Function Industry/Processing/Extraction	UTM Zone 17N NAD 1983 Easting 662198 Northing 4367608		
	Quadrangle Name Westernport		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
MI-749

Name: Bridge Pier and Abutment

County Route 46/2

Survey #: MI-749

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners	Owners' Mailing Address
-----------------------	--------------------------------

Describe Setting Acres Artifacts Present

This structure is located in the North Branch of the Potomac River near the isolated town of Barnum. The surrounding terrain is forested and mountainous.

Description of Buildings or Site (Original and Present)	Stories	Front Bays
--	----------------	-------------------

The property consists of a concrete pier in the center of a river and a poured concrete abutment on the south/east bank of the river. The superstructure of the bridge has been removed.

Alterations Yes No

Superstructure removed.

Windows Replacement Original Mixture Missing Boarded

Additions Yes No

Describe all Outbuildings

Statement of Significance

By 1895, USGS topographical maps show a tramway extending from the west along Elk Lick Run to the north/West Bank of the North Branch of the Potomac River, across from the main railroad line at Barnum. By 1922, the tramway is no longer shown but a steep track is depicted extending from the eastern end of a road on the north side of the river (now Walnut Bottom Road) across the river to Barnum. This pier appears to have been part of an incline or tram to transport materials across the river. No part of the original track or superstructure remains. Due to a lack of integrity, this property is not eligible for the National Register under any criteria.

Bibliographical References

United States Geological Survey. TopoView. [HTTPS://ngmdb.USGS.gov/topoview](https://ngmdb.usgs.gov/topoview)

Form Prepared By:	Date: 3/30/2023	Reviewed by:
Name/Organization:	Kaitlyn Beringer Aurora Research Associates LLC	Courtney Zimmerman
Address:	1436 Graham Road Silver Lake, OH 44224	
Phone #:	(304) 685-7410	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Bridge Pier and Abutment

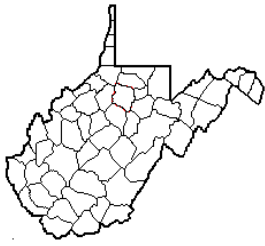
County Route 46/2

Survey #: MI-749

Survey/FR#: WVC&P Railway Historic Resource Survey

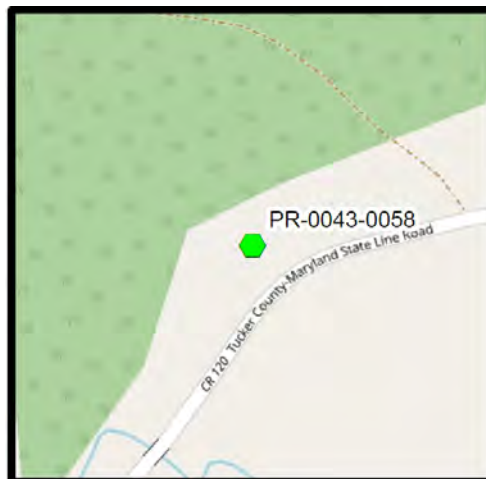


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address County Road 120	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input type="checkbox"/> Both Buxton & Landstreet Warehouse	Field Survey #	Site # (SHPO Only) PR-0043-0058 Revised
Town or Community Kempton	County Preston	Negative No.	NR Listed Date NR No.
Architect/Builder Davis Coal & Coke Company	Date of Construction 1914 <input checked="" type="checkbox"/> Circa	Style (SHPO Only) Commercial	
Exterior Siding / Materials Brick	Roofing Material Asphalt - shingles	Foundation Concrete - Poured	
Property Use or Function Unknown	UTM Zone 17N NAD 1983 Easting 630531 Northing 4340810		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Davis		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
PR-0043-0058

Name: Buxton & Landstreet Warehouse

County Road 120

Survey #: PR-0043-0058

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Western Pocahontas Properties LTD	Owners' Mailing Address 5260 Irwin Rd. Huntington WV 25705												
Describe Setting 163 Acres <input type="checkbox"/> Artifacts Present Kempton is a small, quiet community and former company town that encompasses parts of Preston County, West Virginia and Garrett County, Maryland and sits along the North Branch of the Potomac River. This building sits in the West Virginia portion of Kempton along County Road 120.													
Description of Buildings or Site (Original and Present) 2 Stories 6 Front Bays This brick two-story commercial building has a rectangular 3x6 plan and sits on a concrete foundation. The roof is front gabled and moderately pitched and brick pilasters define each bay on all elevations. The eastern elevation, facing Kempton Road, has two single door entrances on the first story and three windows on the second story. The southern elevation has six windows on the first story. All windows and doors on the building have segmental arched brick lintels and have been boarded.													
Alterations <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No Roof replaced with metal, cupola removed. <div style="text-align: right;">Windows <input type="radio"/> Replacement <input type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input checked="" type="radio"/> Boarded</div>													
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
Describe all Outbuildings None													
Statement of Significance See continuation sheet													
Bibliographical References See continuation sheet													
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Form Prepared By:</td> <td style="width: 33%;">Date: 3/2/2023</td> <td style="width: 33%;">Reviewed by:</td> </tr> <tr> <td>Name/Organization:</td> <td>Kaitlyn Bearinger</td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address:</td> <td colspan="2">Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224</td> </tr> <tr> <td>Phone #:</td> <td colspan="2">(304) 685-7410</td> </tr> </table>		Form Prepared By:	Date: 3/2/2023	Reviewed by:	Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman	Address:	Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224		Phone #:	(304) 685-7410	
Form Prepared By:	Date: 3/2/2023	Reviewed by:											
Name/Organization:	Kaitlyn Bearinger	Courtney Zimmerman											
Address:	Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224												
Phone #:	(304) 685-7410												

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Buxton & Landstreet Warehouse

County Road 120

Survey #: PR-0043-0058

Survey/FR#: WVC&P Railway Historic Resource Survey

Statement of Significance

The Davis Coal and Coke Company established the town of Kempton in 1913 alongside Mine No. 42 on the Upper Freeport Seam, or Davis Vein—the richest vein in the Upper Potomac Valley. After just a few months of operation, the mine was producing 250-300 tons per day and by 1921 it had a daily capacity of 1,000 tons. Kempton is highlighted as an "ideal mining town" in the Maryland Geological Survey, because of its town layout, quality and size of houses, modern school and playground, arcade with a lunch room, barber shop, bowling alley, dance floor, and auditorium, and Mining Institute, where miners could attend lectures about practical mining methods.

The Buxton & Landstreet Company was incorporated in 1889 as an independent business to supply the needs of Davis Coal & Coke Company towns and quickly established a store in Kempton after the opening of the mine. By 1921, Buxton & Landstreet Company operated in nine towns including Davis, Thomas, Bayard, and Elk Garden and was considered to be at the front rank of mercantile companies in West Virginia. Living in an isolated community that didn't have any road access until 1928, Kempton miners and their families relied heavily on the resources of Buxton & Landstreet Company to survive. The company store, no longer extant, was constructed near this warehouse building on the West Virginia side of Kempton as a workaround for Maryland laws prohibiting company stores. Though Buxton & Landstreet Co. was an independent company from Davis Coal & Coke Co., the store's principals were officers of the coal company and the store traded in script known as "Kempton chinky-tink" for meat, vegetables, fruit, furniture, clothes, as well as dynamite and blasting equipment. Kempton thrived as long as the mine produced, but its resources were not limitless. To the surprise of miners and their families, on April 15, 1950, the Davis Coal & Coke Company closed Mine No. 42 and the Buxton & Landstreet Company store ceased operations.

The only surviving commercial structure in Kempton, this building served as a warehouse for the company store and is recommended as eligible for the NRHP under Criteria A and C because of its architectural integrity and unique association with the region's industrial history.

Bibliographic References

Baker, William A. "Methods of Mining Employed in the Coal Mines of Maryland." *Maryland Geological Survey*. vol. 11, (1922), https://msa.maryland.gov/megafile/msa/speccol/sc6000/sc6046/000000/000001/000000/000011/pdf/msa_sc6046_1_11.pdf.

Derrick, Mary Beth. ERM. HPI Form. 2016

Feather, Carl E. *Mountain People in a Flat Land: A Popular History of Appalachian Migration to Northeast Ohio, 1940-1965*. Ohio University Press, 1988.

Greensfelder, N.S. "Mining Coal in West Virginia." *The Coal Trade Bulletin*, no. 45, (October 17, 1921): 373-383.

"History of Kempton." Kempton Historical Archaeology Project. <https://kemptonarchaeology.com>

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Buxton & Landstreet Warehouse

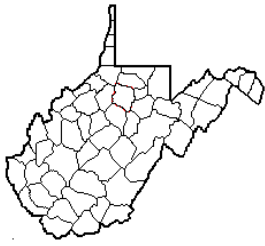
County Road 120

Survey #: PR-0043-0058


Survey/FR#: WVC&P Railway Historic Resource Survey



Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 9 Hendricks WV 26271	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input checked="" type="checkbox"/> Both Old Jail at Hendricks	Field Survey #	Site # (SHPO Only) TU-0003 Revised
Town or Community Hendricks	County Tucker	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1894 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials Concrete	Roofing Material Asphalt - shingles	Foundation Concrete - Block	
Property Use or Function Recreation and Culture	UTM Zone 17N NAD 1983 Easting 618522 Northing 4326004		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Parsons		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
TU-0003

Name: Old Jail at Hendricks

9 Hendricks WV 26271

Survey #: TU-0003

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Town of Hendricks	Owners' Mailing Address												
Describe Setting .09 Acres <input type="checkbox"/> Artifacts Present The Hendricks Jail is located in downtown Hendricks on the corner of 4th Street and Beacon Lane. The town is rural and lies in a narrow valley at the confluence of the Blackwater and Dry Fork Rivers.													
Description of Buildings or Site (Original and Present) 2 Stories 3 Front Bays This building has a very simple construction with little to no adornments. It is front-gabled with three front bays and two stories. It is constructed of concrete block and lies on a concrete foundation. The roof is moderately pitched and constructed with asphalt shingles.													
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No This building no longer retains its original second-story window on the facade. A new door and wooden deck have been added to provide exterior access to the second story of the building. Windows <input type="radio"/> Replacement <input type="radio"/> Original <input checked="" type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded													
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
Describe all Outbuildings None													
Statement of Significance This building speaks to the challenges and changing dynamic of Tucker County during the railroad era and is therefore recommended as eligible for NRHP under Criterion A. In 2002, Hendricks was determined eligible for the NRHP as an historic district, but since then, many of the contributing structures have been demolished, leaving the jailhouse as one of just a few original buildings in the town. The jailhouse is not discussed extensively in local histories, so more primary research and oral histories should be conducted in order to find out more about the history of the building. This resource is not recommended as eligible under Criterion B, C, or D. No significant individuals seem to be linked to the building and the architectural style is unremarkable with many alterations. It is very unlikely this building helps us to understand more about our prehistory.													
Bibliographical References See continuation sheet													
<table border="0"> <tr> <td>Form Prepared By:</td> <td>Date: 2/28/2023</td> <td>Reviewed by:</td> </tr> <tr> <td>Name/Organization:</td> <td>Kaitlyn Bearinger Aurora Research Associates LLC</td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address:</td> <td colspan="2">1436 Graham Road Silver Lake, OH 44224</td> </tr> <tr> <td>Phone #:</td> <td colspan="2">(304) 685-7410</td> </tr> </table>		Form Prepared By:	Date: 2/28/2023	Reviewed by:	Name/Organization:	Kaitlyn Bearinger Aurora Research Associates LLC	Courtney Zimmerman	Address:	1436 Graham Road Silver Lake, OH 44224		Phone #:	(304) 685-7410	
Form Prepared By:	Date: 2/28/2023	Reviewed by:											
Name/Organization:	Kaitlyn Bearinger Aurora Research Associates LLC	Courtney Zimmerman											
Address:	1436 Graham Road Silver Lake, OH 44224												
Phone #:	(304) 685-7410												

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Old Jail at Hendricks

9 Hendricks WV 26271

Survey #: TU-0003

Survey/FR#: WVC&P Railway Historic Resource Survey

Bibliographic References

Clarke, Alan. West Virginia Central and Pittsburg Railway: A western Maryland Predecessor. Lynchburg: TLC Publishing Inc., 2003.

Fansler, Arthur D. HPI Form. October 31, 1979.

Fansler, Homer Floyd. History of Tucker County, West Virginia. Parsons: McClain Printing Company, 1962.

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Kidwell, Chris. A Pictorial History of Tucker County, West Virginia. Parsons: McClain Printing Company, 2011.

McAlester, Virginia Savage. A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture. New York: Borzoi Books, 2013.

Nutter, T. Thomas. West Virginia: History, Progress, and Development. Parsons: McClain Printing Company, 1968. First Published 1906.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Old Jail at Hendricks

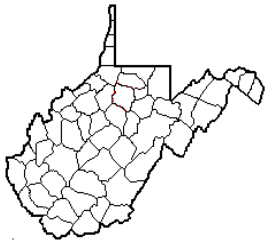
9 Hendricks WV 26271

Survey #: TU-0003


Survey/FR#: WVC&P Railway Historic Resource Survey

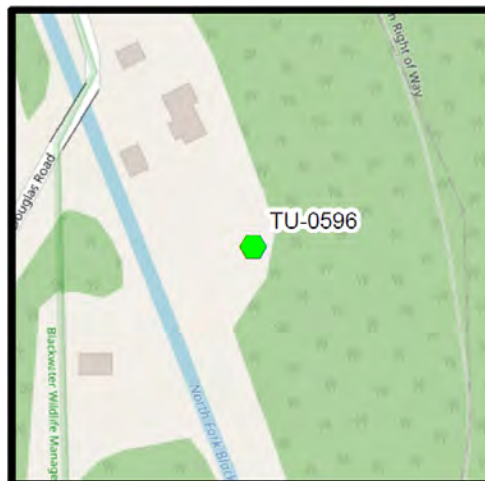


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address County Route 27 (Douglas Road)	Common/Historic Name/Both <input type="checkbox"/> Common <input checked="" type="checkbox"/> Historic <input type="checkbox"/> Both Coketon Colored School site	Field Survey #	Site # (SHPO Only) TU-0596
Town or Community Coketon	County Tucker	Negative No.	NR Listed Date NR No.
Architect/Builder Unknown	Date of Construction 1885 <input checked="" type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials	Roofing Material	Foundation	
Property Use or Function Education	UTM Zone 17N NAD 1983 Easting 628772 Northing 4333184		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Quadrangle Name Lead Mine		
Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey			



Site No.
TU-0596

Name: Coketon Colored School site

County Route 27 (Douglas Road)

Survey #: TU-0596

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Western Pocahontas Prop Ltd.	Owners' Mailing Address 5260 Irwin Road Huntington, WV 25727																		
Describe Setting Acres <input type="checkbox"/> Artifacts Present The Coketon Colored School was located in a mixed residential and industrial area in the community of Coketon, a former coal company town established by Henry Gassaway Davis located approximately 1/2 mile southwest of the Thomas Business District. The area consisted of company-owned residences and industrial buildings. Today the mine facilities and many residences have been demolished. The surrounding terrain is mountainous and forested.																			
Description of Buildings or Site (Original and Present) Stories Front Bays This wood frame resource was rectangular in plan and sat on a stone foundation. The stone foundation is the only remaining architectural feature. The exterior of the schoolhouse was covered with clapboard or board and batten siding. The interior of the school consisted of two rooms: a classroom and a reading room with a kitchenette where students ate lunch. It contained a stove and kerosene lamp and lacked electricity.																			
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No This resource is no longer extant. <div style="text-align: right;"> Windows <input type="radio"/> Replacement <input type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded </div>																			
Additions <input type="checkbox"/> Yes <input type="checkbox"/> No																			
Describe all Outbuildings None																			
Statement of Significance See continuation sheet.																			
Bibliographical References See continuation sheet.																			
<table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Form Prepared By:</td> <td style="width: 33%;">Date: 4/3/2023</td> <td style="width: 33%;">Reviewed by:</td> </tr> <tr> <td>Name/Organization: Sarah Elswick</td> <td></td> <td>Courtney Zimmerman</td> </tr> <tr> <td>Address: Aurora Research Associates LLC</td> <td></td> <td></td> </tr> <tr> <td>1436 Graham Road</td> <td></td> <td></td> </tr> <tr> <td>Silver Lake, OH 44224</td> <td></td> <td></td> </tr> <tr> <td>Phone #: (304) 685-7410</td> <td></td> <td></td> </tr> </table>		Form Prepared By:	Date: 4/3/2023	Reviewed by:	Name/Organization: Sarah Elswick		Courtney Zimmerman	Address: Aurora Research Associates LLC			1436 Graham Road			Silver Lake, OH 44224			Phone #: (304) 685-7410		
Form Prepared By:	Date: 4/3/2023	Reviewed by:																	
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1436 Graham Road																			
Silver Lake, OH 44224																			
Phone #: (304) 685-7410																			

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Coketon Colored School site

County Route 27 (Douglas Road)

Survey #: TU-0596

Survey/FR#: WVC&P Railway Historic Resource Survey

Statement of Significance

The Coketon Colored School was a segregated, two-room schoolhouse for African American students who lived in Tucker County. West Virginia's Constitution prohibited whites and blacks from being educated in the same building. During segregation, the Tucker County Board of Education established a separate school in Coketon to educate the growing number of African American students living in Coketon, Davis, and the surrounding communities. Students ranging in age from 8 to 16 years old received an elementary school level education and were taught arithmetic, reading, and history. Black students attended the school until 1954 when it closed as a result of the *Brown vs. Board of Education* Supreme Court case. The building was demolished shortly afterwards.

In 1894, the Coketon Colored School was at the center of an early civil rights case. Two years prior in 1892, the Tucker County Board of Education reduced the school term for black students from eight months to five months while the school term for white students remained at a full term of eight months. Carrie Williams, the teacher at the Coketon Colored School, consulted African American lawyer John Robert (J.R.) Clifford who told her to teach the full eight months. Clifford then sued the Board of Education for back pay for the remaining three months. The case was heard at the Circuit Court who ruled in favor of Williams and awarded her \$120 in back pay. The case *Williams v. the Board of Education of Fairfax District* reached the West Virginia Supreme Court of Appeals. Clifford argued that "discrimination against people because of color alone as to privileges, immunities and equal protection of the law is unconstitutional." The Supreme Court upheld the lower court's ruling. It was an early case where discrimination on the basis of color was ruled illegal.

Coketon is part of the Blackwater Industrial Complex, a 10-mile stretch of the West Virginia Central and Pittsburg Railway (WVC&P) corridor which extends from Thomas to Hendricks, and includes the historic mining towns of Thomas, Coketon, and Douglas, and numerous historic buildings, mine portals, coke ovens, and unidentified structural foundations. In the early 1880s, Henry Gassaway Davis established a coal mining operation at Coketon. It included the Davis Coal & Coke Company's engineering building, company store, residences, coke ovens, and coal mining facilities. The complex represents the area's industrial history.

The Coketon Colored School is potentially eligible for listing on the National Register of Historic Places under Criterion D as an archeological site. The site has significance under Criterion A for its association with civil rights, Black history, and education and under Criterion B for its association with J.R. Clifford, the first African American admitted to the West Virginia Bar. However, due to the demolition of the structure, it no longer retains integrity and is not eligible under Criterion A, B, or C.

Bibliographical References

Armada, Maria. "Doris Green's Memories of Coketon Colored School" *The Pioneer Press, Niagara Centennial Edition*. Martinsburg, WV, page 4. <https://jrclifford-org.nyc3.cdn.digitaloceanspaces.com/production/app/uploads/2019/02/Pioneer-Press-August-2006.pdf>

Calwell, Becky "Carrie Williams." e-WV: The West Virginia Encyclopedia. 25 May 2022. Web. 24 February 2023.

"Determination of Eligibility Notification: Coketon Area Study/Blackwater Industrial Complex" US Department of Interior, July 3, 2001.

Friends of Blackwater. "The Coketon Colored School: An African American School Teacher In a Small Coal Town Changed WV History in 1898" Interpretive Sign.

Sanborn Fire Insurance Map. "Thomas and Vicinity" 1922, page 2.

Williams v Board Of Education of Fairfax District. Supreme Court of Appeals of West Virginia. *The Pioneer Press, Niagara Centennial Edition*. Martinsburg, WV, page 23. <https://jrclifford-org.nyc3.cdn.digitaloceanspaces.com>.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Coketon Colored School site

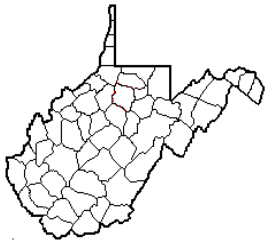
County Route 27 (Douglas Road)

Survey #: TU-0596


Survey/FR#: WVC&P Railway Historic Resource Survey



Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address	Common/Historic Name/Both <input type="checkbox"/> Common <input type="checkbox"/> Historic <input checked="" type="checkbox"/> Both Hendricks Swinging Bridge	Field Survey #	Site # (SHPO Only) TU-0597
Town or Community Hendricks	County Tucker	Negative No.	NR Listed Date NR No.
Architect/Builder Charles Darwin Gillespie (architect of original 1901 bridge)	Date of Construction 1901, 1986 <input type="checkbox"/> Circa	Style (SHPO Only)	
Exterior Siding / Materials Metal - Steel	Roofing Material	Foundation Concrete - Poured	
Property Use or Function Recreation and Culture	UTM Zone 17N NAD 1983 Easting 618235 Northing 4325676		
	Quadrangle Name Parsons		
Survey Organization & Date Aurora Research Associates and Friends of Blackwater 6/22/2022	Part of What Survey / FR# WV Central & Pittsburg Railway Historic Resource Survey		



Site No.
TU-0597

Name: Hendricks Swinging Bridge

Survey #: TU-0597

Survey/FR#: WVC&P Railway Historic Resource Survey

Present Owners Town of Hendricks	Owners' Mailing Address
Describe Setting Acres <input type="checkbox"/> Artifacts Present The Hendricks Swinging Bridge crosses the Black Fork River and connects 2nd Street to Brooklyn Heights Road. Hendricks is a rural town and lies in a narrow valley at the confluence of the Blackwater and Dry Fork Rivers with sloping hills on all sides.	
Description of Buildings or Site (Original and Present)	Stories Front Bays
This swinging bridge was built in 1986 as a replacement of the original 1901 bridge. It is designed for foot traffic only with wooden steps on either side. Wooden trellises attach to reinforced concrete supports that sit directly next to the remnants from the last construction. Metal fencing on both sides of the bridge provide safety for the users.	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The original bridge was torn down and replaced several times, wit the 1986 construction being the most recent. Windows <input type="radio"/> Replacement <input type="radio"/> Original <input type="radio"/> Mixture <input type="radio"/> Missing <input type="radio"/> Boarded	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Describe all Outbuildings None	
Statement of Significance The wooden bridge was built just as Hendricks became a dry town, allowing residents to easily cross the bridge to Brooklyn Heights, where alcohol was legal and plentiful. Other than a general association with historic trends in the area, this structure does not have a direct link with events that contributed significantly to broad patterns of our history, making it ineligible for the National Register under Criterion A. It is not known to have been associated with the life of a significant person, making it ineligible under Criterion B. The original bridge was replaced with the 1986 build making it ineligible under Criterion C due to lack of integrity. It is also very unlikely to contribute to our understanding of prehistory, so it does not meet Criterion D.	
Bibliographical References See continuation sheet.	
Form Prepared By: Name/Organization: Kaitlyn Beringer Address: Aurora Research Associates LLC 1436 Graham Road Silver Lake, OH 44224 Phone #: (304) 685-7410	Date: 3/2/2023 Reviewed by: Courtney Zimmerman

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Hendricks Swinging Bridge

Survey #: TU-0597

Survey/FR#: WVC&P Railway Historic Resource Survey

Bibliographic References

Baker, Justin. "The Hendricks Swining Bridge." Clio: Your Guide to Hisstory. January 14, 2019. Accessed August 30, 2022. <https://www.theclio.com/entry/64750>

Clarke, Alan. West Virginia Central and Pittsburg Railway: A western Maryland Predecessor. Lynchburg: TLC Publishing Inc., 2003.

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Kidwell, Chris. A Pictorial History of Tucker County, West Virginia. Parsons: McClain Printing Company, 2011.

McAlester, Virginia Savage. A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture. New York: Borzoi Books, 2013.

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Friends of Blackwater. 2018. "Hendricks History." Save Blackwater. July 20, 2018. Accessed August 30, 2022. <https://saveblackwater.org/hendricks-history/>

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Hendricks Swinging Bridge

Survey #: TU-0597

Survey/FR#: WVC&P Railway Historic Resource Survey



APPENDIX D
SUMMARY OF PUBLIC MEETINGS

Overview

Aurora Research Associates hosted a series of public history events called “Railroad Reminiscences” in order to meet and share history with people living in communities along the West Virginia Central and Pittsburg Railway corridor. A thirty-minute slideshow presentation kicked off each meeting, following the outline below. At many points, the presentation was conversational, with attendees addressing the room to share personal stories and information as it related to the railroad. The presentation formally ended with an opportunity for discussion and an invitation to browse a setup of displays with additional photos and information about company towns, disasters, and train stations. Comment forms collected from participants indicate overwhelming support for a future rail trail and an appreciation for the presentation and opportunity to walk down memory lane.

Presentation Outline

Introduction

- a. Welcome, Introduction of Judy Rodd, Director of Friends of Blackwater, Goals of Project, Criteria of National Historic Trail Designation

Historical Overview

- a. Henry Gassaway Davis
- b. Origins of WVC&P, Timeline from 1866-1902

County Histories and Findings

- a. Historical findings organized by county: Allegany, Garrett, Grant, Mineral, Tucker
- b. Historic and present-day photos/maps of communities and railroad era structures
- c. Discussion of points of significance along a potential future trail

Conclusion

- a. Opportunity for discussion

Meeting Dates and Times

- | | | |
|-----------------------------|----------------|-----------------------------|
| • July 10, 2023 at 6:30 PM. | Keyser, WV | American Legion |
| • July 11, 2023 at 6:30 PM | Carpendale, WV | Town Hall |
| • August 5, 2023 at 2:00 PM | Piedmont, WV | American Legion |
| • August 6, 2023 at 6:30 PM | Parsons, WV | Parsons Depot |
| • August 6, 2023 at 6:30 PM | Thomas, WV | Buxton & Landstreet Gallery |
| • August 7, 2023 at 3:00 PM | Cumberland, MD | Allegany Museum |

Meeting Attendee List

First Name	Last Name	Meeting Attended	Organization/Title
Bernie	Coyle	Keyser	
Mike	Rinker	Keyser	
Billie Jo	Bennet	Keyser	Executive Director, Mineral Co. Chamber of Commerce
Mary Kay	Staggers	Keyser	
David	Webb	Keyser	
Diane	Baker	Carpendale	Mayor of Carpendale
Mike	Rinker	Carpendale	

**Historic Context and Resource Survey for the West Virginia Central & Pittsburg Railroad Corridor
Final Report – Appendix D: Summary of Public Meetings**

First Name	Last Name	Meeting Attended	Organization/Title
Bernie	Coyle	Carpendale	
Leanne	King	Carpendale	Mineral County Convention and Visitors Bureau
Ed	Steele	Carpendale	
Frank	O'Hara	Carpendale	
Judy	O'Hara	Carpendale	
Larry	Brock	Carpendale	President, Mountain Maryland Trails
Gary	Clites	Carpendale	
Vic	Rezendes	Cumberland	Director, Allegany Museum
Jason	Litten	Cumberland	Frostburg State University
Richard	Kirsch	Cumberland	Western Maryland Railway Historical Society
Bernie	Coyle	Cumberland	
Belva	Dilly	Parsons	Tucker Co. Historical Society/ Tucker Co. Historic Landmark Commission
Rosemarie	Davis	Parsons	Tucker Co. Historical Society/ Tucker Co. Historic Landmark Commission
Connie	Eye	Parsons	Tucker Co. Historical Society/ Tucker Co. Historic Landmark Commission
Donald	Knotts	Parsons	
Susan	Knotts	Parsons	
Barbara	Alford	Parsons	
Anne	Smith	Parsons	
Ron	Ulle	Parsons	
Linda	Coyle	Piedmont	
Bernie	Coyle	Piedmont	
Allan	La Rue	Piedmont	Piedmont City Council, Westernport Historical Society
Mike	Rinker	Piedmont	
Louie	Schoppert	Piedmont	
Tom	Allen	Thomas	
Rebecca	Wilkins	Thomas	
Cindy	Phillips	Thomas	
Tim	McGowan	Thomas	
Joseph	Dumire	Thomas	



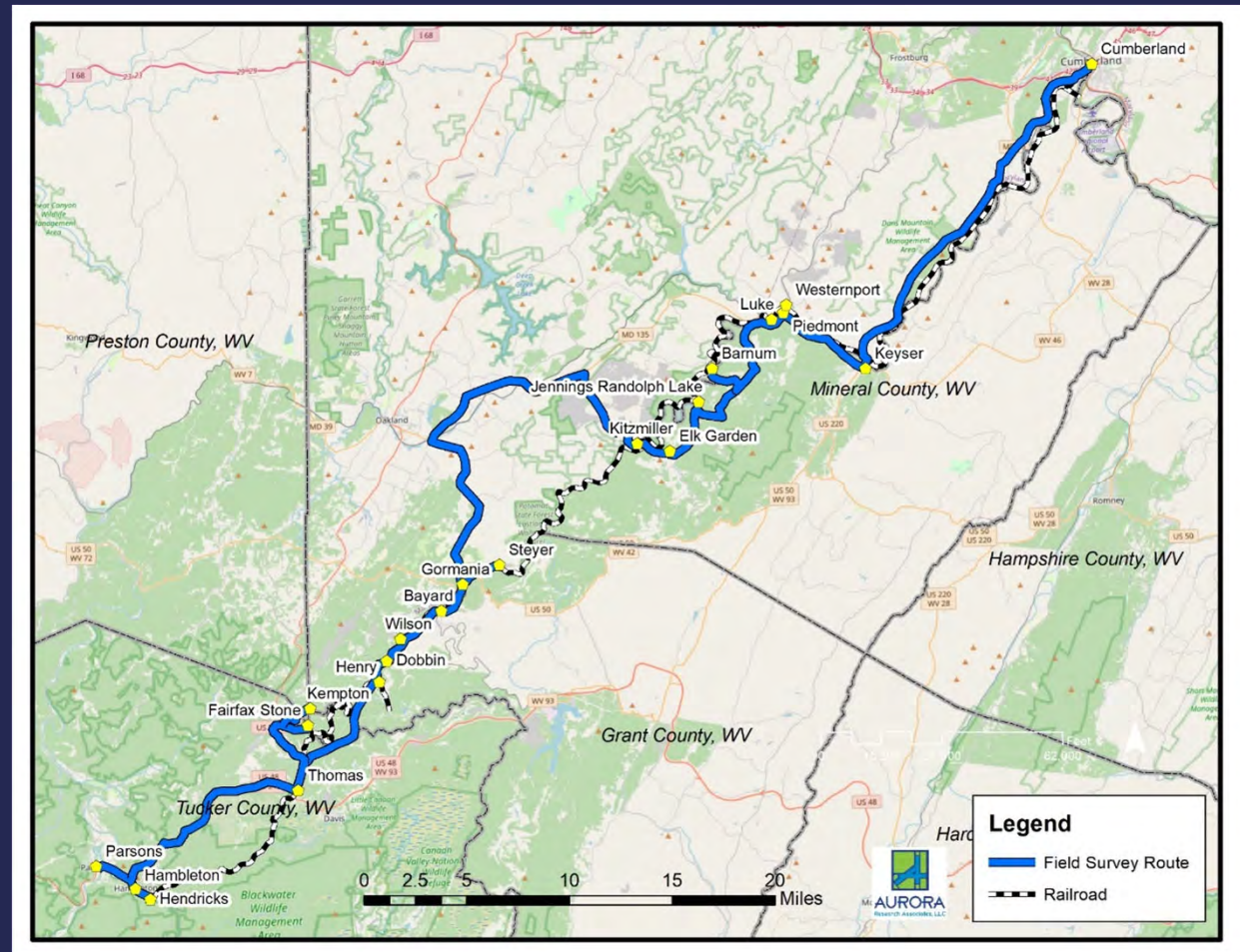
The West Virginia Mountain Railroad National Historic Trail



The WV Mountain RR National Historic Trail

Goals of Project:

1. Compile history of railroad corridor
2. Conduct field survey to identify historic places and other points of interest along railroad
3. Conduct public history events



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.



Goals of project



1866

1880

1884

1886-1889

1900

1902-1905

Origin of Railroad

Davis is granted a charter to incorporate Potomac & Piedmont Coal and Railroad Company

New Name, Construction Begins

The railroad was rechartered as West Virginia Central & Pittsburg Railroad. Construction of railroad from Cumberland to Elkins begins

Mines Open

The railroad reaches Thomas. Coal mines owned by the WVC&P open along the road.

Davis Coal & Coke Co. Formed

In 1886, Davis purchases mines and equipment from railway. In 1889, the company reorganizes into the Davis Coal & Coke Co. The railroad reaches Elkins.

Towns Continue to Grow

Rapid growth followed the railroad. Davis, a lumber town, grows from a population of 909 in 1889 to 2,391 in 1900

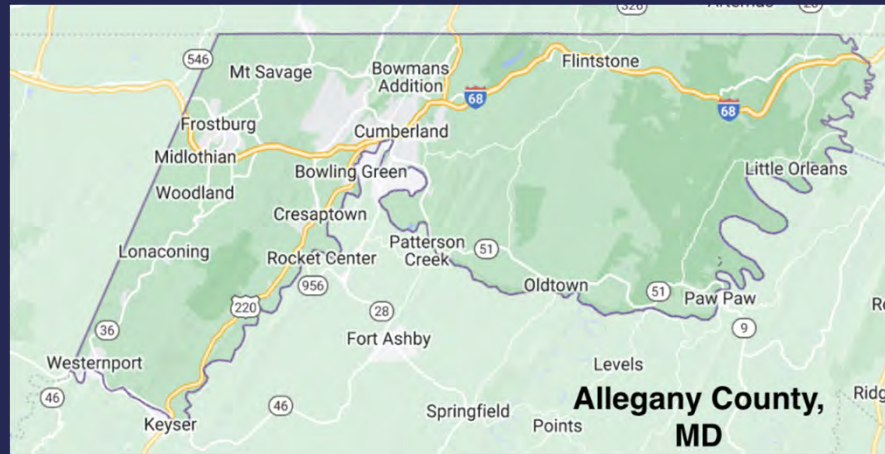
Consolidation

In 1902, WVC&P RR is purchased by Fuller Syndicate. In 1905, it officially becomes part of the Western Maryland Railroad



West Virginia Central & Pittsburg RR Overview

Garrett/Allegany Counties



Historic Overview:

- Cumberland was an important fort in the French/Indian War (1754-1763) and was the eastern terminus of the national road
- Garrett County is rural and the location of several railroad/coal towns along historic trail

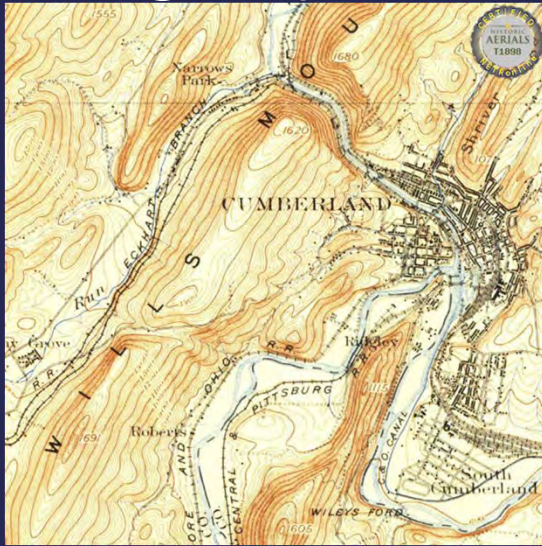


Kitzmiller Flood, 1924



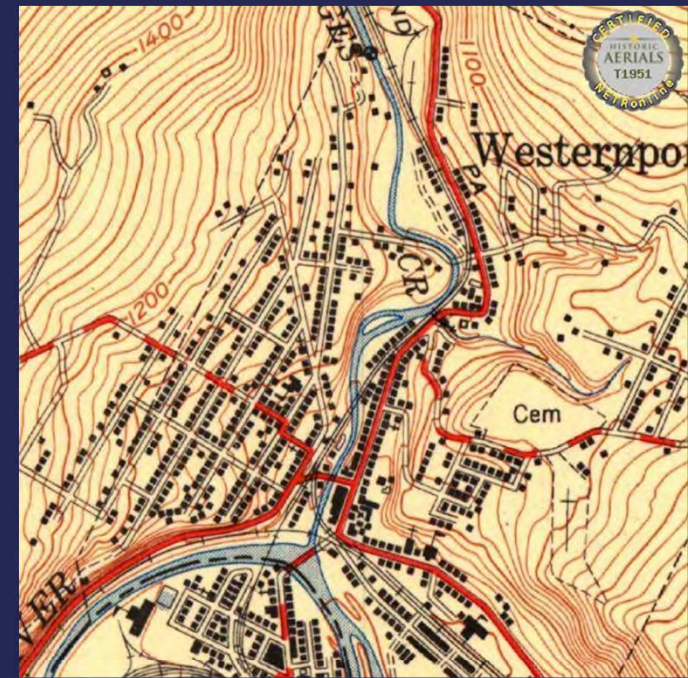
History of Garrett/Allegany Counties

Allegheny County



Cumberland, Allegheny County

Allegheny County

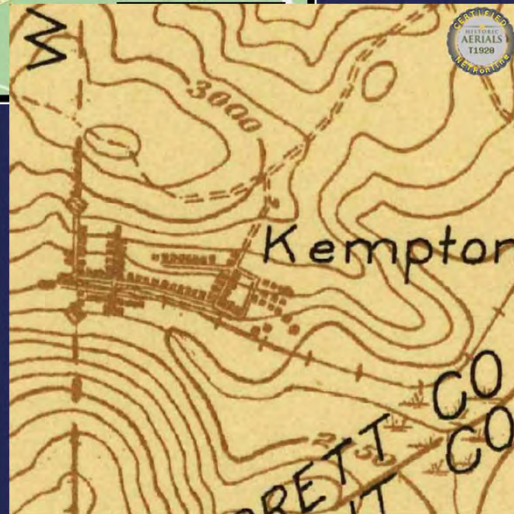
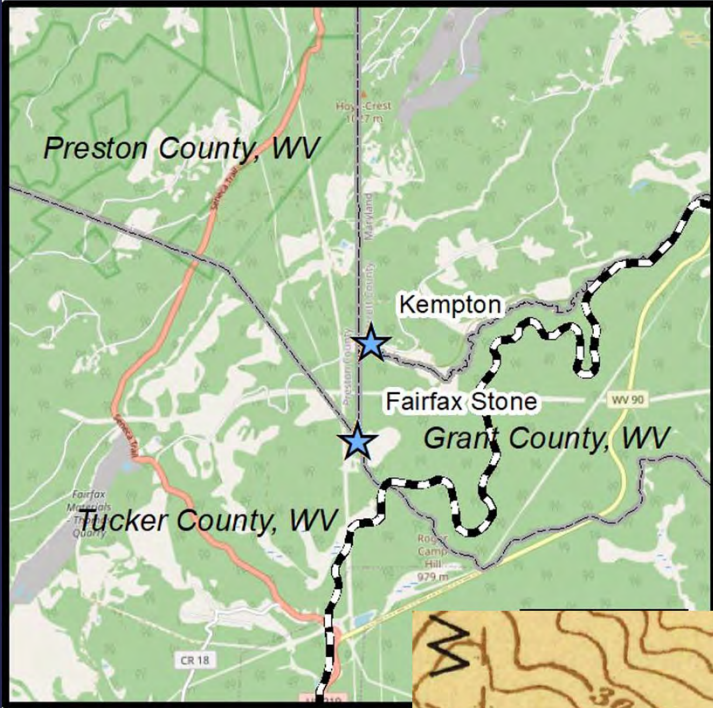


Hammond's Addition Historic District

Westernport, Allegheny County



Garrett County

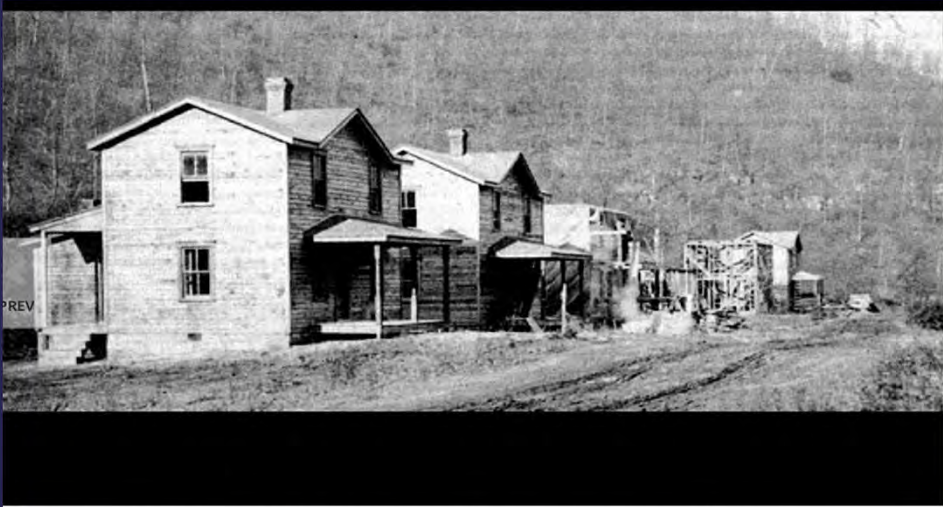


Buxton & Landstreet Co. Warehouse



Kempton, Garrett County

Garrett County



These row houses in Shallmar were built by the Wolf Den Coal Co., which ceased operation in March 1949.
Photo from "Ghost Towns of the Upper Potomac," compiled by Garrett County Historical Society
Cumberland Times-News



The Shallmar Company Store was once the center of activity in the coal mining town, but even it couldn't keep extending credit to the out-of-work miners in 1949.
Photo from "Ghost Towns of the Upper Potomac," compiled by Garrett County Historical Society
Cumberland Times-News



Shallmar, Garrett County

Mineral County



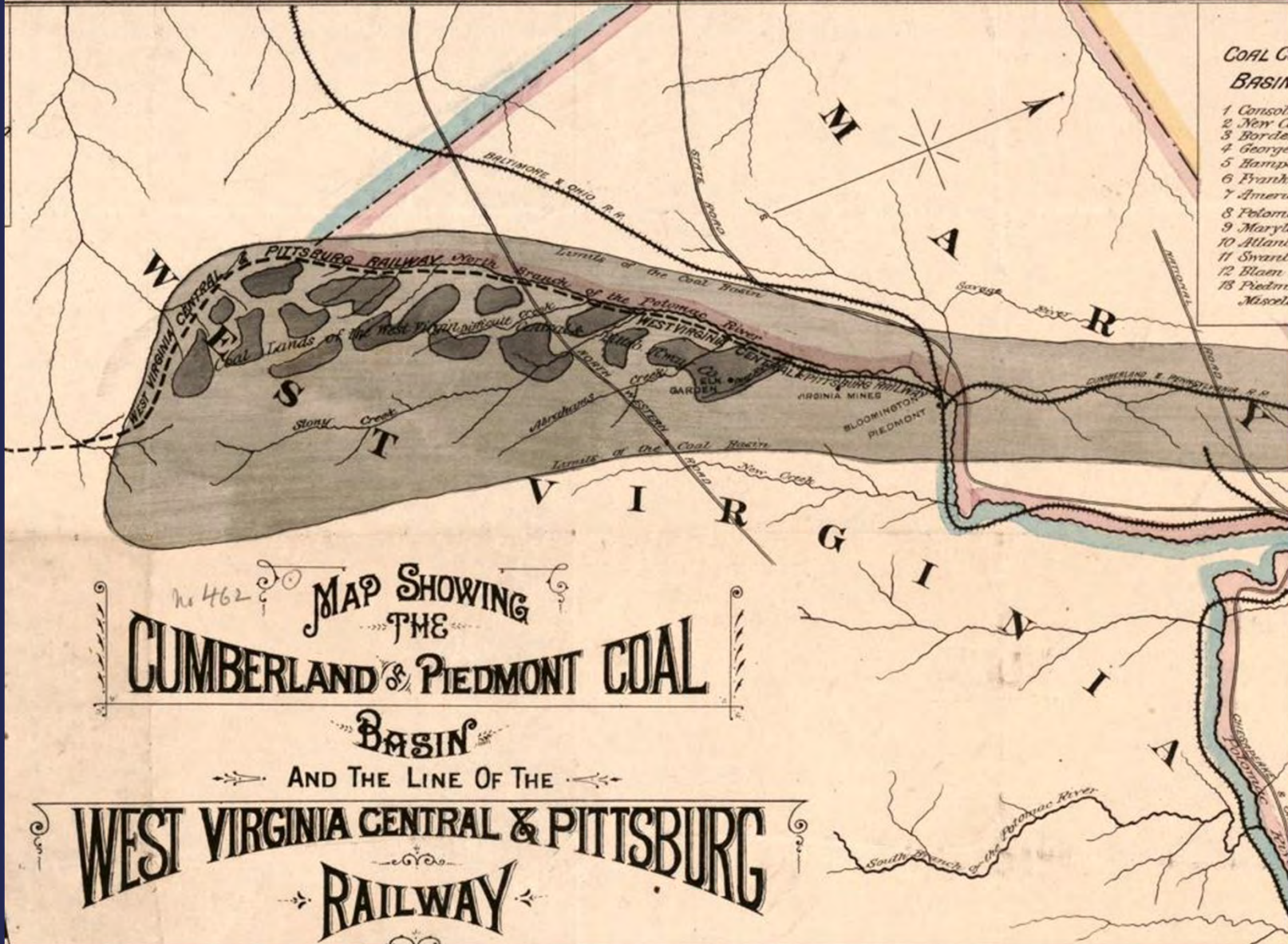
Historic Overview:

- 1700s-early 1800s: agricultural land/hunting ground
- B&O reaches Keyser in 1842 and Piedmont in 1852. Towns begin to grow
- Piedmont becomes rr hub for B&O, C&P, WVC&P RR



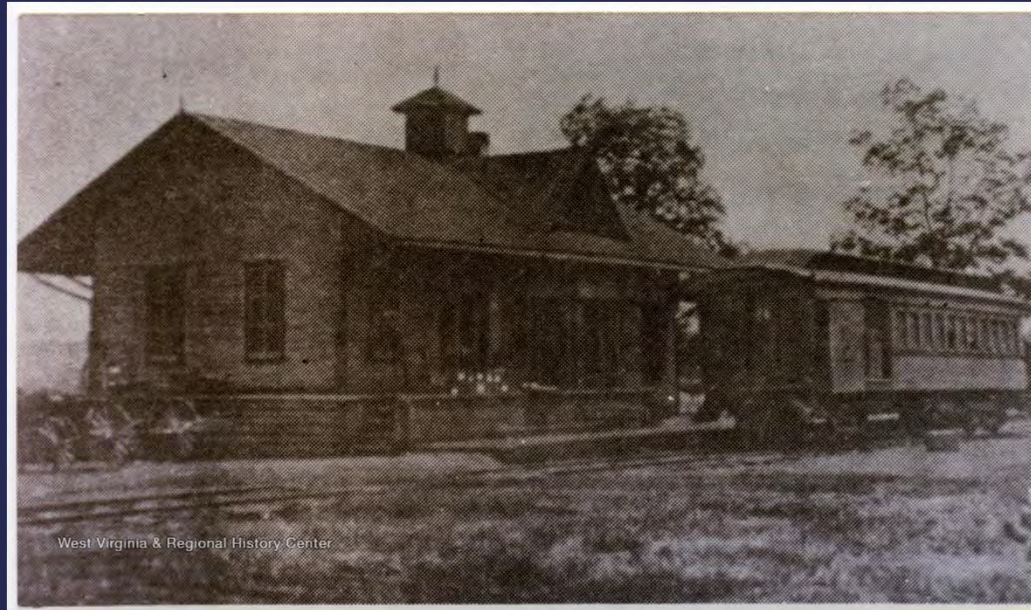
History of Mineral County

Mineral County



Historic Map Showing RR Routes & Coal Basin

Mineral County



West Virginia & Regional History Center

Elk Garden Depot



West Virginia & Regional History Center

WEST VIRGINIA PULP & PAPER MILLS, PIEDMONT, W. VA.



West Virginia & Regional History Center

Piedmont, W. Va.

Piedmont



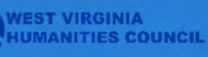
Historic Photos

Baltimore & Ohio Railroad Depot



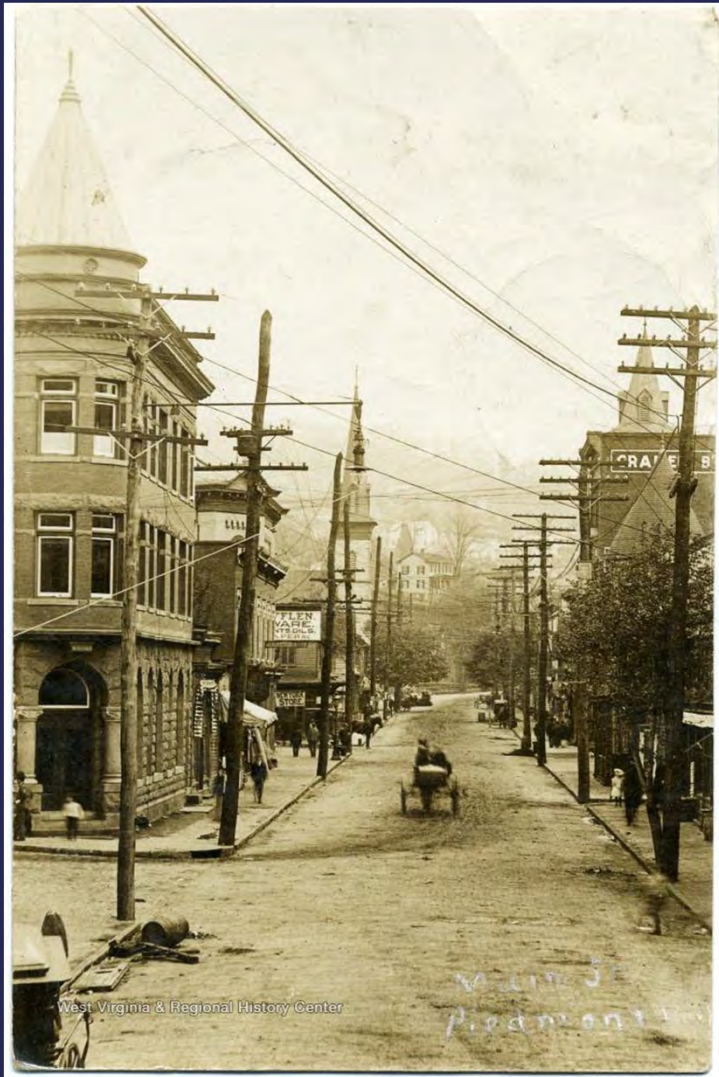
Piedmont, Mineral County

Cumberland & Pennsylvania Depot



Piedmont, Mineral County

First National Bank



West Virginia & Regional History Center

Mineral
Piedmont



Piedmont, Mineral County

Piedmont Grocery Company Wholesale Herald Printing House



Piedmont, Mineral County

Grant County



Historic Overview:

- Rich in agricultural resources, agrarian until WVC&P RR arrives in 1880s
- Bayard, Dobbin, Henry, Gorman, and Wilson pop up on rail line
- Bayard becomes largest town/industrial center of Grant Co.



History of Grant County

Grant County



Hall Building, Bayard



Dobbin Depot



Mabis Ave., Gorman



Historic Photos

Dr. Drinkwater's House



DR. DRINKWATER'S RESIDENCE & OFFICE, GORMANIA, W. VA.

1920
BOLD BY N. BRONKHOLT.



Gormaniam, Grant County

Knights of Pythias Lodge



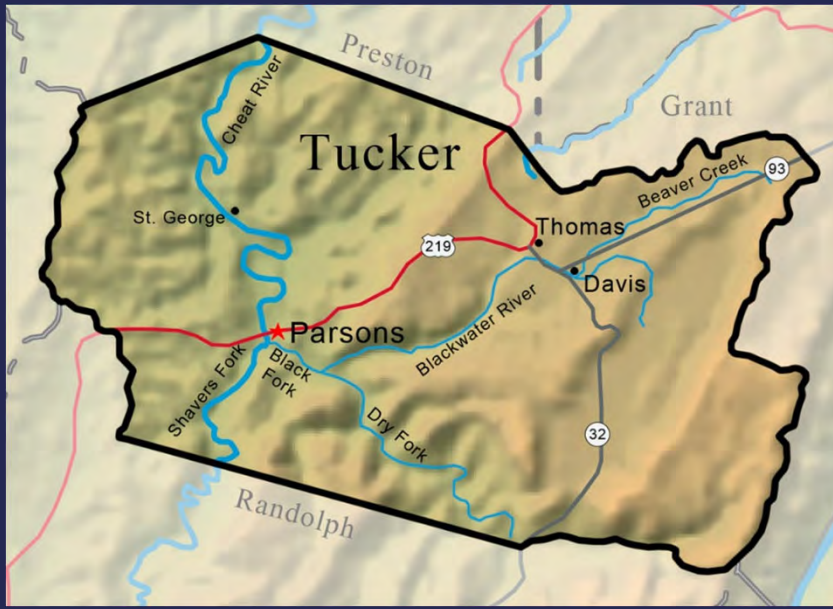
Gorman, Grant County

Emmons Hall



Bayard, Grant County

Tucker County



“The Alleghenies were as rich in coal and timber as the Rockies in precious metals. The heart of the wealth of the Alleghenies is in West Virginia, and its throbbing has just begun with the awakening of its industrial life.”

-Henry Gassaway Davis, Date Unknown



Historic Overview:

- Coal discovered in 1835
- WVC&P RR arrives in 1884 and builds line across county for 5 years
- RR capitalized on existing industries and created new opportunities



History of Tucker County

Tucker County



West Virginia & Regional History Center
Depot, Parsons, W. Va.

Parsons Depot



West Virginia & Regional History Center

Thomas Depot



West Virginia & Regional History Center

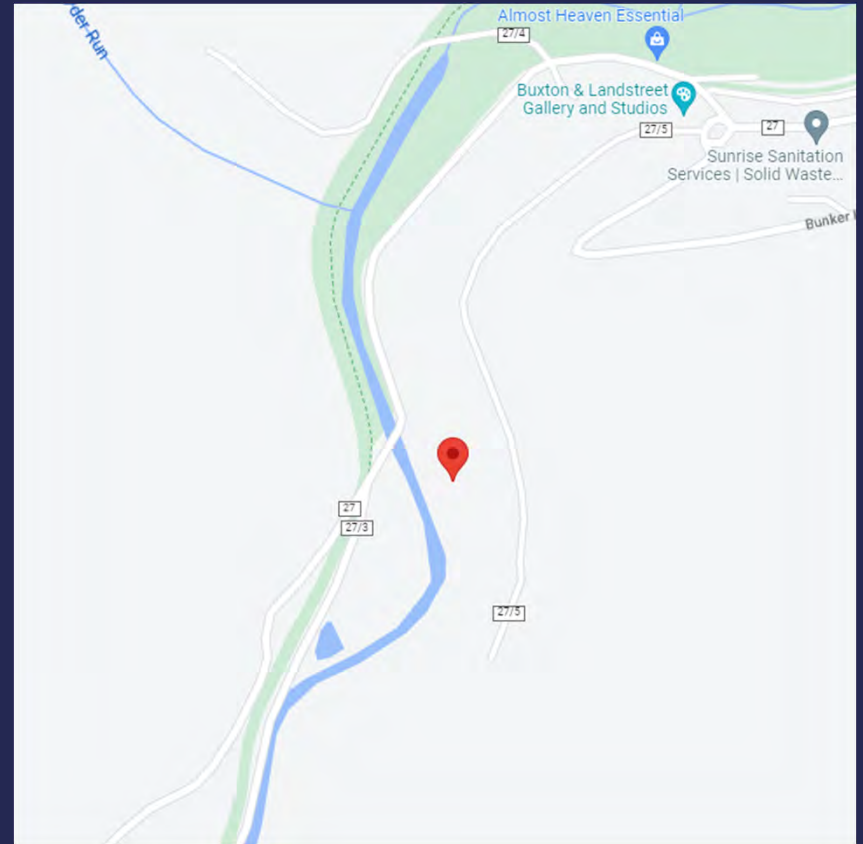
Western Maryland Rail Road Station, Hambleton, W. Va.

Hambleton Depot



Historic Photos

Coketon Colored School



Coketon, Tucker County

Hendricks Swinging Bridge & Jailhouse



Hendricks, Tucker County

Mystery Buildings!



Mountaineer Inn, Bayard



Gormanian



Gormanian

What Do You Know About These Buildings?



Mystery Buildings!



Childs Ave., Piedmont (Campbell Building?)



Gormaniana

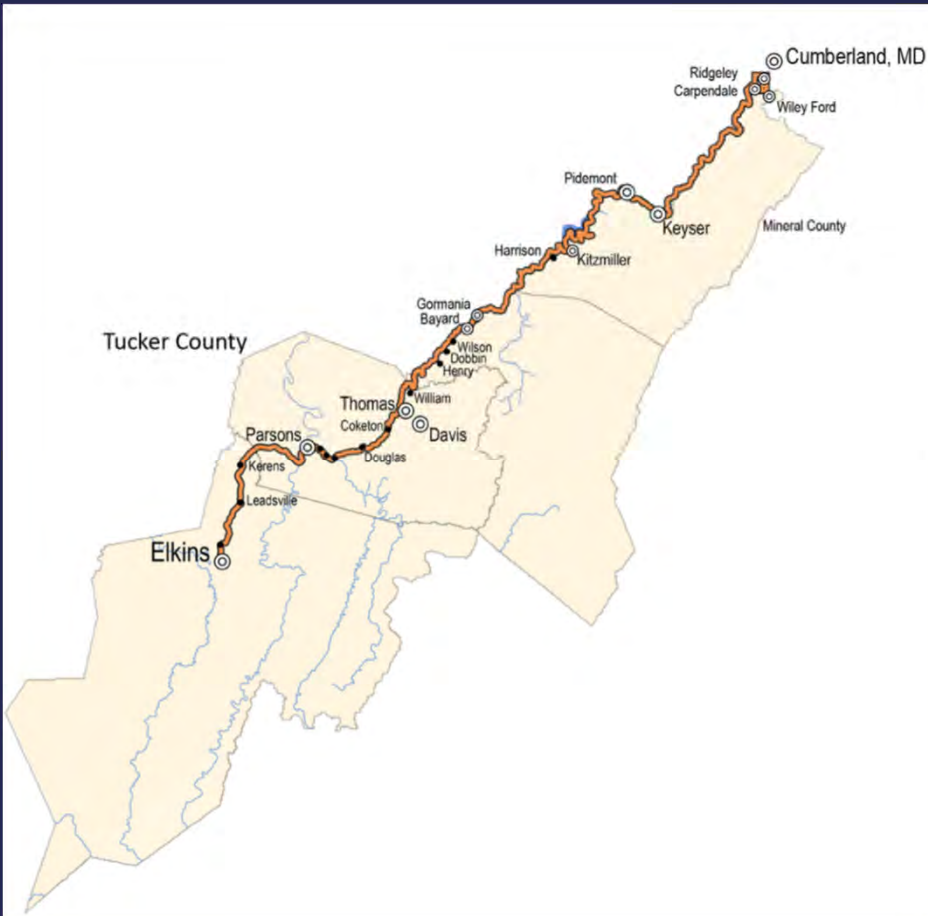


Wilson

What Do You Know About These Buildings?



The WV Mountain RR National Historic Trail



Proposed WV National Historic Trail



GAP/C&O Trail

Appalachian Trail



A Link to Other Trails

WV Mountain Railroad National Historic Trail

Is a conceptual project that envisions a trail that spans over 100-miles from Thomas, WV to Cumberland, MD. This route follows the North Branch of the Potomac River along the historic West Virginia Central and Pittsburgh Railroad that was created in the late 1800s by Henry Gassaway Davis.

This project began as an idea of Friends of Blackwater. Currently the project is in the beginning stages of a feasibility study being conducted by Civil and Environmental Consultants out of Bridgeport, WV. This project is being funded by an ARC grant.

CEC's involvement is through a partnership that is built with Friends of Blackwater during work on other trail initiatives in Tucker County. This trail is an extension of the Blackwater Loop Trail that is currently being designed that links Thomas to Blackwater Falls and Davis, WV.

What is a National Historic Trail?

National Historic Trails paint a colorful picture of our nation's diverse history. They can follow many different routes and outline many different pieces of history such as:

- Past Routes of Exploration
- Migration
- Struggle
- Trade
- Military Action

National Historic Trails offer an opportunity to re-trace these past events through historic sites, points of interests, trail segments and waterways. There are currently 21 National Historic Trails in the United States totaling over 36,000 miles.



The West Virginia Mountain Railroad National Historic Trail - Thomas, WV to Bayard, WV

Traveling through Tucker, Grant, and Mineral counties, the proposed trail aims to connect Elkins, WV to Cumberland, MD and the GAP trail system.



Kempton Company Store

Found at the historical location of Kempton, MD, this building is testament to the town that housed workers for the Davis Coal & Coke Company's mine number 42.



Project Scope

Bayard
Wilson
Dobbin

Thomas, WV



A town with close ties to the coal industry, Thomas is named after the Davis brothers. In 1883, they opened Davis Coal and Coke. By 1892, it was one of the largest and best known coal companies. Today it provides a unique tourism destination, filled with unique art and local shops. Examples of this are shown below.



Downtown Thomas



Stump Town Ales



The Purple Fiddle



Civil & Environmental Consultants, Inc.

The West Virginia Mountain Railroad National Historic Trail - Bayard, WV to Piedmont, WV

Traveling through Tucker, Grant, and Mineral counties, the proposed trail aims to connect Elkins, WV to Cumberland, MD and the GAP trail system.

Historic Piedmont Train Station



Piedmont, WV
 Located in Mineral County, WV, Piedmont, due to its proximity to surrounding industries, was a strategic location during the building of the B&O Railroad as it pushed west to Wheeling and the Ohio River. The high demand for railroads would result in the construction of a roundhouse and rail yard. In 1888, the West Virginia Paper Company would bring further development to the region. Today, CSX Transportation operates the rail line going through the area.

Gormanias, WV

Founded as a result of the coal mining boom and related industrial activity in the area, Gormanias is an unincorporated community located along the North Branch of the Potomac River. It lies on the Northwestern Turnpike (US 50).



Shallmar Bank

Blaine, WV and Kitzmiller, MD

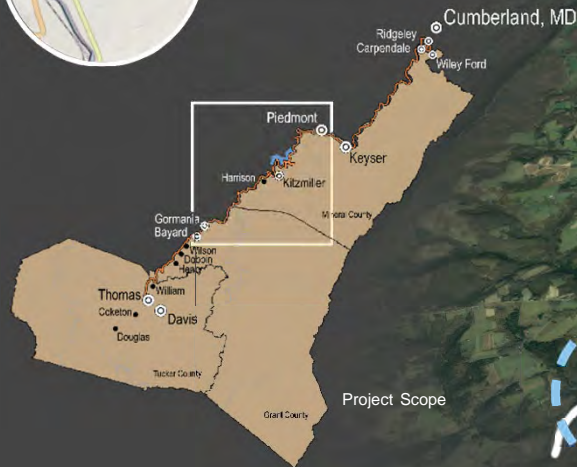
Historically connected to the coal and lumber industries, Blaine and Kitzmiller can be found on the North Branch of the Upper Potomac River. Located along MD Route 32/WV Route 42, these two towns predate the Civil War. However, the greatest growth of the town can be found at the peak of the local coal mining industry.



CSX Train Station at Bayard

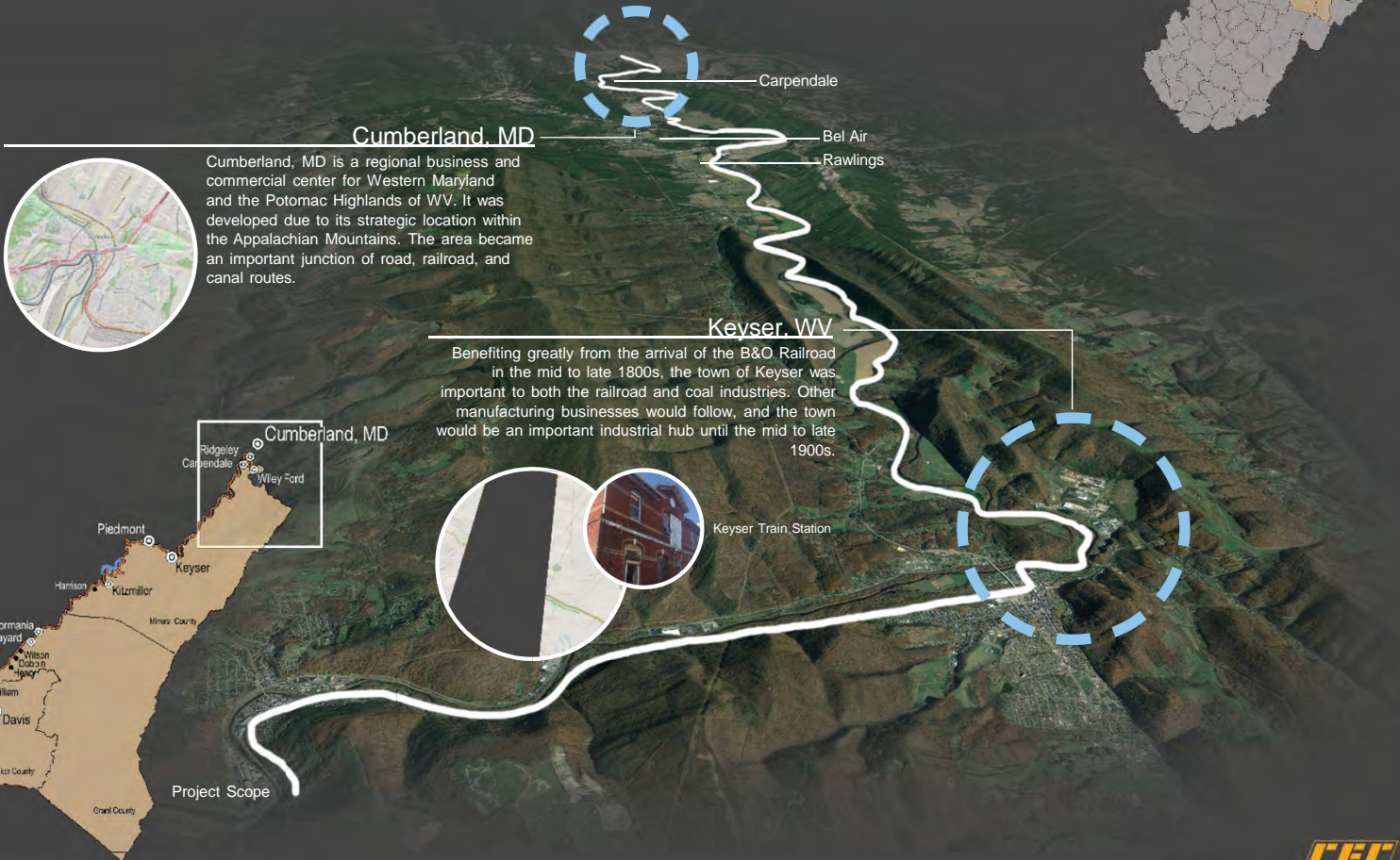
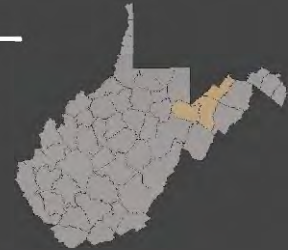
Bayard, WV

A small town in Grant County, WV, Bayard was a coal mining community located on the West Virginia Central and Pittsburg Railroad. It formed due to increased industrialization that resulted from the local mining economy.



The West Virginia Mountain Railroad National Historic Trail - Keyser, WV to Cumberland, MD

Traveling through Tucker, Grant, and Mineral counties, the proposed trail aims to connect Elkins, WV to Cumberland, MD and the GAP trail system.



Thank you for attending.

We welcome your comments and any additional information regarding the National Historic Trail

Courtney Zimmerman, Aurora Research Associates

courtney@aurora-llc.com

(304) 685-7410

Friends of Blackwater

info@saveblackwater.org

(304) 345-7663

Online Comment Form: <https://tinyurl.com/WVCPRR>



Conclusion