




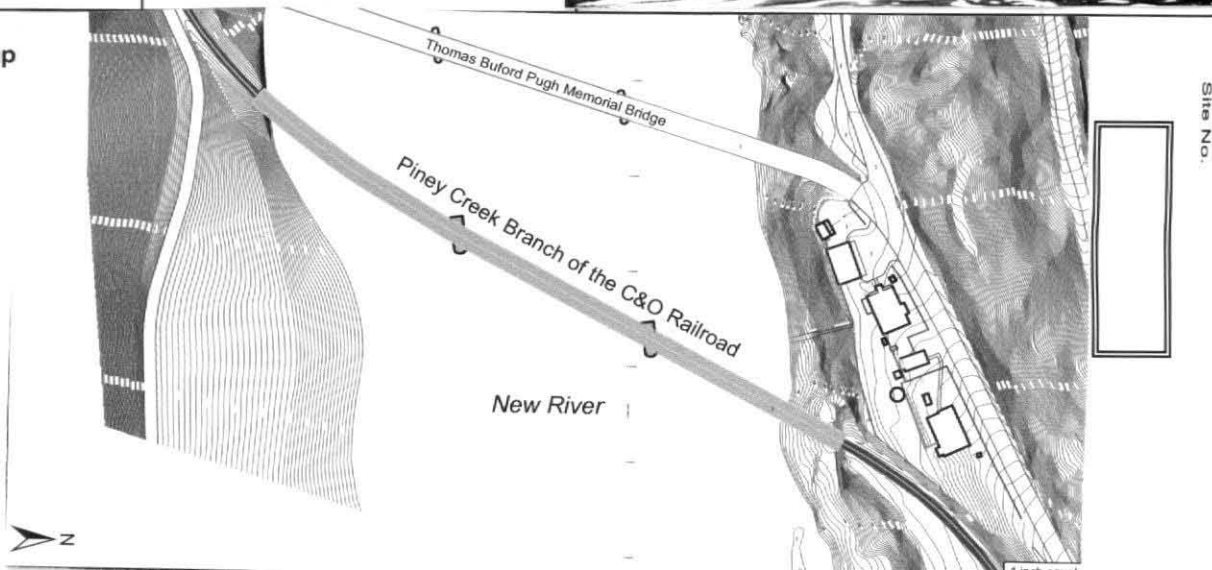
Internal Rating: _____

100 Rating CE
FR# 04 637-FA-1

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Helen to Prince, WV	Common/Historic Name/Both <div style="text-align: center;">O X O</div> Piney Creek Branch of the C&O Railroad	Field Survey # Res 3	Site # (SHPO Only) FA-0110
Town or Community Helen, Pemberton, Glen Daniels, Metalton, Raleigh, Prince	County Raleigh and Fayette Counties	Negative No.	NR Listed Date
Architect/Builder C&O Railroad and A.P. Roberts Company Pencoyd Iron Works	Date of Construction 1899	Style/Type	
Exterior Siding/Materials Steel bridge trusses and railroad tracks	Roofing Material Metal and wood	Foundation Stone and concrete	
Property Use or Function Residence O Commercial O Other X Transportation	UTM # 17 493817.07E 4189638.50N Quadrangle Name Prince		
Survey Organization & Date KCI Technologies, Inc. September 2004	Part of What Survey/FR# Pugh Bridge Replacement Project		

Sketch Map of Property
or Attach Copy of USGS Map



Site No.

Present Owners CSX Corporation Phone # 904-359-3100	Owners Mailing Address CSX Corporation 500 Water Street, C900 Jacksonville, FL 32202
<div style="display: flex; justify-content: space-between;"> <div> Describe Setting The Piney Creek Branch of the C&O Railroad is from Helen, through Raleigh, down Batoff Mountain into the New River Gorge, where it crosses the New River near Prince and joins the main line at Prince. </div> <div style="text-align: right;"> <u>Approx. 25 miles</u> Acres <u>No</u> Archaeological Artifacts Present </div> </div>	
<div style="display: flex; justify-content: space-between;"> <div> Description of Buildings or Site (Original and Present) The C&O Bridge over the New River is a quadruple span, iron Parker truss bridge. Two spans are camelbacks, one is a through truss, while the final is a deck truss. It rests on stone and concrete piers, and stone abutments. The Piney Branch Railroad runs from Prince to Helen, approximately 25 miles. </div> <div style="text-align: right;"> _____ Stories _____ Front Bays (Use Continuation Sheets) </div> </div>	
Alterations <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings <div style="text-align: right;">(Use Continuation Sheets)</div>	
Statement of Significance See Continuation Sheet <div style="text-align: right;">(Use Continuation Sheets)</div>	
Bibliographical References See Continuation Sheet <div style="text-align: right;">(Use Continuation Sheets)</div>	
<div style="display: flex; justify-content: space-between;"> <div> Form Prepared By: Kristen Janowski Name/Organization: KCI Technologies, Inc. Address: 5001 Louise Drive, Suite 201 Mechanicsburg, PA 17055 Phone #: 717.766.0791 </div> <div style="text-align: right;"> Date: September 2004 </div> </div>	



West Virginia Division of Culture and History
 State Historic Preservation Office

This program receives federal funds from the National Park Service. Regulations of the U.S. Department of the Interior prohibit unlawful discrimination in departmental Federally Assisted Programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal Assistance should write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, DC 20240.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Piney Creek Branch Railroad

SITE #

The railroad was key in the development of this region of West Virginia. Without it, there was no means to transport the natural resources easily out of the gorge and hilly West Virginia territory. However, it took a number of years of planning and building before the dream was complete.

In 1853, the state of Virginia sanctioned the building of a railroad from Ohio to Virginia. This railroad was to pass through the New River Gorge in western Virginia (now West Virginia). It was dubbed the Covington & Ohio Railroad (C&O), for its two endpoints. Construction proceeded, but was halted during the Civil War due to difficulties stemming from the conflict. Immediately following the end of the war, construction resumed. Virginia and the new state of West Virginia combined efforts to make the railroad a reality. In August 1865, the Virginia Central Railway Company won the contract to finish construction of the line. Three years later, the Virginia Central Railway Company and the Covington & Ohio Railroad merged to form the Chesapeake & Ohio Railroad Company (also C&O) (The Building of the C&O Railway, No date). In July 1869, the new president of the C&O explored the proposed route through West Virginia. The new route followed the rivers, from Howard's Creek to the Greenbrier River, and then to the New River, to the Kanawha, across Teays Valley to the Ohio River. Over time, numerous spurs, including Piney Creek, would be created off this main line. These spurs lead into the hills and hollows to transport the coal mined from the far reaches throughout the gorge.

In 1869, construction began at both ends of the line. Building a railroad line through West Virginia was not easy. The terrain did not allow for easy access, and the work was done manually, without the aid of machines. Tunnels were cut using pickaxes and shovels, with fill being hauled away by mules pulling wagons. Workers consisted of former slaves and Civil War soldiers (The Building of the C&O Railway, No date). It was in this region where John Henry, the former slave who is immortalized in ballads and tales because of his contest with the "modern" steam engine. The event occurred in Fayette County, at the 1/5 mile long Big Bend Tunnel. John Henry competed with the machine to see who could drive the most nails in a set amount of time. Henry won, and died immediately following his victory (The Building of the C&O Railway, No date).

The laying of tracks was a long, slow process. In January 1873, eastern and western sides met near Hawk's Nest at the north end of the gorge. Officials poured a bottle of Ohio River water into the James River to mark the event (Humanities Foundation, 1982:18). The final cost was \$23,394,263.69 (The Building of the C&O Railway, No date).

Despite the final spike being driven in January, freight service did not begin until March, and passenger service until April. The beginning years of the C&O were plagued with landslides that blocked the tracks, and the re-laying of tracks that had been hastily constructed to finish the line early. C&O lost money on this venture. Finally, in 1878, the company went bankrupt and was sold and reorganized as the Chesapeake and Ohio Railway Company.

The C&O main line railroad was instrumental in the development of Fayette County. As soon as trains were running, coal seams were opened up and miners arrived for work. Soon, short spurs were built off the main line, connecting remote

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Piney Creek Branch Railroad

SITE #

mining areas to their shipping points. During this time, Fayette County grew and prospered. However, Raleigh County, on the opposite side of the New River was not enjoying the same success. Though they had shared enthusiasm at the prospect of a railroad passing so close, the main line tracks never crossed the river, leaving Raleigh County and its inhabitants isolated for another 29 years.

In 1898, construction began on the Piney Creek Branch of the C&O Railroad. The branch would connect Beckley and other smaller communities to the station at Prince. The branch crosses the New River at Prince, then winds up Piney Creek Gorge to a yard in Raleigh. From Raleigh the line travels to Baylor Mine near Metalton, then to Glen Daniels where the Maple Meadows Industrial Track and the Beckley Mine Industrial Track split off. Further up past Raleigh Yard, the Raleigh Southwestern and Winding Gulf Sub branches off. It stops in Crab Orchard, and then to Helen, where cars are taken to a mine in Eastgulf to be loaded and returned (Hill 2004).

When this branch was being built, a key to the line was the construction of a railroad bridge over the New River. The triple span iron truss bridge was constructed by the A.P. Roberts Pencoyd Iron Works from Merion Township, Montgomery County, Pennsylvania. Algernon and Percival Roberts founded the Pencoyd Iron Works in 1852, and they went on to become a leader in the manufacturing of metal bridges. The ironworks began with making heavy hardware, including axles. In 1859, they branched out under the title "Bridge Company" and they began to design, make, and erect wrought and cast-iron bridges (Bean 1884). Many of their bridges remain today, including those in West Virginia, Pennsylvania, Massachusetts, New Jersey, and Missouri.

The bridge over the New River was completed in 1899 and its completion is commemorated with a plaque on the north side of bridge. The bridge is still in use at this time. When the entire branch was completed in 1901, the residents of Beckley and Raleigh County finally had access to a major train line that could take them to distant places. The Prince Station became one of the top four passenger boarding stations on the C&O (Dixon 1988:3).

The Piney River Branch of the C&O is still carries freight today, yet on a limited schedule.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Piney Creek Branch Railroad

SITE #

Works Cited

Bean, Theodore W.

- 1884 *Bean's History of Montgomery County, Pennsylvania*. Everts and Peck: Philadelphia.
<<http://searches.rootsweb.com/usgenweb/archives/pa/montomery/history/local/mchb0042.txt>>. Accessed September 14, 2004.

Building of the C&O Railway (The).

- N.d. <<http://www.wva-usa.com/history/mthope/cando.php>>. Accessed September 13, 2004.

Dixon, T. W.

- 1988 *Chesapeake and Ohio: Main Lines and Main Runs in West Virginia*. Associated Artists of Dixie, Rockville Center, NY.

Hill, Tony

- 2004 *The Chesapeake & Ohio Railway: Hinton -- Charleston, WV*. <<http://www.frograil.com/tours/csx/coHintonChas.htm>>. Accessed September 14, 2004.

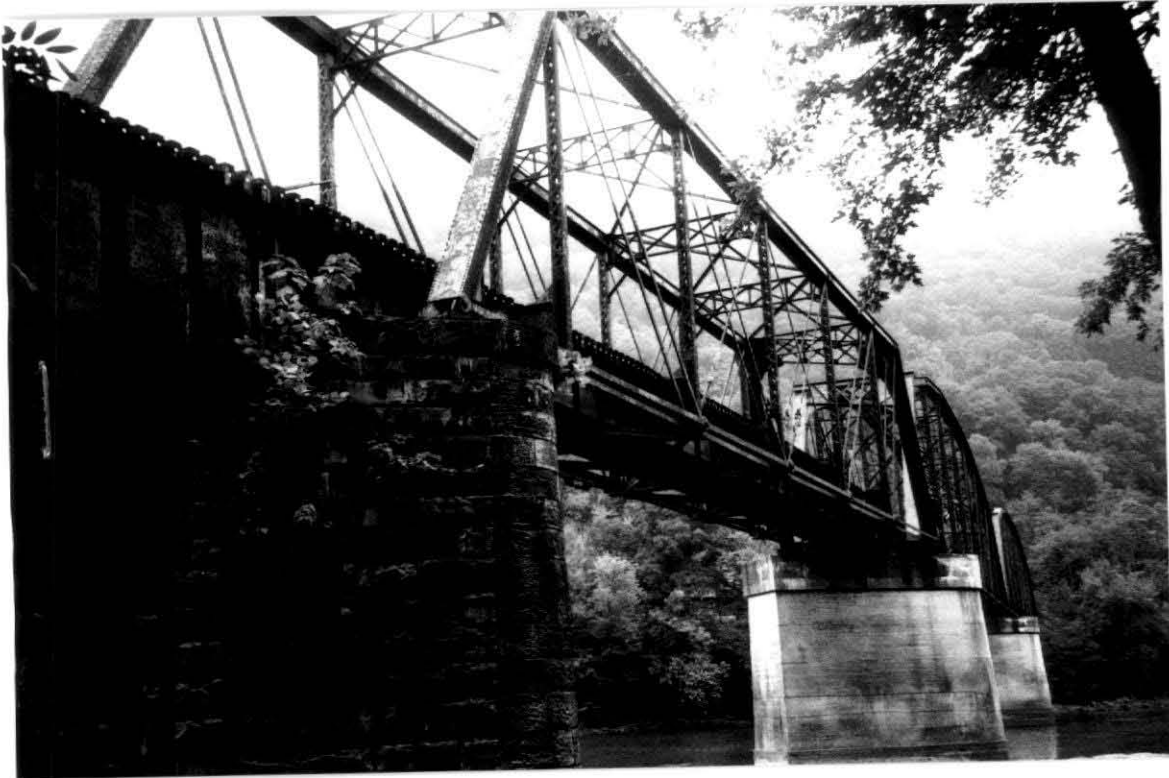
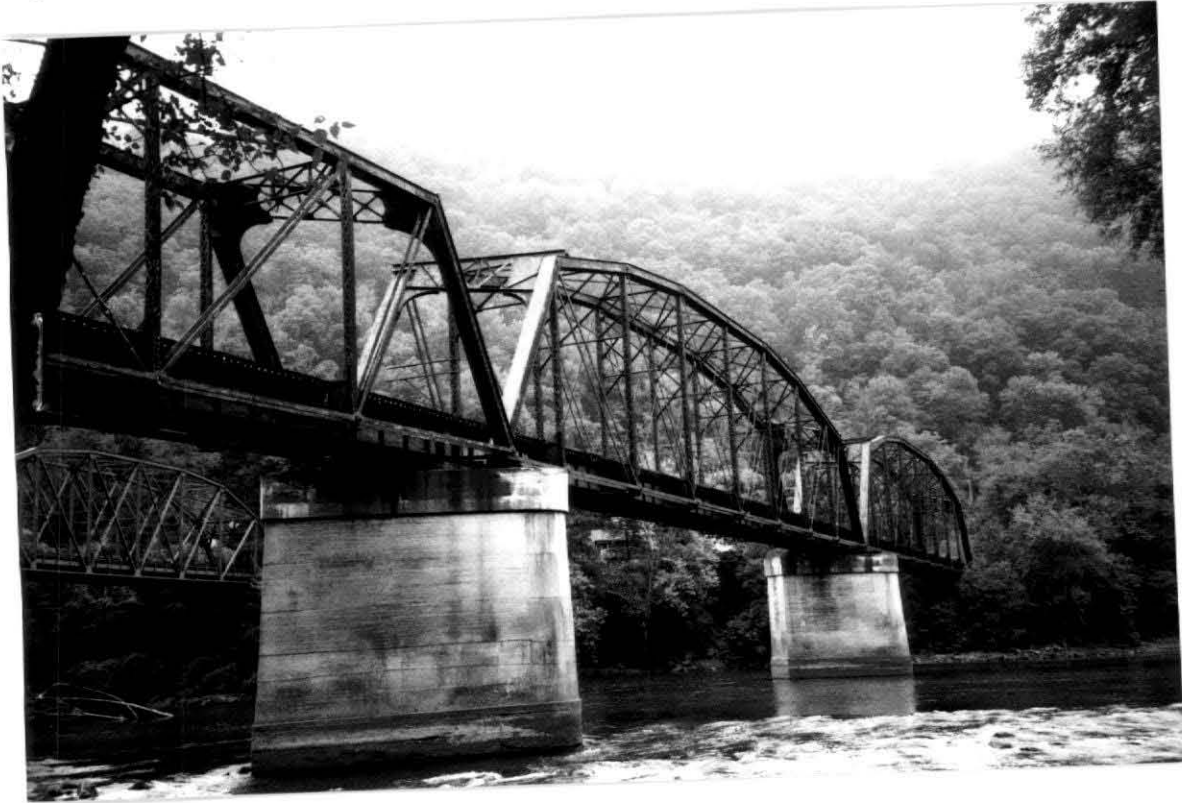
Humanities Foundation of West Virginia

- 1982 *Resource Manual: The Mining Life: Coal in our History and Culture*. Humanities Foundation of West Virginia, West Virginia.

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME Piney Creek Branch Railroad

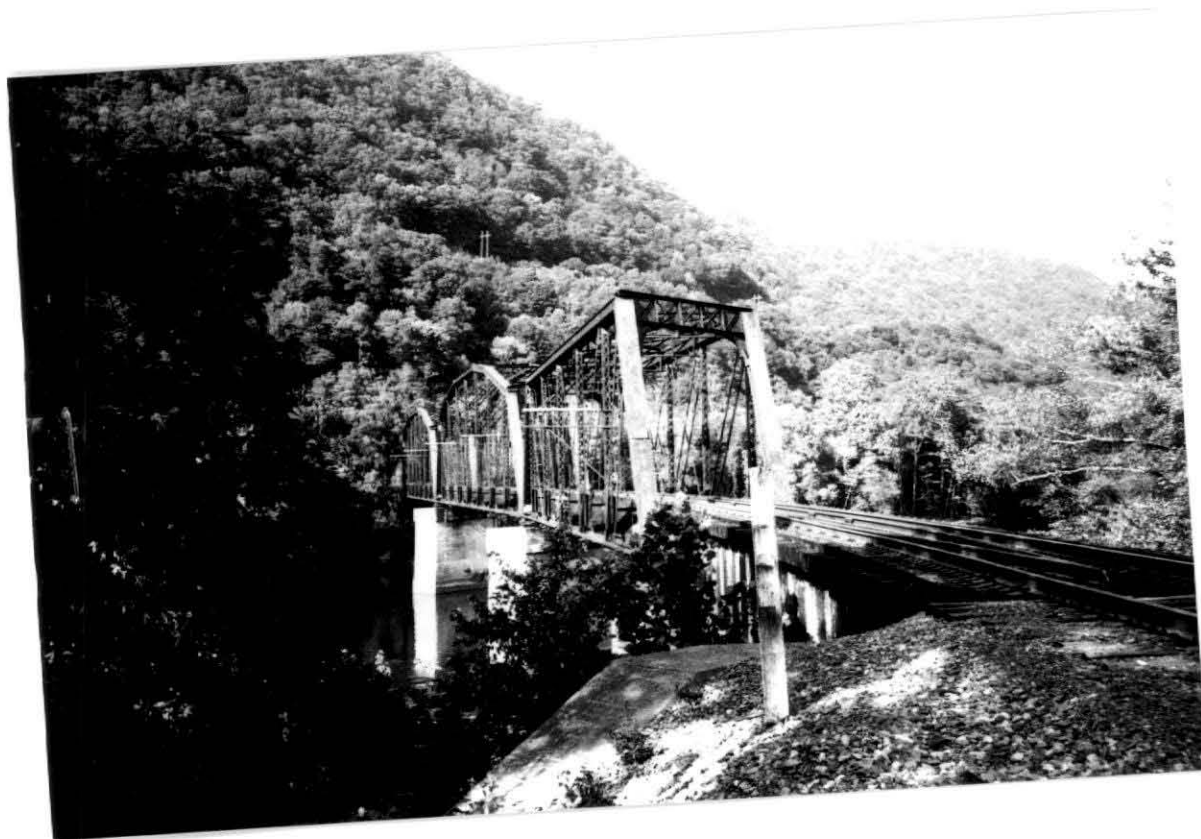
SITE #



WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME Piney Creek Branch Railroad

SITE #

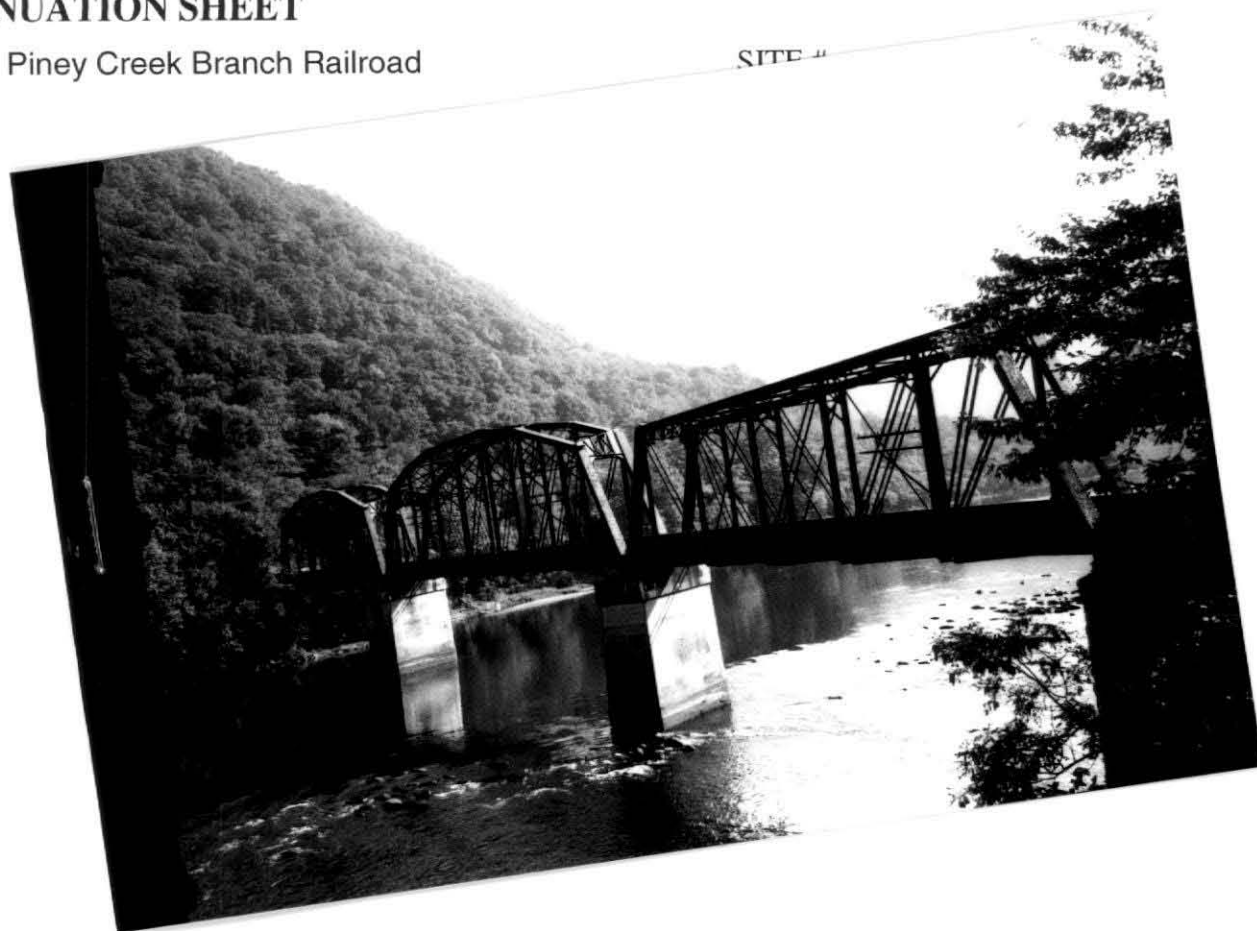


WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

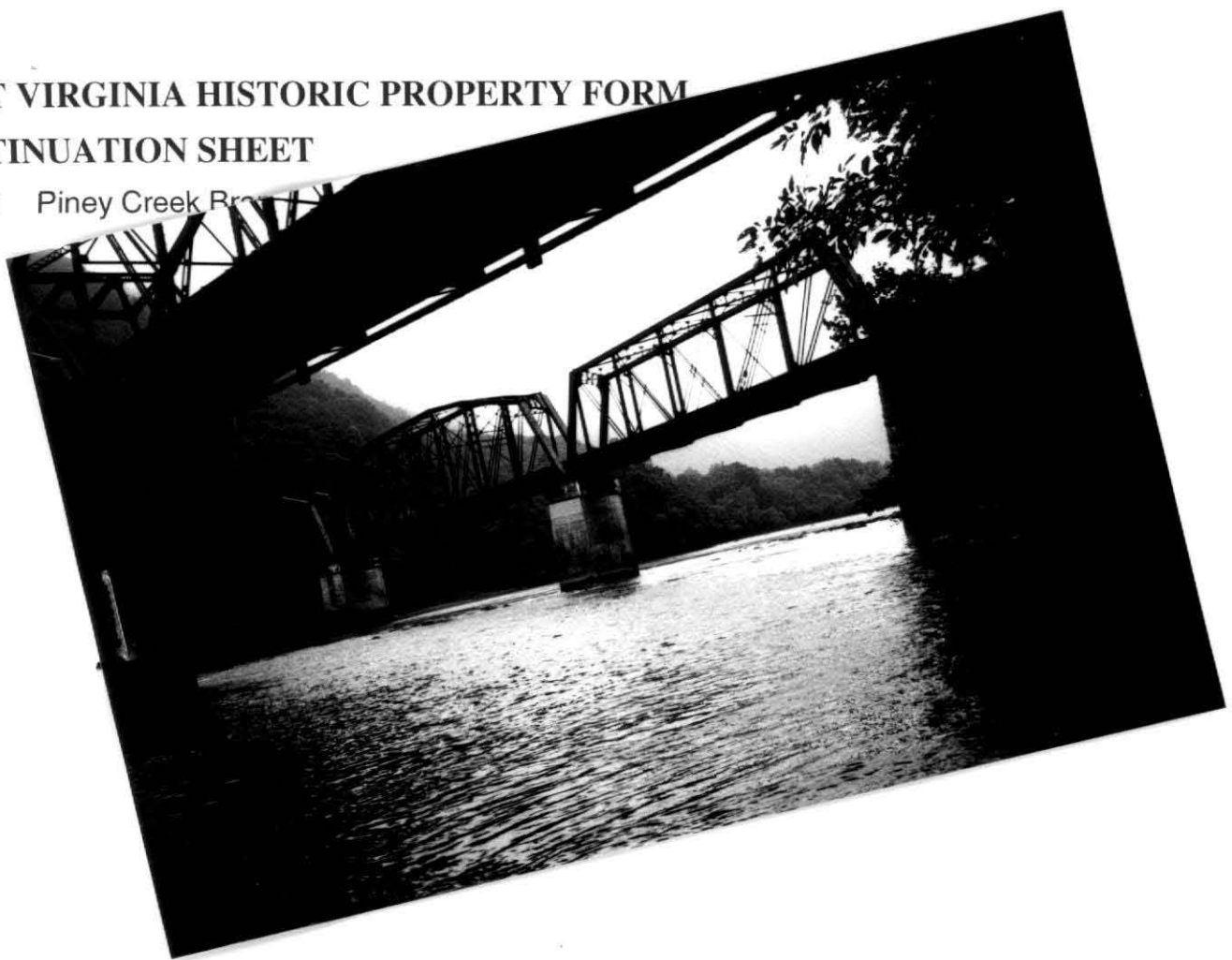
NAME Piney Creek Branch Railroad

SITE #



WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

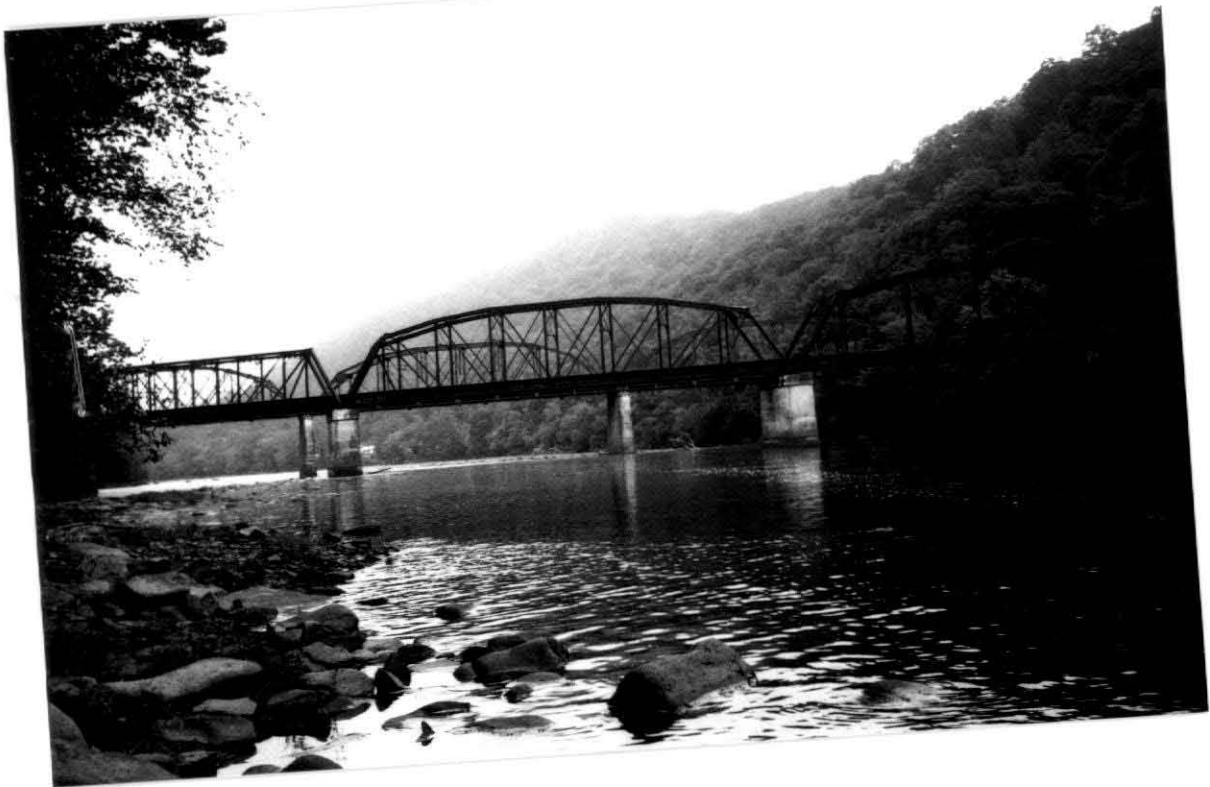
NAME Piney Creek Bridge



WEST VIRGINIA HISTORIC PROPERTY FORM

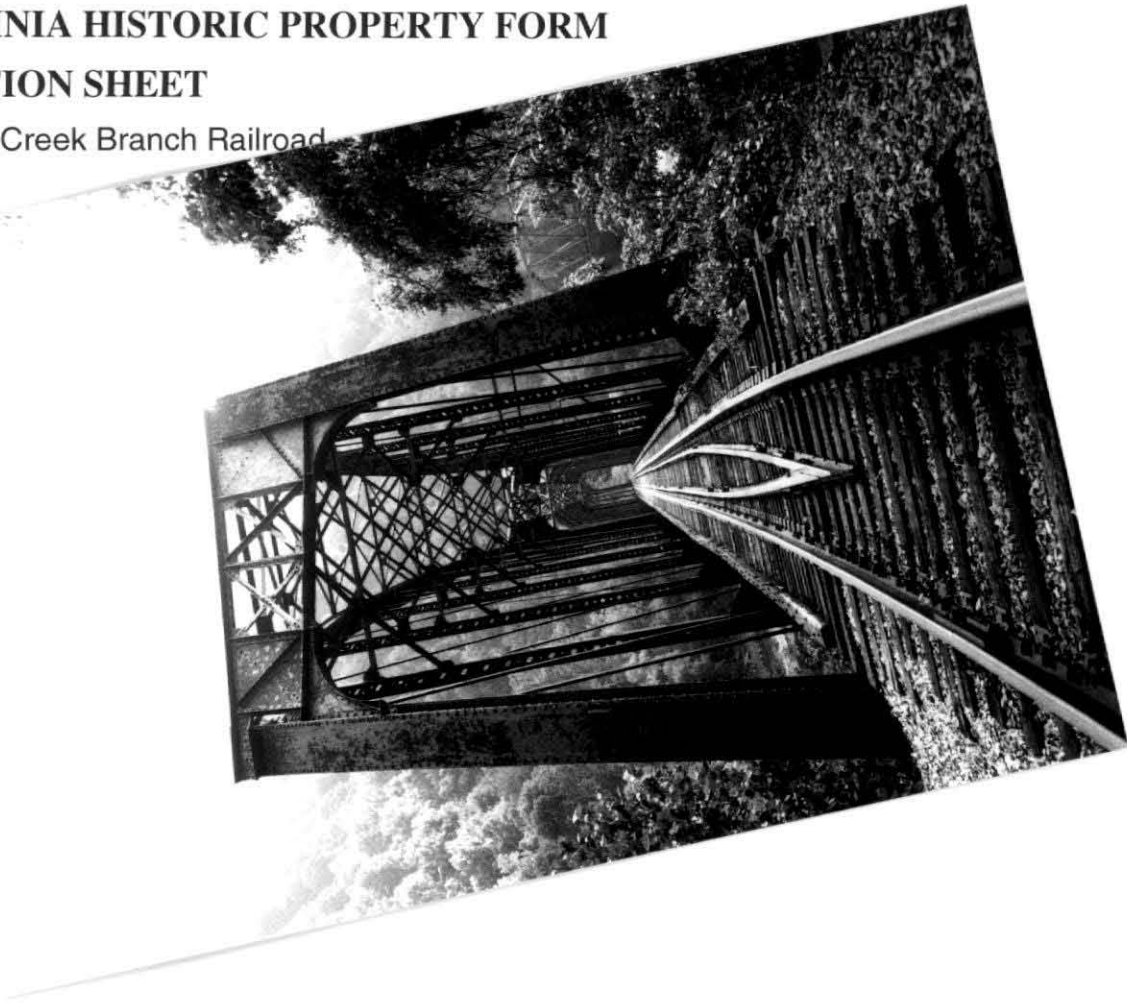
CONTINUATION SHEET

NAME Piney Creek Branch Railroad



WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME Piney Creek Branch Railroad



WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME Piney Creek Branch Railroad

SITE #

