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Fairmont, West Virginia

A Historic Industrial Survey

(Project Report & Site Evaluations)

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SYNOPSIS In May of 1992, the Institute for the History of Technology and Industrial Archaeology began a survey of industrial sites and structures in the city of Fairmont, West Virginia. This survey was initiated in response to concern for the protection of potentially significant cultural resources, particularly those that might lie in the path of a proposed expressway between downtown Fairmont and Interstate 79. The goals of the survey were to create a group of inventory forms and photographs of standing industrial sites, with recommendations for further documentation and preservation of the sites identified as significant. A second goal was the creation of an historical guide to industrial Fairmont to be used by planners and historians. The summer field work produced a list of seventy-six sites, survey forms and photographs of those sites, and a base map and photo log. A collection of maps and a bibliography of historical documents pertaining to Fairmont industries was also compiled. Work during the fall of 1992 and the spring of 1993 included data entry of information collected during the summer, ongoing collection of information on the survey sites, the acquisition and preliminary organization of technical materials donated by one of the industries surveyed, and the preparation of this report, which includes evaluations of each site. The collection of additional historical material for many of the sites remains to be done. This project report was prepared in order to provide a detailed review of the survey project, and assesments of the sites surveyed. The actual survey to date is included with this report.

PROJECT BACKGROUND In November of 1991, West Virginia Congressman Alan Mollohan, whose district includes the city of Fairmont, announced that the city would receive a community revitalization grant for $985,000 through the the Department of Housing and Urban Development (HUD). Out of this grant, the Fairmont Renaissance project was born. The major parties involved in the project include the Fairmont Neighborhood Reinvestment Corporation, the city Planning Department, the West Virginia Department of Culture and History, West Virginia University's Institute for the History of Technology and Industrial Archaeology, and Fairmont neighborhood volunteers. The main goal of the project is to increase the value of the housing stock in Fairmont in order to make it a more desirable place to live, and to attract residents back to the depopulated community. Accordingly, the bulk of the HUD grant has been earmarked for revolving loans to homeowners for rehabilitation. A substantial portion of the grant was allocated to Fairmont for code enforcement and demolition. A portion of the grant was also set aside for community historic preservation. The two recipients of this allocation were the West Virginia Division of Culture and History, which plans to survey Fairmont's commercial and residential properties, and the Institute for the History of Technology and Industrial Archaeology.

The Institute has had a significant presence in Fairmont during the last few years. Institute preservation projects in the

city include the High Level Bridge National Register of Historic Places nomination, the High Gate Carriage House Preservation Plan and the ongoing restoration of the Barrackville covered bridge. For the Fairmont Renaissance project, the Institute will conduct a series of open preservation workshops designed to aid homeowners in research methods for establishing house histories and preparing National Register nominations. Homeowners will also learn about effective and historically correct restoration procedures. The Institute will also serve as an advisor to the city of Fairmont on historic preservation issues. Another aspect of the Institute's participation in the Fairmont Renaissance project is the industrial survey and accompanying guidebook.

When first proposed, the goals of the survey were outlined as follows: The survey was to focus on abandoned and active industrial sites, particularly those along the Monongahela River. During the same Congressional session that resulted in the Fairmont/HUD grant, Congressman Mollohan also secured funding for a "Fairmont Expressway" to improve downtown Fairmont's connection with Interstate 79. The possible routes for this expressway will almost certainly follow historic rail and river transportation corridors, increasing the potential for the loss of historically significant industrial sites. The survey was seen as a way to prevent the location of the Parkway through historic areas through identification of National Register-eligible properties. The preparation of an evaluation for each site was seen as a way to hasten the Section 106 Review process in cases where historic sites had to be obliterated for road construction. There was also a desire to establish connection between possible worker housing and adjacent industries in the target neighborhoods of the HUD project in order to establish historical context and significance for residential areas, therefore increasing the value of real estate.

HISTORICAL BACKGROUND Most of the sites listed by the Industrial survey date from the twentieth century, whereas significant industrialization in Fairmont only began in the middle of the nineteenth century. Therefore, it is not neccessary to provide an in-depth history of the earlier periods of the community's development here. However, a brief history of Fairmont's industrial development is appropriate in order to provide a context for the sites surveyed.

In 1820, "old Monongalia County" lands in what is now Fairmont were made into a town by an act of the Virginia General Assembly. This town was named Middletown, ostensibly due to its location approximately half way between Clarksburg and Morgantown. In 1842, Marion county was formed from parts of Monongalia and Harrison counties by an act of the Virginia General Assembly, and Middletown was made the seat of the new county. In 1843, the General Assembly changed the name of Middletown to Fairmont. The only industries in the Middletown/Fairmont area in the early decades of the nineteenth century were small water-powered mills,

blacksmiths, carriage works, and similar concerns.[1] The products of area industry were consumed locally, as they were not produced in sufficient quantities to ship to other markets. More significantly, poor physical access to markets due to topography and isolation hindered Fairmont's participation in regional commerce. Navigation of the Monongahela river to Fairmont by steamboat was achieved in 1850, but serious attempts to develop industrial river navigation were not successful until slackwater navigation was made possible by the construction of locks and dams to Fairmont in 1904.

The year 1852 was a watershed year for the city of Fairmont, quite literally, for on April 5 a great flood swept many riverside industries away. However, on June 23 a powerful force of a different kind, a force that would bring commercial and industrial prosperity swept into the city: The Baltimore and Ohio Railroad. The coming of the railroad, and the immigrants who built it, swelled the population of Fairmont, and drove up the value of local real estate. The railroad also opened up outside markets for the thick seams of bituminous coal which cropped out in and around the city. Coal had previously been mined and sold on a small, local scale prior to 1850. In 1853, the first eastbound rail shipments of coal from Fairmont mines were made.[2] Another significant event of 1852 was a second transportation improvement, the construction of a 560-foot suspension bridge linking Fairmont with Palatine, across the Monongahela river. Although this bridge is gone, its replacement, and numerous other rail and auto spans made Fairmont a city of beautiful bridges.

One of the earliest industries recorded by the Fairmont industrial survey is the Helmick Foundry Corporation, which has been operated continuously by the same family since just after the Civil War. Helmick Foundry allegedly contributed parts to the McCormick reaper, which was assembled by a long-defunct concern across the Monongahela River in Palatine.[3] Fairmont was slow to industrialize heavily or exploit its natural resources until the last quarter of the nineteenth century. Coal mines were developed along Coal Run and in other locations in or near downtown Fairmont, and in outlying areas with easy access to rail service. Batteries of beehive coke ovens, some hundreds of feet long, added another product to Fairmont's mineral wealth, which included brick and pottery clay, and pure silica glass-making sand.[4] Fairmont owes the moniker "the Coal City" to the years from 1900 to the Depression. The mining developments and corporate machinations of Fairmont "coal barons" such as James Otis Watson, the "father of the West Virginia coal industry", and the Hutchinson, Clark, and Jamison concerns, to name but a few, escalated after the turn of the century. James Watson's sons controlled the Consolidation Coal Company, which is still a prominent regional company today.[5] The Fairmont coal field, which consists of Barbour, Harrison, Marion, Monongalia, Preston, and Taylor counties, was given its name due to the financial prominence of the city in the region. In 1890, coal

loadings from Fairmont mines stood at just 240,000 tons. By 1901, they rose to just under six million tons; in 1910 loadings were at twelve million tons, and in 1920 they stood at twenty-one million tons. This rapid increase attests to the expansion of Fairmont area coal mining during this period. Unfortunately, very little physical evidence of coal mining exists in the city of Fairmont today.

Coal money changed the face of downtown Fairmont. Unlike many other West Virginia coal mining areas, which were dominated by absentee ownership, much of Fairmont's coal mining money stayed in Fairmont. Elegant office buildings bearing the names of their builders-the Watson building, the Hutchinson building, the Jacobs building-rise a half-dozen stories above the brick commercial buildings that line the downtown streets. Fairmont coal money was also used for diversified investments in local power and traction utilities, real estate, metals, and chemicals. Fairmont emerged as a regional "service center"-a city that catered to the fabrication, mechanical, and supply needs of the mining operations in its sphere.[6] The most visible and unusual coal-related industry which still stands in Fairmont today is the Sharon Steel coke works. This facility was built by the Koppers Company in 1919 for the Watson coal concerns, who wished to realize the revenues inherent in the byproduct coke industry that were leaving the area as raw coal. The Domestic Coke Corporation, as it was first called, sold various types and sizes of coke, a range of byproducts and derivatives, and later marketed coke oven gas to local industries when area natural gas supplies were in question.

Fairmont's reputation as "the Coal City" diverts attention away from another source of natural energy which had major impact on the industrialization of the city--natural gas. This resource was at first considered an annoyance by oil drillers working in the newly-developing well fields to the south and west of Fairmont. Through the conservation efforts of geologist and West Virginia University professor Israel Charles White and others, the Flaggy Meadow Gas Company was formed to market the large quantities of natural gas generated by the wells at Mannington. On October 31, 1892 the first piped natural gas flowed into homes and industries in Fairmont.[7] Natural gas was the source of fuel for many of Fairmont's glass plants. The development of natural gas supplies in this region brought many glass companies to Morgantown, Grafton, Clarksburg and other cities. Fairmont hosted more than a dozen glass concerns during the first decades of this century, the most significant being the Owens-Illinois works, now demolished. Owens-Illinois was built in 1910, and in 1914 the world's first fully automated bottle making machines with automatic annealing ovens were installed. This machinery, invented by West Virginia resident Michael Owens, manufactured familiar items such as Heinz Ketchup bottles.[8] No "hot", integrated glass plants operate in Fairmont today, and only fragments of other plants remain. Fairmont has not only lost one of its most important industries, it has lost the reminders of this aspect of its industrial heritage.

The city of Fairmont, like other regional cities, experienced significant, albeit short-lived growth and prosperity in the years immediately preceding the Depression. The 1930s were particularly vexing for the coal industry, which suffered from overproduction and competition, which led to mine closures.[9] Fairmont enjoyed another period of prosperity during the second World War, which generated increased coal loadings, a foundry and an aluminum plant making military hardware under contract, and the takeover of the Domestic coke works by the War Production Board. The Westinghouse plant manufactured secret radar and sonar tubes which were critical to the war effort.[10] Fairmont manufacturing shared in the post-war boom. Beginning in the 1960s, however, Fairmont's industrial base appears to have suffered the same slow erosion that affected the region as a whole. Fairmont is not without thriving industrial plants. The Alcan Aluminum Corporation cold rolling mill and North American Phillips Lighting Corporation light bulb plant operate efficiently and profitably with modern technology and labor-management relation programs. For the most part, however, the economy, the population level, and the condition of the remaining industrial architecture of Fairmont are typical of the effects of the deindustrialization of the early 1980s, when many important industries in the city shut down, and many sites were razed.

Although much has been lost, much still remains. There are fragments of older industrial sites that can still be interpreted. For instance, although remarkably little evidence of coal mining exists, the peripheral fabricating and supply concerns are still alive. Although virtually all evidence of the Monongahela Railway's presence in Fairmont has been removed, at CSX's Baltimore and Ohio shops, a roundhouse, turntable, and coaling and water towers--all the elements of a steam locomotive-era facility survive. Several buildings which once belonged to the Monongahela Valley Traction Company, the nucleus of the Monongahela Power Company still stand. Adaptive reuse has resulted in preservation--by--default at many sites, a situation which nevertheless preserves the industrial nature of the sites. In 1992, the community arranged for the Institute to record what remains, make recomendations for what should be saved, and to help educate about what has been permanently lost.

SURVEY PREPARATION AND PRELIMINARY WORK On May 15, 1993, the Institute field team began their preliminary work. The team consisted of Bill Gale, a graduate research assistant from the West Virginia University Department of Geography and Geology, and Matthew Kierstead, a Graduate Research Assistant with the Institute, and author of this report. The Project Director for the survey project was Michael Workman, a Historian with the Institute. The home office for the field work was the Institute. An automobile was rented for the survey team's use during the fieldwork, which ended on June 30.

The first step in the survey process was the collection of historical materials relating to the city of Fairmont. The survey team located secondary source material at West Virginia University's Wise Library, the West Virginia Collection at Colson Hall, the Fairmont Public Library, and the Marion County Historical Society. Little was found at the Fairmont repositories, and unfortunately, no scholarly research on Fairmont's industry appears to have been written to date. Use of the microfilmed, unindexed Fairmont newspaper, the Times-West Virginian, was deemed inappropriate for the fieldwork portion of the survey. An annotated bibliography of the useful sources is included in the appendix to this report. Careful examination of the available literature contributed to the creation of an important survey tool, an initial list of sites to inspect in the field. The sources found also contained popular background information which is of some use in interpreting the fieldwork data. To date, the search for documented and/or primary research material on Fairmont industries has been disappointing.

Maps were also an important tool for the Fairmont industrial survey. The most important were the Fairmont Sanborn Fire Insurance Company maps. The combination of map sets at the West Virginia Collection and in the offices of the Fairmont Planning Board gave a picture of the city's industrial sites for several years from 1902 to 1927. Sanborn maps are particularly useful as they show the footprint, size, construction materials, name, function, and sometimes even machinery associated with industrial structures. A map of Fairmont found in the 1919 town report was also useful, as it located mines, industrial structures, long-abandoned rail lines, and changed or renamed streets. United States Geological Survey maps were also useful as they show the footprints of large buildings, rail lines, and anomalous flat or linear contour features that may indicate industrial archaeological remains. Other maps which were useful in locating potential sites included U.S. Army Corps of Engineers Monongahela River navigation charts, and railroad coal mine maps. It was also neccessary to find a suitable base map to use during the survey. A small, modern map of Fairmont was found at an office supply store, and used for keeping track of progress and getting around the City. Since one of the end products of the survey is a base map keyed to the sites, a much larger map was needed as well. Large maps of Fairmont were found in several scales at the city engineer's office.

Synthesis of the written and map information yielded a list of potential industrial sites to include in the survey. The next step the survey team took was a preliminary "windshield survey" of Fairmont. This was done in older to strike from the list any known sites that had been demolished or altered beyond recognition, and to add to the list any sites that had escaped previous notation. The "windshield survey" also helped familiarize the team with the entire city.

The survey team also took care of a number of other items during the first week of the survey. The team introduced themselves to the appropriate officials in the City of Fairmont. The team met with the Chief of Police, who notified his patrolmen of the potential presence of the team at industrial sites during the survey. A press release which contained an outline of the team's project, their photos, and a photo of the project vehicle was given to the Times-West Virginian. This newspaper coverage of the survey alerted the local population to the team's presence. (A copy of this press release is included in the appendix). The team also met with Mr. Dave Marino, the City Planner, and Mr. Jim Fetty, the City Engineer, as well as the Historical Society to identify contacts and locate resources. In addition, the team prepared a release form for potential oral history candidates in accordance with West Virginia University guidelines. (A copy of which is included in the appendix).

The next step the team took was to prepare the recording equipment and materials for the actual field survey. The methodology adopted for the survey was modeled on the previous survey experience of team member Matt Kierstead. The first survey tool, the portable base map, has been discussed above. The other survey tool, photography, was handled by Kierstead. Site photography was accomplished using 35mm cameras equipped with wide-angle and telephoto lenses, which allowed useful photographs to be taken of sites which were very close or far away from the camera. All sites were photographed using Kodak 400 ASA T-Max black-and-white film. Color slides of most sites were also taken. A surveyor's level book was used as a log book to record particular information about each photograph taken. Team member Bill Gale handled the recording of the field data. A sample page from the photo log book is included in the appendix.

The greatest challenge in the preparation for the field work was the creation of a survey form tailored to industrial sites or complexes. The forms currently in use by the West Virginia Division of Culture and History were found to be unsuitable and were not considered. The survey team drew instead on materials used by other organizations engaged in industrial and general architectural survey work. Forms from the Historic American Engineering Record, which concentrates on industrial sites, and the Massachusetts Historical Commission, which has a long-lived and highly sophisticated survey program, were considered for their arrangement and criteria. The survey team compiled a list of criteria and information that was particularly applicable to industrial sites, and developed a draft version of an industrial survey form. Team member Bill Gale manned a Macintosh computer and blocked out a preliminary version of the form. The form was field tested and went through several revisions as it became apparent that some information blocks needed more or less space, and that some items were redundant or unneccessary, and more useful ones could replace them. The form is still subject to revision as needed. (A copy of

the latest version of the industrial survey form is included in the appendix).

FIELD WORK Once the initial contacts had been made, and the survey tools were in place, the survey team began to survey the sites on the developed list. In order to compile the list, the team had to establish criteria to define what constituted an industry. A decision was made to concentrate on facilities which fabricated, mined, or manufactured a physical product. Utilities which provided a tangible energy source, service, or substance, such as electricity, telephone service, transportation, or water, were also included. Railroads were included as they supply and ship industrial goods and materials. Railroads, with their massive engineering features and captive shop facilities, can be considered industries in their own right. Electric traction was included as it handled freight, and was linked to local electric utilities. Rail and highway bridges were included for their status as engineering features. The team chose to avoid warehouses, cold storage facilities, and markets as they are associated more with commerce than manufacturing. In some ambiguous cases, such as greenhouses, or an artificial limb company, the definitions of production and manufacturing were stretched to accommodate unique or unusual sites.

Two classes of sites presented problems for the survey team: worker housing and downtown office buildings. Both types of sites have potential associations with industry, and should be included in a survey of this kind. The team decided, however, that worker housing would not be included in the survey for two reasons: First, the West Virginia Division of Culture and History survey of Fairmont will include residential sites. Second, sufficient historical association with specific industries has not yet been established for the two obvious worker housing streetscapes, the Virginia Avenue neighborhood and the small, scattered clusters of houses in the Speedway/Indiana Avenue area. The housing in the Virginia Avenue neighborhood was not constructed by a specific industry, rather it was built by a development corporation composed of local businessmen and landowners-it is more a real estate development than worker housing of the dedicated, "company town" variety. Some of this housing is significant for its appearance alone. The homes on Plaza Place do not fit the row-house mold of those on nearby Virginia Avenue; they are larger, two-family vernacular Queen Anne houses with ample yards, located on curved streets. This housing is in the most densely industrialized area in Fairmont, however the links between industry and housing are indirect. The proximity of possible worker houses to the former Indiana Avenue site of Columbia Glass, and the presence of an Owens Avenue near the site of the Owens-Illinois glass plant are strong indicators of possible associations for those sites. Owens-Illinois reportedly built at least 50, and as many as 200 worker homes in the proximity of the plant. The Domestc Coke Corporation constructed worker housing, now demolished. Photographs of several

examples of the above-mentioned housing are included in the appendix.

The second class of buildings which presented a problem to the survey team were office buildings. There are several office buildings in Fairmont with varying degrees of association with local industry. In the case of the Watson Building, which was the Consolidation Coal Company's operating offices in the Fairmont field, the association is very strong. Other office buildings, such as the Jacobs and Hutchinson buildings bear the names of industrialists, and indeed contained the offices of various industries, but these buildings were constructed primarily as commercial real estate developments. The 1920 Polk's Classified Business Directory lists eighty-eight coal companies, with offices at twenty-two different addresses. The survey team decided that tracing all of these businesses and addresses to the present day (and the non-coal concerns as well) would divert an inordinate amount of time to structures which were related to business and commerce rather than actual production. The West Virginia Department of Culture and History survey will also include commercial structures, and should perform the research on these sites, as well as the "warehouse district" on Cleveland Avenue. The future of Fairmont's downtown commercial architecture will hopefully be addressed by the city's participation in the Main Street Program. Much interesting work remains to be done on Fairmont commercial architecture, and the development and extent of worker housing in the city.

As the survey area is dissected by three rivers and an Interstate highway, and is characterized by steep hills and congested downtown traffic, there was no logical, geographic way to organize the field work. The team concentrated on the outlying areas first, recording sites on or just outside the corporate boundary of the city. These sites were typically bridges, tunnels, and coal mine remains. Some sites were remote, and access required hiking. The surveyors then decided to divide the city into neighborhoods, rather than trying to move from west to east or in some other arbitrary fashion. This enabled the team to work on foot in many cases.

The actual recording of each structure was rather straightforward. First, a photograph or photographs were taken. The photographer then informed the recorder of the number of photos taken. The recorder was responsible for recording the numbers and directions of all photos taken. A small orienteering compass was used for this purpose (see sample photo log page). Occasionally, a structure was so poorly lit for photography that it would be skipped and returned to at a more appropriate time of day. Several sites were so obscured by foliage that they were not photographed until the winter.

The photographer and the recorder then filled out all of the information on the form for the site that could be gained from

simple observation. These items include the previous use, the current use status, the type and condition of building materials, the structural system, modifications and additions, and outbuildings. Most sites were visible from public property, or were no longer in use, which made access and photography simple. Some of the largest and most interesting sites, however, were in production. In these cases, the survey team contacted the appropriate personnel at these facilities, and was granted a guided tour with employees who were well-versed in the history and technology of the plant. All plants allowed photography outside their buildings. The sites that were visited in this manner were the Helmick Foundry, North American Phillips Lighting Corporation, the Alcan Aluminum rolling mill, CSX's Baltimore & Ohio shops, and the Sharon Steel Fairmont coke works. In every case, tours of functioning industries and conversation with the contacts yielded technical and historical information that is unavailable for many other sites. The relationship established with the former foreman who now takes care of the closed Sharon Steel coke works resulted in the donation of technical materials to the Institute, and several return visits for photography.

Mapping was also an ongoing part of the fieldwork. In addition to marking the large-scale portable base map as sites were covered or discarded, smaller scale maps were used. Small-scale maps of certain areas were critical in establishing property lines and the shapes and relationships of buildings in densely industrialized areas, for example the Virginia Avenue district. The team established a relationship with the City Engineer, who was extremely helpful in making copies of maps at various scales.

From the outset, the survey team believed that oral history would be an important part of the Fairmont industrial survey. This aspect of the survey was, unfortunately, extremely disappointing. The team first asked the Times-West Virginian to run the survey press release as an article, including a solicitation for Fairmont industrial workers of all ages, grades and types to call the surveyors to share their memories. After no responses, the interview contacts were changed to the staff of the Fairmont Library, who even volunteered the use of a room and recording equipment. The newspaper was cooperative in running another appeal, and also ran one submitted by the library. There were, again, no responses. The reticence of the readers of the Fairmont Times-West Virginian was not shared by the man-on-the-street, however. Many older citizens encountered by chance in the course of the field work were enthusiastic about the survey project, and shared memories openly. The team was not equipped with tape recorders in the field, however. According to most Fairmont citizens who came forward, the people they knew who worked in industry in the city had just died, or were no longer lucid. It appears that much oral history in Fairmont has been lost, and that which remains is spontaneous and difficult to capture.

During times of inclement weather, the survey team fine-tuned the survey form, corrected the photo log, updated maps, took care of plant tour logistics, reread the secondary historical material, etc. The most important indoor research that was performed during the survey took place in the Marion County Assessor's office. The survey team was given access to the assessment cards for the city, and spent several days copying information from the cards. The cards included information on ownership chronology, dimensions and materials of structures, dates of additions and modifications and other information relevant to the survey. Unfortunately, Fairmont's real estate assessment cards are inconsistent in terms of the quantity of information filled out on them, and many do not appear to have been updated for years, except for the valuation. Thus, the veracity of the information on many of them is questionable. As a rule, the larger the industry, the less information there was on the card. Factual information for many of the site evaluations, such as the dates of construction, additions and modifications, and changes in ownership were taken from the Assessor's cards. The field work portion of the survey concluded on June 31, 1993.

SURVEY PRODUCTS TO DATE During the fall and winter, work continued on the survey, albeit at a reduced pace as the surveyors are both full-time graduate students, and the funding from HUD for the survey has not been forthcoming. Survey-related work during this period included double checking and correcting log entries for 543 photographs, clearing and photographing sites only visible in winter, searching for additional historical information, thorough examination of the Sanborn maps for additional data, and entry of survey form data on a National Park Service Integrated Preservation Software Program. Survey Project Manager Michael Workman periodically provided pertinent material from his independent perusals of the Fairmont Times West Virginian. Notes on local industry found in this newspaper, although sporadic, are currently one of the more significant historical resources for the project. Survey products to date include:

1. A bibliography of secondary historical material pertaining to Fairmont industrial history.

2. An assembly of material photocopied from some but not all of the sources above, plus miscellaneous material on specific industries.

3. A list of 76 industrial sites in Fairmont, ranging from abandoned ruins to functioning plants, which are included in the survey. A file folder for historic information has been started for each site, and a site evaluation hs been written for each.

4. 543 black-and-white photographs of the survey sites. Many sites have photographs that show outbuildings, machinery, architectural details, etc.

5. A photograph log, which indicates the exposure and roll number, frame number, site name and number, and compass direction for every photograph in the survey.

6. A base map which indicates the location and identification number of every site surveyed, and copies of other maps.

7. A National Park Service Integrated Preservation Software-formatted file, based on the survey form, for each site.

8. The survey form itself, which can be used for similar projects inside or outside the Institute, in current or modified form.

9. A list of contacts at several Fairmont industries which can be utilized again for historical and technical information.

10. A collection of technical materials dealing with coke ovens and coke making from the Sharon Steel coke works.

GENERAL CONCLUSIONS AND RECOMMENDATIONS The preservation of the industrial heritage of any community is a challenge, and in Fairmont the challenge is particularly great. At one time, Fairmont was a premier industrial location, served by river, several railroads, and surrounded by industrial fuels and minerals. Fairmont was touted as "The Coal City of West Virginia and the Ideal Manufacturing Center" in a 1908 volume advertising the city. The last two decades have seen a dramatic erosion of Fairmont's manufacturing base, and a corresponding erosion of the city's industrial infrastructure. The lack of remaining evidence of historic coal mines, for instance, or of the many glass plants that once operated in Fairmont is unfortunate. There are still functioning industries in Fairmont, but the overall image projected by the many dilapidated and vacant buildings along the rivers and the railroad tracks is undoubtedly a negative one for the city. Poor planning in the form of "urban removal" has left gaps in the downtown streetscapes and vast vacant lots where industrial plants once stood.

The reasons for the decline of manufacturing in general are obviously economic, and apply to cities like Fairmont across the nation. The challenges to the preservation of a community's surviving industrial architecture and infrastructure are economic as well, but also include community attitudes. For some citizens of a deindustrialized community, the idea that their recently defunct industries may have historical value or aesthetic merit probably seems outlandish. There are several possible reasons for this. Obviously there is the issue of industry as a polluter when active, and as a potential toxic waste site when abandoned. Industries in residential neighborhoods are nuisances, and their demolition is often welcome upon shutdown. Familiarity may breed contempt, and a site where someone's brother or wife worked all their lives just may not seem significant. Perceptions of what constitutes a

"historic" industry vary. A quaint eighteenth-century grist mill is often considered to be more important than the foundry down the block. Industrial sites are commonly thought to lack aesthetic merit, even when they are operating, and can be absolute eyesores when they are run down. The population of deindustrialized communities often harbor negative attitudes about their former industrial employers. Abandoned industrial plants, therefore become symbols of the adversarial relations between labor and management, and the corporation and the community.

These attitudes combine to create a powerful challenge to the preservation of a community's industrial heritage. These attitudes can be changed through education. A powerful concept which can create awareness of the significance of the mute remains of industry is the concept of work. Human beings spend eight hours a day--one third of their life--at work. Work is time, it is making things, it can even win wars--work is history. It is not as exciting or as tangible as an election or a plane crash, but it is extremely significant. The making of things, the lives of the people who make them, the machines they used, and the buildings they worked in all constitute history. In many cases, industry is often the most significant part of a community's history, and Fairmont is no exception.

Ideally, the people and products of a community's former industries would be given historic importance equal to any other aspect of the community's heritage. Almost all communities attempt to show their history in an outward way by caring for and emphasizing some aspect of the built environment, from a restored rural one-room school house to the gilt dome of a county courthouse. If work--people and products--is as important as any other aspect of a community's history, then the buildings and sites where the people produced products--the factories, the plants, the mills--are as important to the community as the old courthouse, the Renaissance revival bank, and the first church. No part of a community's heritage can or should be bulldozed away and forgotten.

Fairmont should consider many of the sites in this survey assets, rather than liabilities. Certainly the property at an abandoned industrial site is an asset, and open, decaying buildings are an insurance liability. These words can, however, have different meanings. Some of the empty, decrepit buildings and overgrown foundations are a liability, as they affect community morale, and discourage new residents and industries from locating in the city. However, some key sites have the potential to be developed into historical sites, parks, or even recreational trails. Features such as this in a community are assets. Many of the industries surveyed are good examples of adaptive reuse, which preserves a building through continued human presence and upkeep, and often encourages a similar industrial reuse. Some of the vacant sites surveyed may be suitable for adaptive reuse, which invariably costs less than new construction. These buildings, if properly

prepared and marketed, could attract new industry without the investment in industrial park development. Some of the sites on the industrial survey are not liabilities, they are potential assets.

The city of Fairmont should seriously consider the concepts and ideas discussed above in order to preserve what is left of its rich industrial history. Fairmont owes its existence to coal, and its growth and finest architecture to the men who developed and mined it. Fairmont truly was "The Coal City". Fairmont also owes its status as an industrial city to the fortuitous location of the Baltimore and Ohio Railroad in 1852. Fairmont's industrial heritage is inescapable, but the evidence of that heritage is not indestructable. Much has already been destroyed. Since the survey field work ended in July, an unused railroad trestle that could have been a link in a Fairmont-Monongahela River hiking and biking trail system was demolished, likely because it was perceived as a "liability". CSX Transportation has recently quit their Belleview shop complex. This functioning railway equipment repair facility represents a potential asset if a private railway equipment repair concern could be attracted to the site. This would maintain the jobs and tax revenue this site offered the community. Will the site be allowed to deteriorate, to become a liability? Or will this unusual surviving steam-locomotive era site be demolished? It is extremely important that demolition of any industrial sites be stopped, a review process be instated for the demolition of historic sites, and that as much as possible of Fairmont's industrial architecture be recorded according to proper standards if outright preservation is not practical. More than anything, Fairmont needs to recognize its industrial heritage, and use some imagination regarding preservation and adaptive re-use.

The concepts of work-as-history, and factory-as-artifact are not just the product of an outside party, unaware of the realities of the day-to-day worker or the economic climate of Fairmont. The following words, written by Helen Frankman, a Fairmont resident, and a former employee at Fairmont's Owens-Illinois Glass Company Plant Three, eloquently express the fear that an important part of Fairmont's history will be lost. These words conclude an article by Frankman which appeared in "Plant Three-Keepsake Edition", a 1983 compilation of reminiscences by Fairmont local historian Frank Spevock:

"I think within the brief lifespan yet afforded those of us who were sustained by it, all physical evidence of Owens- Illinois Glass Plant number three will have vanished from the earth. Our descendants will not be aware that once something stood in the now empty space that gave new strength and a resurgence of hope to thousands of desperate and hungry people, representing a vital part of our history and our heritage. It presented the opportunity and in turn we gave to it our energies and the productive years of our lives."

By 1986, Owens-Illinois was nothing but a field of smashed bricks, and so it remains.

SITE EVALUATION CRITERIA A natural product of a survey such as this, and a useful tool for planners, is a site evaluation list. It was decided that it was most convenient to rank sites on a simple scale, using a short range of numbers or letters to denote significance. However, quantifying the value of a series of historic sites can impose an arbitrary heirarchy of importance. A site listed as a "2" or a "B" becomes somehow more worthy of preservation than a "3" or a "C". Each site must be examined in terms of its own context to truly establish its significance. There are far too many criteria and qualifications to apply to the analysis of a historic site to graph or chart the results. Therefore, each site in the Fairmont Industrial Survey will be classified according to areas of significance rather than levels, and appropriate documentation methods. The sites will be discussed individually in terms of certain criteria. Specific comments and recommendations will be given for each site.

Each site evaluation begins with a brief architectural description, and a notation of the physical condition of the site. These site condition evaluations are based on the external appearance of a site, and do not take structural or other unknown factors into account. Any unusual or outstanding architectural details or engineering features will be noted. If known, brief historical information about the owners, products, or other aspects of the sites will be given. The criteria used in the consideration of each site resemble those used to evaluate potential candidates for the National Register of Historic Places, appropriately modified to apply to industrial sites. Accordingly, the industrial sites in Fairmont that are most worthy of preservation are those that:

A. are associated with or have otherwise significantly contributed to the history of business, industry, or technology in the city of Fairmont, or in a larger context; or

B. are associated with events that have made a significant contribution to the industrialization or industrial notoriety of the city of Fairmont; or

C. are associated with persons such as inventors, owners, or financeers who have contributed significantly to the growth of industry or the development of notable machines, processes, or products in the city of Fairmont; or

D. that possess unusual decorative or architectural features, engineering or construction systems and materials, or which contain surviving machinery, any or all of which are unique to Fairmont, or significant in a larger context; or

E. that have revealed, or are likely to reveal, information important to the history of Fairmont industry, especially archaeological sites; or

F. that represent a significant entity whose parts lack individual distinction.

Each evaluation will list the criteria that the site meets. Some sites do not meet any of the above criteria for various reasons. Usually these sites are those that are not valuable as examples of architecture, that are in an advanced state of decay, or that are examples of industries that are common and peripheral to any industrialized area. Some sites do not meet any historical criteria, but are architecturally significant or worthy of documentation and preservation for other reasons.

Any specific threats to each site will be discussed if any are known. The present economic climate and ongoing loss of the built environment in Fairmont is considered a given threat for all sites, and the sites along the Monongahela and Tygart Rivers between Interstate 79 and the downtown area are also potentially threatened by the new expressway. Current industrial activity or adaptive reuse at a site is not to be considered a guarantee of preservation of the site. Some sites assume higher preservation priorities when viewed in the light of the recommendations made for them, and their potential for adaptive re-use. This survey is by no means a definitive history. It should be repeated that documentation for some sites has not yet been found, and that little potential exists for finding any. Such sites are judged on appearance, condition, and context. The significance of these sites may change dramatically if and when documentation is found. The survey does include sites that were listed simply by virtue of their status as industries, to which preservation issues may not apply.

There are certain groups or classes of sites that stand out as high priorities. Because their importance is inversely proportional to the quantity of standing remains, all coal and glass-related sites should receive top priority for recording or preservation. Difficult preservation issues surround the large, multi-structure sites that meet criteria "F": the 10th Street complex of Helmick Foundry, the B&O Railroad Bellview shop complex, and the Sharon Steel coke plant. Railroad remains, especially bridges, and rights-of-way, should be preserved for their potential for trail links and recreation.

Finally, each site evaluation ends with recommendations for further documentation, research or preservation. For many sites, documentation at the current survey level is adequate. These sites will be given a documentation level of "1". A documentation level of "2" will be assigned to sites that should ideally be documented with large-format photography and/or measured drawings, but do not

require a full HAER-type documentation. For other sites of greater significance, particularly those that are specifically threatened, a HAER-level recording project is recommended. The HAER rcording process includes a written narrative corporate and technological history, measured drawings, and large-format photography. These sites will receive a documentation level of "3". Another preservation option is listing on the National Register of Historic Places. Listing on the Register protects sites from the effects of state and federally-funded projects. Potentially eligible sites will be given a documentation level of "4". It should be noted that sites less than fifty years old are ineligible for listing on the National Register of Historic Places. These documentation levels do not correspond directly to any level of significance, but serve as recommendations for further work. Adaptive reuse is another method of preservation, and possible adaptive reuses are suggested where applicable. Possible adaptive reuses are not usually given for active sites. If no adaptive reuse is suggested for a site, the potential may certainly still exist, and should be explored.

BIBLIOGRAPHY The following list includes all the sources found and or utilized by the survey team to date. The preponderance of the historical material on Fairmont and Marion county is of a secondary nature, and could be classified as popular, or "local" history. Many are products of local boosterism, and are regurgitations of earlier works. Footnotes and documentation are universally absent. Newspapers and corporate records were the only primary records encountered. All sources listed with a LC catalog number are at WVU libraries; the location of other works is given.

DIRECTORIES

Polk's West Virginia Street and Business Directory-various years

NEWSPAPERS AND JOURNALS

The Fairmont Times, est. 1902

The Fairmont West Virginian, est. 1868

The Fairmont Times-West Virginian-merged 1926

The Monongahela Trade Journal, a monthly review of coal, coke, and other industries. Vol. 1-5. Fairmont, 1906-1909.

All of these newspapers are available on microfilm at the West Virginia Collection in Colson Hall.

THESES

W 378.7543
Hist D573m

Dilgard, William A. "Marion County in World War Two." MA. Thesis, West Virginia University, 1948.

This unpublished thesis contains information on the wartime activities of Fairmont's major and selected minor industries.

PERIODICALS

Reutter, Mark. "The Raider and the Coal Town." Southern Exposure, Summer (1991), 48-55.

This article discusses the final years at Fairmont's Sharon Steel coke plant, when the corporate machinations of owner Victor Posner led to the shutdown of the facility. See survey file # 64.

PRIMARY ARCHIVAL MATERIALS

Frank Duff McEnteer Collection

This collection, held by the Institute for the History of Technology and Industrial Archaeology, contains original drawings and blueprints of McEnteer bridges in the city of Fairmont, several of which are standing and are included in the survey.

Sharon Steel Collection-John J. Knight Papers

The present superintendent of the Sharon Steel coke works donated approximately twenty-two boxes of various technical materials and drawings relating to the construction and operation of the coke battery and byproduct plant. They are currently housed at the Institute for the History of Technology and Industrial Archaeology. A finding aid is being developed for the collection.

BOOKS AND PAMPHLETS

J. Walter Barnes, ed., Report of the Several Departments Under Commission Form of Government, Fairmont, West Virginia, From January 1st, 1914 to July 1st, 1919. Fairmont: Board of Affairs, 1919.

Contains some information on the High Level and Coal Run bridges. At Wise library.

Canfield, Joseph M., ed. West Penn Traction. Chicago: Central Electric Railfan's Association, 1970.

Covers the development and corporate chronology of Fairmont-based traction companies, and their eventual incorporation in the Monongahela Power Company.

F247
.M26D8

Dunnington, George A. History and Progress of the County of Marion.... Fairmont: Geo. A Dunnington, 1880.

An early and oft-referred to history of the area. Mostly settlement history, with some discussion of rail, mines, etc. in the latter chapters.

Fairmont Board of Commerce. Pertinent Facts About Fairmont, West Virginia, "The Community That Does". Fairmont: Fairmont board of Commerce, 1941.

A war-era booster which contains lists of local industries and a short article on the Westinghouse electric lamp plant. At Wise library.

F247
.M26M36
1963

Joseph E. Hoffman, ed., Marion County Centennial Yearbook, 1869-1963. Fairmont: Marion County Centennial Committee, 1963.

Contains articles on Fairmont coal, oil, gas, electric and general industries which appear to be syntheses of earlier source material, and therefore a reasonable reference source. Contains a list of Fairmont industries, which includes owner's names and number of employees, but no addresses.

F247
.M26L68

Lough, Glenn D. Now and Long Ago: A History of the Marion County Area. Fairmont: Marion County Historical Society, 1969.

G.A. Mitchell, ed., Industrial Fairmont in 1908-The Coal City of West Virginia and the Ideal Manufacturing Center. Fairmont: The Fairmont West Virginian, 1908.

A commercial, historical and industrial guide to Fairmont, with clear photographs of mines, plants, stores and pesonalities of turn-of-the-century Fairmont, as well as written descriptions. The most useful document from the era. At the West Virginia Collection, Colson Hall.

F247
.M26F3

Dora Lee Newman, ed., Marion County in the Making. Fairmont, 1917.

Deals mostly with the settlement period. Discusses the earliest water-powered mills, and industrialization up to the coming of the railroad.

F247
.M26S684

Spevock, Frank. "We Spend Our Years as a Tale That is Told". Charleston: Color Craft, 1961.

F247
.M26S682

----------. "Diary Notes, 1947-1977". Charleston: Color Craft, 1977.

HD9623
.U4708
----------. "Plant Three". Kingwood, West Virginia: Shaffer's printing, 1983.

F247
.M26S682
1987

----------. " Diary Notes, 1947-1987". Charleston: Color Craft, 1987.

The "Diary Notes" consist of diary entries, many of which relate to Fairmont construction and industry. "We Spend Our Years..." contains "historic events" from Fairmont's outlying mining communities. "Plant Three" deals with the history of the Owens-Illinois glass plant. There is some factual information in these booklets, mixed with poems, prayers, and personal information. Other Spevock pamphlets on Plant Three exist.

ENDNOTES

1. Dora Lee Newman, ed., Marion County in the Making, (Fairmont: 1917), 243-260.

2. Joesph E. Hoffman, ed., Marion County Centennial Yearbook, 1869-1963, (Fairmont: Marion County Centennial Committee, 1963), 19.

3. Dora Lee Newman, ed., Marion County in the Making, (Fairmont: 1917), 276.

4. Joesph E. Hoffman, ed., Marion County Centennial Yearbook, 1869-1963, (Fairmont: Marion County Centennial Committee, 1963), 20.

5. Glenn D. Lough, Now and Long Ago: A History of the Marion County Area, (Fairmont: Marion County Historical Society, 1969), 660.

6. Michael Workman, "Fairmont Coalfield" (Morgantown, WV: Institute for the History of Technology and Industrial Archaeology, 1992-3), work in progress.

7. Glenn D. Lough, Now and Long Ago: A History of the Marion County Area, (Fairmont: Marion County Historical Society, 1969), 667-668.

8. Joesph E. Hoffman, ed., Marion County Centennial Yearbook, 1869-1963, (Fairmont: Marion County Centennial Committee, 1963), 70.

9. Joesph E. Hoffman, ed., Marion County Centennial Yearbook, 1869-1963, (Fairmont: Marion County Centennial Commission, 1963), 21.

10. William A. Dilgard, "Marion County in World War Two" (MA Thesis, West Virginia University, 1948), 168-193.

REPORT APPENDICES

1. Survey Press Release

2. Oral History Candidate Release Form

3. Sample Photo Log Page

4. Sample Industrial Site Survey Form

5. Niles Spencer, In Fairmont, oil on canvas, 1951, 65 1/2''x 41 1/2", Museum of Modern Art, New York, Edward Joseph Gallagher 3rd Memorial Collection.

6. Photographs-Worker Housing

-Virginia Avenue
-Indiana Avenue
-Factory Street

7. Site Maps-Plant Diagrams

-Fairmont Mining Machine Company
-Helmick Foundry
-Westinghouse Electric Company
-B & O Railroad Bellview Shops
-Domestic Coke Corporation
-Alcan Aluminum

8. Key to Survey and Base Map

9. Base Map-at rear of Report

Institute for the History of Technology and Industrial Archaeology
West Virginia University
College of Arts and Sciences

CONTACTS: Michael Workman & Matt Kierstead

WVU's Institute for the History of Technology and Industrial Archaeology to do industrial survey of City of Fairmont this summer.

MORGANTOWN, W.Va.-- May 18th through June 30th the Institute for the History of Technology and Industrial Archaeology will be surveying structures connected with Fairmont's rich industrial past. Targeted for the survey will be sites that are both active and abandoned, was well as certain commercial properties with historical connections to industry.

The project is being conducted under the supervision of Institute director, Dr. Emory L. Kemp who states,"It's an exciting project--one that we have wanted to do for some time. Few people realize what an interesting and diverse industrial history Fairmont has." The Institute is working closely with the City of Fairmont and the Fairmont Main Street program on this endeavor.

Surveyors, Matthew Kierstead and Bill Gale, will reconnoiter and photograph each industrial site in the city. Along the way they will be conducting oral interviews with workers and others who have information about Fairmont's industry. Any former employees connected to Fairmont's industry are encouraged to contact Matthew Kierstead at 293-2513 to share recollections of the city's industrial heritage. These oral interviews along with the site survey will help to meet the goal of developing an inventory and

(more)

history of all the industrial properties in the city. This inventory will be useful for city planners in redevelopment projects and will also be used as the basis for an industrial guide of Fairmont by the Institute this fall.

Since its founding in 1989, the Institute has been involved in a number of history and preservation projects in Fairmont, including the High Gate Carriage House Restoration and the High Level Bridge National Register nomination. This fall the Institute will also play a part in the Fairmont Renaissance project.

For more information regarding this industrial survey please contact Mike Workman or Matthew Kierstead on the West Virginia University campus at 293-2513.

Institute for the History of Technology and Industrial Archaeology
West Virginia University
College of Arts and Sciences

To Interview Participants:

Participation in this interview is completely voluntary. Subjects being interviewed may refuse to answer a question at any time. Subjects may also request to remain anonymous. This interview is part of the research for the Fairmont Industrial Survey. Upon completion of research a report will be presented to the City of Fairmont. The final report and all other material generated during the course of this project will become the property of the City of Fairmont. All interview materials will be deposited at the Institute for the History of Technology and Industrial Archaeology. Select subjects may be audio-taped. These tapes will also be deposited at the Institute for the History of Technology and Industrial Archaeology. This survey will be used as a guide and preservation tool for historic industrial sites in the City of Fairmont.

304 293-2513 ◻ 1535 Mileground ◻ Morgantown, WV 26506

Date	Site #	Roll #	Photo(s) #	Frame #	Address	Structure	Direction of photo	Direction from site
5/28	25	04	10		Fairmont First	MUT Freight house	W	E corner
	25		11				W	E corner
	25		12				S	N corner
	25		13				E	W corner
5/29	26		14 ?		Indiana Ave	possible RR station	N	S corner
	26		15				E	W corner
6/2	27		16		110 Elkins	possible mfrg	W	E facade
	28		17		111 Elkins	possible mfrg	S	N
	29		18		117 E Park	Machine Shop	S	N facade
	30		19		Auburn		S	N
	30		20				NW	SE
	31		21		943 E. Park	Tin Shop	W	E
	32		22		Morgantown & Curtis	Lumber Yard Office	NW	SE
	33		23		Morgantown Ave	W.S. Thomas office	NW	
	34		24		Vincent's Merchant	Possible Industry	S	N back
	34		25				N	S front
	35		26			Low Bridge	W	E
	36	05	01		Robinson & Billingsley	Bottling Plant	SE	NW corner

Fairmont Industrial Survey Recorded By: Date: Continuation Form___ of ___

Inst. for the History of Technology & Industrial Archaeology Individual Site Industrial Complex

Site Name:
Address:
Site No:
Map Location No:

Photo No: ASA No:
Frame No: Lighting Conditions:
Roll No: Negative Repository:
Photographer:

Historic Name: Historic Products: SIC No:
Current Name: Current products: SIC No:

Owner's Name & Address: Assessor's No:

Builder/Architect:

Surroundings: Year Built: Acreage:

Use Status: In Production____ In Use____ Idle____ Vacant____ Abandoned____
Other:

	Type	Condition
Wall Fabric:		
Roof Fabric:		
Windows & Doors:		

No. of Stories: Overall Building Dimensions:

Structural System or Significant Engineering Feature:

Modifications & Additions	Dates	Reasons

Description of Outbuildings:

USGS Quad Name: Scale:

Photograph

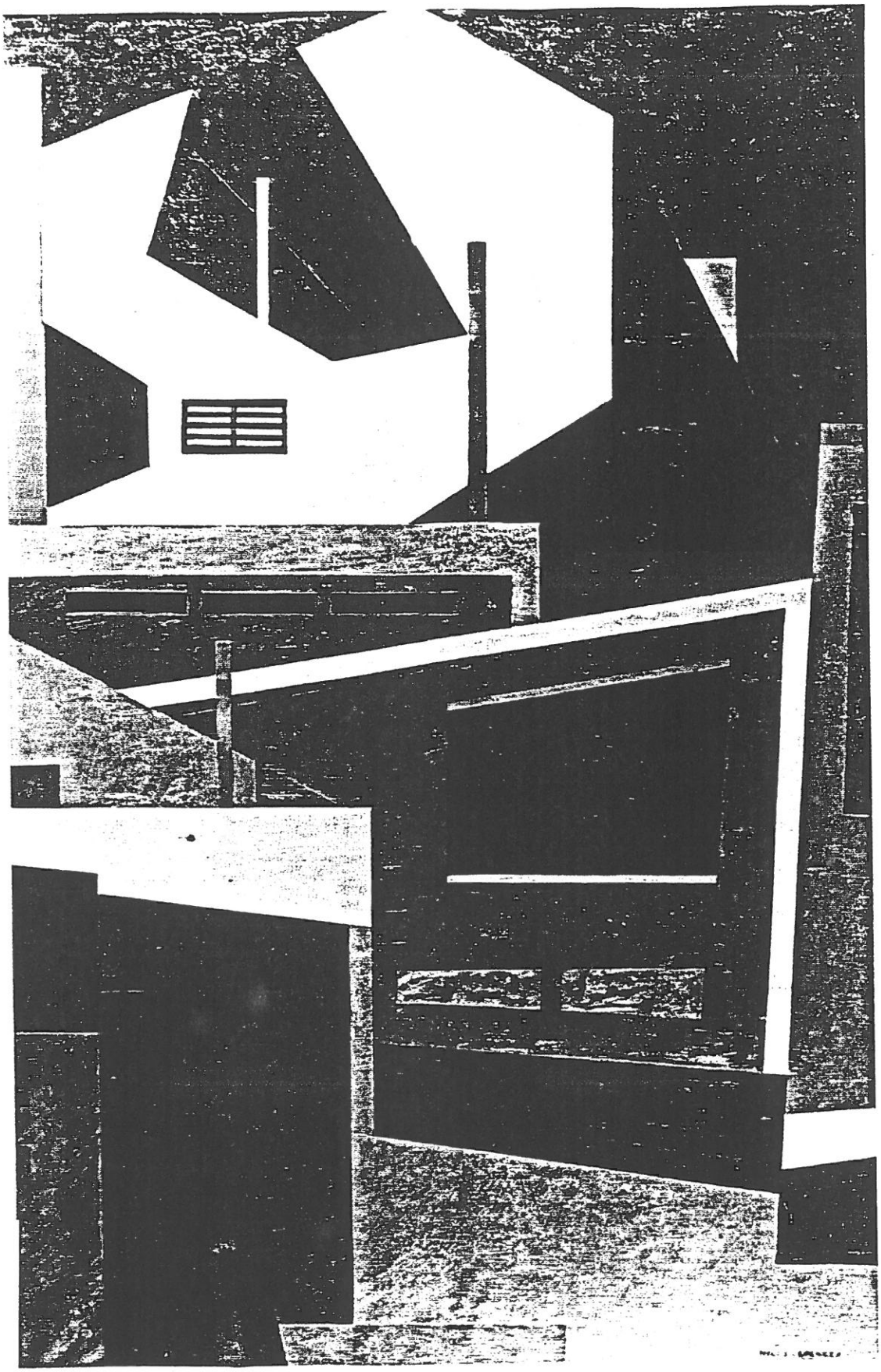
Sketch Map

Architectural Description with Significant Stylistic or Decorative Features

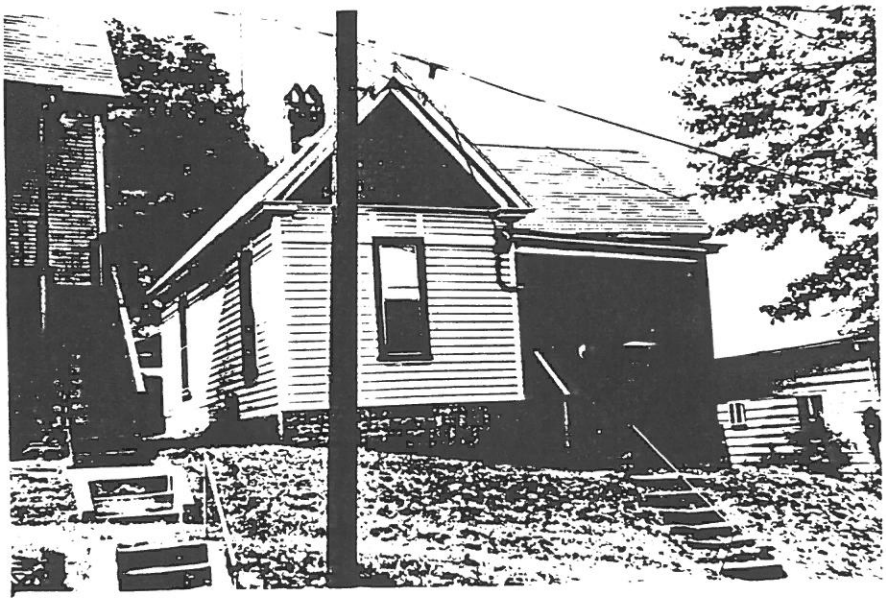
Corporate History / Ownership Chronology

Technological Significance / Products Description

Bibliography / References



Niles Spencer, In Fairmont, oil on canvas, 1951,
65 1/2" x 41 1/2", Museum of Modern Art, New York,
Edward Joseph Gallagher 3rd Memorial Collection.



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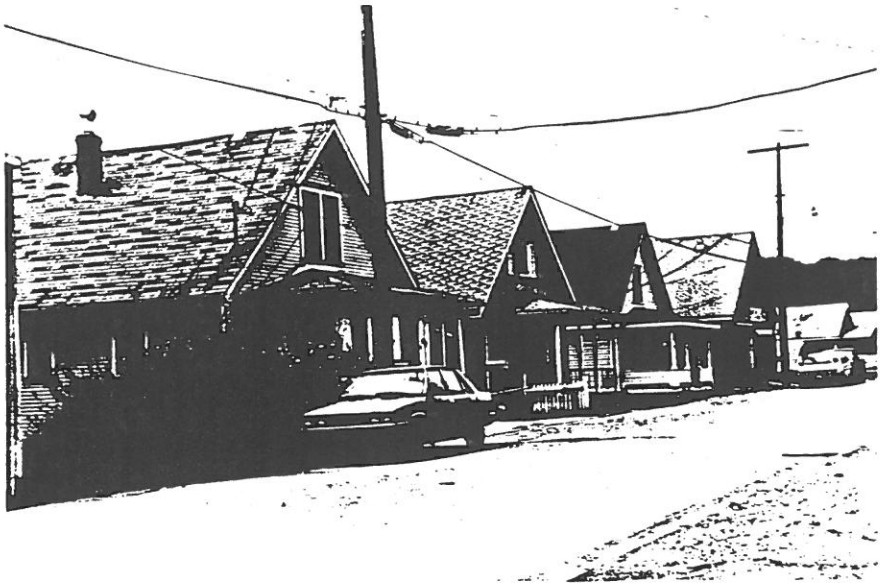
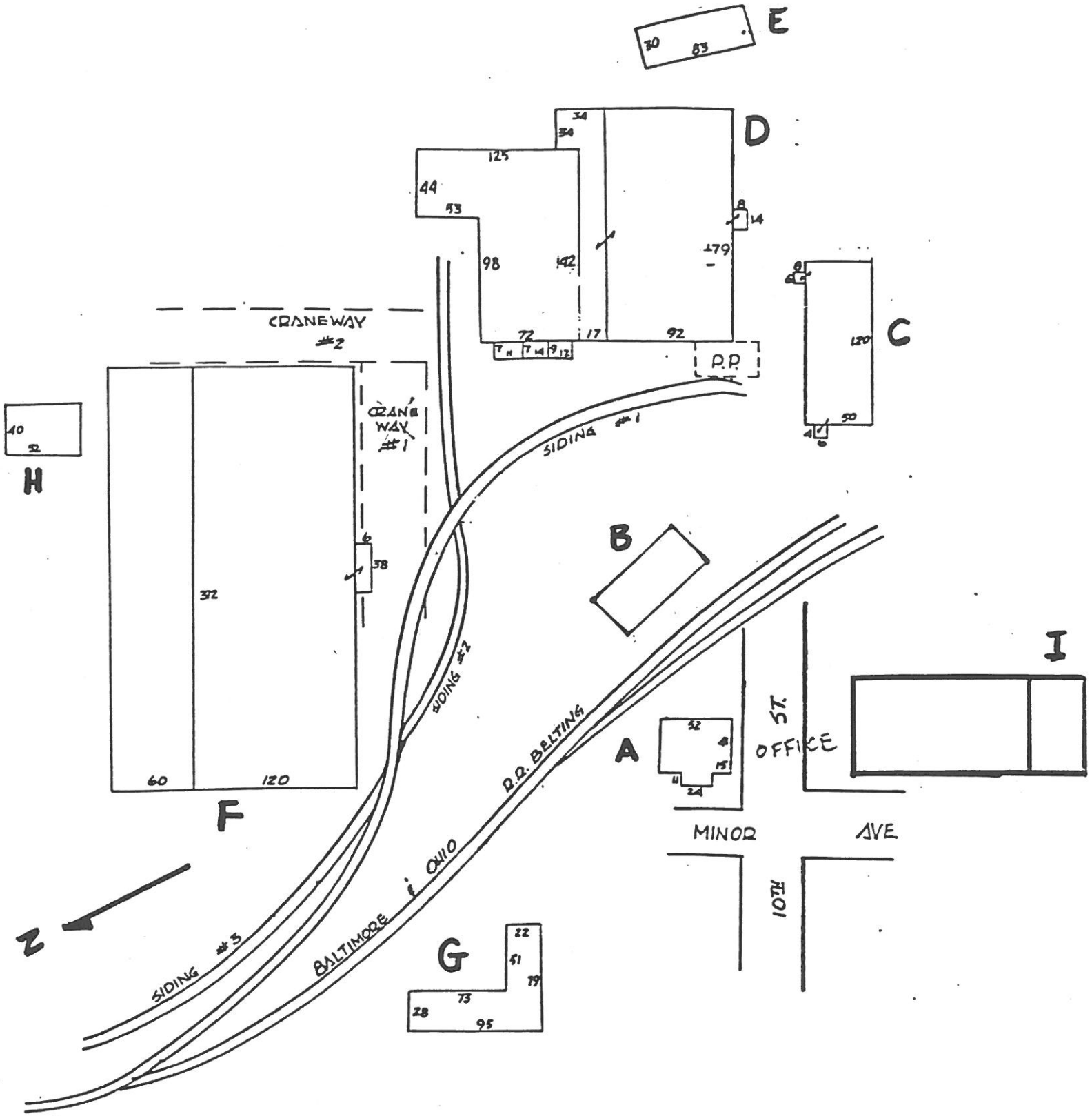
WORKER HOUSING – VIRGINIA AVENUE

POSSIBLE WORKER HOUSING

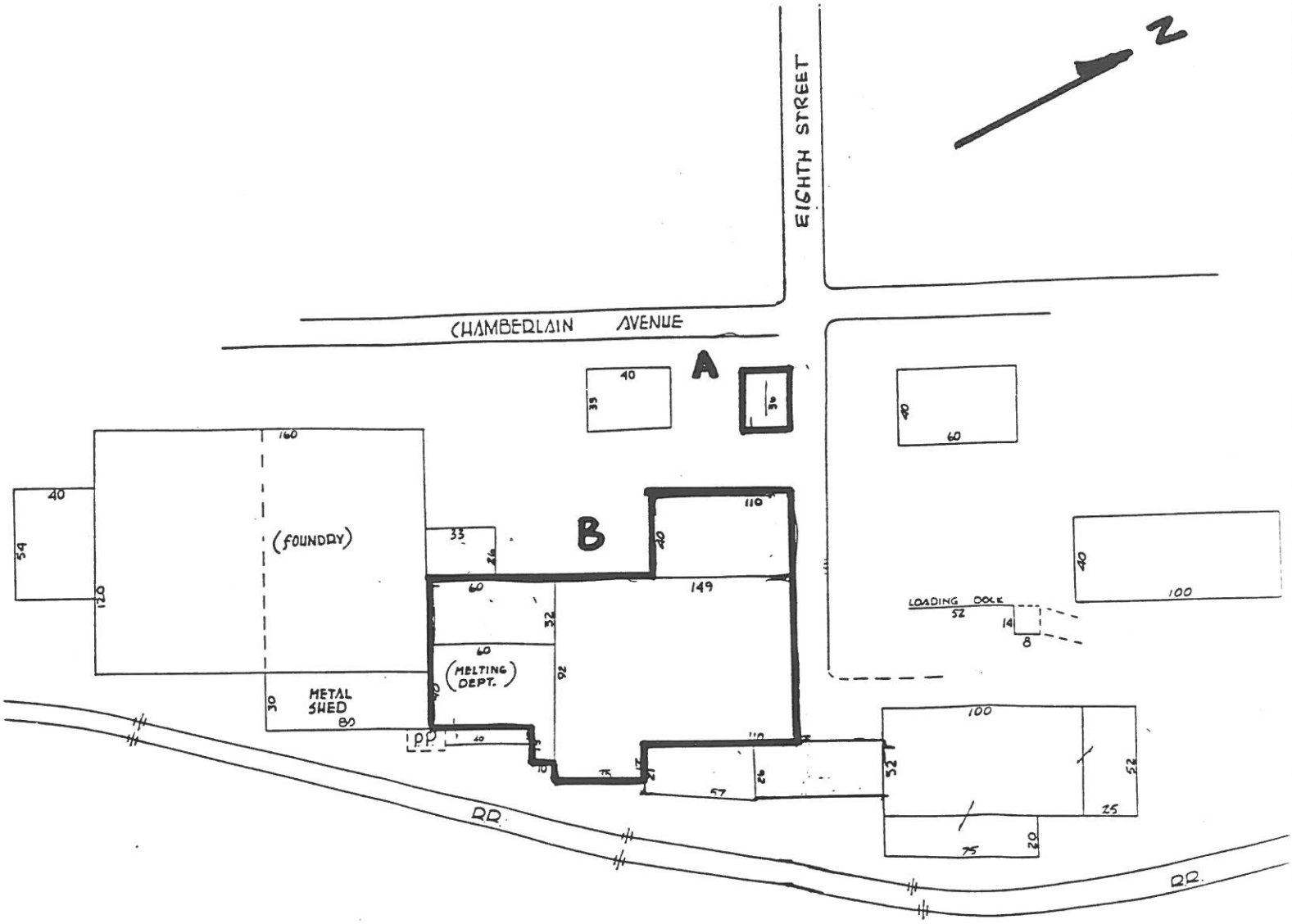


INDIANA AVENUE

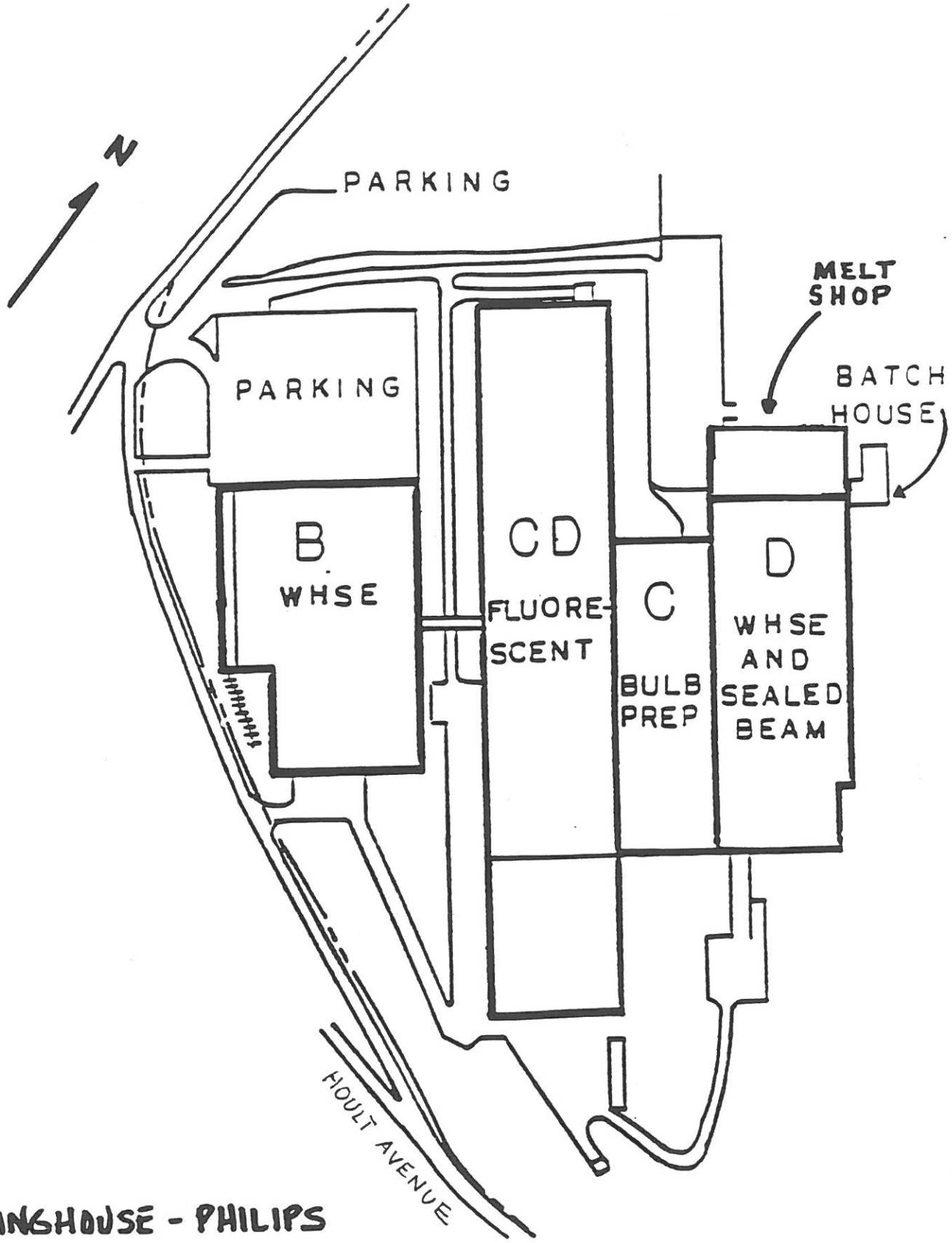
FACTORY STREET



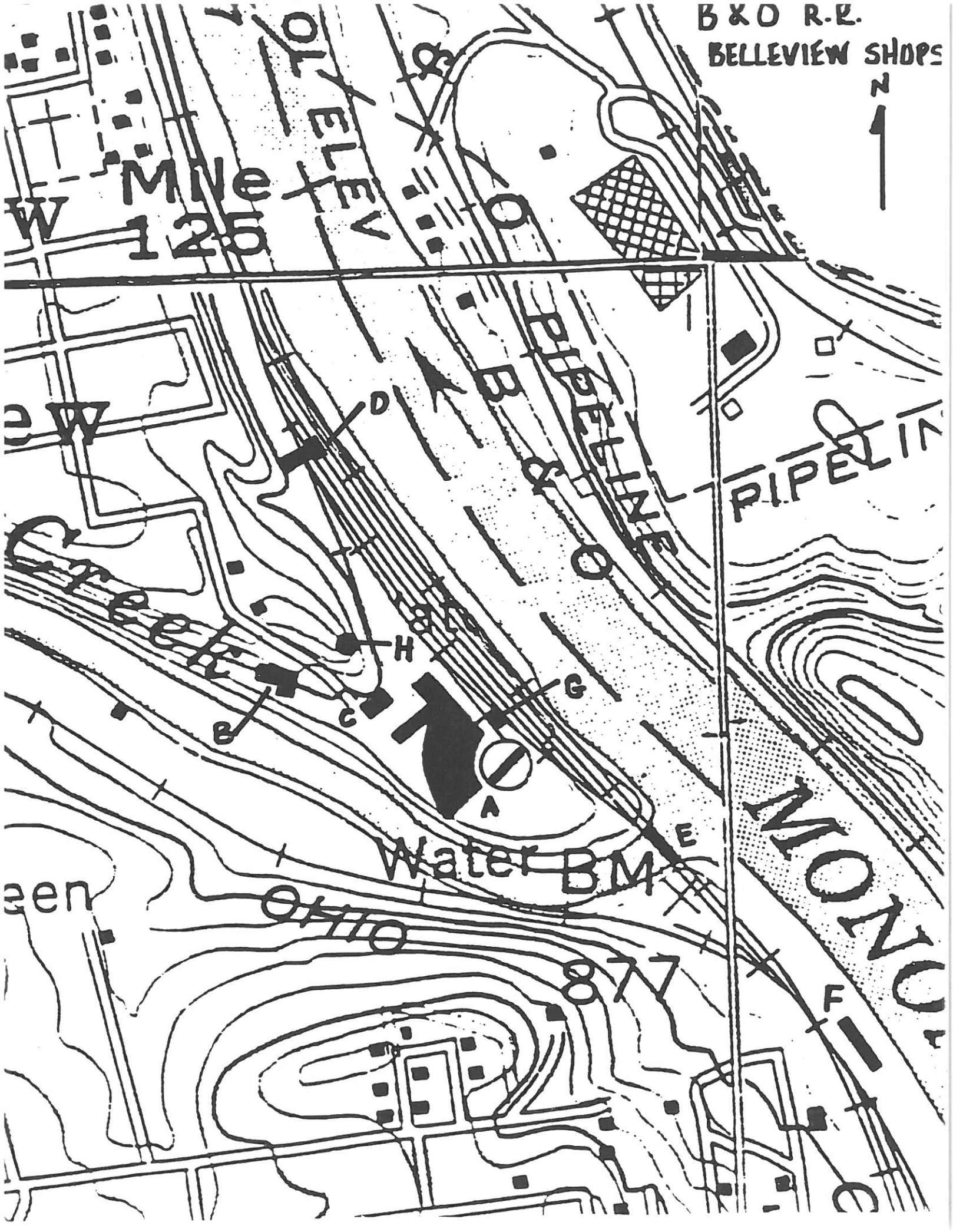
FAIRMONT MINING MACHINE COMPANY



HELMICK FOUNDRY



WESTINGHOUSE - PHILIPS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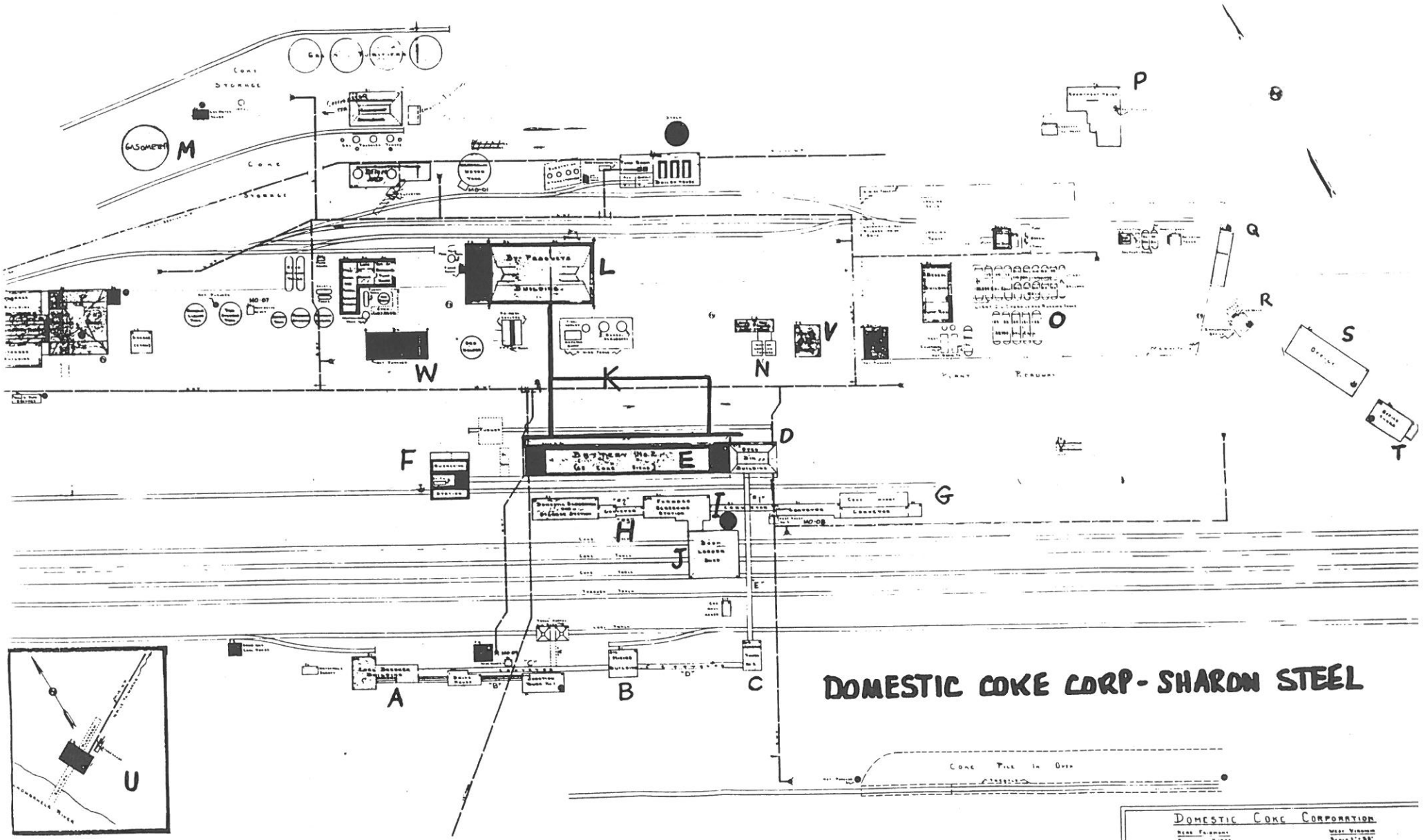
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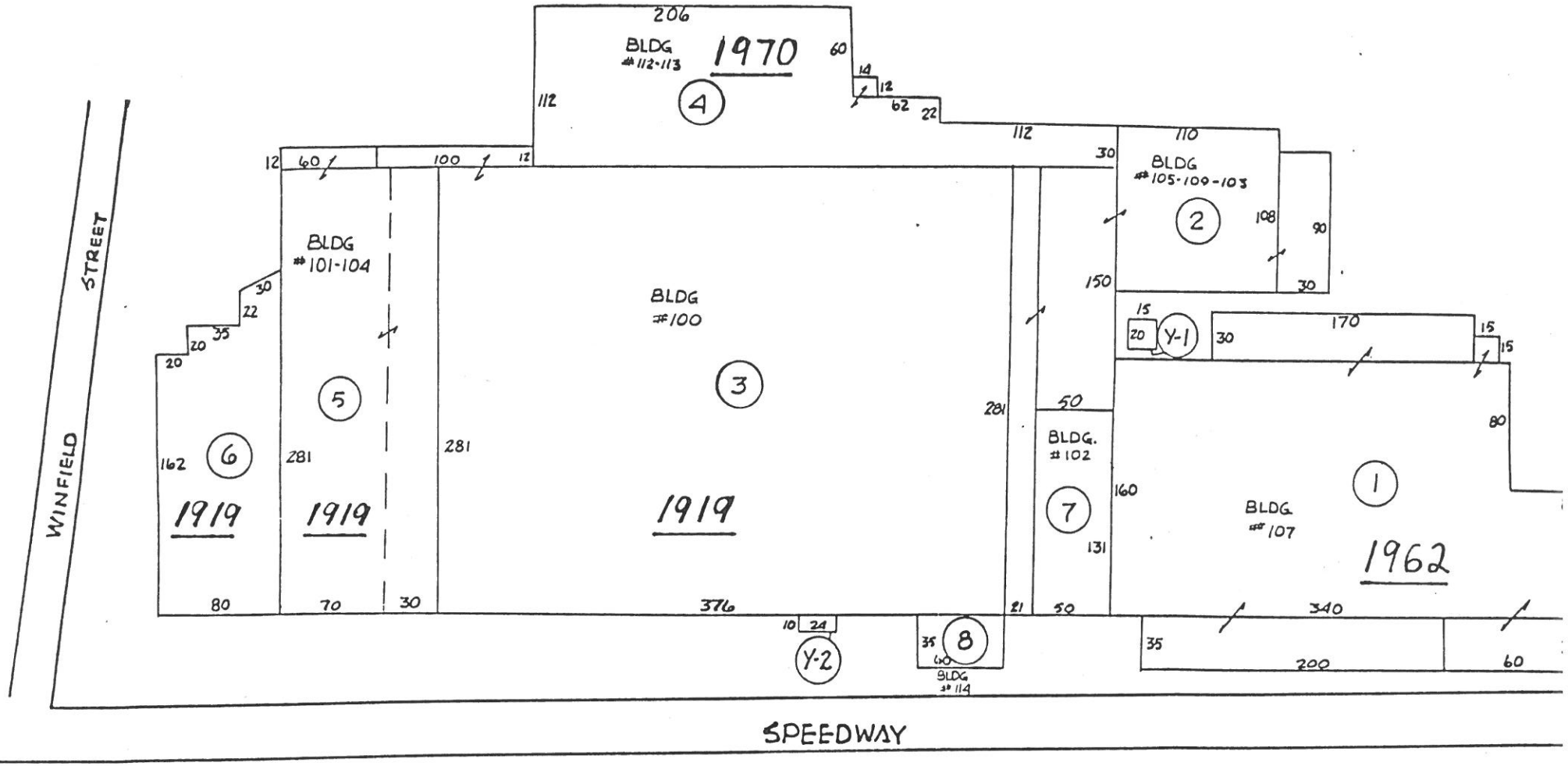
Domestic Coke Corporation
West Virginia
Alexander and Alexander
Inc



ALCAN ALUMINUM CORPORATION
FAIRMONT WORKS

SURVEY AND BASE MAP KEY

Site: 1 MA-0015-0001
Name: Virginia & Pittsburgh Coal and Coke Company coal mine pit car bridge piers (bridge removed)
Location: Route 250 on Tygart River at Kingmont
See Figs. 1-2

Site: 2 MA-0015-0002
Name: Baltimore and Ohio Railroad bridge
Location: at Jayenne over West Fork River
See Figs. 3-4

Site: 3 MA-0015-0003
Name: Consolidation Coal Company mine no. 26 (The New England mine)
Location: West Fork Road by West Fork River
See Figs 5, 6, and 7

Site: 4 MA-0015-0004
Name: Baltimore and Ohio Railroad bridge piers (bridge removed)
Location: Mouth of West Fork River at confluence with Tygart River
See Fig. 8

Site: 5 MA-0015-0005
Historic Name: Monongahela Valley Traction Company electrical substation
Current Name: Monongahela Power training center
Location: Thirteenth Street and Virginia Avenue
See Fig. 9

Site: 6 MA-0015-0006
Historic Name: Monongahela Valley Traction Company car barns
Current Occupant: Valley Distributing (beverage warehouse)
Location: Virginia Avenue and Twelfth Street
See Fig. 10

Site: 7 A-C MA-0015-0007
Name: Monongah Glass
Location: Twelfth Street and Beltline
See Figs. 11-14

Site: 8 MA-0015-0008
Historic Name: Fairmont Box Company
Current occupant: Recycling facility
See Fig. 15

Site: 9 MA-0015-0009
Name: Fairmont Plaster rail dock
Location: Minor Avenue between Tenth and Eleventh Streets
See Fig. 16

Site: 10 MA-0015-0010
Historic Name: Aultman Steam Pump Company
Current Name: Aultman Pump Company
See Fig. 17

Site: 11 A-L MA-0015-0011
Historic Name: Fairmont Mining Machine Company
Current Owner: Helmick Foundry
See Figs. 18-30
See Plant Diagram

Site: 12 A-B MA-0015-0012
Name: Helmick Foundry
Location: Eighth Street between Virginia Avenue and Beltline
See Figs. 31-32
See Plant Diagram

Site: 13 MA-0015-0013
Name: Baltimore and Ohio Railroad bridge
Location: Monongahela River at Gaston Junction
See Fig. 33

Site: 14 MA-0015-0014
Historic Function: Bakery
Current Occupant: Oak Casualty Insurance
Address: 736-738 Gaston Avenue at corner of Eighth Street
See Fig. 34

Site: 15 MA-0015-0015
Historic Name: Fairmont Mattress Company
Current Occupant: J.H. Snyder Furniture
Address: 707 Church Street, shop at rear (Glen Avenue)
See Figs. 35-36

Site: 16 MA-0015-0016
Name: North Pole Ice Company
Address: 614 Gaston Avenue
See Fig. 37

Site: 17 A-B MA-0015-0017
Historic Name: Fairmont Grain and Milling
Current Function: Fairmont Board of Education school bus barn
See Fig. 38

Site: 18 MA-0015-0018
Historic Name: Standard Oil Company of New Jersey tank farm station.
Current Occupant: Water Works and Industrial Supply Company
Location: Seventh Avenue and Beltline
See Figs. 39-40

Site: 19 MA-0015-0019
Name: Well's Flower Shop
Location: Center Street at Church Street
See Fig. 41-42

Site: 20 MA-0015-0020
Name: Fourth Street bridge
Location: Fourth Street over Benoni Avenue and Coal Run
See Fig. 43

Site: 21 MA-0015-0021
Historic Name: Imperial Ice Cream
Current Occupant: Chem Quick
See Fig. 44

Site: 22 MA-0015-0022
Historic Name: Marion Bag and Paper
Current Use: Residential-apartments
Address: 417 Virginia Avenue
See Fig. 45

Site: 23 MA-0015-0023
Historic Name: Fairmont Brewing Company
Current Occupant: Gwynn Tire Service
Location: Virginia Avenue at foot of Fifth Street
See Figs. 46-48

Site: 24 MA-0015-0024
Historic Name: Monongahela Valley Traction Company freight house
Current Occupant: Davis Maytag
Address: 502-504 First Street
See Fig. 49

Site: 25 MA-0015-0025
Historic Name: Fairmont Avenue bridge
Current Feature: Original bridge piers
Location: Fairmont Avenue over Coal Run
See Fig. 50

Site: 26 MA-0015-0026
Historic Name: D.L. Shott's Tin Shop
Current Occupant: North Central West Virginia Community Action (carpentry workshop)
Address: 415 Monroe Street
See Fig. 51

Site: 27 MA-0015-0027
Historic Name: Consolidation Coal Company office and coal analysis laboratory
Current Occupant: North Central West Virginia Community Action (offices)
Address: 215 Scott Place

See Fig. 52

Site: 28 MA-0015-0028
Historic Name: Bell Telephone
Current Occupant: Chesapeake & Potomac Telephone
Address: 20 Monroe Street
See Fig. 53

Site: 29 MA-0015-0029
Name: Watson Building
Address: 301-311
See Fig. 54

Site: 30 MA-0015-0030
Historic Name: West Virginia Electric Corporation
Current Occupant: Factory Outlet
Address: 739 Merchant Street
See Fig. 55

Site: 31 MA-0015-0031
Historic Name: Monongahela Railway Freight House
Current Occupant: Factory Outlet
Address: 802 Merchant Street
See Fig. 56

Site: 32 MA-0015-0032
Name: Jefferson Street Bridge, High Level Bridge, "Million Dollar Bridge"
Location: Jefferson Street over Monongahela
See Fig. 57

Site: 33 MA-0015-0033
Name: Madison Street Bridge, Low Level Bridge
Location: Madison Street over Monongahela River
See Fig. 58

Site: 34 MA-0015-0034
Name: Consolidation Coal Company mine no. 38-hoist house remains
Location: Buffalo Creek by B & O Railroad tracks, northwest of Route 19 bridge
See Figs. 59-61

Site: 35 MA-0015-0035
Name: Barnesville Bridge, Route 19 Bridge, Belleview Boulevard Bridge
Location: Route 19/Belleview Boulevard over Buffalo Creek
See Fig. 62

Site: 36 MA-0015-0036
Name: Barnesville Manufacturing Company
Location: Pet Street by Buffalo Creek
See Fig. 63

MA-0015-0037
Site: 37
Historic Name: Fairmont Sparkling Bottling
Address: 312 Robinson Street
See Fig. 64

MA-0015-0038
Site: 38
Historic Name: Gazosa Bottling Works
Curent Name: Carter Apartment Building
Address: 409 Diamond Street
See Fig. 65

MA-0015-0039
Site: 39
Historic Name: A.J. Bruyel Auto Parts Company
Current Occupant: Karen's Kut & Kurl/apartments
Address: 211 Diamond Street
See Fig. 66

MA-0015-0040
Site: 40
Historic Name: Nehi Bottling
Current Use: apartments
Address: 111 Elkins Street
See Fig. 67

MA-0015-0041
Site: 41
Historic Name: Shriver's Plumbing
Current Use: apartments
Address: 110 Elkins Street
See Fig. 68

MA-0015-0042
Site: 42
Name: Monongahela Railway retaining wall and bridge abutments
Location: East and west of Auburn Street and New Street, and on south side of Everest Drive and Water Street
See Fig. 69

MA-0015-0043
Site: 43 A-B
Name: Bauer Lumber
Address: 404 Auburn Street
See Figs. 70-71

MA-0015-0044
Site: 44
Name: Baltimore & Ohio Railroad Hoult bridge
Location: Monongahela River at Hoult
See Figs. 72-76

MA-0015-0045
Site: 45
Historic Name: Westinghouse Electric Company
Current Occupant: North American Philips Lighting Corporation
Location: Hoult Avenue
See Fig. 77
See Plant Diagram

Site: 46 A-C MA-0015-0046
Historic Name: Westinghouse Electric Company
Current Occupant: The Creative Labeling Company of Fairmont
Location: Hoult Avenue
See Figs. 78-80

Site: 47 A-H MA-0015-0047
Historic Name: Baltimore & Ohio Railroad Belleview Shops
Current Occupant: CSX Transportation-in process of vacating site
Location: Riverview Street at Buffalo Creek
See Figs. 81-90
See Shop Map

Site: 48 MA-0015-0048
Historic Name: Reilly Tar and Chemical
Current Occupant: Big John's Salvage
Location: Hoult Avenue
See Fig. 91

Site: 49 MA-0015-0049
Historic Name: Vanata Printing
Current Use: Private Residence
Address: 606 Lemley Street
See Fig. 92

Site: 50 MA-0015-0050
Historic Function: Tinsmith
Current Use: Residence
Address: 943 East Park Avenue
See Fig. 93

Site: 51 MA-0015-0051
Historic Function: pump house
Present Status: abandoned
Location: Foot of Hickman Run at Monongahela River
See Fig. 94-95

Site: 52 MA-0015-0052
Name: Hickman Run Baltimore & Ohio Railroad and Monongahela Railway bridges site
Location: Foot of Hickman Run at Monongahela River

Site: 53 A-B MA-0015-0053
Name: Columbia Glass Office and Storage Building
Address: 1033 Indiana Avenue
See Figs. 96-97

Site: 54 MA-0015-0054
Historic Name: Southern Pine Lumber
Current Occupant: Kettering Bakery office
Location: Corner of Mill Street and Indiana Avenue
See Fig. 98

Site: 55 MA-0015-0055
Historic Name: Fairmont Cement Products office
Current Use: Residence
Address: 1132 Speedway
See Fig. 99

Site: 56 MA-0015-0056
Name: Coca-Cola Bottling Company
Address: 1200 Morgantown Avenue
See Figs. 100-101

Site: 57 MA-0015-0057
Name: May Brothers Cement
Location: end of Wabash Street
See Figs. 102-103

Site: 58 MA-0015-0058
Historic Name: Seven-Up Bottling Company
Current Occupant: Fairmont Tool and Grinding
Location: Corner of Morgantown Avenue and Vine Street
See Fig. 104

Site: 59 MA-0015-0059
Historic Name: Domestic Coke Corporation
Current Owner: Sharon Steel Corporation
Location: Curtiss Avenue
See Fig. 105-122
See Plant Diagram

Site: 60 MA-0015-0060
Historic Name: Owens-Illinois Glass Plant Three
Current Occupant: Thomas Warehouse/ Resource Recovery
Location: Speedway
See Fig. 123, Appendix item 6

Site: 61 MA-0015-0061
Historic Name: C. and B. Hydraulic Service
Current Occupant: A.T.O. Incorporated
Location: Morgantown Avenue at Freedom Street
See Fig. 124

Site: 62 MA-0015-0062
Historic Name: Freedom Oil Company
Current Occupant: A.T.O. Incorporated
Address: 1775 Morgantown Avenue
See Fig. 125

Site: 63 MA-0015-0063
Historic Name: Kettering Bakery Company
Current Occupant: Northern Mountain State Metals, Incorporated
Location: Morgantown Avenue
See Fig. 126

Site: 64 MA-0015-0064
Historic Name: Merideth Lumber Company office
Current Occupant: W.S. Thomas Transfer, Incorporated
Location: Morgantown Avenue, between Curtis and Mound Avenues
See Fig. 127

Site: 65 MA-0015-0065
Historic Name: Fairmont Aluminum Company
Current Occupant: ALCAN Aluminum Corporation
Location: Speedway
See Fig. 128-131
See Plant Diagram

Site: 66 MA-0015-0066
Name: Monongahela Railway Meredith tunnel
Location: Beneath intersection of Speedway and Suncrest Boulevard
See Fig. 132

Site: 67 MA-0015-0067
Historic Name: Angelilli Granite Works
Current Name: Angelilli Monument Works
Location: Highway 73 near Hoult Avenue
See Fig. 133

Site: 68 MA-0015-0068
Historic Name: Henry Oil
Current Occupant: Factory Outlet
Address: 741 Merchant Street
See Fig. 134

Site: 69 MA-0015-0069
Historic Name: American Nwes Company
Current Occupant: Factory Outlet
Address: 737 Merchant Street
See Fig. 135

Site: 70 MA-0015-0070
Name: Water Department
Address: 300 Third Street
See Fig. 136

Site: 71 MA-0015-0071
Historic Name: Mountain State Artificial Limb Company
Current Occupant: Advanced Orthopedic Technologies, Incorporated
Address: 1536 Pennsylvania Avenue
See Fig. 137

Site: 72 MA-0016-0072
Name: Kisner Brothers Sheet Metal
Location: Speedway
See Fig. 138

Site: 73 MA-0015-0073
Historic Name: Stone Aluminum Awning Company
Current Occupant: Beuge's Auto parts and sales
Address: 202 Elkins Street
See Fig. 139

Site: 74 MA-0015-0074
Name: Route 250 highway bridge
Location: Route 250 over West Fork River at Watson
See Fig. 140

Site: 75 MA-0015-0075
Historic Name: Hoult Lock and Dam
Current Occupant: Marion Docks coal barge loading facility
Location: Hoult Avenue at Baltimore & Ohio Railroad bridge
See Figs. 141-142

Site: 76 MA-0015-0076
Name: Bridge pier and approach embankment, old alignment of Fairmont, Morgantown and Pittsburgh Railroad
Location: East bank of Monongahela River, opposite old B & O Railroad yards
See Fig. 143

SITE EVALUATIONS

Site: 1
Name: Virginia & Pittsburgh Coal and Coke Company coal mine pit car bridge piers (bridge removed)
Location: Route 250 on Tygart River at Kingmont
Meets Criteria A
Documentation Level: 1
See Figs. 1-2

This site consists of two massive square-cut, regularly-coursed, quarry-faced ashlar sandstone piers, on opposite banks of the river at Kingmont (fig. 1) The piers have a slight batter, and are topped by a protruding capstone. They appear to be in good condition, with some remaining bridge mounting bolts protruding from the tops. These piers supported the Va. & Pgh. C & C Co. pit car bridge, a 440-foot long cantilever deck truss structure which carried mine cars from a tunnel on the north side of the river to the Baltimore & Ohio Railroad loading tipple at Kingmont on the south side. The filled tunnel is clearly visible above the north abutment. (fig. 2) The Kingmont mine was opened in 1889 by Peter Yost Hite. Kingmont grew to a mining village with a population of 400 in 1908. Kingmont coal was a high-quality gas-producing coal, with export markets in Europe and South America. The plant on the Kingmont side of the river included 67 coke ovens. The Kingmont area has been reclaimed, and the tipple was removed in 1973. The piers have likely remained due to their size and construction, and therefore do not appear to be threatened, unless road-widening or highway construction is slated for the area. This site was a significant contributor to Fairmont's coal industry, of which little physical evidence remains. Therefore, these piers are quite literally a monument to coal mining at this site, and should be preserved.

Site: 2
Name: Baltimore and Ohio Railroad bridge
Location: at Jayenne over West Fork River
Meets Criteria C, and D (engineering)
Documentation Level: 2
See Figs. 3-4

The center span of this single-track, multi-span bridge is a skewed pin-connected through-type Pratt truss, and the approach spans are of plate girder deck-type construction. The ironwork appears to postdate the piers, as the bridge rests on concrete pads poured atop the piers. The original portions of the piers are of square-cut, regularly-coursed, quarry-faced ashlar sandstone, and are rounded on their upstream faces. This bridge is of massive construction, and appears to be in good condition. Judging from the condition of the railroad track when visited, this bridge is currently not in use. Although this bridge was designed as a

strictly utilitarian structure, the curved gusset plates in the upper corners of the portals and the patterns formed by the bar lattices give it a decorative quality that is particularly pleasing to the eye. This rail line was constructed by Johnson Newlon Camden in 1890 as the Monongahela River Railroad, between Fairmont and Clarksburg. J.N. Camden, for whom the Jayenne area is named, was a West Virginia Senator. This rail line was constructed in a wave of area railroad expansion around the turn of the century. Camden's goal was to provide rail transportation for the coal mines he owned on the thirty three-mile long "mine-a-mile" stretch of the West Fork River between Fairmont and Clarksburg. The line was sold to the B & O in 1900. Adjacent to the bridge, on the upstream side, are the remains of a suspension footbridge which carried pedestrians from Watson-area coal camps to the streetcar line in Jayenne (fig.4). No particular threat to this site is known, but railroads have a reputation for suddenly demolishing unused or redundant structures. Although we live in an automobile society, the conversion of this bridge into a pedestrian footbridge, as was once adjacent, would provide convenient access between the Watson and Westchester areas. If this bridge is to be demolished, it should at least be photographed using large format photographic equipment, and measured drawings if original construction drawings are not available from CSX Transportation, the present owner.

Site: 3
Name: Consolidation Coal Company mine No.26
Location: West Fork Road by West Fork River
Meets Criteria A
Documentation Level: 1
See Figs. 5, 6, and 7

This site is a partially-reclaimed drift-type coal mine. Only one structure, a small, tan brick, end-gabled, one story garage or machine shop survives (fig.5). It has been stripped of its woodwork and the corrugated tin roof is missing in places, exposing the rafters and the interior to the elements. This site, which stretches for approximately a third of a mile along the south bank of the West Fork River, consists of concrete conveyor portals, assorted scrap metal, abandoned trucks, cranes, burnt-out construction trailers, and heaps of slack and coal mining waste (fig.6). A rusting steel barge loading tipple overhangs the river, the shore of which is lined with half-submerged coal barges in various states of decay (fig 7). This mine was opened circa 1884 by A.Y. Atrill of the New England, Fairmont and Western Gas Coal Company. It was soon abandoned, and purchased in 1894 by the West Fairmont Coal and Coke Company, a precursor to the Fairmont Coal Company run by J.E. Watson. "The New England Mine" as it was called, operated under the F.C.C. and later Consolidation Coal Company until at least 1930. Whatever threats there were to this site have apparently manifested themselves already. There is little to record, and even less worth preserving. The site could yield

some information through archaeological or industrial archaeological field work, but it is unlikely that the rewards would warrant the effort. This site is one of the last vestiges of coal mining in the city of Fairmont, and is associated with the Watson family and the development of Consol. However, due to its condition, it would perhaps better serve the community if reclamation was completed and redevelopement was pursued.

Site: 4
Name: Baltimore and Ohio Railroad bridge piers (bridge removed)
Location: Mouth of West Fork River at confluence with Tygart River
Meets Criteria A
Documentation Level: 1
See Fig. 8

This site consists of two massive, square-cut, regularly coursed, quarry-faced ashlar sandstone piers, close to the opposite banks of the West Fork River. Each pier is topped by a protruding capstone, and has a wedge-shaped icebreaking rampart built into the bottom part of the upstream side. The piers appear to be in fair condition, with some spalling on selected stone blocks, and vegetation growing from them. These piers once carried a B & O Railroad branch line that served Site No. 3, the Consolidation Coal Co. No.26 "New England" mine discussed above, and Nuzum's Sand and Gravel, which was located at the present south end of the Route 250 bridge. These piers likely owe their continued existence to their massive construction. They are threatened with slow deterioration, which has already begun.

Site: 5
Historic Name: Monongahela Valley Traction Company Electrical Substation
Current Name: Monongahela Power Training Center
Location: Thirteenth Street and Virginia Avenue
Meets Criteria A
Documentation Level: 2; possibly 3 in context with Site 6
See Fig. 9

The Substation building is a flat-roofed, two-story tan brick structure with paired windows at the corners and large, square window openings on the long walls. All windows have protruding brick sills, and a shallow brick entablature encircles the top of the building. The building is in excellent, although altered condition. The windows have been altered with bronze-sash, reflective, casement-type replacements, or panelled over. The original doorway has been replaced with an incongrous modern two-story entranceway. The building still retains the appearance of an "industrial style" structure, with a hint of classicism in its entablature. The Monongahela Valley Traction Company also served area coal mines using electric traction. The MVTCo. went through

several expansions and reorganizations, each time emphasizing their growing importance as a public electric utility. This series of expansions resulted in the formation of the Monongahela Power Company in 1947. The Monongahela Valley Traction Company had their trolley car barns located next to this substation, which provided electricity for the operation of their interurban traction service. This building is in use and is obviously well-taken care of by Monongahela Power. If it is to be demolished, or further modified, it should be recorded with large-format photography.

Site: 6
Historic Name: Monongahela Valley Traction Company car barns
Current Name: Valley Distributing (Beverage Warehouse)
Location: Virginia Avenue and Thirteenth Street
Meets Criteria A
Documentation Level: 2; possibly 3 in context with Site 5
See Fig. 10

This structure consists of three long, one-story interurban car shop bays connected at the sides. The shop complex walls are made of brick, with alternating pilasters and bricked-in segmental arches on the sides, as is visible on the Twelfth Street side of the building. A simple shallow cornice composed of bricks which flare out subtly at the top of the wall encircles the building. The strongest feature of the building is the Virginia Avenue facade, which is crowned with three shallow brick pediments, two paired, and one slightly separated from the others by a short stretch of crenellated brick wall. These pediments also have a subtle ornamentation in their brickwork. Eight tall trolley car doors can be clearly seen under the two pedimented shop bays at the north end of the complex. The building is in fair condition, with the greatest alterations in the windows and doors. The site once contained a garage, boiler, sand, and oil houses, and a warehouse. Further alterations are perhaps the greatest threat to this site. The history of this site is linked to that of Site No. 5 above, as it also belonged to the Monongahela Valley Traction Company. These two adjacent sites, when considered together, comprise an intact cluster of interurban traction line structures that are significant not only for their association with the history of the Monongahela Power Company, but by virtue of their function, condition, and proximity. Preservation planning is made more difficult as there are now two owners for these associated sites. Ideally, Monongahela Power could be encouraged to engage in a dialogue regarding preservation with the owners of Valley Distributing, a site linked to their corporate history. The local significance and history of this site may qualify it for a HAER-type recording project if threatened. The car barns enclose large, open spaces which are suitable for a wide range of uses. Adaptive reuse should be seriously considered for this site before demolition.

Site: 7 A-C
Name: Monongah Glass
Location: Twelfth Street and Beltline
Meets Criteria A, D and F
Documentation Level: 3
See Figs. 11-14

The Monongah Glass site consists of three components. The first (A) is a long, narrow, three-story, brick warehouse-type building with a sloping roof and stepped gable ends topped by tile coping (fig. 11). All three floors had tall, multi-pane steel mullion casement windows, but these have been bricked up on the first two floors. A two-story brick addition, with similar windows, is attatched to the rear of this structure. This component of the site is presently occupied by Lee Equipment Repair, who work with hydraulic and lubricating equipment. The structure has been altered, is in fair condition, and is not particularly remarkable architecturally. It is one of two components on site with potential for adaptive reuse. The second component (B) is a very small glassmaking shop directly behind the building described above. This extremely deteriorated structure has no roof, and the brick walls are in danger of collapse. Inside this small building are two small glass reheating ovens, and two machines which appear to be for the automated rotary manufacture of glass vessels (fig 12). With the exception of the modern, operating equipment at the North American Philips light bulb plant, this machinery is the only known glassmaking equipment that survives, in place or otherwise, anywhere in the city of Fairmont. This equipment is threatened by continued exposure to the elements. This component also contains a row of five cylindrical, orange glazed terra cotta raw glass stock storage silos (fig 13). The bins are approximately three stories high, and are built on octagonal concrete bases, and have shallow conical roofs. Doors at the base of each bin lead to a tunnel beneath the bins, where glass stock was loaded onto carts which moved on rails. The bins are threatened by heavy encroaching vegetation, which almost completely obscures them during the summer months. Tile bins or silos are common in agricultural applications, but are unusual in an industrial setting, where these storage shapes were more commonly constructed of concrete, or riveted or welded steel plate. The appearance of this row of bins make them more than an unusual industrial type; they possess aesthetic qualities as well. The third component (C) is a large melt shop building located opposite the tile bins (fig. 14). The melt shop is a large two story concrete frame building with a flat roof topped by two corrugated steel clerestory monitors. No glassmaking equipment remains inside, but an endless bucket-and-chain type raw materials elevator stands at the east side. The melt shop is buried to the tops of the first story windows with trash, tires, and scrap metal. The remains of other structures, including a cylindrical concrete water tower base, an electrical substation, and the slab floors of the main production buildings are located between the standing buildings and Minor Avenue.

Monongah Glass was incorporated in 1903. This large plant, which occupied the land at the foot of 11th, 12th, and 13th Streets produced pressed and blown tumblers and stemware, with plain, needle-etched, engraved and sandblasted finishes. The plant had a capacity of 142,000 items every twenty-four hours, and markets in the U.S., Canada, Mexico, Australia, and South America.

Glassmaking was one of the most important industries in Fairmont. Of the dozen or more historic glassmaking concerns located in the city, evidence of only three survive to this day- Columbia Glass, Owens-Illinois, and Monongah. Far more survives at Monongah Glass than at any of the three remaining sites. Considering how little of Monongah Glass itself remains, the three features described above are precious evidence of glassmaking in Fairmont, and should be given high priority as a historic industrial site. The presence of glassmaking machinery and the unusual tile bins give added significance to the site. Efforts to clear brush from the site and stabilize the glassmaking machinery should be undertaken. A HAER-type recording should be made of this site before it deteriorates any further.
Unfortunately, far too little remains for listing to the National Register of Historic Places, and recognition must be the responsibility of the community.

Site: 8
Historic Name: Fairmont Box Company
Current Name: Recycling facility
Location: Twelfth Street and Beltline
Meets Criteria A
Documentation Level: 3
See Fig. 15

The Fairmont Box Company is physically attatched to the Monongah Glass melt shop described above. Fairmont Box was a producer of custom corrugated fiber boxes and packing materials for glassware and other items. During the Second World War, Fairmont Box was a manufacturer of custom packing crates and food containers, and a supplier to other wartime industries. The factory closed in 1981. The Fairmont Box Company should be considered part of the Monongah Glass site historically as well as physically. It is in fair condition, with a small attatched three-bay garage the only modification. The Box Company is a four story concrete frame warehouse-type building, with large steel-mullion windows, many of which are broken. The reinforced concrete slab floors are supportd by cast concrete mushroom-type columns. A simple ornamentation system gives the building a streamlined appearance. The walls exhibit a strong rythmic pattern of alternating concrete beams and pillars, and windows supported by wide brick sills. This clear expression of the building's concrete frame is contrasted by the brick corner towers, with their square pediments, protruding cornices, and decorative rectangular brickwork panels surrounding

the windows, which vary in arrangement from side to side. An external corrugated tin-clad elevator is attatched to the east side. The Fairmont Box Company is an attractive example of transitional American warehouse architecture which expresses its method of construction yet clings to vestiges of ornamentation. This building is a big, square, powerful structure, and unusual in Fairmont for its architectural style. This building adds considerably to the significance of the Monongah Glass site. The Fairmont Box Company building is extremely adaptable for storage or light manufacturing, and should be considered for possible adaptive reuse. This building was no doubt quite attractive when new, and could benefit greatly from renovation. This site suffers from an accumulation of tires, junked cars and scrap metal, and should be cleaned up. The building should be incorporated in the documentation and preservation of the entire Monongah Glass site.

Site: 9
Name: Fairmont Wall Plaster Rail Dock
Location: Minor Avenue between Tenth and Eleventh Streets
Meets Criteria A
Documentation Level: 1
See Fig. 16

This rail unloading dock, or trestle, is the last evidence of the Fairmont Wall Plaster Company, which manufactured plaster and artificial stone tiles and facings. The dock is approximately one hundred yards long, and lies parallel to Minor Avenue. The dock consists of two parts, an approach trestle, and a storage bin. The trestle is an elevated railroad track resting on a timber deck which is supported by massive poured concrete piers connected by horizontal concrete beams. Railroad hopper cars were pushed over this trestle to the storage bin, a crude timber-sided material storage hopper. Fairmont Wall Plaster consumed quantities of sand, gypsum, cement, and other aggregates, some or all of which passed over and through this structure. The concrete piers and timber decking of the trestle are in fair condition, but the storage hopper appears to be in imminent danger of collapse. This dock structure currently restricts access to a large, flat parcel of land in Fairmont's most densely industrialized area.

Site: 10
Historic Name: Aultman Steam Pump Company
Current Name: Aultman Pump Company
Location: Tenth Street between Chamberlain and Minor
Meets Criteria A, C
Documentation Level: 1
See Fig. 17

The Aultman Pump shop is a one-story, L-shaped, red clapboard structure with additional false-brick tarpaper and white aluminum siding on a small shed addition. The shop is lit by large 9/9

windows, and has a large sliding door to facilitate the movement of heavy equipment in and out of the shop. The shallow gable roof is sheathed in grey asphalt shingles. The roof is supported by steel trusses. The Aultman shop manufactured centrifugal and reciprocating mine pumps, and now rebuilds and reconditions pumps for area mines and industries. The Aultman name has a long association with coal mining equipment in Fairmont; J.G. Aultman was the superintendant of machinery for the Watson's Fairmont Coal Company circa 1903, and figured in the development of mine haulage equipment which was marketed by the Jeffrey Manufacturing Company. The Aultman Pump Company building, with its additions and mix of building materials is a simple example of the organic evolution of a small industrial building. The significance of this site lies in its association with J.G. Aultman, an inventor of mining equipment, and the perpetuation of the Aultman name to this day.

Site: 11 A-L
Historic Name: Fairmont Mining Machine Company
Current Name: Helmick Foundry
Location: Tenth Street and Minor Avenue
Meets Criteria A, C, D and F
Documentation Level: 2
See Figs. 18-30
See Plant Diagram

The Fairmont Mining Machine Company site consists of twelve separate component structures, labeled A through L. Component "A", built in 1914, is the FMMCo. (now Helmick) Administration Building (fig.18). The Administration Building is a square, three-story, brick structure, formerly flat-roofed, with a gently-sloping gable roof addition. The windows on the entrance facade are arranged in three pairs, with an extra window over the front entrance, a stucco addition with glass block windows. A brick work cornice wraps around the top of the building just below the tops of the walls, and brick "eyebrow" lintels decorate the tops of the windows, which are single-pane, double-hung type. A narrow belt course divides the second and third stories. The building is in use, and in average condition.

Component "B" was a FMMCo. warehouse, and now serves the same function for Fairmont Supply, a coal mining supplier (fig.19) The warehouse is a long, narrow, two-story, brick and metal-walled building with an office at one end, and a loading dock at the other. The building is U-shaped in plan, with a loading dock area in the alley, and a row of single-story wooden storage sheds making up one leg of the U. The windows and siding have been substantially modified, and the building is in use.

Component "C" is referred to as the Engineering Building by Helmick and was constructed in 1956 (fig.20). The Engineering Building is a long, rectangular, flat-roofed, two-story yellow

brick building with steel-mullion casement windows and pilasters between the windows. This building has a large, open drafting room, and a 17'x29' drawing vault on the second floor, supported by a heavy reinforced concrete floor. The building is unused, and in fair condition.

Component "D" is actually four attatched structures which were constructed between 1916 and 1954 (fig.21). These buildings are referred to as the old Machine Shop, and Structural Shop. A boiler house is also included in the complex (fig.22). The structure consists of two large, masonry-walled, single-story rectangular shop buildings connected at the side by a roofed-in alley. These buildings are in poor condition, with collapsing roofs and heavy water damage. The boiler house formerly supplied the entire FMMCo. site with heat and hot water. Helmick intends to demolish this building, as it presents a safety hazard.

Component "E", referred to as the "R & D" building, was built in 1930 (fig.23). The R & D building is a two-story, tile-block walled, corrugated tin roofed building with stepped pediments on the end walls, topped by a tile coping. Windows are steel-mullion, casement type. Prominent pilasters mark the corners, and separate the windows. The open shop space on the first floor, and the office spaces on the second floor are used for foundry pattern storage. The building is in fair condition.

Component "F", referred to as the Assembly Building, consists of two long, single-story, brick and corrugated metal-walled shop buildings connected at the sides by a roofed-in alley (fig.24). The older shop was constructed in 1916, and the later, metal-clad shop was built in 1962. The two buildings combined cover 1 1/3 acres. The older shop measures 313 feet x 124 feet, and has an elaborate timber support and roof truss system (fig.25). The 1916 shop has a central gabled, windowed roof monitor, segmental-arched windows with 6/6 double-hung wooden sashes, brickwork panelling on the side walls, and a small protruding, cross-gabled tower at one end (fig.26). These shops were used by FMMCo. for the fabrication of mining equipment, and are equipped with two fifteen-ton, six two-ton, and two five-ton cranes. The exterior of the shop is served by two twin-beam travelling cranes, a fifteen-ton, and a twenty-ton Niles crane (fig.27). During the mid-1980s, the Helmick corporation renovated these shop buildings for the production of finned heat exchangers. Currently the buildings are vacant, and in fair condition.

Component "G" is an L-shaped, single-story, tile-block, flat-roofed garage with five roll-type garage doors on one wing, and six on the other (fig.28). The garage appears to be in fair condition, and is not in use.

Component "H" is referred to as the Carpenter's, or pattern shop (fig.29). This component is a small, one-story, gable-roofed,

cinder block structure with pilasters and steel-mullion windows. This building is not in use, and is in very poor condition.

Component "I" is a large, rectangular, single-story shop building (fig.30). This building is daylit by walls and a square roof monitor that are almost entirely composed of multi-pane, steel-mullion windows. The prism of the shop is terminated on one end by a blank wall, and on the other by a square, modern two-story structure.

The Fairmont Mining Machine Company was progressive in the development and manufacture of mechanized coal cutting equipment in the 1890s, and made the Fairmont coal field a leader in mechanized coal loading. FMMCo. was likewise a leader in the mechanization that swept coal loading technology in the 1930s and 1940's. FMMCo. underwent a major expansion in 1916, when contractor Holbert & Spedden constructed the large shop "F", and the "Old Machine Shop", building "D". FMMCo. employed 260 hands after the expansion, and was reputedly the largest concern of its type in the state. FMMCo. had a national market for its mine cars, coke oven larries, tipples, screens, elevators, conveyors, buckets, belts, cages, chutes, endless-rope car haul systems, specialty mining castings, and many other mining-related products. By the 1960's, FMMCo. began to sell or lease parts of their complex, and the chronology and geography of ownership becomes complicated. Tenants and owners from 1961 and into the Helmick period, which began in 1981 include: Galis Electrical and Machine Company, A.M. Byers Company, Browning-Ferris Industries, the FMC Corporation (no connection to FMMCo.), General Erection and Fabrication, and the Caldwell & Parks Construction Company. The Helmick Corporation moved their administrative offices from the small office building at their Eighth Street site to the larger FMMCo. office building. Helmick's most ambitious use of the site was the refurbishing of building "D" for the manufacturing of finned heat exchangers. This attempt at diversification was short-lived, and the building is now vacant. Helmick uses a few of the buildings for foundry pattern and miscellaneous storage, but all buildings now suffer from varying degrees of neglect. Some should be demolished, however, several are still candidates for adaptive reuse.

Site: 12 A-B
Name: Helmick Foundry
Location: Eighth Street between Virginia Avenue and the Beltline.
Meets Criteria A, C, and D
Documentation Level: 2
See Figs. 31-32
See Plant Diagram

The Helmick Foundry Eighth Street site consists of two major structures, an office building, and a series of connected shop buidings. The office building is a small, rectangular, one story,

flat-roofed, red brick structure (fig.31). The roof line is irregular, with protruding corners and a stepped pediment, capped with a tile coping. A shed-roof awning shelters a short flight of steps which lead to the front door. All first floor windows are single-pane, double-hung wooden sash type, with rough stone sills. A decorative band of protruding bricks runs around the upper walls, and outlinines false lintels accross the tops of the windows. Bricks are also used for decorative panel work on the entrance facade. A short brick chimney rises from the rear of the building. The basement is exposed on the east side, and lit by square two-pane windows with stone sills.

The foundry building contains original components which have been largely hidden by the expansion of the plant (fig.32) Visible from the storage yard are the original blacksmith and machine shop buildings. The blacksmith shop, now the pattern shop, is a long, medium-pitch gable-roofed structure with brick endwalls, corrugated metal side walls, and a windowed roof monitor. Attatched to the blacksmith shop is the original machine shop, now also used for grinding flashing and imperfections from raw castings. The machine shop is actually two buildings, one a small brick-walled building with a monitor atop a shallow sloping roof, and the other one much larger, with a simple, steeper gable roof. The latter structure was the original foundry, and housed two cupola furnaces for melting raw pig iron and alloying agents.

The foundry complex was enlarged to the north and the south. In 1963, a large metal-sheathed machine shop was constructed to the north of the original machine shop, and in 1976 the two buildings were connected by a metal-sheathed shipping and receiving building. The machine shop building was expanded to the south in 1972, when the new foundry and cast house was constructed. The cupola furnaces were replaced by a two-ton tilting electric-arc melting furnace (EAF), and a raw metal storage shed was built adjacent to the furnace. Casting sand towers and a particulate emissions baghouse rounded out the early 1970's improvements.

The Helmick Foundry Corporation began in 1868 at a location across the River in Palatine, near the present location of Water Street. Captain Nathaniel D. Helmick produced farm implements, plow points, stoves, and jobber castings. Undocumented sources claim that the McCormick reaper was assembled in proximity to the foundry, and that Helmick supplied castings for the machine. The Helmick foundry grew to become a primary supplier of castings for bridges, railway, and coal preparation equipment in the Fairmont region. The Palatine foundry burned in 1891, and Helmick relocated to the Eigth Street site approximately 1901. During the early Twentieth century, Helmick established itself as a producer of specialty castings for the coal mining industry throughout the Ohio Valley region. The Helmick Corporation was able to avoid the downturn in the coal mining castings market by developing a line of specialty-alloy, abrasion-resistant ash-and clinker handling

replacement parts for coal-fired power plants, with markets in the U.S. and Canada. Helmick expanded in the 1960's and 1970's, taking over much of the Fairmont Mining Machine Company site on Tenth Street (site 11). Production at Helmick has retrenched to the Eighth Street site, with only the administration building at Tenth Street still occupied by Helmick personnel. The structures at the Eighth Street site are in good, but modified condition. Much inventory is stored out-of-doors, giving the illusion of clutter.

Site: 13
Name: Baltimore and Ohio Railroad bridge
Location: Monongahela River at Gaston Junction
Meets Criteria A, B, and D
Documentation Level: 2
See Fig. 33

The Baltimore and Ohio's Gaston Junction bridge is the site of the historic 1852 rail gateway into the city of Fairmont. The present bridge consists of three 205-foot skewed Warren through truss spans with verticals. The deck of the bridge is wide enough to acommodate two tracks, and an ample timbered walkway. The Piers and abutments are constructed of square-cut, regularly-coursed, quarry-faced ashlar sandstone blocks, and are topped by a protruding capstone. The river piers have rounded ends, and are composed of a capstone, and four distinct drums which increase in size toward the bottom. Although this particular rail line has been downgraded in recent years, this bridge still carries at least one heavy unit coal train per day. This bridge is important as an engineering work, but is also significant as a component of the original B&O Main Line from Baltimore to Wheeling. The first bridge at this site was a Fink truss, which was destroyed during the Civil War. A second Fink truss was constructed to replace it, and in 1908 the present bridge was erected. Both early Fink truss bridges rested on the abutments and piers in use today.

Site: 14
Historic Name: Bakery
Current Name: Oak Casualty Insurance
Address: 736-738 Gaston Avenue (at corner of Eighth Street)
Documentation Level: 1
See Fig. 34

The bakery building is a two-story, flat-roofed, yellow brick structure with 1/1 windows, which are paired in three sets on the second story of the Gaston Avenue facade. A simple shallow protruding course of bricks encircles the building above the second story windows, and each window rests on a protruding sandstone sill. A smaller attached frame wing or addition is at the rear. The first story of the street facade was bricked up in 1970; this was likely originally a plate-glass storefront. A simple metal awning runs the width of the first floor. With the exception of these

alterations, the bakery building appears to be in good condition, and is used as an insurance company training center.

Site: 15
Historic Name: Fairmont Mattress Company
Current Name: J.H. Snider Furniture
Address: 707 Church Street, shop at rear (Glen Avenue)
Documentation Level: 1
See Figs. 35-36

The Fairmont Mattress Company site is located in a residential neighborhood, and consists of two components, a store or showroom, and a workshop and warehouse. The store is a one-and-a-half-story, end-gabled white clapboard structure with a row of blanked-off windows with ornate milled surrounds on the sides (fig.35). The street facade has a "wild west" appearance due to the high, stepped front wall which protrudes above the roof line. The attic is lit by a cluster of three tall one-over-one windows grouped under the square pediment at the front. The first story storefront is composed of two large single-pane windows with three-panel transom windows above. These windows flank a deeply-recessed door, which is accessed by a short flight of concrete steps. The rear of the store building appears to be a small unused residence, that has fallen into disrepair. The workshop/warehouse building is a two-story, flat-roofed, brick building attatched to the rear of the store (fig.36). The tops of the walls are capped by a tile coping, and a cornice of protruding rows of bricks adorns the Glen Avenue facade. Few windows appear on the first floor, but the second floor is lit by a row of tall, evenly spaced windows with segmental arch tops and protruding brick sills. Some of these windows have been blocked off. A wide loading door is also topped by a segmental arch. Both of the buildings on this site are in fair to good condition, and do not appear specifically threatened. Fairmont Mattress began manufacturing at this site ca. 1880, and made mattresses, box springs, beds, and cushions. Historically, the function of this site has remained consistent. The longevity of this manufacturing and sales site is even more remarkable given its residential location.

Site: 16
Name: North Pole Ice Company
Address: 614 Gaston Avenue
Documentation Level: 1
See Fig. 37

The North Pole Ice Company consists of two long, parallel, attatched, end-gabled structures with shallow-pitched roofs and brick walls. The gable-end street facades consist of brick walls with stepped pediments capped by a tile coping. The retail storefront facade is flush with the sidewalk, and the storage

building facade is set back from the street to create a loading dock area protected by an overhanging awning. The buildings in this cluster date from 1925 to 1955. The site is of no particular architectural significance, and has seen numerous additions and modifications over time. The site is in use, and in good, but altered condition.

Site: 17 A-B
Historic Name: Fairmont Grain and Milling
Current Name: Fairmont Board of Education School Bus Barn
Location: Seventh Street between Virginia Avenue and Beltline
Meets Criteria A
Documentation Level: 2
See Fig. 38

The Fairmont Grain and Milling site consists of two components, a small office building (A), and a larger grain milling and storage building (B). The office building is located at the corner of Virginia Avenue and Seventh Street. It is a one-and-a-half story brick gable-end building with segmental-arch topped windows, and a grey asphalt shingle roof. The triangular area under the eaves on the entrance facade is sheathed in wooden shingles, with a circular "wagon wheel" attic vent. A shingled awning shelters the front steps. Several hundred feet east of the office building is the grain mill. The mill is a three-and-a-half story, tan brick, end gabled structure with the roof ridge parallel to Virginia Avenue. The end facades are topped by stepped pediments with a tile coping. Most of the windows are topped by segmental arches. The window arrangement clearly indicates the floor levels, but does not follow a regular pattern. A random arrangement of smaller windows at different heights, blank areas, and tall upper story loading doors all suggest the location of interior machinery and the handling of materials, and therefore the industrial nature of this building. A long, one-story rectangular wing extends from the windowless east side of the building. This wing appears to be original, although it has been converted into a school bus garage. Further garage and maintainance space in the form of a series of small rectangular, one story concrete block additions have been added at the north side of the mill. The entire site is in good condition, and is used and maintained by the city of Fairmont.

The mill was constructed for the Miller-Clark Grain Company circa 1903, and later became Fairmont Grain and Milling. The site once included outdoor steel grain bins. Fairmont Grain and Milling milled flour and animal feeds for local farmers, and sold baled hay. This site is important as an unusual surviving example of an urban agricultural supplier and merchant in Marion county, where agriculture, although not as significant as mining, also played an economic role. This site should be investigated further for any mechanical or technological remains relevant to grain milling.

Site: 18
Historic Name: Standard Oil Company of New Jersey Tank Farm Station
Current Name: Water Works and Industrial Supply Company
Location: Seventh Avenue at Beltline
Meets Criteria A
Documentation Level: 1
See Figs. 39-40

This site consists of two rectangular, one-story, flat-roofed, brick buildings with poured concrete foundations, and brick walls capped with a tile coping. The brick has been patterned to give the buildings a classical appearance, with heavy pilasters at the corners, and a flaring cornice encircling the top of the buildings. The buildings were lit by large multi-paned steel-mullion windows, most of which have been bricked over. The buildings date from at least 1902, when they were associated with the servicing of Standard Oil oil and gas wells and the collection and storage of oil from area well fields. At the turn of the century, the large building (A) housed tanks and served as the wagon shed, and the small building (B) was for pipe storage. The last tanks of the tank farm which consisted of five large and ten small tanks was demolished in 1987. The tank farm was located between the two buildings and the Monongahela River. Except for want of paint, and the bricking in of the windows, both buildings are in good condition, and currently serve an adaptive reuse quite similar to their original use. Building "B" is now used for water pipe storage. This site was deeded to Exxon in 1973, and to the present owners in 1977. This site is significant as it is associated with the development of area petroleum resources, and the relationship of those resources to larger oil companies outside the region, in this case The Standard Oil Company of New Jersey, and Exxon.

Site: 19
Name: Well's Flower Shop
Location: Center Street at Church Street
Meets Criteria D
Documentation Level: 1
See Figs. 41-42

The Well's Flower Shop site consists of a shop/residence structure, and adjacent greenhouses, which were built ca. 1946. The site is adjacent to the rear of site 15, and is located in a residential neighborhood. The shop/residence structure is a rectangular, two-story, flat-roofed building with large square and rectangular multi-pane steel-mullion windows and white stucco walls capped with a tile coping (fig.41). The presence of two doors and wide, full-height windows on the first floor may indicate the location of the flower shop. The second story is a residence, and features "Bauhaus" type windows which wrap around the corners. The building was converted to residential occupancy in 1956. Behind and

to the side of the shop/residence are two greenhouses, and foundations and flat areas which indicate that other greenhouses once stood at this location (fig 42). The standing greenhouses appear to be in partial use, and are unusual surviving examples of structures related to commercial floriculture in Fairmont. At least one other greenhouse complex was located in the Locust Street area, the 25,000 square-foot facility of H. Glen Fleming, located at Seventh Street and Locust. Wells currently operates a florist's shop on Locust Avenue.

Site: 20
Name: Fourth Street Bridge
Location: Fourth Street crossing Benoni Avenue and Coal Run
Meets Criteria C, D
Documentation Level: 2
See Fig. 43

The Fourth Street bridge is a reinforced concrete-beam bridge which carries Fourth Street over Benoni Avenue and Coal Run. The original abutments of the bridge are constructed of horizontally-coursed, quarry-faced ashlar limestone blocks, which have been covered or replaced with concrete. The bridge is supported by three sets of concrete-beam units composed of four vertical piers, tied by two tiers of gusseted horizontal beams on all four sides. The stretches of concrete beam between the supporting piers take the form of shallow segmental arches. This bridge dates to at least 1919. The concrete is deteriorating in places, otherwise the bridge appears to be in good condition, and is in use.

Site: 21
Historic Name: Imperial Ice Cream
Current Occupant: Chem Quick
Address: 525 Virginia Avenue
Documentation Level: 1
See Fig. 44

Imperial Ice Cream was built in 1925, and consists of a rectangular, one story, flat-roofed brick building with large square multi-pane steel-mullion windows. A simple set of steps with a pipe railing lead to the front door. Additions have been made to the building, with a roll-door garage to the left, and a conventional door garage at the right. Historically, this site was a distributor of ice, ice cream, and beverages. This site is in fair condition, and of no great architectural significance.

Site: 22
Historic Name: Marion Bag and Paper
Current Use: Residential-Apartments
Address: 417 Virginia Avenue

Documentation Level: 1
See Fig. 45

The building at this address appears to be so severely altered from its original form that it is difficult to tell if it is indeed the original Marion Bag and Paper Company, which was constructed circa 1930, and made bags and wrapping paper. The building is in good condition, and it serves as a residence. Considering the peripheral nature of the historic product of this Company, and the dubious history and modified appearance of this building, documentation at the survey level is sufficient for this site.

Site: 23
Historic Name: Fairmont Brewing Company
Current Occupant: Gwynn Tire Service
Location: Virginia Avenue at the foot of Fifth Street
Meets Criteria A, D
Documentation Level: 4
See Figs. 46-48

The Fairmont Brewing Company is a complex cluster of attatched, flat-roofed brick and masonry buildings. The site can be described in terms of two elements, a large, tall, central red brick brewery building, and several smaller additions which surround it. Some of the additions contribute to the site as they express the evolution of the brewery and its functions. The additions which are clustered around the central brewery building are, for the most part, in poor condition, and detract from the appearance of the site. The most visible, and important element at this site is the large brewery building. The brewery building consists of three rectangular masses, two of which front onto Virginia Avenue, and a third, which rises behind them. All three components rise to different heights. This main cluster is constructed of red brick. The fenestration and ornamentation, as well as the orientation of the building to the level of the street, make description of the building in terms of stories difficult. The brewery is an example of "Pennsylvania brewery"
style architecture in its shape, massing, and Romanesque windows and brickwork. Multiple sets of grouped tall, narrow, or short arched windows, protruding brick belt courses and panel work, and a machicolated brick cornice are included in the scheme of the facades. An elaborate central stepped pediment with a cartouche bearing the inscription "1900" rises from a pair of pilasters on the high facade which sits back from the street. All windows that originally contained panes have been bricked in or boarded up, except for the two that flank the present loading dock. The building has been modified. A blank brick story was added to the taller of the two forward facades, with two blank arches added as a concession to the windows on the lower part of the facade. This addition, although somewhat unsympathetic to the existing

architecture, was made by the brewery. The modifications made to the building to facilitate its current use are extremely unfortunate. A row of six garage and entry doors of varying dimensions have been punched into the first floor of the street facade. Steel I-beam lintels over the garage door openings remain exposed where the brick work was chipped away to accept them. These openings have damged the decorative brickwork, violating the continuity of pilasters and windows. The piers beneath the large entrance arch have been broken away to widen the area where the front steps were once located, which has been filled in with concrete blocks to create a loading dock. A garage, painted a bright white in contrast to the dark red brick of the brewery, is attatched at the side. The sidewalk is littered with stacks of tires, and automobiles are repaired in the open.

Fairmont Brewing Company was built ca. 1900. During prohibition, Armour Packing Company, Marion Ice, and Nabisco also occupied this site. A small, isolated garage building on the site was later occupied by Kisner Lumber and Sheet Metal, and currently serves as construction equipment repair shop. The Fairmont Brewing Company is an extremely building for the state of West Virginia. The Romanesque-style brewery so common to Pennsylvania is less common in West Virginia. Fairmont is on the geographical periphery of this style of brewery architecture, which can also be seen at the Reymann, and Schmulbach breweries in Wheeling. This building is one of Fairmont's true architectural treasures, and should be nominated to the National Register of Historic Places based on its architectural significance. Due to the manner in which the building has been treated, however, it is questionable as to wether it would be eligible in its present condition.

Site: 24
Historic Name: Monongahela Valley Traction Company Freight House
Current Occupant: Davis Maytag
Address: 502-504 First Street
Meets Criteria A
Documentation Level: 2
See Fig. 49

The Monongahela Valley Traction Company freight house is a rectangular, three-story, flat-roofed, brick building with an elaborate overhanging wooden cornice with a wide fascia board and dentil moldings. A narrow horizontal brick belt course at the sill line of the second floor windows separates the ground floor from the upper floors. The south facade has no cornice. The aesthetic appeal and functional expression of this building is apparent in the arrangement of its many types and sizes of windows and doors. The upper story windows are mostly single-pane, double-hung type, with thick stone lintels, and narrow stone sills, and are typically grouped in pairs. On the east and west facades, the windows are vertically aligned, but located off-center on the walls. On the

First Street facade, the rythm of the upper story windows is broken by a pair of vertically-stacked, multi-paned windows with massive stone sills. These may have served as loading entrances for the upper floors. The upper story windows on the south facade are smaller, and of varying proportions, with stone lintels and sills. The ground floor facades are particularly expressive of the building's function as a warehouse and transloading facility. On the Fairmont Avenue facade, a loading dock with double swinging doors is located at the corner. The First Street facade consists of a horizontal row of four small rectangular windows high on the wall, three four-pane single-hung sash windows, and a wide loading dock with double freight doors with diagonal tounge-in-groove panelling. and a multi-pane transom. This was evidently the door used to load and unload the streetcars, as rails and crossties are pushing through the pavement. The freight house was constructed in 1927.

Fairmont is fortunate enough to have several surviving buildings associated with the development of electric traction and the formation of the Monongahela Power Company, the substation (site 5), the car barn (site 6), and the freight house, which is perhaps the most unusual of the three. The Monongahela Valley Traction Company offered parcel and small less-than-carload rail freight shipment service to the communities on its lines, a sort of "United Parcel Service on rails". Although it is not physically connected to the Virginia Avenue MVTC sites, the presence and association of all three sites constitutes a significant group of transportation and utility-related structures in Fairmont. This significance should be taken into consideration for all three sites, which should really be considered as a whole in terms of preservation. The freight house is in good condition, and is occupied by an appliance repair service.

Site: 25
Historic Name: Fairmont Avenue Bridge-South Side Bridge
Current Name: Old Fairmont Avenue Bridge piers
Location: Fairmont Avenue over Coal Run
Meets Criteria C, D
Documentation Level: 1
See Fig. 50

The four poured, reinforced concrete piers which support the present Fairmont Avenue bridge are all that remain of the original 1918 bridge. The piers are 63 feet tall from the bottom of their footings to the original top. Their height has been increased by several feet by the addition of concrete pads. The piers have a slight batter, flaring toward the bottom. The tops are marked by a protruding pad with a bevel on its upper surface. A smaller protruding course appears a few feet below. The point at which the piers begin to flare outward is marked by a beaded corner set into a chamfer, which extends to the base of the piers.

The bridge which originally rested on these piers was a 435-foot long, three-span, reinforced concrete, open-spandrel arch bridge with elaborate cast concrete balustrades and ornamental lamposts. The Fairmont Avenue bridge was an early product of Frank Duff McEnteer's Concrete and Steel Engineering Company, which also designed the Fairmont High Level (Jefferson Street) bridge (site 32). McEnteer was an early user of reinforced concrete in bridges and engineering structures. The John F. Casey Company of Pittsburgh began construction in September of 1917, and the bridge was officially opened on Thanksgiving Day, 1918. In 1963, the lampposts, railing, and sidewalk were replaced, and more recently the entire superstructure was replaced.

Anthony Bowen, former Mayor of Fairmont, said of McEnteer's work in the 1919 Fairmont City Report: "No man can be mean who lives constantly alongside of a truly great and good character and no city can be dirty, ill-kept and dilapidated that has such splendid models as our two concrete viaducts. Fairmont may become justly famed in the near future as the City of Magnificent Bridges." Fortunately, site 32, the High Level Bridge, remains. Unfortunately, the only remains of the Fairmont Avenue bridge, a "mini-High Level bridge" from a historical and structural standpoint, are the four piers.

Site: 26
Historic Name: D.L. Shott's Tin Shop
Current Occupant: North Central West Virginia Community Action-workshop
Address: 415 Monroe Street
Documentation Level: 1
See Fig. 51

D.L. Shott's Tin Shop is a one-and-a-half story, tin-roofed, vertical board-and-batten walled barn-like structure with a steeply-sloping roof with deeply overhanging eaves. The Monroe Street facade has a hayloft with french doors on the second story, and a wide sliding door which opens onto a concrete apron. The roof trusses are a combination of wooden beams and wrought iron rods with turnbuckles. Two of the trusses appear to have been augmentented with additional iron rods. The Shott Tin Shop performed auto body and sheet metal work, as well as oven repairs and heating ductwork. The building is in good condition considering its age and construction, and is in use.

Site: 27
Historic Name: Consolidation Coal Company Office and Coal Analysis Laboratory
Current Occupant: North Central West Virginia Community Action-offices
Address: 215 Scott Place

Meets Criteria A, C
Documentation Level: 2
See Fig. 52

The Consolidation Coal Company office and Coal Analysis Laboratory is a three-story, rectangular, flat-roofed, red brick building with a horizontal sandstone belt course at the tops of the first story windows, and an overhanging wooden cornice at the tops of the third story windows. The windows are single-pane, double-hung type, with sandstone sills. This building was constructed by the Consolidation Coal Company in 1916 as an office building, and for the company coal analysis laboratory. Samples from various Consol mines were periodically brought here for testing in order to determine the levels of ash, sulfur, volatiles, and fixed carbon. This information allowed the company to coordinate the mining and marketing of coal from many mines and seams, which varied in chemical composition. The building was converted to apartments in 1946. This is an extremely significant building for its associations with the Consolidation Coal Company. Considering the lack of actual mine remains, and the limited number of surviving mine owner's homes, the survival of this unique office building is fortuitous. The exterior building is in good condition, however the interior has been gutted for offices by a local community action agency.

Site: 28
Historic Name: Bell Telephone
Current Occupant: Chesapeake & Potomac Telephone
Address: 20 Monroe Street
Meets Criteria A
Documentation Level: 1
See Fig. 53

The Bell Telephone building consists of two attatched structures, the original three-story building, which was constructed in 1916, and a newer two-story exchange addition. Both have flat roofs and are constructed of tan brick. The new addition is windowless, with ventilation louvers, and vertical strips for ornamentation. The original building has a horizontal belt course between the first and second story windows, and an ornate stone cornice just below the top of the walls. Rows of protruding brick are used in a subtle ornamentation scheme. These rows appear at the corners, at the top of the walls, and above and below the stone belt courses. All windows are 6/6, double-hung type. On the Monroe Street facade, the rows of five windows are grouped into three bays, with three windows clustered in the center. At the corner of Monroe and Ogden streets, the words "Bell Telephone" are spelled out vertically in white tiles set into the brick. The first floor entrance, located on the Monroe Street facade, has been modified. A small window has been bricked in, and the main entrance, which spanned the from the sidewalk to the first belt course, has been

filled in with reflective glass windows set into a brick surround. A smaller granite entrance is now located to the right. The telephone exchange is now operated by Chesapeake & Potomac Telephone, and is in good condition.

Site: 29
Name: Watson Building
Address: 301-311 Adams Street
Meets Criteria A, C, and D
Documentation Level: 4
See Fig. 54

The Watson Building is an eight-story, steel-framed, light gray sandstone office building with a flat roof. The Watson Building was built in the neo-Italian Renaissance style, which was made popular by the architects of the early "skyscrapers" of New York City. The building is tripartite in scheme, resembling a classical column in its ascending sequence of base, shaft, and capital. The base consists of walls with a heavy, stylized horizontal rustication, with large tall, wide arched windows with volute keystones. The window panes are elaborate, with a band of smaller panes running around the edge of the large inner panes, echoing the shape of the arches. The transition from the base to the shaft is marked by a projecting belt course. The shaft consists of the second through sixth floors, with stacked rows of paired windows aligned over the first floor arches. The corners are decorated with staggered quoins. The shaft portion of the building is interrupted only by a smaller belt course above the second floor. Above the sixth floor, another belt course marks the transition from the shaft to the capitol. The seventh and eighth floor windows are grouped under arches with volute keystones, which are divided by Doric pilasters. The top of the capitol is marked by an overhanging cornice with dentil moldings.

The construction of the Watson Building began on October 6, 1909. The architect was Horace Trumbauer of Philadelphia, who also designed the Watson mansion, High Gate. The initial contractor was the Fuller Company of New York, which failed to perform and was replaced on September 22, 1909 by Miller and Sons of Pittsburgh, which also built High Gate. The building was constructed on the site of an early Fairmont industry, a lead shot manufacturing tower. The completed building was opened on June 23, 1911. When completed, the tower was the tallest building in Marion County, a distinction it still holds today. The Watson Building has a basement and sub-basement, and boasted a three-room penthouse on the top floor. Large safes were installed in the basement, and on the second floor.

The Watson Building was the Operating Offices of the Consolidation Coal Company, who occupied the fourth through the eighth floors. These offices included those of the employment,

legal, transportation, by-product coal, purchasing, auditing, power and mechanical, executive, and engineering departments. The second and third floors contained the gas, traffic, engineering, railroad, and auditing departments of the Monongahela West Penn Public Service Company, another Watson concern. Also ensconced on the third floor, between the offices of their two empires, were the executive offices of the Watsons themselves, Clarence W., George T., James E., and Sylvanus L. Watson. The first floor housed the First National Bank of Fairmont, on whose Board of Directors the Watsons figured prominently, Watson-Fleming Real Estate, Watson Company Real Estate, the South Side Land Company, the Consolidation Coal Company mail room, and Hatfield's Cigars and Tobacco, Millar R. Hatfield, Proprietor.

The Watson Building is perhaps the most significant, and certainly the most visible of structures relating to Fairmont's coal heritage. It is where the Watsons, Fairmont's most important coal barons and benefactors, directed the operations of their mining, utility, and real estate empire. The Watson Building is significant as a symbol of the coal industry in Fairmont, and of the development of the far-flung Consol of today. The Watson Building is also significant architecturally. It is a classic example of a highstyle, neo-Renaissance, turn-of-the-century office building, designed by a "big city" architect. There is nothing else like it, in terms of size or quality, between Wheeling and Charleston. The Watson Building is in excellent condition. It has miraculously survived the fates which have befallen other Fairmont commercial landmarks, which range from permanent disfigurement by insensitive first-floor "improvements", to outright demolition. The Watson Building is a highly eligible candidate for listing to the National Register of Historic Places, a preservation option which should be pursued.

Site: 30
Historic Name: West Virginia Electric Corporation
Current Occupant: Factory Outlet
Address: 739 Merchant Street
Documentation Level: 1
See Fig. 55

The West Virginia Electric building is a one-story, flat-roofed rectangular structure. The walls are constructed of a glazed tile block, which has been left bare at the sides and painted over on the street facade. The walls are topped by a tile coping. The building is lit by a row of small square windows located high on the sides. The street facade contains a large garage door, a blocked-off window, and a door with an awning. The West Virginia Electric Corporation built this structure in 1956. In 1963 they employed 20 persons engaged in the manufacture of electrical panel boards and industrial electrical wiring. The site was purchased by the adjacent Henry Oil Company in 1967, and sold to Quaker State

Oil in 1970. In 1988, it was purchased by the present owner, who runs a factory outlet. The building is in good condition.

Site: 31
Historic Name: Monongahela Railway Freight House
Current Occupant: Factory Outlet
Address: 802 Merchant Street
Meets Criteria A
Documentation Level: 1
See Fig. 56

The Monongahela Railway freight house has been so extensively and insensitively remodelled that no architectural feature in this description can be counted upon to be original. The freight house is a one-story, rectangular, flat-roofed building with tan stucco walls and a waist-high foundation line. A slight shelf protrudes from the top of the walls, and wide stucco quoins adorn the two corners of the building which are visible from the street. Small square and vertical, irregularly-grouped single-pane windows with shallow, protruding surrounds appear on the street facade. A pyramidal tile-roofed porch supported by square pillars protrudes from the street facade.
Two sets of steps lead through tall arches to the doorway under the porch. This entrance portico is the only feature of this building which retains its original identity. The present occupant of the building, a factory outlet store, has apparently attempted to give a southwestern-style appearance to the sides of the building that are visible to the street; the rear of the building is an unfinished wall of bricks and steel beams. The building is in good, but far from original condition. This is unfortunate, as this freight house is the last standing Monongahela Railway building in Fairmont. The passenger station, which stood adjacent to the freight house, was demolished in 1982. Locomotive shops once stood across Merchant Street from the freight house, south of the Third Street bridge.

The Monongahela was chartered as the Buckhannon & Northern in 1912, and entered Fairmont in 1915. The B & N was a consortium of the B & O, Pittsburgh & Lake Erie, and Pennsylvania Railroads, and was constructed to open up the ninety million acres of coal lands on the west side of the Monongahela River north of Fairmont that were isolated from transportation. The Monogahela Railway chose to locate its Fairmont terminus on the Palatine side of the Monongahela River, as the downtown side and all possible access routes on that side of the river were dominated by the B & O. This choice required the construction of Massive bridges at Catawba Junction, and Hickman Run (demolished, site 52), the Meredith tunnel (site 66), and several large abutments and retaining walls (site 42). These sites, the freight house, and the right-of-way discussed under site 52 are the remaining physical evidence of the Monongahela Railway in Fairmont.

Site: 32
Name: Jefferson Street Bridge, High Level Bridge, the "Million Dollar Bridge"
Location: Jefferson Street over Monongahela River
Documentation Level: 2; listed on National Register of Historic Places
See Fig. 57

Preservation criteria and historical documentation can be found in the National Register of Historic Places Nomination materials for the bridge, and will not be reviewed in this report. Thorough documentation with large-format photography is recommended for this site.

Site: 33
Name: Madison Street Bridge, Low-Level Bridge
Location: Madison Street over Monogahela River
Meets Criteria D
Documentation Level: 2
See Fig. 58

The Low-Level bridge is a two-lane, two-span, through-truss, pin-connected, camelback-type highway bridge with steel grate decking. The span on the Palatine end of the bridge is shorter than the downtown Fairmont side, and two short brick-paved plate girder spans cross the B & O railroad tracks at the north approach. The bridge is supported by square-cut, regularly-coursed, quarry-faced ashlar limestone abutments and piers. This bridge was a toll bridge from 1956 to 1985, but is now closed to automotive and pedestrian traffic, as it is structurally unsafe. The bridge is slated for eventual demolition.

Site: 34
Name: Consolidation Coal Company Mine No. 58-Hoist House Remains
Location: On Buffalo Creek by B & O Railroad tracks, Northwest of Route 19 Bridge
Meets Criteria A, C
See Figs. 59-61

The Consol No. 58 Shaft Mine site consists of the remaining walls and foundations of several brick and concrete buildings, scattered sets of concrete footings, a long cleared area where several yard tracks were laid, and a swampy area where 200 beehive coke ovens were located. The most significant standing structure is the hoist house, a small, one-story, yellow brick building with flat precast concrete roof surfaces. All windows and doors are topped with semental arches. The main unit of the building contains a semi-circular depression in the floor, located between two walls with large circular openings where the hoist drum was located. The

roof is missing from this room. An attatched room to the side appears to be a motor room.
The headframe, or hoist tower, is absent, however, the location of the shaft is indicated by brick walls that have been pushed over to seal it.

This mine was opened in 1868 by Henry Y. Atrill of the New England, Fairmont and Western Gas Coal Company. This was the first shaft mine opened in the area. The mine, with its 100-foot deep shaft was not successful until purchased by J. E. Watson's Montana Coal and Coke Company in 1885. At this time, the 200 coke ovens were constructed. Apparently a number of worker houses were constructed for the mine near site Number 36, the Barnesville Woolen Mill. The shaft mine eventually became a part of Consol. It is not clear when the mine shut down, but a RFC work corps built the existing road down to the mine in order to dismantle the coke ovens, the stone from which was used for construction on Hampton Road in 1931.

This site presents a unique opportunity for the commemoration of coal mining in Fairmont. The hoist house is the best example of a standing coal mining structure in the city of Fairmont. The hoist house, although a ruin, is a handsome, physically stable structure. The giant circular hoist drum holes are an unusual architectural feature which make the building particularly well-suited to historical and technological interpretation. The site is fascinating to explore, and could easily be cleaned and made safe and accessable. The site is currently accessable from Pennsylvania Avenue via a rough, unpaved road, which has resulted in the dumping of trash at the site. If accesss were restricted to foot traffic, this problem would be eliminated. The mine is located in a quiet, pleasant area next to Buffalo Creek. The site is still Consol property, and an abandoned B & O right-of-way which is now owned by CSX Transportation runs close to the buildings. If access and ownership issues could be worked out, this would be an excellent site for a park honoring the Watson-Consol concerns, and commemorating Fairmont's coal heritage.

Site: 35
Name: Barnesville Bridge, Route 19 Bridge, Belleview Boulevard Bridge
Location: Route 19/Belleview Boulevard over Buffalo Creek
Meets Criteria C and D
Documentation Level: 2
See Fig. 62

The Barnesville bridge is a 327'-6" long reinforced concrete bridge with a 129 foot open-spandrel center arch which spans Buffalo Creek. Six 30-foot long concrete girder spans link the central arch to the bridge abutments. The old B & O "Main Stem" to Wheeling also runs under this bridge. The deck of the bridge is 42

feet wide, with a 30 foot roadway, and five foot sidewalks. The outer foot of the bridge is occupied by a cast concrete balustrade, with ornate, chamfered Art Deco piers which carried ornate metal lampposts, now replaced with modern standards. The bridge is built on an incline, with a change of elevation from end to end of 13.9 feet. The deck averages 66.6 feet above Buffalo Creek. The Barnesville bridge is State bridge number 1359, and was designed by the State Road Commission in 1933. This bridge bears strong resemblance in type, construction, and detail to Frank Duff McEnteer's Fairmont Avenue and High Level Bridges (sites 25 and 32, respectively). According to the drawings, the engineer of the Barnesville bridge was J.J. Jamison, and the chief Engineer was Mortimer W. Smith. Frank Duff McEnteer was named District Engineer for the West Virginia State Road Commission in 1932, the year before this bridge was constructed, and may have had some influence on the appearance and design of the bridge. Aside from minor spalling of the concrete, and repairs to some of the girder span piers, the Barnesville bridge is in good condition, and in use.

Site: 36
Name: Barnesville Manufacturing Company
Location: Pet Street by Buffalo Creek
Documentation Level: 2
See Fig. 63

The Barnesville Manufacturing Company is a rectangular, two story, brick, flat-roofed building with tile coping at the roofline and a later three bay, tan brick garage addition attatched to the east end. The main building has wide segmental arch windows on the Pet Street, west, and Buffalo Creek sides. The arched window openings each acommodate three double-hung, wooden sash, 9/9 windows. The first floor entrance is built into a segmental arch opening, and above it, a second-story loading door is set into a similar arch. The two swinging loading doors each have sixteen lights and diagonal tongue-in-groove panels on their bottom halves. The existence of a woolen mill owned by the Barnes family on or near this site can be traced to 1797, when a mill was built for carding wool. In 1869, the Barnesville Manufacturing Company was chartered. The present structure was built in 1912, and was equipped for the weaving, warping, carding, spinning, dyeing, scouring, drying and finishing of wool and cashmere for blankets and men's suits. The building has always been associated with textile manufacturing, as it later housed the Penn Overall Supply Company, and Coyne Textile Services, a laundry company. The building is in good condition, and is unoccupied.

Site: 37
Historic Name: Fairmont Sparkling Bottling
Address: 312 Robinson Street

Documentation Level: 1
See Fig. 64

Fairmont Sparkling Bottling is a one-story, brick and tile-walled beverage storage and distributing buiding. The roof is a single-plane, shallow shed-type with asphalt shingles, which slopes down from the street facade to the rear of the building. The walls directly under the roof are clapboard, suggesting that the roof may be an addition. The side walls are constructed of roughly-laid tile blocks. The side windows are a mix of wooden and steel-mullion types, and are of different sizes and sash arrangements. The Robinson Street facade is symmetrical, with a central brick pier flanked by two twelve-foot square swinging garage doors. At either corner of the building, panelled wooden doors with semicircular lunettes are set into arches in wide brick piers. All brick piers have a horizontally-banded Renaissance revival rustication, a wide decorative concrete band at the foot, and concrete key and spring stones. The keystones are carved with cryptic symbols; an owl on one, and a pair of scissors on the other. Due to the size of the building, it is unlikely that it was a bottling plant, but served as a bottled beverage storage or distribution point. The building was constructed circa 1925, and was deeded to Berlo Vending in 1956, and Custom Reconditioning in 1989. It is in fair condition, and does not appear to be in use.

Site: 38
Historic Name: Gazosa Bottling Works
Current Name: Carter Apartment Building
Address: 409 Diamond Street
Documentation Level: 1
See Fig. 65

The structure on this site is a rectangular, flat-roofed, three-story, brick apartment building. The second and third floors are lit by double-hung, 1/1 windows with cast concrete lintels. The walls are topped by a tile coping. The corners of the building are marked by brick pilasters, and a brick string course runs across the tops of the windows. At the top of the front facade, the date "1923", and the name "Carter" appear in concrete panels. Modifications to the front of the building include shallow shingled awning, and clapboard facing on the first floor. The multi-pane transom strip that runs the width of the first floor indicates that a large plate-glass storefront-type window may have occupied the clapboarded area. Considering the size, and the residential name and nature of this building, it is questionable that it served as a bottling works. It is possible that the first floor and/or basement served as a storage or distribution point for bottled beverages, or that the Carter Apartment Building was built on the site of the original Gazosa Bottling Works. The building has ten apartment units, and is in good, but modified condition.

Site: 39
Historic Name: A.J. Bruyel Auto Parts Company
Current Occupant: Karen's Kut & Kurl/Apartments
Address: 211 Diamond Street
Documentation Level: 1
See Fig. 66

The A.J.Bruyel Auto Parts Company is a rectangular, two-story, flat-roofed, brick building. The street facade is topped by a shallow brick cornice. The second story is lit by three double-hung, single-pane windows. The first story, formerly a storefromt, has been modified. The entrance is in its original location on the right hand side, but the large plate-glass storefront window has been partially bricked up in 1961 to accommodate a row of louvered panels flanked by tall, narrow windows. The sides of the building have also been modified with vinyl siding and aluminum awnings above the windows. The building was built in 1925. A.J. Bruyel was an auto parts sales business, but is listed as a parts manufacturer in the Polk's Directories. The building is now occupied by a hair salon and residences, and is in good, albeit modified, condition.

Site: 40
Historic Name: Nehi Bottling
Current Use: Apartments
Address: 111 Elkins Street
Documentation Level: 1
See Fig. 67

Nehi Bottling is a long, narrow, rectangular, two-story, flat-roofed building constructed of rusticated concrete blocks, with walls topped by a tile coping. The only concession to decoration is the front wall, which extends a foot higher than the side walls, which gives the front facade a more solid appearance. All windows are double-hung, single-pane type. The windows on the first floor, including two large storefront windows, have been boarded up. This building was constructed in 1917, and occupied by Nehi Bottling until the mid-1940s. It was owned by the Keener Brothers Garage in 1956, and later passed to the Calvary Open Bible Church. The building is in good condition.

Site: 41
Historic Name: Shriver's Plumbing
Current Use: Apartments
Address: 110 Elkins Street
Meets Criteria D
Documentation Level: 1
See Fig. 68

Shriver's Plumbing is a small, two-story, brick, flat-roofed building with an attatched one-story garage, now roofless and

empty. The main building has a shallow flaring brick cornice on the street facade, and walls topped by a tile coping. All windows are topped by stone lintels , and rest on protruding stone sills. The first floor of the street facade consists of a tall narrow doorway with a transom window above the door, a two-leaf, diagonal tongue-and-groove panelled loading door with a seven-pane horizontal transom light, and a large, square boarded-up opening which may have held a plate glass window. A sawtooth-patterned brick cornice adorns the top of the garage wall.This building was constructed in 1913, and is in good condition, with the exception of the garage wing. The first floor appears to be vacant, and the second floor is currently a residence. The empty lot on the corner of Elkins Street and Morgantown avenue was Shriver's pipe yard, and the house on Morgantown Avenue, diagonally accross the empty lot, was Shriver's residence.

Site: 42
Name: Monongahela Railway Retaining Wall and Bridge Abutments
Location: East and west of Auburn Street and New Street, and on south side of Everest Drive and Water Street.
Meets Criteria A
Documentation Level: 1
See Fig. 69-70

These massive cast reinforced concrete walls and abutments are the last vestiges of the Monongahela Railway's right-of-way in the downtown Fairmont area. The Monongahela Railway was constructed 1912-1915, relatively late in the history of area rail development. In order to avoid at-grade crossings with established main roads, and to reach the elevation of their station and freight house, the Monongahela Railway constructed these concrete structures to elevate the track bed. The walls and abutments are in poor cosmetic condition. Vegetation and poor drainage are contributing to the cracking, spalling and efflorescing of these features. The steel girder bridge spans were removed in 1983 but features such as coal loading chutes survive. The isolated abutments now serve no purpose, but the Everest Drive retaining wall still performs its original function. Sensitive repair of this wall would insure its longevity, and complement Palatine Park across the street.

Site: 43 A-B
Name: Bauer Lumber
Address: 404 Auburn Street
Documentation Level: 1
See Fig. 71-72

Site A at Bauer Lumber is a rectangular, two-story, concrete block building with a shallow gable roof (fig.70). The gable ends have a multi-stepped cornice capped with a tile coping. All the windows are blocked off, and a wide loading door is located at the

north west end. The building was constructed circa 1940, is in fair condition, and is used for storage. Site B is a rectangular, flat-roofed brick garage building (fig.71). The second story is lit by square, steel-mullion multi-pane windows. The first story is occupied by six garage doors, which are sheltered by a collapsing canopy. The second floor is built of tan brick, with cement lintels and sills above and below each window. The brickwork has been painted on the first floor. This building was constructed circa 1935, is vacant, and in poor condition. Both structures are most recently associated with Bauer Lumber.

Site: 44
Name: Baltimore and Ohio Railroad Hoult Bridge
Location: Over Monongahela River at Hoult
Meets Criteria A, B, and D
Documentation Level: 2
See Figs. 73-76

The Hoult bridge is a single-track, multi-span crossing of the Monongahela River between the Baltimore & Ohio Railroad's Belleview Shops complex, and the old Fairmont, Morgantown, and Pittsburgh subdivision on the east bank of the river. The bridge is a lengthy combination of different construction types, and is best described in units from north to south. The northernmost feature is an approach embankment which curves toward the river and ends in an abutment. This abutment, and all other stonework, is constructed of square-cut, regularly-coursed ashlar limestone blocks. The first span is a deck-type plate girder span. The next span is of the same construction, but a pony-type, as it spans the remains of river lock no. 15, and was built in this manner for clearance. The bridge is over water at this point, and all piers, which are topped with a protruding capstone, have a chisel-shape icebreaker on their upstream faces. The two center spans are skewed, pin connected, Pratt through-type trusses. On the Fairmont bank, the track begins a slow descent to the Belleview Shops, carried by a series of deck-type plate girder spans supported by stone piers that is nearly a quarter of a mile long. This bridge is out of service due to a washout at Hildebrand, and CSX coal trains between Grafton and Brownsville/Connelsville Pa. currently exercise trackage rights on the Monongahela Railway north of Rivesville on the west bank of the river. This bridge would be costly to tear down, and should be saved, for its recreational, scenic and transportation potential is great. This rail line connects with a line at Hoult that is a component of the trail system recommended in the discussion of site 52. If this bridge was converted for pedestrian use, it could extend the trail system to both sides of the Monongahela River, and provide a pleasant and safe alternative for non-vehicular travelers. Depending on the disposition of the Baltimore & Ohio Belleview Shop complex (see site 47), this transportation link could have even more potential.

Site: 45
Historic Name: Westinghouse Electric Company
Current Occupant: North American Phillips Lighting Corporation
Location: Hoult Avenue
Meets Criteria A, B, and D
Documentation Level: 2 or 3
See Fig. 77
See Plant Diagram

The main Westinghouse Electric Company plant is a complex of several large, one, two, or three-story, rectangular flat-roofed brick and metal-sided manufacturing buildings totalling just over a million square feet. These buildings are for the most part windowless and nondescript. Numerous expansions of the plant have altered and hidden its earliest components. The most dramatic component of the complex, and the only structure which expresses the nature of the processes and products of the plant are the glass batch and melt shops, which are located at the north end of the plant. The batch shop, constructed in 1971, is a tall cluster of cylindrical concrete bins for the storage of raw glass and melt additives. An overhead conveyor system connects the batch shop to the three melting tank shops. The melt shops are attatched, rectangular, corrugated, metal-sheathed sheds with windowed roof monitors topped by a ventilation clerestory. Each shed houses two uncommonly large melting tanks, and has a tall red brick waste heat chimney.

On August 2, 1941, the Westinghouse Electric Company opened their first light bulb plant on this site. Westinghouse had a previous presence in Fairmont with a small plant which repaired electric motors. The presence of an abundant supply of natural gas was a factor in the decision to locate the new light bulb plant here, and the plant consumed 40 million cubic feet of natural gas per month when in full production. The plant was constructed for the production of flourescent light bulbs, which had been introduced at the 1939 World's Fair. The plant was intended to fulfill civilian needs, as well as the lighting needs of industrial plants engaged in national defense and wartime production. The first building, which Phillips refers to as building "C", was a rectangular, brick and tile-walled, cantilever roof building covering 220,000 square feet. The building was 884 feet long, with a 120-foot wide unobstructed central working aisle. As it was wartime, building "C" was built to blackout standards, with no windows, and air conditioning. It also housed an infirmary, a recreation room, and a cafeteria. During and after the war, building "C' was added onto, and surrounded by the erection of additional space for manufacturing lines, storage, and other uses. The glass melt shop, with six tanks capable of producing 65 tons of glass each per day, was constructed in 1943.

Historically, the most significant period for the Westinghouse plant was the Second World War, when it manufactured

various types of vacuum tubes for the U.S. Army and Navy. Under strict security, portions of the plant were converted for the production of two and three-element magnetron radio tubes which were used for ground, air, and water-borne detection of enemy troops, aircraft, and submarines. At this time, British and American scientists were developing the radar and sonar capabilities of radio-wave emitting vacuum tubes which were a development of the burgeoning field of nuclear physics. In order to maximize the development of radar and sonar, the U.S. and Britain shared technology and production facilities. In Fairmont, tubes were manufactured for the British as well as the U.S. armed forces. Important advances were made in the construction of military radio equipment which made radios lighter and more reliable. Electrical equipment was also manufactured for U.S. Air Force bomber aircraft. After the war, Westinghouse retooled for the production of flourescent lamps. Westinghouse became a major Marion County employer, with 2,200 workers on the payroll in 1969. Westinghouse developed a varied product line at the Fairmont plant, manufacturing glass tubing, incandescent sealed beam lamps, floodlamps, fog lamps, spot lamps, flourescent lamps, vacuum tubes, and small motors. The plant continued to evolve physically and expand in response to new product lines. In 1983, North American Phillips Lighting, an American subsidiary of the Dutch Philips Corporation, purchased Westinghouse's Lighting Division. The Fairmont melt shop was closed in 1985, and the product line changed to straight and bent flourescent bulbs and screw-in parabolic reflector-type flood and spot light bulbs, a line formerly manufactured at Westinghouse's Lynn, Massachusetts plant. Today, no raw glass-making takes place at the Fairmont plant; bulbs are assembled from components that are trucked in from other Philips plants.

The Westinghouse Electric Company plant is significant for its association with the development and manufacture of magnetron tubes essential to radar and sonar, military detection devices used during the Second World War. Radar and sonar are among the technological innovations which are often credited with the winning, or at least the shortening of the war. The building where this production took place is surrounded by later construction, and the impressive melt shop is slated for eventual demolition. The site is potentially eligible for listing on the National Register of Historic Places for its association with the manufacturing of vital military hardware, but listing is unrealistic considering the modifications, the planned demolition of the melt shop, and the operational status of the plant. The melt shop and tanks should be documented using company records, measured drawings, and large-format photography.

Site: 46 A-C
Historic Name: Westinghouse Electric Company
Current Occupant: The Creative Labeling Company of Fairmont

Location: Hoult Avenue
Meets Criteria A and B
Documentation Level: 2
See Figs. 78-80

The main structure at this site is a 246-foot by 362-foot one-story, tan brick, flat roofed warehouse building with a fifty foot deep second-story office floor at the front (fig.78). The front facade is devoid of ornamentation, except for a subtly stepped roofline. The small, double-pane office windows are located high on the wall, above the unobtrusive front entrance. A-120 foot high, 100,000 gallon fire sprinkler water tower (site 46A) constructed by the Industrial Engineering Company of Fairmont is located at the west side of the building. A small, rectangular sloped-roof, tan brick packing supply building (site 46B) is located to the south of the main building (fig.79). A freestanding corbelled red brick chimney with an iron-banded brick incinerator furnace attached to the base (site 46C) is also located behind the main building to the south (fig.80).

The somewhat impregnable appearance of the main building at this site is a result of its being constructed for round-the-clock production in air-raid conditions. This site was constructed by the United States Army and Navy in 1942 at a cost of almost a million dollars. Until 1942, Westinghouse had been manufacturing magnetron and other radio tubes for the U.S. armed forces in building "C", a portion of the flourescent plant discussed under site number 45. Between 1942 and 1944, Westinghouse gradually moved all military tube manufacture to this site. In the main building, Westinghouse manufactured the first successful two-element magnetron tubes used for the short-range detection of aircraft. By 1944, this plant was producing tubes such as the WL530 radar tube, which aided the allies in the Battle of Britain, and (albeit too late) detected the raid on Pearl Harbor. Several tubes that had been developed by British military scientists were manufactured here, and included the WL533, a triode tube for sonar submarine detection. After the war, when Westinghouse reverted to manufacturing domestic flourescent lamps, this site was sold to the Atlantic & Pacific Tea Company, who converted it to a food package label-printing factory. In 1982, the Creative Label Company of Fairmont purchased the site and continued to manufacture custom labels.

The significance of this site is essentially the same as that of site 45, the main plant of Westinghouse Electric company. These two sites should be considered together in terms of their history, as they share wartime radio tube production as their most significant historical association, and the Westinghose Electric Company as their original owner and operator.

Site: 47 A-H
Historic Name: Baltimore and Ohio Railroad Bellview Shops

Current Occupant: CSX Transportation-in process of vacating site
Location: Riverview Street at Buffalo Creek
Meets Criteria: A, B, D, and F
Documentation Level: 3
See Figs. 81-90
See Shop Map

The B & O Belleview Shops complex consists of eight major components. The first, "A", is a twelve-stall locomotive roundhouse (figs.81-83). The roundhouse was originally of 180-degree configuration, but has been reduced to twelve stalls. The walls are red brick, and the locomotive doors are corrugated, metal roll-type. The roof is flat, and a wide, flat-roofed, windowed monitor crosses the roof, following the curve of the building. The windows are tall, rectangular, and filled with glass brick, with wide stone lintels and narrow stone sills. Where the end walls rise at the monitor, a second row of square glass-block windows is located. Two brick wings project from the semicircular roundhouse. A parts storage wing projects from the north end, and is consistent with the roundhouse in terms of height and fenestration. A shorter office wing projects to the west, and includes shower and locker rooms. The interior wooden roof truss system of the roundhouse was completely replaced after a fire in 1954, at which time the locomotive capacity of the building was reduced. The roundhouse and the turntable, which was enlarged in 1916 to acommodate large Mallet-type articulated steam locomotives, was recently overhauled and saw daily use until the closure of the shops.

The second component, "B", is the crew bunkhouse, or "beanery" (fig.84). The beanery is a long, rectangular, flat-roofed, red brick building with wooden sash windows. The first floor is occupied by washrooms and a cafeteria, and the second floor contains 26 bunkrooms, two linen closets, and a bathroom. The beanery was a railroad-operated hotel for train crews on layover, and has not been maintained for years.

The third component, "C', is a two-bay steel storage shed, consisting of two end-gabled, corrugated-roof bays with eight-pane steel-mullion windows (fig.85). One bay has a sliding garage-type access door. A timber truck loading dock is located adjacent to the structure.

The fourth component, "D", is a massive poured, reinforced concrete steam locomotive coaling tower which spans two mainline railroad tracks to the north of the roundhouse (fig.86). The coaling station is a tall, asymmetrical combination of geometric shapes and volumes, suspended by narrow concrete pillars. A steeply-sloping skip-hoist loading incline rises from a concrete hoist engine house and coal hopper-car unloading shed. The hoist incline rises to a cube-shaped monitor with a concrete slab roof. Beneath this is an irregularly-shaped polygonal volume with several ambiguously-located window openings. A cylindrical coal storage

bunker with a conical concrete roof swells from the slope-roofed loading shed above. This arrangement rests on thick concrete beams supported by six pillars which span the tracks. There are still fragments of the hoist motor, skips, and locomotive tender loading chutes. This component has not seen use in at least forty years, and except for very minor, cosmetic deterioration of some concrete, is in good condition.

The fifth component, "E", is a two-track, two-span, deck-type, plate girder railroad bridge with horizontally-coursed, quarry-faced ashlar stone abutments and pier (fig.87). The bridge spans Buffalo Creek at its confluence with the Monongahela River, at the entrance to the Belleview Shops. Buffalo Creek separates the roundhouse and coaling station from the freight yards and car repair shops to the south. The creek also marks the former location of WD tower, the junction of the original Baltimore-Wheeling Main Stem with the Fairmont, Morgantown and Pittsburgh. This bridge is in daily use by coal trains from Grafton to Brownsville, Pa.

The sixth component, "F", is the only remaining structure from the freight car repair shops, located just south of Buffalo Creek (fig.88). This component is a long, narrow, side-gabled, clapboard-sided workshop building, with a recently applied asphalt shingle roof. The building is divided into eleven independent shops and offices with 6/6, double-hung wooden sash windows and doors of various sizes according to the nature of the specific shop. From north to south, the building contained the following facilities: office space, tool cage, locker room, workshop, blacksmith shop (with forge, quenching tank, and anvil base), machine shop (with shaft drive and belts), toilets, parts cleaning, and two storage rooms. The building is in stable condition, and open to theft and vandalism.

The seventh component, "G", is a small, rectangular, single-story, flat-roofed brick yard office building (fig.89). The yard office is located just to the east of the roundhouse. Although nondescript, it is significant as an administrative structure.

The eighth component, "H", is a tall, cylindrical, reinforced concrete water storage tank (fig.90). The tank has a shallow sloping conical roof with a decorative ball at the peak. This tank, located on a high knob of land directly behind the roundhouse, served as a storage reservoir for the smaller, trackside steam locomotive watering towers. The cement on the tank is spalling badly, revealing the steel reinforcing rods.

The B & O Belleview Shops complex is the largest and most obvious evidence of large-scale rail activity in Fairmont. The Fairmont yards, now torn up, were a major marshalling point for area coal traffic. Fairmont was a logical location for shops to maintain coal cars, and facilities to coal, sand and water locomotives prior to hauling coal drags from the yard to

Pittsburgh, Baltimore, and elsewhere. The Belleview shops are therefore significant for their connection with the coming of the railroad to Fairmont, and the subsequent development of the railroad into a vital source of industrial transportation.

The individual components described above combine to form a remarkable historic industrial site. Fairmont is host to an extremely rare, intact steam-locomotive era railroad shop facility. The combination of the coaling station, water tank, roundhouse with operating turntable, and auxilliary structures such as the beanery is unusual, and presents opportunities for preservation and adaptive re-use. CSX Transportation has recently quit the site, which they used to repair maintainance-of-way equipment for their Baltimore and Huntington Divisions. Railroads are prone to hang onto idle sites, to let them deteriorate, and to then divest themselves of the real estate if it is of no use to them. If this were allowed to happen, this site would surely be demolished. If CSX could be persuaded to sell this site intact, several uses are possible. For example, Fairmont could aggressively market the site as a railroad car and locomotive repair shop. With the proliferation of shortline railroads and the trend towards outshopping for repairs, independent rail repair shops have sprung up across the country. The Belleview Shops has the potential to continue to employ local skilled rail equipment repairmen and contribute to the local economy. Another possibility for adaptive re-use which takes advantage of the unique infrastructure at the site is a regional railroad museum, which would bring tourism into the city, and generate interest for other industrial sites. The site could also be a stop on a rails-to-trails system that included the abandoned B & O Main Stem on Buffalo Creek, and the various abandoned lines across the Monongahela River from the site, with the Hoult bridge as a link.

Site: 48
Historic Name: Reilly Tar and Chemical
Current Occupant: Big John's Salvage
Location: Hoult Avenue
Meets Criteria A
Documentation Level: 1
See Fig. 91

Access to the Reilly Tar and Chemical site was restricted at the time of the survey as an Environmental Protection Agency toxic waste clean-up was in progress. From Hoult Avenue, the site appears to consist of several acres of scattered ruins, circular concrete storage tank aprons, and scrap metal. Several small wooden garages or outbuildings are also visible. The prominent structures include a large, open-sided storage shelter, a single rusty vertical storage tank, and a cinder block and brick building with what appears to be a residence or office built above it. The rectangular brick building, with multi-pane windows and roof ventilators

appears to be the only significant original Reilly Tar and Chemical structure remaining at the site. Reilly Tar and Chemical refined coal tars purchased from the adjacent Domestic Coke Corporation (site 59) into paving tar, roofing pitch, and creosote oil. The facility shut down in 1972, and in 1973 the land was deeded to Big John's Salvage, Incorporated, a metals salvage operation. Due to the toxic nature of the site, it is unlikely that any structures will survive the EPA clean-up operations.

Site: 49
Historic Name: Vanata Printing
Current Use: Private Residence
Address: 606 Lemley Street
Documentation Level: 1
See Fig. 92

Vanata Printing is a square, two-story, pyramidal hipped-roof brick structure located in a residential neighborhood. The windows are segmental-arch type, and have protruding stone sills. The street facade has a second story door between the windows, which enters onto small iron balcony. The first floor consists of a front door to the left, and a picture window flanked by two narrow vertical windows. All front windows are shaded by aluminum awnings. The building was built in 1910, and served as a combination printing shop and residence. It still serves the latter function, and is in good condition.

Site: 50
Historic Function: Tinsmith
Current Use: Private Residence
Address: 943 East Park Avenue
Documentation Level: 1
See Fig. 93

The tinsmith's shop consists of two attatched, rectangular, one-and-a-half story, end-gabled structures with medium-pitched asphalt roofs. The workshop is constructed of quarry-faced horizontally-coursed ashlar sandstone blocks, with clapboarding in the pediment under the eaves. The street facade includes a panelled door, a large blocked-off window, and a panelled garage door which is set into the corner of the building at an angle so that the overhanging roof forms an awning. The attached dwelling is set back several feet from the street. The front entrance is sheltered by a full-length roofed porch supported by four square posts and shingled knee walls. This site was an auto body sheetmetal shop, and was listed as the East Park Garage in 1956. The site is occupied, and in good condition.

Site: 51

Name: Pump House
Location: Foot of Hickman Run at Monongahela River
Meets Criteria D
Documentation Level: 1
See Figs. 94-95

This structure is located at the foot of Hickman Run, between the wooden Baltimore & Ohio Railroad trestle and the Monongahela River. The pump house is a small, one-story, steel gable-roofed brick building, with stepped-pediment end-walls capped by protruding courses of brick. The tall windows have been bricked in. The whole structure rests on a tall, poured concrete slab foundation which serves as a base for the pumping apparatus inside. Half of the brick wall on the entrance side of the pumphouse has been smashed in, exposing the machinery inside to the elements, and possibly weakening the roof of the structure. Trash and graffiti are abundant. This site has the potential for adaptive re-use if it is considered a part of the recommendations for the site which follows.

Site: 52
Name: Hickman Run Baltimore and Ohio Railroad and Monongahela Railway Bridges Site
Location: Foot of Hickman Run at Monongahela River
Meets Criteria A, D, and F
Documentation Level: 1

The structures on this site, two wooden timber trestles, one with eleven piers, and one with twenty-one, were demolished since the completion of the survey in July. These bridges carried two Baltimore & Ohio Railroad branch lines over Hickman Run. The site also includes the remaining concrete piers which supported an impressive Monongahela Railway viaduct, now demolished. The area surrounding the trestle sites, and Hickman Run upstream to Morgantown Avenue, is currently an overgrown no-man's-land. This area has great potential, however, as a recreational trail system. The foot of Hickman Run is a historic junction of rail lines, all of which are now relatively intact, but trackless rights-of-way. From this point, pathways could be constructed on already graded surfaces which lead to East Park Avenue at Merchant Street, the Hoult area and B & O bridge (site 44), Morgantown Avenue at Freedom Street, and the Meredith Tunnel (site 66), where the Monongahela Railway right-of-way extends all the way to Prickett's Fort. If these trails were improved, and parking provided for users, this old rail network could become an extensive and unique individual and family recreational facility, and could provide users with a rare opportunity to choose from a variety of routes, all on flat ground.

Site: 53 A-B

Name: Columbia Glass Office and Storage Building
Address: 1033 Indiana Avenue
Meets Criteria A, and F
Documentation Level: 1
See Figs. 96-97

Columbia Glass site A is a small, square, one-story flat-roofed masonry building faced with white stucco (fig.96). A simple narrow stepped cornice adorns the street facade, and a narrow coping runs around the top of the other walls. The side walls step down twice, as the building is built into the side of a hill. The building was constructed circa 1926, and was originally the Columbia Glass Company office building. The building is in good condition, and is currently owned by Lynch Hydraulic, which occupies the land where Columbia Glass once stood. Site B is opposite the Columbia/Lynch driveway from site A (fig.97). It is a rambling series of attatched, gable-roofed, corrugated metal siding-clad storage sheds, with large sliding doors on the street side. The building is in stable condition. These two structures are significant as they are the last remains of Columbia Glass, and are therefore among the last remains of Fairmont's glass industry in general. Several clusters of houses near these two buildings on Indiana Avenue resemble worker housing, and may be linked to Columbia Glass, which would add to the significance of all structures involved.

Site: 54
Historic Name: Southern Pine Lumber Office
Current Occupant: Kettering Bakery Office
Location: Corner of Mill Street at Indiana Avenue
Documentation Level: 1
See Fig. 98

The Southern Pine Lumber office is a one-story, rectangular, clapboard structure with small attached front and rear porches. The unusual roof shape suggests that the Indiana Avenue side of the building, with its end-gabled roof is original, and the long, sloping shed-roofed part is a later modification. All eaves are deeply overhanging. The windows are a mix of sizes and sash patterns, and variously covered up or housing air conditioners. The windows under the front porch are particularly attractive, with a set of three three-over-one double hung windows on one side, and the front door and two tall single-pane windows, linked at the top by a band of eleven square transom windows on the other. The porch is supported by posts with elaborate trellis work at the corners. This site is associated with the Southern Pine Lumber Company. In 1919, the Marion Planing Mill was located across the street, which suggests association with more than one lumber/woodworking company. A Kettering bakery office sign now hangs on the porch. The building is in use, and in good condition.

Site: 55
Historic Name: Fairmont Cement Products Office
Current Use: Private Residence
Address: 1132 Speedway
Documentation Level: 1
See Fig. 99

The Fairmont Cement Products office is a square, cement block, shallow pyramidal hipped roof building with asphalt shingles. It is situated on a steep slope, with the street entrance on the second floor. The wide front porch is sheltered by an extension of the roof, which is supported by three turned wooden columns. A large hipped roof dormer is located above the front porch. The concrete block wall under the porch has been painted white. The roof extends beyond the walls, with deep box soffits. At the rear of the building is a wooden second-story porch. The building was constructed in 1928, and is the only remnant of what was a concrete block plant. It is in good condition, and currently serves as a residence.

Site: 56
Name: Coca-Cola Bottling Company
Address: 1200 Morgantown Avenue
Meets Criteria D
Documetation Level: 2
See Figs. 100-101

The Coca-Cola Bottling Company site consists of three original brick buildings, two of which are attached, and a modern, prefabricated gable-roofed warehouse type structure. The original brick buildings that abut May Street are nondescript, flat-roofed red brick structures, with windows that are small, steel-mullioned casement type, or bricked-in. The most visible and important building is the original Morgantown Avenue bottling building (fig.100). This building is a rectangular, red brick, flat-roofed, one-and-a-half story structure. The facades are divided into bays by brick pilasters, two bays on the May Street facade, and three on the Morgantown Avenue facade. A narrow concrete cornice spans the tops of the walls. The pilasters are topped by cast concrete streamlined moderne finials which break the cornice line (fig.101). Large plate glass windows, now bricked in, filled the spaces between the pilasters. A row of horizontal cast concrete relief panels with the Coca-Cola logo flanked by the classic Coke bottle form are located in each Morgantown Avenue panel. These reliefs divide the lower, full-height windows from the shorter, upper ones. This building housed the bottling machines, which were visible from the street. The Coca-Cola Bottling Company building no longer engages in the bottling of beverages, but still serves as a beverage storage and distribution site. Coca-Cola bottling plants of similar Art Deco design were built in larger cities in the region; a nearly identical one stands in Oakland, Maryland.

Although modified, this is still an important building due to its architectural style. This is an unusual building for Fairmont, where Renaissance revival or vernacular styles are the rule for commercial and industrial buildings, and Machine Age styles did not take hold. In this respect it is a companion to site 8, the Fairmont Box Company.

Site: 57
Name: May Brothers Cement
Location: at end of Wabash Avenue
Meets Criteria D
Documentation Level: 1
See Fig. 102-103

The May Brothers Cement site is an industrial complex which consists of a concrete block cement truck and plant maintainence building, a large two-story concrete block drying tunnel building, a two-story mixer building, and a block casting building. A small gable-roofed house serves as an office, and an unused wooden gate house marks the plant driveway (fig.102). May Brothers Cement is a functioning producer of transit-mix concrete, and concrete and cinder blocks. No structures on the site are architecturally significant or technologically remarkable. May Brothers is significant as an operating industry, and all structures in use appear to be well-maintained. May brothers also operates a cement silo and loading facility on Water Street (fig.103).

Site: 58
Historic Name: Seven-Up Bottling Company
Current Occupant: Fairmont Tool and Grinding
Location: Corner of Morgantown Avenue at Vine Street
Documentation Level: 1
See Fig. 104

The Seven-Up bottling company is a one-story, flat-roofed, irregularly shaped cinder block building with yellow brick facing on the Morgantown Avenue facade. A newer, yellow brick addition with a large garage door is attached to the south end of the building. The Morgantown Avenue facade consists of a central wall with corner pilasters that protrude above the roofline. Symmetrical wing walls of a lower height protrude from the central wall, and are raked back at a shallow angle from the center wall. These walls then resume their original angle, parallel with the central wall. This outer wing wall has been replaced by the addition on the south end of the building. The original large, plate-glass windows on the Morgantown Avenue facade are bricked over, and a row of long, horizontal crank-out, awning-type windows have been installed in their place. Two steel-mullion, multi-pane windows are located above the Seven-Up Bottling Company sign painted on the central wall. All windows retain their protruding brick sills. This building is currently owned by Fairmont tool and grinding, and is

in fair condition, considering the window modifications and the addition on the south end of the building.

Site: 59
Historic Name: Domestic Coke Corporation
Current Owner: Sharon Steel Corporation
Location: Curtis Avenue
Meets Criteria A, B, C, D, and F
Documentation Level: 3 and 4
See Figs. 105-122
See Plant Diagram

The Domestic Coke Corporation (DCC) coke oven battery and by-product plant, constructed in 1919, is a massive industrial complex occupying almost 104 acres. The plant contains more than 75 structures, many of which are connected by overhead conveyors and elevated piping (fig.105). Describing the plant in detail is therefore prohibitive, but an understanding of the plant's appearance, function and scale can be gained by examination of the accompanying plan view and photographs. In general, the plant is composed of two major components, a long, low coke oven battery and its attendant tall, black, tar painted, corrugated sheathing-clad coal breaking and mixing towers with diagonal connecting conveyors. The second component is the by-products plant, which is characterized by lower, red brick, gable-roofed buidings, elevated piping, and large, cylindrical storage tanks.

The discrete components of the site are best described in the order of the processes that took place there. Coal entered the property on a captive plant railroad which connected with the B & O and Monongahela railroads. The coal was then dumped into a track hopper, and conveyed up into the breaker building (A-see plant drawing). After the coal was washed and broken, it was conveyed to the mixer building (B), where various grades of coal were stored and mixed according to coke customer specifications (fig.106). The prepared and mixed coal then passed through the junction tower (C) to the coke oven battery hopper (D, fig.107). The coke oven larry car was loaded from four bins at the bottom of the hopper, and rode back and forth accross the top of the battery (E, fig.108) to load the 60 individual retort ovens. The 60 ovens had a capacity of 950 tons of coal a day. After eighteen to twent-four hours of baking in the ovens, the plant products diverged in two directions. Coke, the solid carbonaceous residue left after the retorting process, was pushed through the ovens from north to south into a quench car. The car then travelled to the quench tower (F, fig.109), where the hot coke was sprayed with cooling water for approximately 90 seconds. The car then travelled to the coke wharf (G, fig.110), where the car tilted and dumped the coke onto a conveyor belt. The coke then entered a series of sizing and classifying buildings (H), which have been damaged by the collapse of a tall brick chimney (I). The outgoing coke was loaded onto hopper cars in the boom loder shed

(J). Three grades of coke were produced; blast furnace, foundry, and specialty screened sizes for domestic and industrial use.

The other product, or more accurately, by-products of the coking operation were gaseous, volatile substances emitted by the destructive distillation of the coal. These gases and vapors were collected in a long trunk main (K, fig.111) which ran parallel to the battery and into collection pipes, which entered the primary by-products buildings (L and others, fig.112,113). From this point the oven gases underwent a complex series of fractionations and distillations to yield a line of marketable by-products. Tar, one of the first constituents to condense from the coke oven gas, was not distilled on site, but sold to the adjacent Riley Tar and Chemical Company (site 48). The by-products produced on site included sulfuric acid, napthalene, pyridine, ammonia, ammonium sulfate, benzol, toloul, xylol, phenol, and coke oven gas. The production and storage of these by-products took place in the complex of buildings to the north of the coke oven battery.

The DCC plant was constructed by the Koppers Company of Pittsburgh, who were builders and operators of by-product coke plants. The 60 ovens are examples of Koppers-type ovens, which, like other by-product oven types such as Wilputte or Semet-Solvay, are characterized by a distinctive arrangement of gas heating jets. It is alleged that this was the last battery of this particular type of oven operating in the country when the plant shut down in 1979. The architecture of the various brick buildings such as the washhouse (W, fig.114), with its subtle brick pilasters and paneling, is also distinctively Koppers. This Koppers-built plant has not had any significant alterations since it was built. The only changes have been the 1946 addition of the gasholder (M, fig.115), the enlarging of the cooling tower (N, fig.116), the removal of the by-product storage tanks (O) and a company apartment house located at the foot of Sharon Street (P). Other buildings of note are the wooden garage (Q), guard house (R), and cafeteria (T), and the brick office building (S), with its arched brick entry way (figs. 117-120). The remaining plantings and circular driveway at the cafeteria and office building are the last indcation of the landscaping that surrounded the administrative structures. This area once included tennis courts and a clubhouse for employees, which were removed to make room for coal storage. The plant water pumphouse (U), located on the east bank of the Monongahela river approximately a half-mile from the plant, has also been removed, however the stairway down to the river survives (fig. 121). One of the most interesting and ornate brick buildings is the laboratory (V, fig. 122). The lab was vital to the plant, as it was constantly called upon to analyze incoming coal, coke quality, and the purity of by-products.

The Domestic Coke Corporation was, like the West Virginia Metal Products Company and the Monongahela Valley Traction Company, an industrial diversification of the Watson concerns. With the

transition from beehive to by-product coke ovens underway, the construction of a by-product plant was seen as a way to realize the value-added profits from by-products at a Fairmont facility, rather than ship raw coal out of the region to be coked elsewhere. Plans for a byproduct plant were revealed by Senator Clarence W. Watson in 1917, with the Owens, Monongah, and Fairmont Window Glass Companies listed as future coke oven gas customers. On May 4, 1918, a charter was issued to the Fairmont By-Product Corporation to build a six million dollar, 110-oven by-product plant. This proposal was never fully realized, for only 60 ovens were ever constructed. The site chosen for the plant was originally a fairgrounds, and a WW I U.S. Army post. The plant began production of coke and by-products discussed above in 1919, under the name Domestic Coke Corporation. The major source of coal for the ovens was the Rachel mine, which was opened in 1917. Coal from other Marion county mines was also used for blending and coking. DCC attempted to penetrate the Pittsburgh blast furnace and foundry coke markets, markets already dominated by the Frick/Connellsville coke concerns. Coke oven gas was sold to local glass factories, and helped to alleviate a gas shortage scare.

DCC operations were transferred to the War Production Board for the duration of WW II. During the war, the WPB sold all coke and by-products to designated consumers. Specialty screened foundry coke was sold only to naval chain and anchor manufacturers. Pyridine and phenol were used by the armed forces as a germicide and disinfectant, respectively. Ammonium sulphate was marketed as a high-nitrogen fertilizer, and benzol, toluol, and xylol were sold as light lubricating oils. Coke oven gas was marketed to local industries, particularly to glass plants. The increasing demand for coke oven gas by local industries prompted the construction of a gasometer in 1946.

The War Production Board sold the Fairmont coke plant to the Sharon Steel Corporation of Farrell, Pa. in 1948. Sharon, chronically coke-short, also purchased the WPB 74-oven coke battery at the former DuPont Morgantown Ordinance Works. Sharon operated the Fairmont works without any major changes to the plant's infrastructure. In 1969, ruthless financeer and pioneer of the hostile takeover Victor Posner purchased Sharon Steel as a cash cow for his other investments. Sharon sold its mines at Rachel to Eastern Associated Coal and continued to purchase its coking coal from the mines there until 1973, when a mine fire shut down Sharon's low-sulfur sections. After that time, the bulk of the coal coked at the Fairmont works came from Eastern's Grant Town Federal No. 2 mine. Under Posner, the Fairmont coke works began a ten year decline. As a result of deferred maintainence, the oven battery began to crack, oven doors leaked flames and experienced blowouts, coke and by-product quality declined, and workers and neighbors alike became sick from the uncontrolled emission of gases and soot. Sharon dumped toxic waste on the site, and OSHA reported that workers were exposed to high levels of carcinogens on the job.

Despite promises from Posner that Sharon was planning to reinvest in a new oven battery at Fairmont, the plant shut down on May 31, 1979, the day that Posner's low-cost supply of coal from Eastern's Joanne mine at Rachel ran out. The plant has sat idle since the shut down.

The Domestic Coke Corporation/Sharon Steel Corporation Fairmont coke works is significant for a number of reasons: It is the largest and most dramatic example of the industrial diversification attempts of Fairmont's coal mining magnates; It played a signifiant role in the War Production Board's WW II industrial program, and it is unfortunately one of the first examples in the nation of deindustrialization due to the hostile corporate machinations which were a hallmark of the 1980s. The main significance of this site, however, is architectural and technological. The Fairmont coke works is an essentially unmodified Koppers-designed and built coke oven and by-product plant. Some minor outbuildings and coal-handling equipment was built by the Fairmont Mining Machine Company (site 11) and other outside contractors. Koppers provided service and equipment throughout the life of the plant. The Empire Coke Company operates a pre-WW I Semet-Solvay type coke oven battery in Alabama. Otherwise, there are very few, if any operating or standing WW I-era Koppers coke oven batteries with by-product plants in the U.S. The Fairmont coke works is certainly eligible for listing on the National Register of Historic Places, however issues including toxic waste and other local attitudes make this an unrealistic preservation method.

The Domestic Coke Corporation/Sharon Steel Corporation site should be the subject of the most thorough documentation project of any and all of the historic industrial sites listed in this survey. In addition to its high level of significance, this site has several things going for it that can aid the documentation process. Access to the site for the purpose of making measurements for drawings, and for large format photography is possible. Numerous oral history candidates are available through present contacts at the plant. The survey organization has archival documents from the plant which can aid research. Currently the site is still owned by Sharon Steel, which is struggling out of a second bankruptcy. This, combined with the health and toxic waste problem, is likely to keep all but the most determined historian at bay. This plant is at risk for demolition, and indeed, the very earth it rests upon may be removed in order to clean up the site. Since demolition is inevitable, documentation is imperative. Many of the brick buildings, such as the laboratory, are possible candidates for adaptive reuse.

Site: 60
Historic Name: Owens-Illinois Glass Bottle Plant
Current Occupant: Thomas Warehouse/Resource Recovery
Location: Speedway

Meets Criteria A and C
Documentation Level: 1
See Fig. 123

The only surviving structure from the enormous Owens-Illinois glass plant complex is a large, 385-foot long, single-story corrugated metal warehouse, built in 1964. One part of the warehouse has a long gable-roofed monitor which runs the length of the gently-sloping roof. The warehouse has an eight-bay truck loading dock at the north end, and additional loading capacity at the west side. The building was a box factory and packing and shipping facility for Owens Illinois Glass, who shut down their Fairmont plant in 1982. The building is in fair condition, and in use as a warehouse by W.S. Thomas Transfer, Incorporated, who acquired the property in 1987. The site was once the Owens-Illinois plant playing field, and in the 1960's was the site of a large, unsuccessful inflatable fabric warehouse, which was inflated by electric fans.

Michael J. Owens, a West Virginia resident, opened the Owens Bottle Works on this site in 1910. When completed, the plant had six glass melting furnaces, each equipped with two automatic bottle-making machines. These furnaces produced an average of 1,020 tons of molten glass per day. The bottle-making machines were equipped with an automatic device to transfer them to the lehrs, or annealing ovens, an innovation of Michael Owens. In 1914, the Owens plant was the first completely automated bottle-making facility in the world. In 1929, Owens merged with the Toledo, Ohio-based Illinois Glass Company, and the Fairmont plant was then known as Owens-Illinois Plant Three. Under O-I, the plant grew to cover forty acres, constructed nearly 200 worker homes, and employed close to 2,000 workers. O-I Plant Three manufactured familiar containers such as Heinz Ketchup bottles, and often shipped over fifty freight cars of glassware per day. On April 5, 1978, "Gray Wednesday", O-I began to make deep cutbacks at Plant Three, shutting down three furnaces, and later laying off 500 workers. On March 12, 1982, the last 500 workers, employed at the box factory were laid off, and on April 9, 1982, the plant was officially closed. Demolition of the huge plant took six months, from January to June of 1987.

Plant Three was one of Fairmont's biggest industries, in terms of employment, and sheer size. Photographs of the plant in its heyday show great windowless buildings, with rows of tall chimneys and long ventilation clerestories. The shapes and forms of Owens-Illinois Plant Three were so powerful, and so symbolic of the community's industry, that noted American painter Niles Spencer chose Plant Three for the subject matter of one of the last works he painted before his death in 1951, the simply titled <u>In Fairmont</u> (see appendix). The vacant lot where Plant Three once stood is in a way, still a symbol. Former O-I employee Helen Frankman, writing in "Plant Three-Keepsake Edition", a compilation of reminiscences

compiled by local historian Frank Spevock, said of the Plant Three closing:

"I think within the brief lifespan yet afforded those of us who were susutained by it, all physical evidence of Owens Illinois Glass Plant number three will have vanished from the earth. Our descendants will not be aware that once something stood in the now empty space that gave new strength and a resurgence of hope to thousands of desperate and hungry people, representing a vital part of our history and our heritage. It presented the opportunity and in turn we gave to it our energies and the productive years of our lives. The story is told and the book is closed. Where once we wore ear plugs to alleviate the perpetual din the silence is profound."

Owens-Illinois Glass Plant Three is a significant Fairmont industrial site, as it was one of the largest in the community in terms of size and employment; it utilized the technological innovations of an area resident; it was the first to employ that automated technology; and it manufactured items which enjoyed nation-wide distribution and recognition. Unfortunately, so little is left, that there is almost nothing to record or preserve. The site is still a symbol, but one that is far more difficult to interpret. Helen Frankman's fear that the site will go unrecognized by future generations is a very real fear.

Site: 61
Historic Name: C.and B. Hydraulic Service
Current Occupant: A.T.O. Incorporated
Location: Morgantown Avenue at Freedom Street
Documentation Level: 1
See Fig. 124

The C.and B. Hydraulic Service building is a long, narrow, rectangular, one-story, flat-roofed building which lies perpendicular to Morgantown Avenue. The building consists of several additions, constructed variously of brick, or concrete block with a tile coping at the top. The first owner, C. and B. Hydraulic Service, occupied this building in 1956. The first structure on this site was constructed in 1946. The Hall and Pigott Manufacturing and Sales Corporation purchased the site in 1967, and added the small brick office at the front of the building. In 1977 the site was purchased by A.T.O., Incorporated.
This building is architecturally nondescript, and in good condition.

Site: 62
Historic Name: Freedom Oil Company
Current Occupant: A.T.O. Incorporated
Address: 1775 Morgantown Avenue
Meets Criteria A

Documentation Level: 1
See Fig. 125

The Freedom Oil site consists of two attatched structures. The main structure is a large, rectangular, one-and-a-half story, painted brick building with a medium-pitch asphalt shingle gable roof. The street facade incorporates an irregular arrangement of tall windows and wide doorways, all of which are topped by segmental arches and have been boarded over. A low triangular concrete loading dock connects the main building to the addition, which is set back further from the street. The addition is an irregular polygon in plan. It is a one-story, flat-roofed building with a drain tile coping at the top of the rusticated cinder block walls. A garage-type door provides access to the loading dock, and multi-pane, steel-mullion windows light the interior. The main building was constructed in 1915, and the addition was built in 1935. The original name associated with the site is Freedom Oil, and Ashland Oil was the owner during the 1950's. The site was deeded to Hall of Hall and Pigott (see site number 61) in 1975, and then to A. T. O. Incorporated in 1977.

Site: 63
Historic Name: Kettering Baking Company
Current Occupant: Northern Mountain State Metals, Incorporated
Location: Morgantown Avenue
Documentation Level: 1
See Fig. 126

Kettering Bakery is a long, rectangular, one-story, flat-roofed masonry structure with several smaller additions. The two largest components are the original circa 1936 building, and the large attached building to the south. The street facade, from left to right, consists of the original building, which steps down to the south in three sections to follow the topography. Protruding courses of brick near the tops of the walls serve to unify the broken facade. Large, regularly-spaced windows which sat atop protruding brick sills have been bricked in. Attached to this building, and to the right of it, is a later concrete block building. This building has small, steel-mullion, multi-pane windows high on the walls, and pilasters which reach to just below the top of the walls. The pilasters are absent at the corners. Harry Earl Kettering established a bakery in Fairmont in 1921. The Kettering name is associated with this site between 1936 and 1985, when the bakery shut down. The structure is in excellent condition, and serves as a metals recycling facility.

Site: 64
Historic Name: Meredith Lumber Company Office
Current Occupant: W.S.Thomas Transfer, Incorporated
Location: Morgantown Avenue, Between Curtis and Mound

Documentation Level: 1
See Fig. 127

The Meredith Lumber Company Office is a one-story, L-shaped gable-roofed building with replacement siding, shutters, and an awning over the front door. The wing parallel to the street appears to be the original 1910 structure, as the windows are vertical and the original wooden verge board, louvered vent and brackets have been retained. The wing perpendicular to the street has horizontal windows, and appears to be a later addition. The building is in good condition, and in use.

Site: 65
Historic Name: Fairmont Aluminum Company
Current Occupant: ALCAN Aluminum Corporation
Location: Speedway
Meets Criteria A, and D
Documentation Level: 2
See Figs. 128-131
See Plant Diagram

The Fairmont Aluminum Company (Falco) site consists of a large complex of eight attatched structures built between 1919 and the 1970s. The 1919 core of the plant consists of four units; an office building, and three large production buildings. The office structure is a small, rectangular, two-story red brick building with a three-story tower at the center of the Speedway facade (fig.128). The corners of the office building and tower are marked by heavy pilasters, and the walls are marked by brickwork cornices and a stone belt course. The tower is topped by a pyramidal sheet metal roof. The windows in the body of the building are multi-pane, steel-mullion type, while the tower is lit by a trio of small single-pane, double-hung windows on each side. The office building is located at what was originally the northeast corner of the plant. Just behind the office building is the largest of the original buildings, which measures 281 feet by 376 feet (fig 129). This building has brick walls, and modern corrugated metal roofs. The roof is composed of three long bays containing gabled clerestories which are parallel to Speedway. The next of the original structures is a thirty foot wide long gabled shed (fig.130) which connects the large building to a 70 foot by 281 foot structure (fig.131). This structure has brick walls, a medium-pitch modern metal roof, and wide pilasters between the areas where large windows have been bricked over. These four original structures are visible from Speedway, but are obscured on the south and west sides, and completely masked by expansion at the north side. All structures are in use, and are well-maintained. These buildings are unusually large for brick-walled foundry or shop-type structures, and can be considered transitional between the all-brick phase of construction for buildings of this type, and those that later incorporated steel beams and sheathing for walls as well

as roofs. Modifications to the plant have changed its appearance, but are expressive of the growth of Falco/ALCAN.

The earliest of the structures on this site were built in 1919 by West Virginia Metal Products, an unsuccesful brass foundry. This diversification venture of the Watsons, Hutchinsons, Camdens, and other Fairmont industrialists closed in September of 1921. After sitting idle for a time, the plant was purchased by the Fairmont Aluminum Company in April of 1922. Under Falco, the Fairmont plant became the largest independent roller of flat aluminum sheet and strip in the country, with circular shapes for the cookware industry a specialty. During the Second World War, Falco manufactured roll and strip aluminum for British tanks, Curtis-Wright aircraft, intercoolers, naval ordnance containers, canteens, radar and radio, and experimental guided missiles. In 1956, the plant was purchased by the Cerro Aluminum Corporation, who were partners with Alcan in a hot rolling aluminum mill in Oswego, New York. In 1965, Cerro exited the aluminum market, and sold the Fairmont mill to Alcan. Since that time, Alcan has continued to expand and modernize the Fairmont plant. Between 1979 and 1988, Alcan invested $15.6 million in technology and modernization, including the addition of computerized automatic hydraulic flatness and gauge control systems on the rolling mills. Fairmont is Alcan's primary facility for the production of light-gauge rolled products, with a major market niche for fin stock, the aluminum strips found in radiators, coolers, and other types of heat exchangers. The approximately 250 workers are represented by the United Steelworkers' Union, and have been involved in Labor-Management Participation Teams to improve relations, quality, and productivity since 1985.

The Alcan plant is significant as the original buildings on site are a standing example of the industrial diversification attempts of the Watsons and other turn-of-the-century Fairmont coal mining magnates. The plant is also significant as a contributor to the WW II manufacturing effort. The Alcan site is also significant today as a survivor of deindustrialization. This site has manufactured the same product for 67 years, under three different owners. Alcan has made major reinvestments in this plant, and in Fairmont as well, in terms of technology and labor relations. Alcan is not just significant for what it was, but for what it is--a cutting edge industry committed to a deindustrialized community.

Site: 66
Name: Monongahela Railway Meredith Tunnel
Location: Beneath Intersection of Speedway and Suncrest Boulevard
Meets Criteria D
Documentation Level:
See Fig. 132

The Monongahela Railway's Meridith Tunnel was constructed in 1914. This tunnel, which is approximately one eighth of a mile in length, and the high bridge over Hickman Run were the last obstacles in the construction of the railway to Fairmont. The portals and the lining of this single-track tunnel are concrete. The northwest portal is badly deteriorated. The concrete around the mouth of the southwest portal is scored to resemble arch-stones, and the tunnel mouth is flanked by vernacular Doric pilasters. A protruding band of concrete at the top of the tunnel face serves as a capstone. The word "Meredith" is cast into the concrete above the arch. This is likely a place-name, as is typical in railroad custom. This is supported by the presence of nearby Meredith Lumber. This tunnel is threatened by further deterioration, as it is wet inside, and particularly at the northwest portal. It is unusual to find an open abandoned tunnel in an urban area, as they usually become "trouble spots" in the minds of concerned neighbors. Therefore, this tunnel is threatened with possible sealing if used improperly. This would be a loss, as this tunnel is a vital link in a rail-trail system that could include the Hickman Run area discussed under site 52, and the Prickett's Fort Area.

Site: 67
Historic Name: Angelilli Granite Works
Current Name: Angelilli Monument Works
Location: Highway 73 near Hoult Avenue
Meets Criteria D
Documentation Level: 1
See Fig. 133

The Angelilli Granite Works building is a single-story, flat-roofed workshop. The walls are white stucco, and are topped by a band of dark bricks, which also form a quoin pattern at the corners. The top of the walls are ornamented with a broad crenellation, and topped with a tile coping. Tall arched windows appear on the south and west facades, and are also decorated with a brick surround. An addition with a shed roof is attatched to the north side of the building. The Angelilli Monument Works is in good condition and appears to be in operation. The original name, using the word granite is unusual, as the hard, coarse-grained, igneous rock is not found in this region.

Site: 68
Historic Name: Henry Oil
Current Occupant: Factory Outlet
Address: 741 Merchant Street
Documentation Level: 1
See Fig. 134

The Henry Oil Building actually consists of three attatched, flat-roofed concrete-block structures that were built at different

times. No component of this site is of architectural significance. The two-story office building was constructed in 1925. The walls are constructed of rusticated concrete blocks with smooth blocks at the corners to resemble quoins. The windows are large, irregularly shaped and positioned multi-pane steel-mullion type. The long warehouse extension was constructed from similar materials in 1958, and has two loading doors on the street side. In 1970 the site was purchased by the Quaker State Oil Company. In this year the small concrete block building at the south end of the site was constructed. In 1988, the site was purchased by the current owner, who runs a Factory Outlet store. The building is unused, and in fair condition.

Site: 69
Historic Name: American News Company
Current Occupant: Factory Outlet
Address: 737 Merchant Street
Documentation Level: 1
See Fig. 135

The American News Company is an 45 foot by 80 foot corrugated steel quonset hut with a brick facade on the street side. The street facade has a stepped pediment topped by a tile coping. The street facade consists of two garage doors of two different types and sizes, a pair of casement windows, and a front door. The structure, like its neighbors, sites 34 and 73, lacks architectural merit. The building was constructed circa 1950 for the American News Company, and in 1957 was purchased by the West Virginia Electric Corporation. In 1967, the building passed to the Henry Oil Company, and in 1970 to the Quaker State Oil Company. In 1988, the site was purchased by the present owner, who runs a factory outlet store. The building is in good condition.

Site: 70
Name: Water Department
Address: 300 Third Street
Documentation Level: 1
See Fig. 136

The Water Department building is a one-and-a-half story, shallow gable-roofed, tan brick storage and maintenance facility. The most significant feature of this building is the use of ornamental brickwork. Brick pilasters rise from the concrete foundation to a string course of wide bricks near the top of the walls, where they recede into the wall at an angle like a gothic buttress. The top of the walls are capped by a slight coping. The sloping lines of the pediment on the gable end are broken by the tops of the pilasters. The windows are all multi-pane, steel-mullion type, and the narrow aluminum casement-type door appears to be a replacement. Several windows and doors, including a large

square opening in the center of the Third Street facade, have been bricked over. Four round tin ventilators crown the roof. The building is well-maintained and occupied by the city.

Site: 71
Historic Name: Mountain State Artificial Limb Company
Current Occupant: Advanced Orthopedic Technologies, Incorporated
Address: 1536 Pennsylvania Avenue
Documentation Level: 1
See Fig. 137

The Mountain State Artificial Limb Company, a small, two-story storefront structure with a shingled awning has been so severely altered from its original appearance that it is hardly worth describing. A row of tile roof coping tiles and the flat roof suggest that the building beneath the replacement siding and artificial masonry may have been of brick or block construction. The site is in use and is obviously kept up.

Site: 72
Name: Kisner Brothers Sheet Metal
Location: Speedway
Documentation Level: 1
See Fig. 138

Kisner Brothers Sheet Metal is a flat-roofed, tan brick light manufacturing building with multi-pane, steel-mullion windows and horizontal belt courses of darker brick dividing the facade. A dark metal coping runs around the top of the walls. The building sits on a slope so that there is one story where the front of the building meets the sidewalk, and three stories at the rear. The street facade contains six large multi-pane windows, a flush loading dock, a large plate glass showroom-type window, and a set of stairs which lead to the front door. The building is unremarkable except for a period neon sign and a rectangular stainless steel awning which projects horizontally from the wall over the front door. Kisner Brothers are fabricators of ventilation ductwork and custom sheet metal work. The site has been in use by the same business for the same purpose for years, and is in good condition.

Site: 73
Historic Name: Stone Aluminum Awning Company
Current Occupant: Beuge's Auto Parts and Sales
Address: 202 Elkins Street
Meets Criteria A and C
Documentation Level: 1
See Fig. 139

The Stone Aluminum Awning Company building is a nondescript two-story, flat-roofed, concrete block-walled shop building, with steel-mullion, multi-pane windows. A single-story addition extends from the rear of the building. Many of the windows are shaded by original aluminum and fiberglass awnings which are products of the original tenant. Mr. Bruce Stone started the business approximately 1942, and ceased operation in 1960. In addition to awnings, Stone Aluminum Awning fabricated ductwork and decorative metalwork. Apparently Mr. Stone held several patents for aluminum awning design. The building is occupied by owners who are aware of the building's history, and does not appear to be threatened.

Site: 74
Name: Watson Highway Bridge
Location: Route 250 over West Fork River
Meets Criteria D
Documentation Level: 1
See Fig. 140

The Watson Highway Bridge consists of four steel spans supported by concrete abutments and piers. From north to south, the 454-foot long bridge is constructed as follows: a 72-foot long, plate girder, deck-type span over the B & O Fairmont-Clarksburg railroad tracks; two 155-foot long, deck-type Pratt trusses over the West Fork River, with a concrete pier located in the channel; and another 72-foot long plate girder, deck-type span which crossed the B & O branch line which served the New England Mine of the Consolidation Coal Company, and Nuzum's Sand and Gravel. The roadway is 27 feet wide, and 6'-7" sidewalks are protected by a diagonally intersecting steel lattice railing. The bridge has an inclined deck, the height of which averages 56 feet above low water. The Watson Highway Bridge was constructed in 1926 by the Mount Vernon Bridge Company of Mount Vernon, Ohio. It is an unusual bridge from an engineering standpoint for its use of Pratt trusses in a deck configuration.

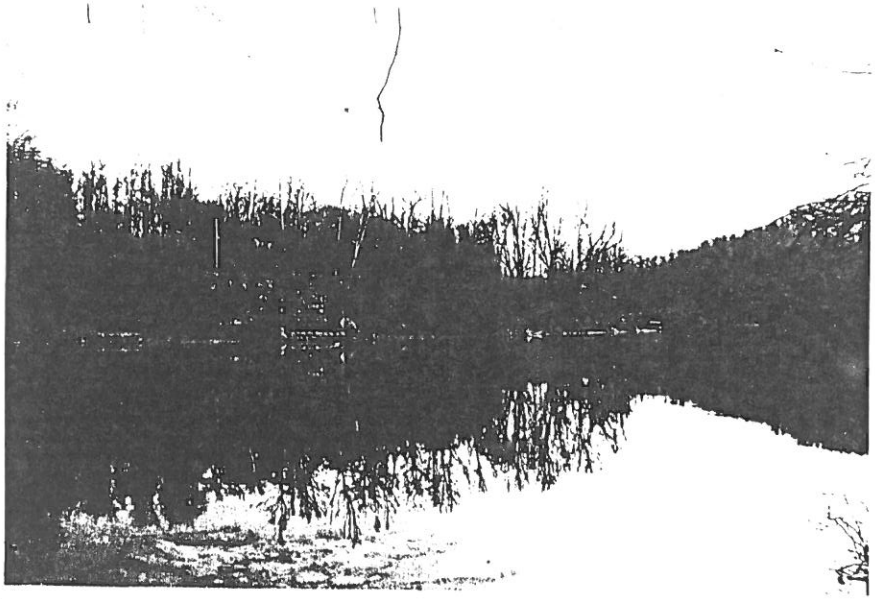
Site: 75
Historic Name: Hoult Lock
Current Occupant: Marion Docks (coal barge loading facility)
Location: Hoult Avenue at Baltimore & Ohio Railroad bridge.
Meets Criteria A, B, and D
Documentation Level: 1
See Fig. 141-142

This site consists of the remains of lock number 15 at Hoult (fig.141). The only remaining evidence of this lock is a fragment at the base of a pier for the B & O Railroad bridge, and the land-side wall. The only evidence of the former function of this wall are barge tie-up bollards, steps, and lock gate pockets. Across Hoult Avenue from the lock, an unusual sloping retaining wall made

of small limestone blocks runs parallel to the lock chamber (fig.142). This may have been the site of the lockmaster's house. This lock was constructed in 1903, and demolished in 1967, as it was made redundant by the then-new Opekiska lock downstream. In 1985, the Marion Docks Company began loading coal barges on the lock site. There is no longer any commercial traffic upstream of this site on the Monongahela River.

Site: 76
Name: Bridge Pier and Embankment, Old Alignment of Fairmont, Morgantown & Pitsburgh Railroad
Location: East Bank of Monongahela River, Opposite Old Baltimore & Ohio Railroad Yard
Meets Criteria A
Documentation Level: 1
See Fig. 143

The FM & P pier is a rectangular railroad bridge pier constructed of square-cut, quarry-faced, regularly-coursed ashlar limestone blocks, with a protruding capstone row. The FM & P Railroad originally crossed the Monongahela River at this location, but was relocated to its present crossing, site number 44 at Hoult. The FM & P was the creation of area financeers and industrialists such as George Sturgiss of Morgantown, who sought transportation improvements for the export of coal and finished goods from the area. The line was completed to Morgantown in 1886, and to Uniontown, Pa. in 1894, and was later sold to the B & O. The pier on the east side of the river, and a short stretch of embankment are all that remain of this crossing.



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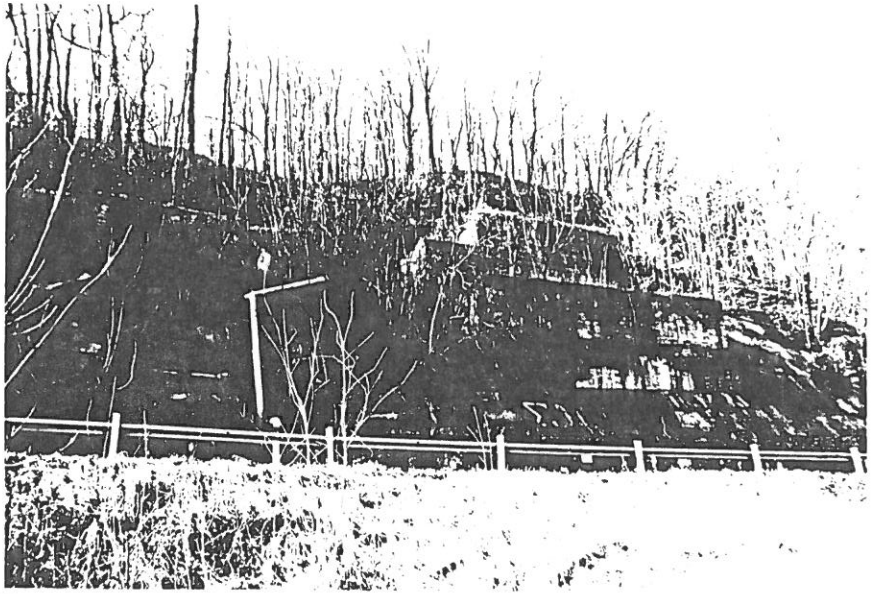

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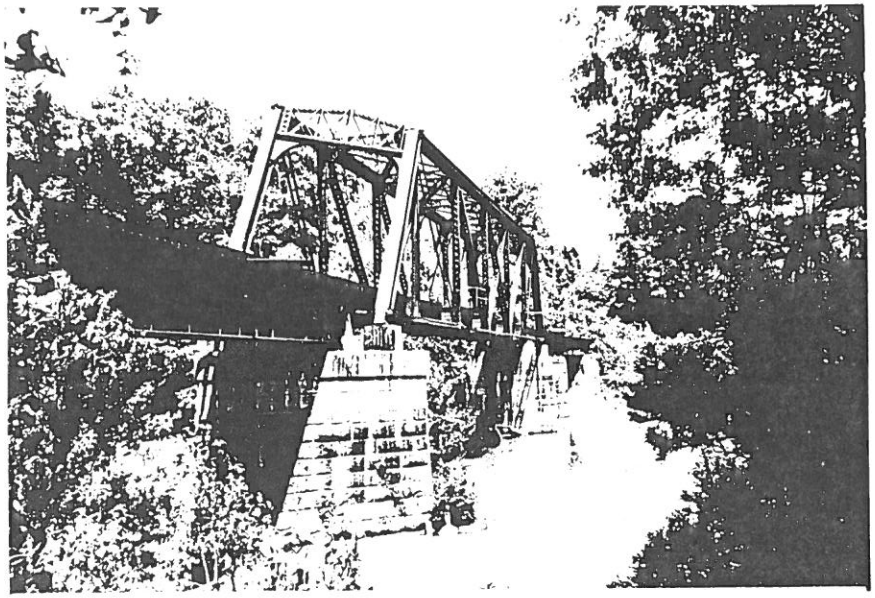

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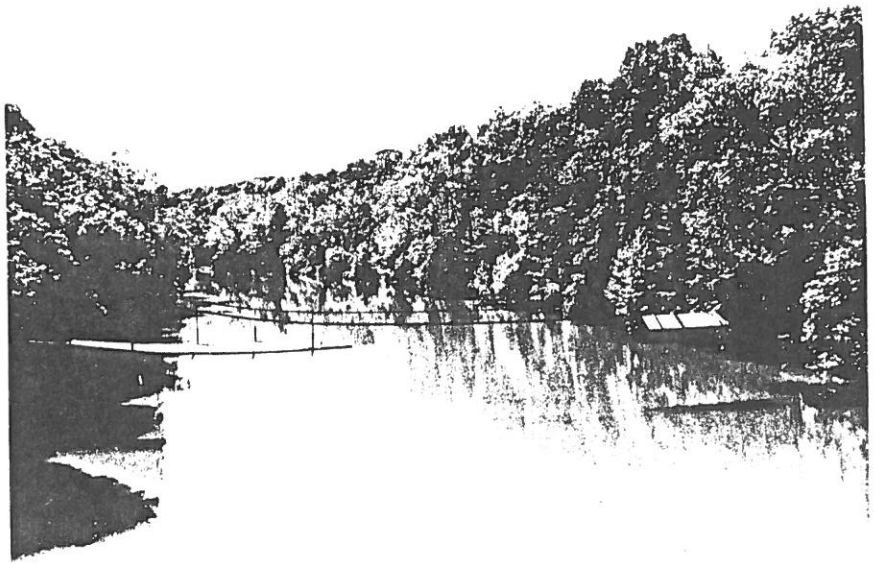

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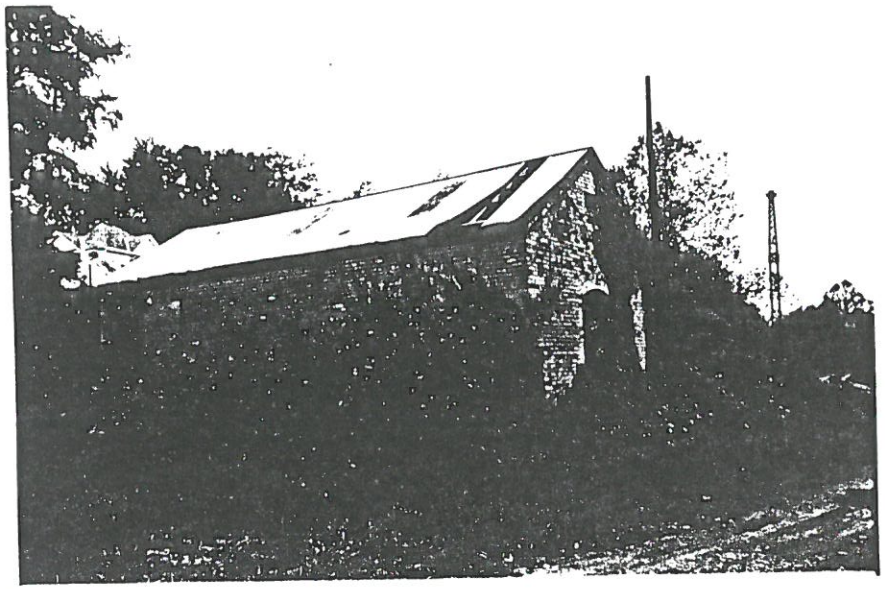

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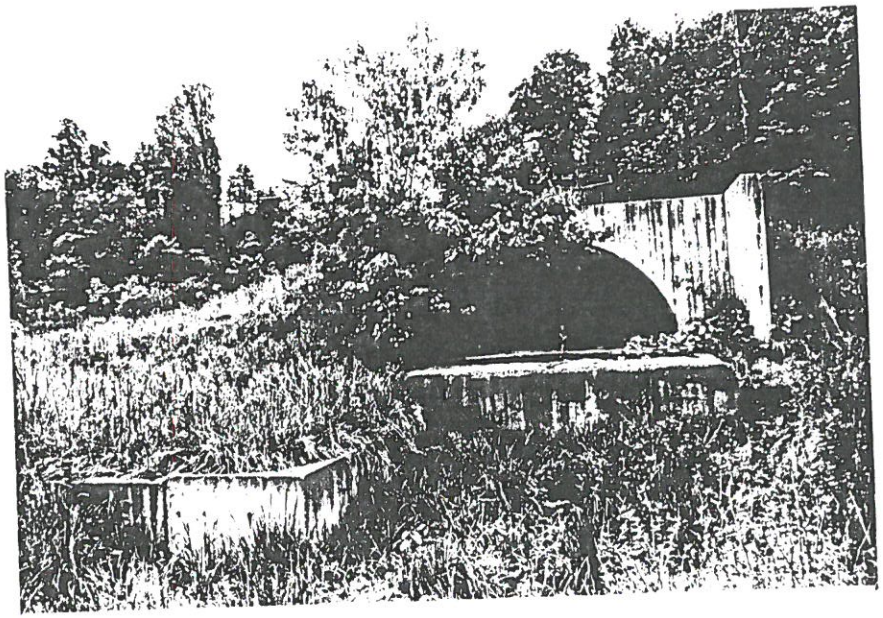

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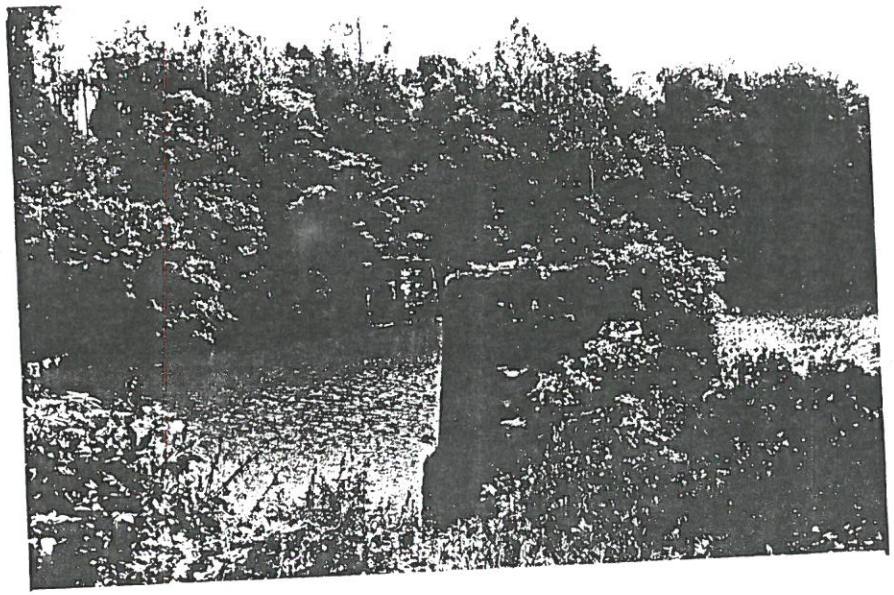

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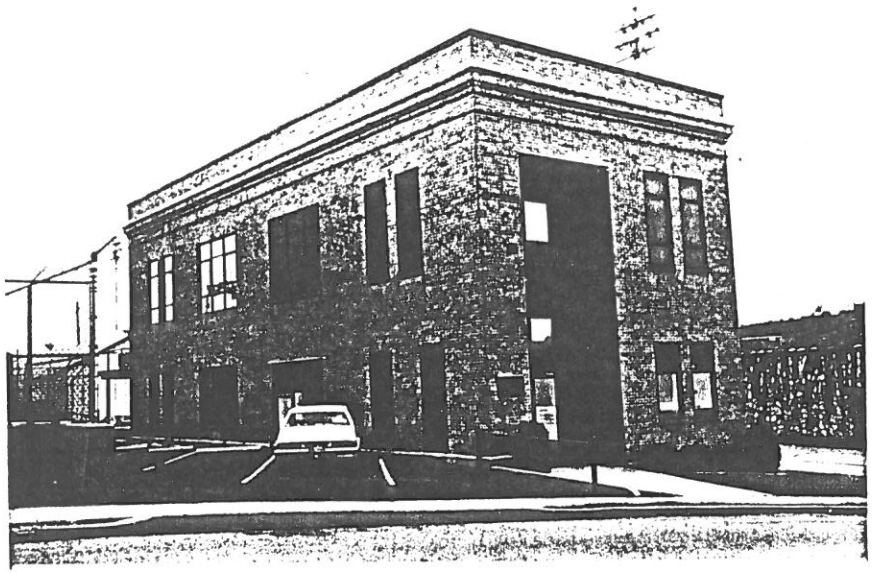

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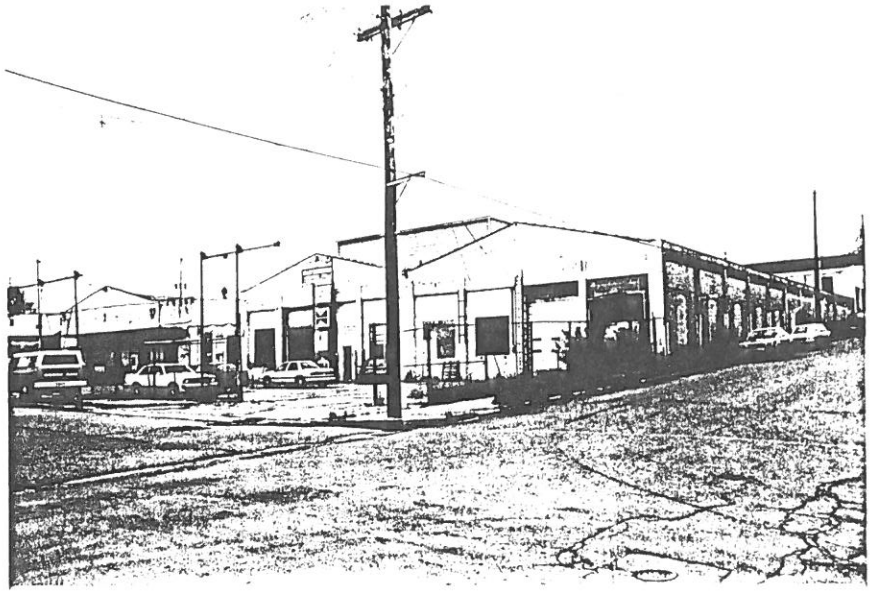

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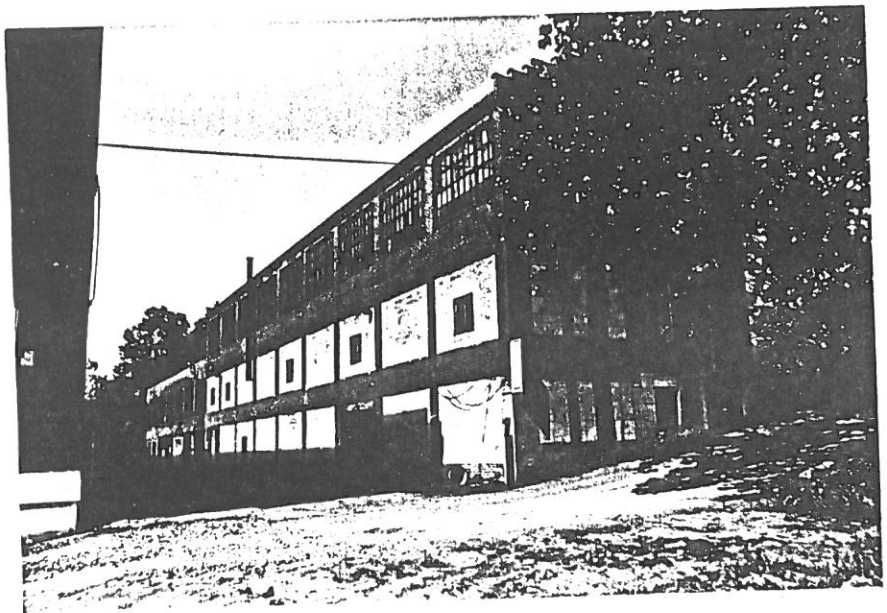

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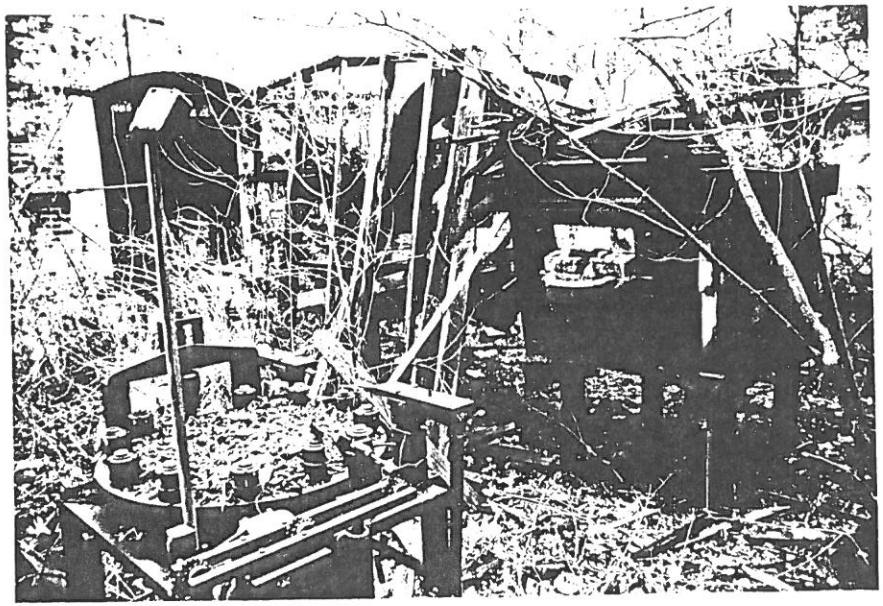

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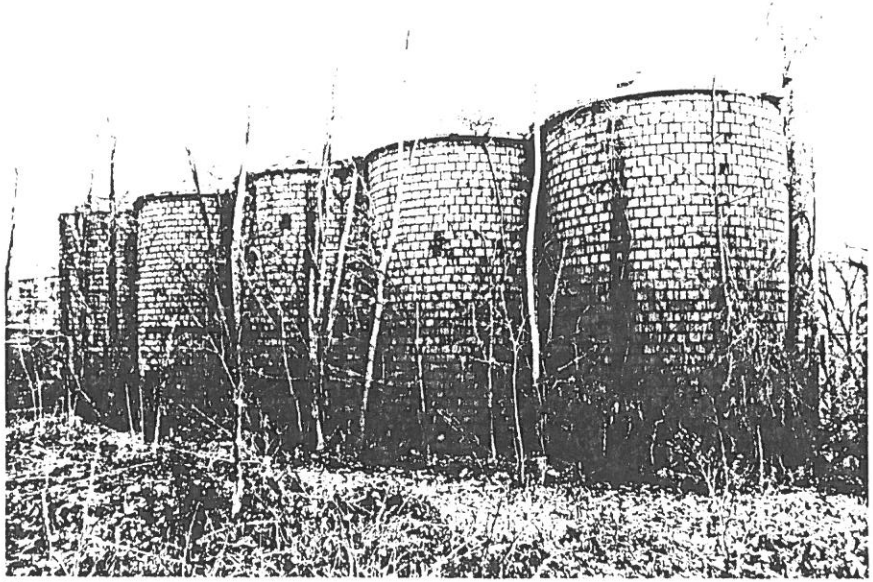

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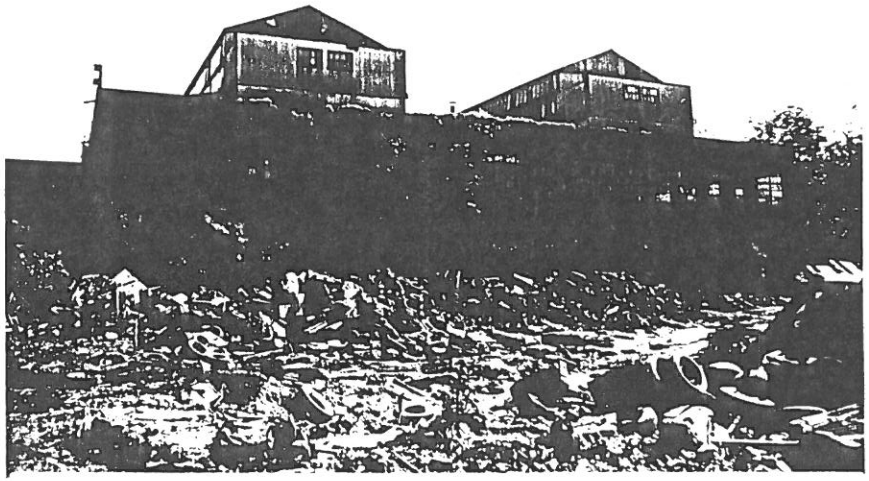

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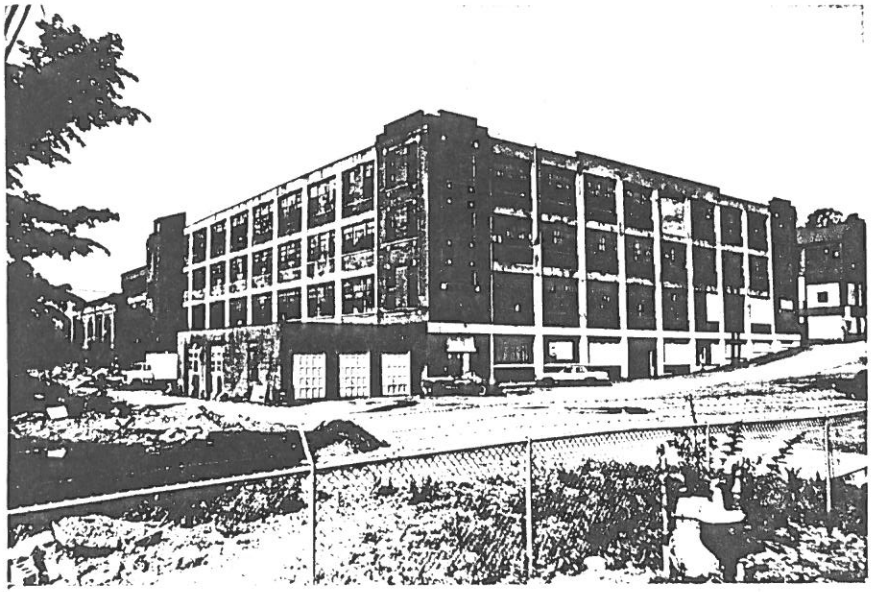

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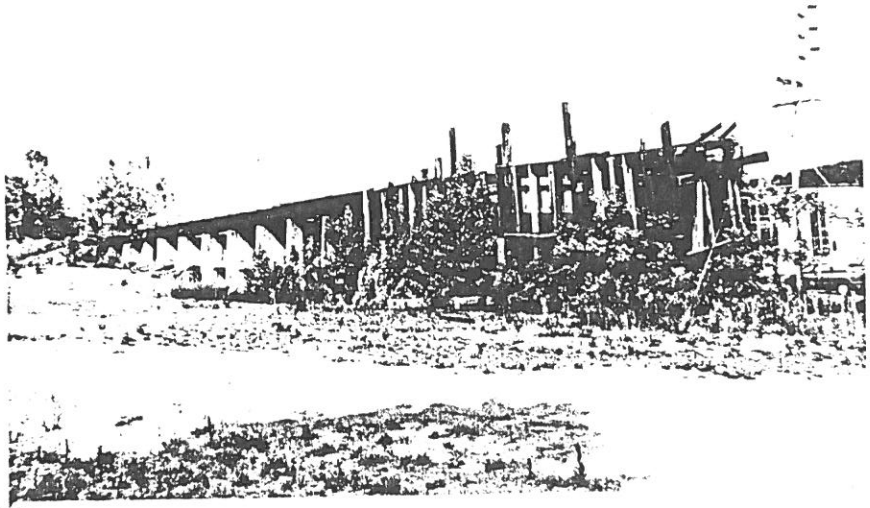

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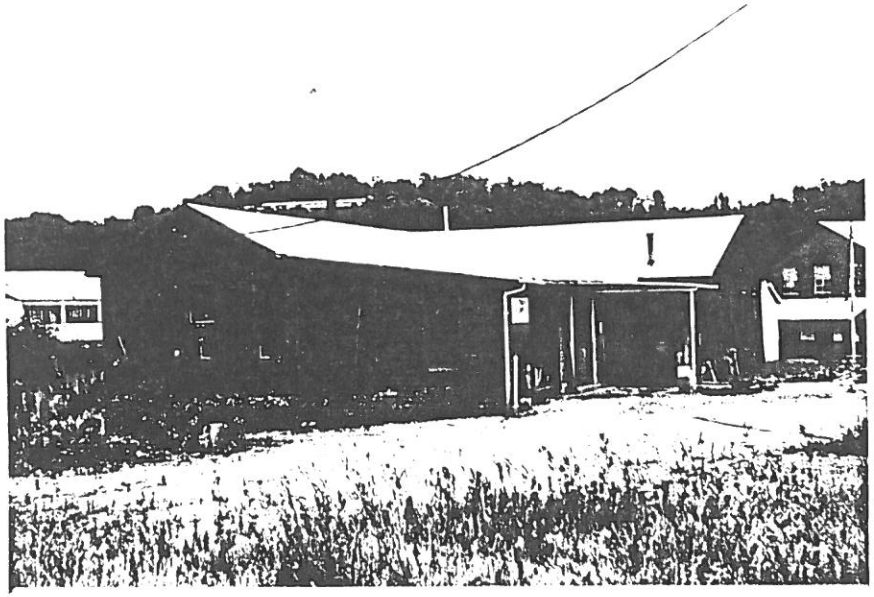

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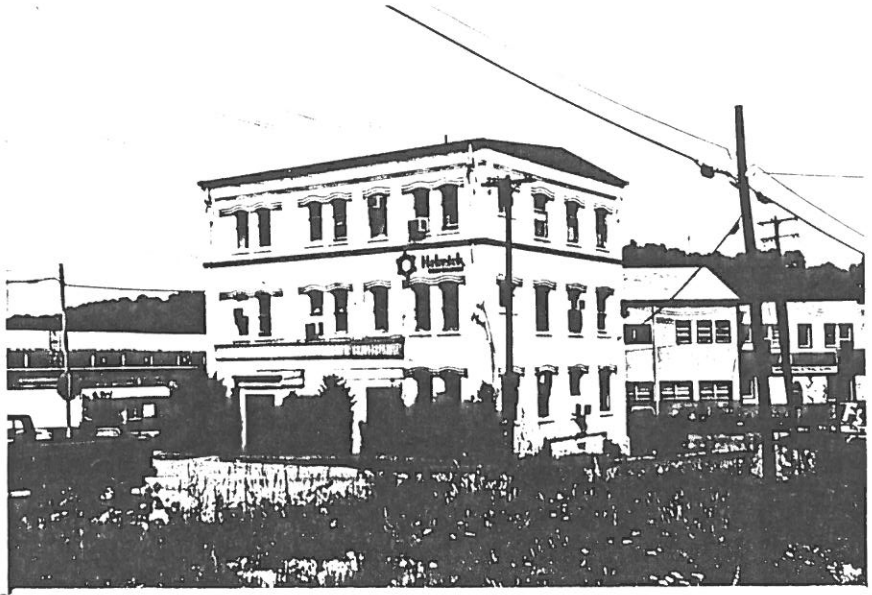

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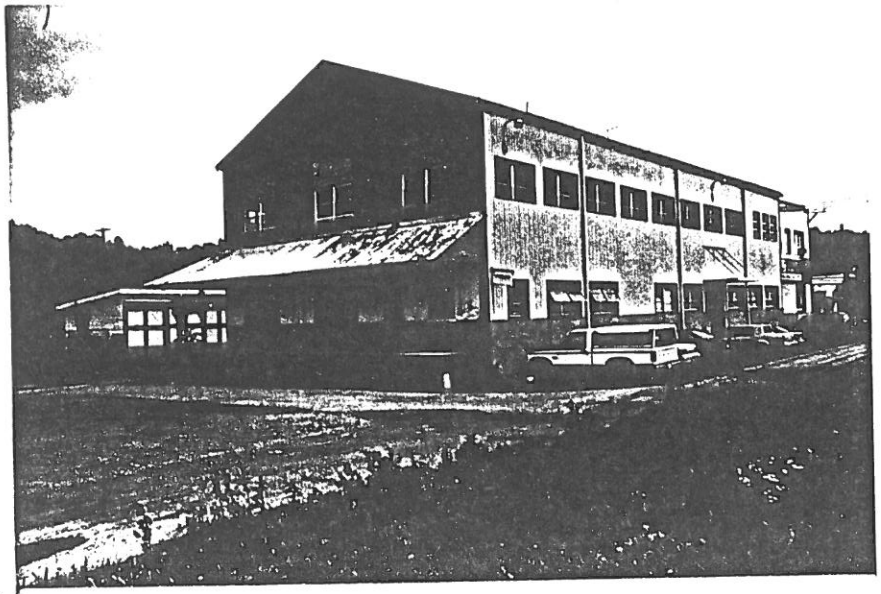

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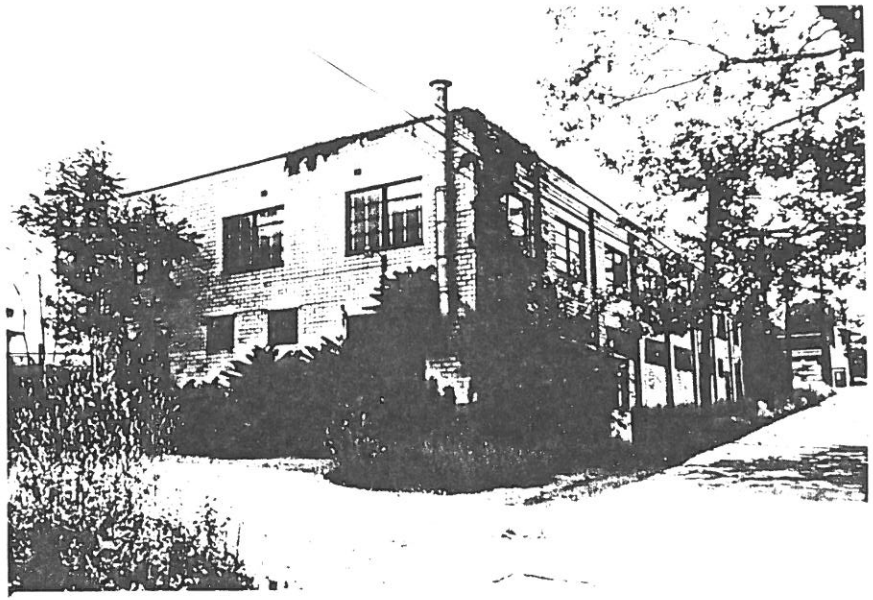

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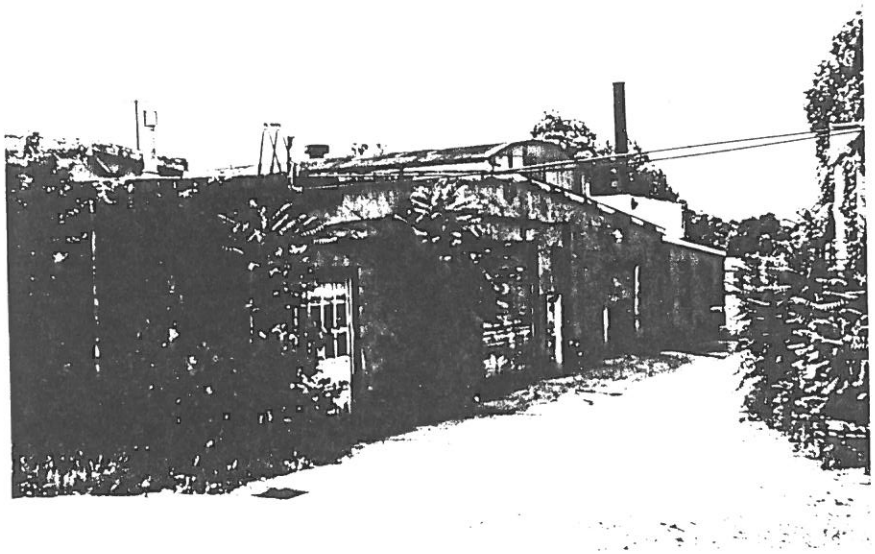

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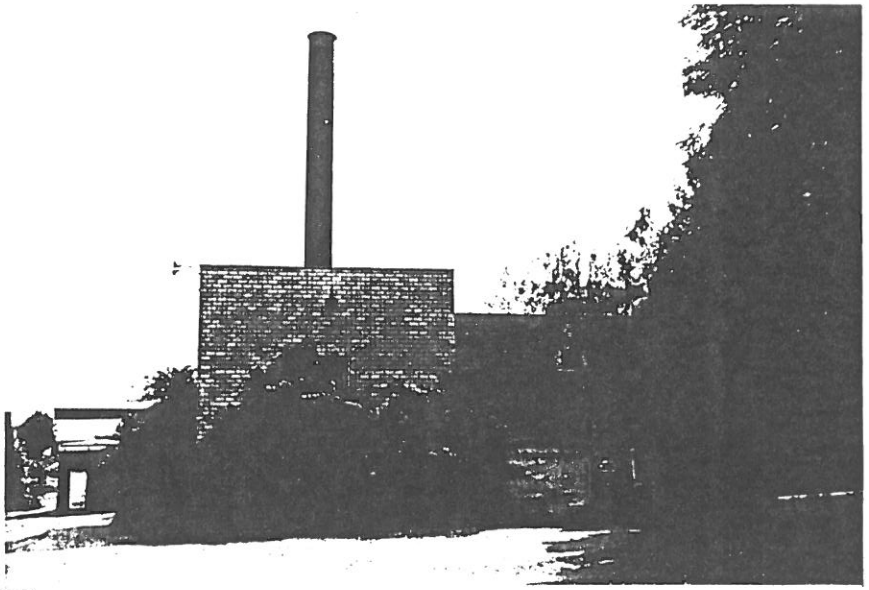

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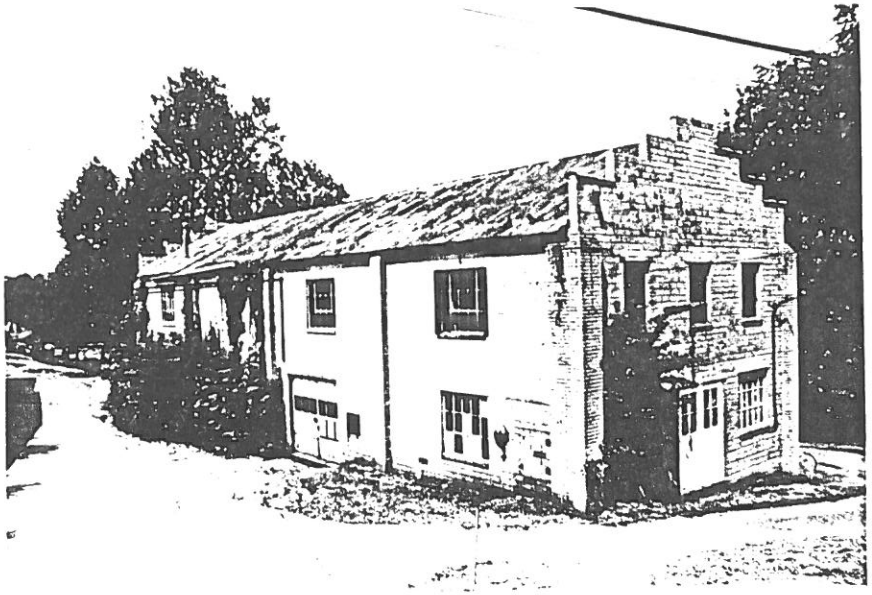

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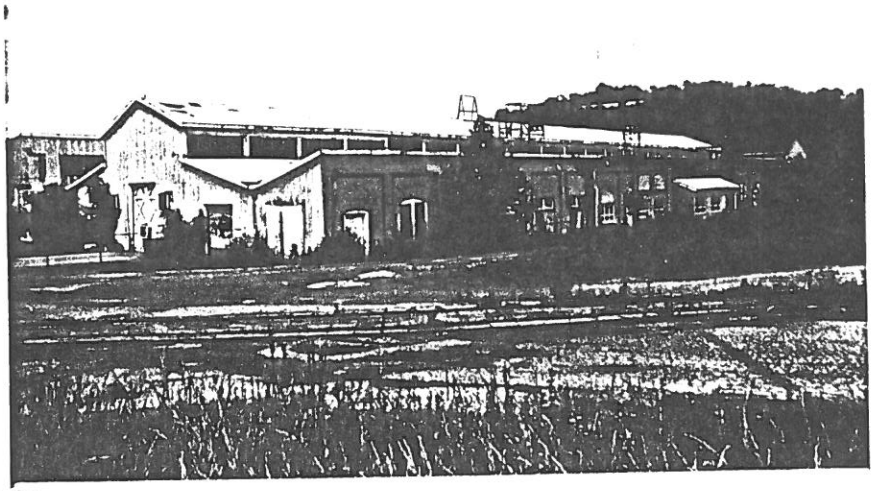

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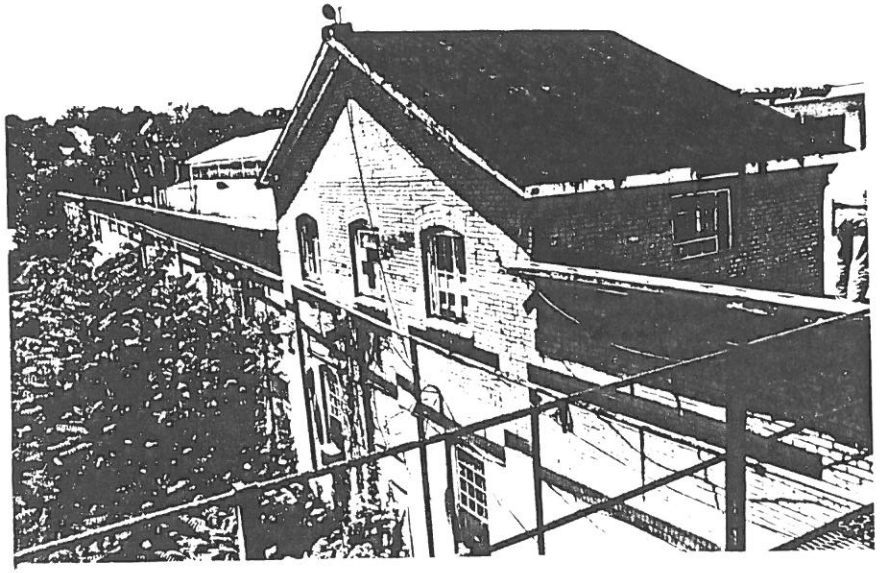

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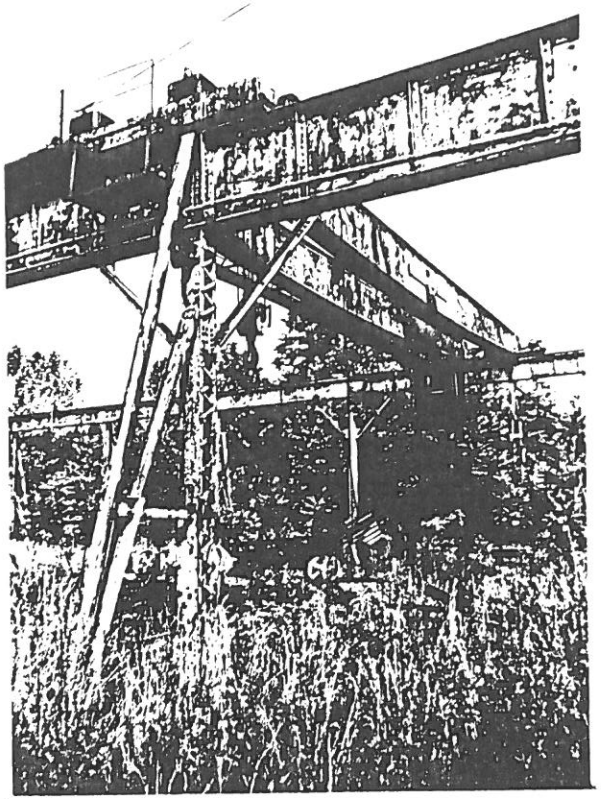

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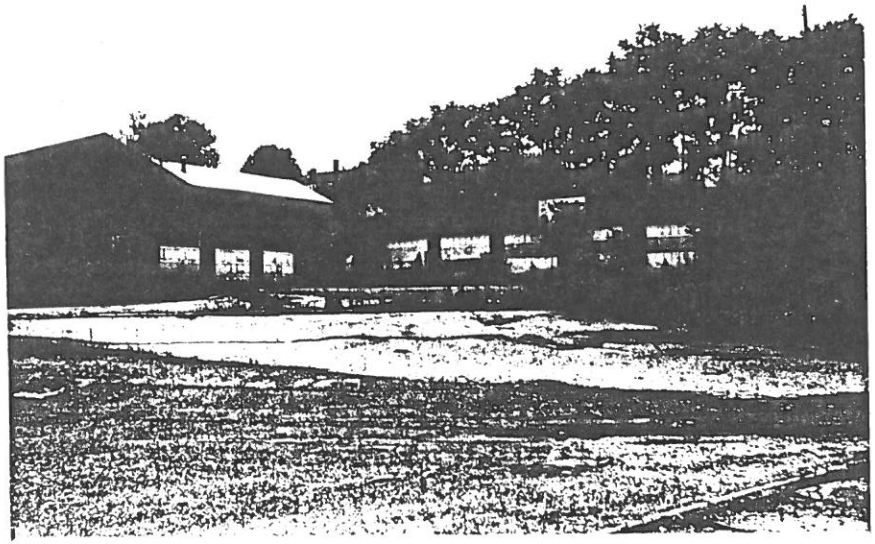

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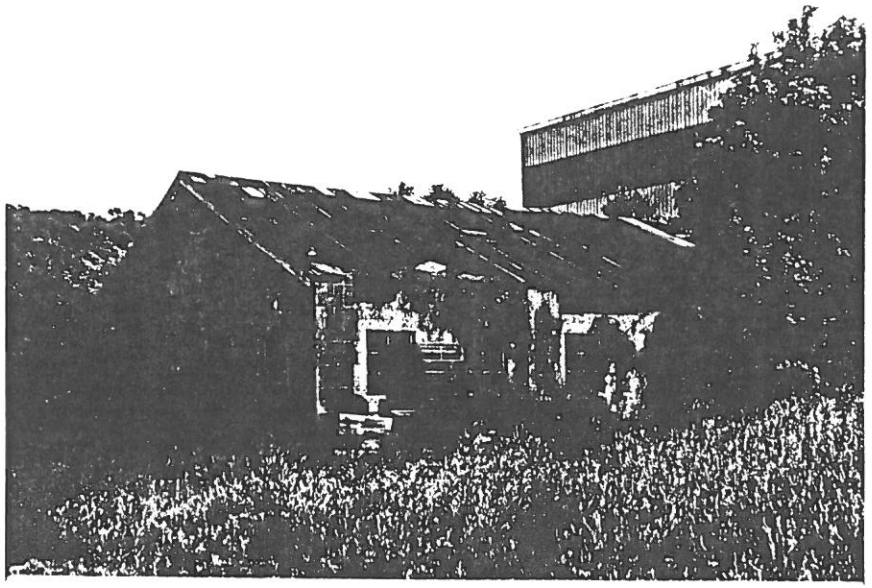

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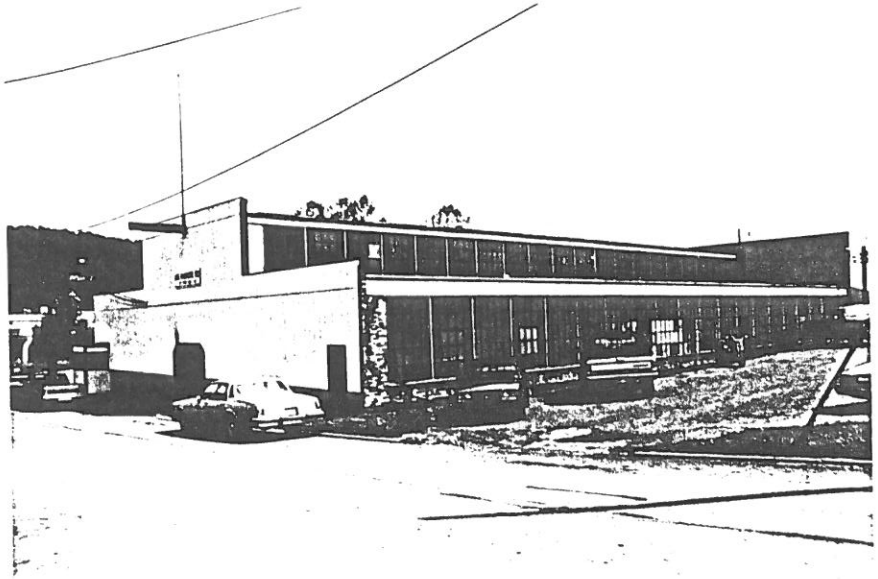

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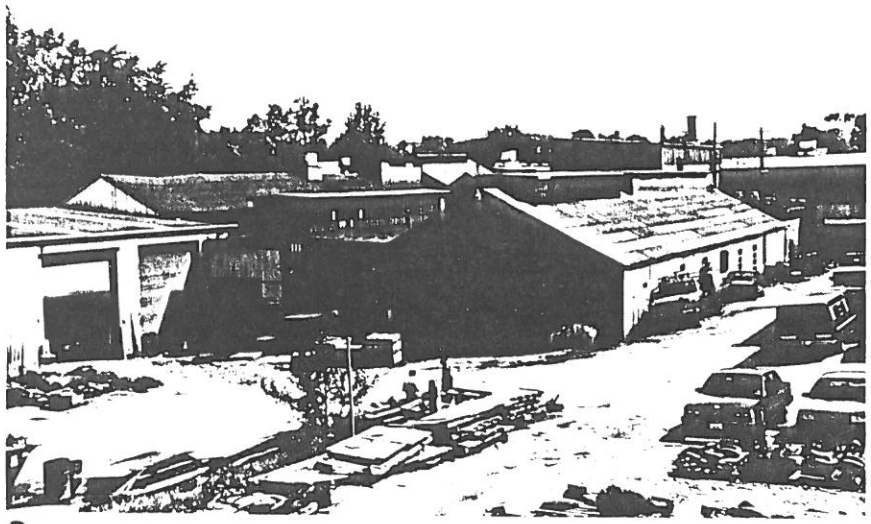

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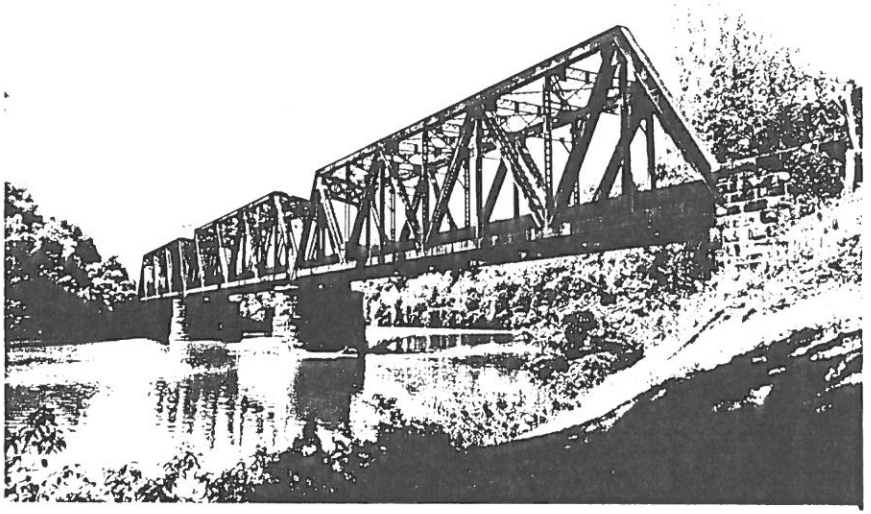

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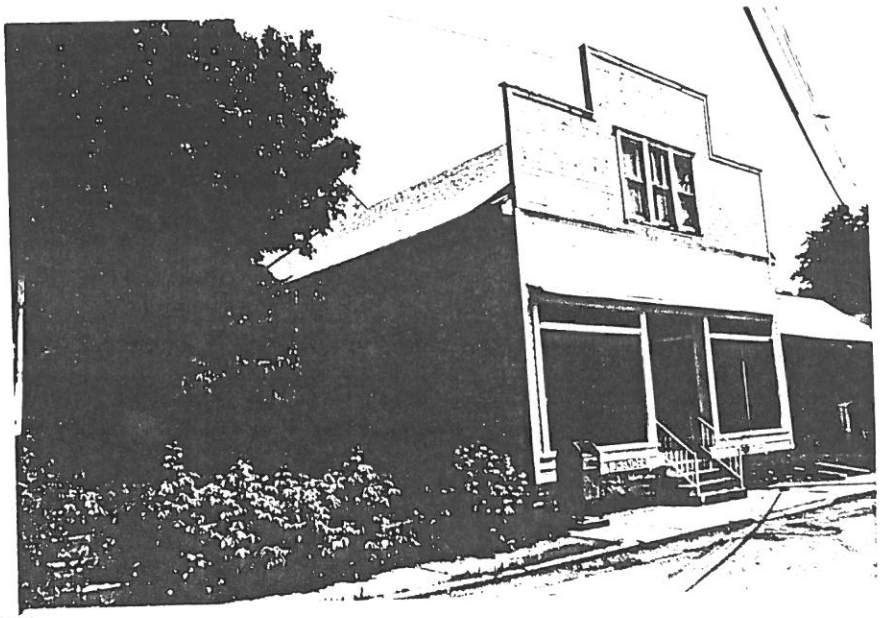

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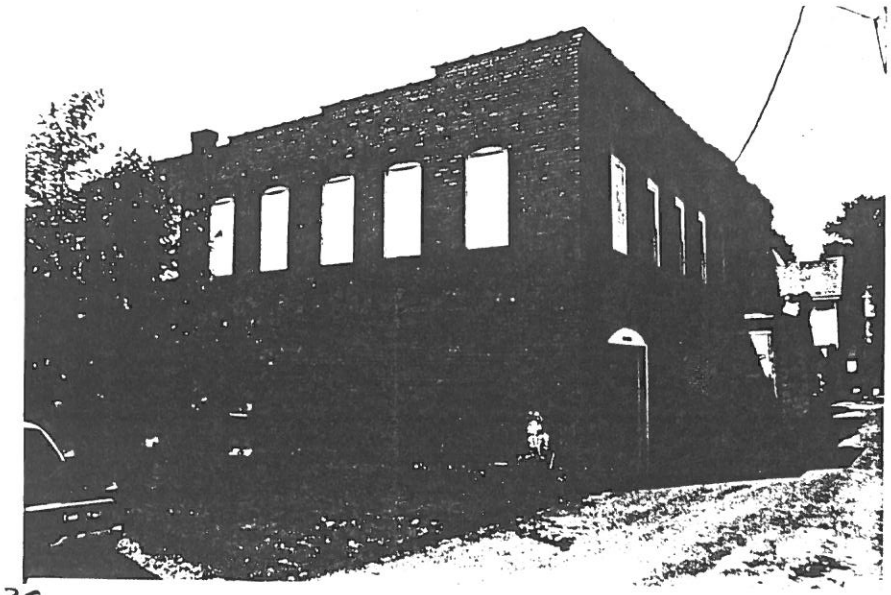

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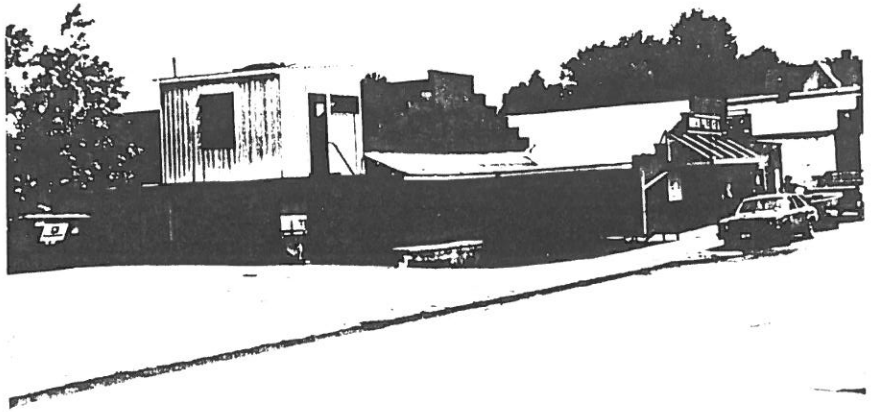

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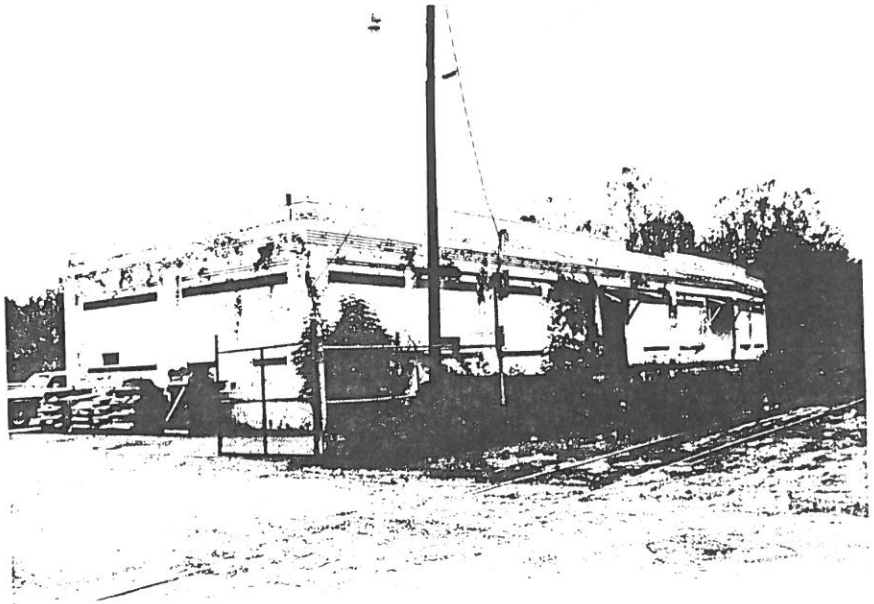

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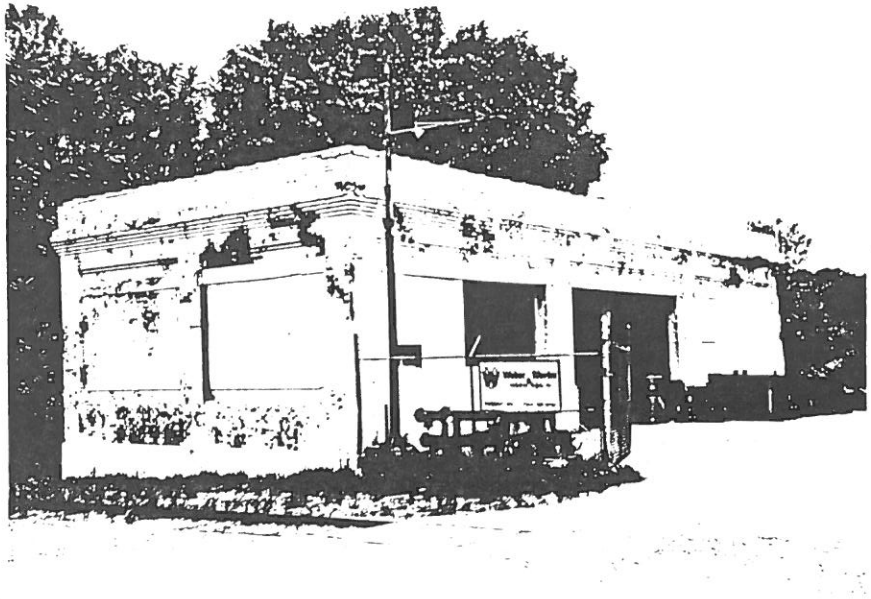

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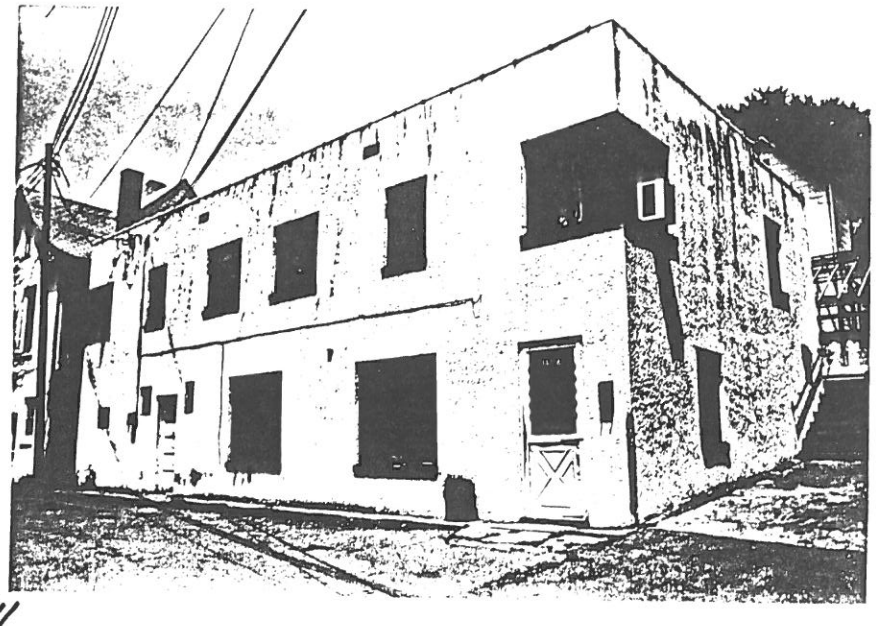

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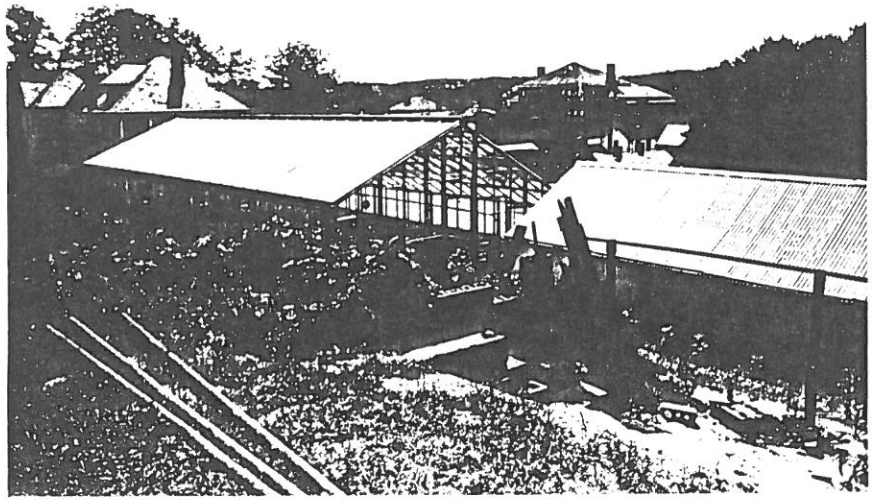

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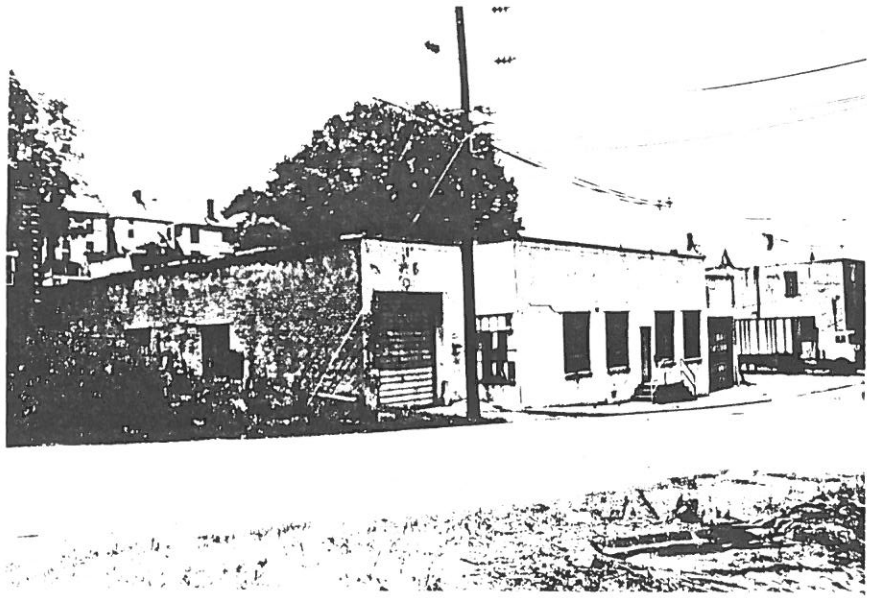

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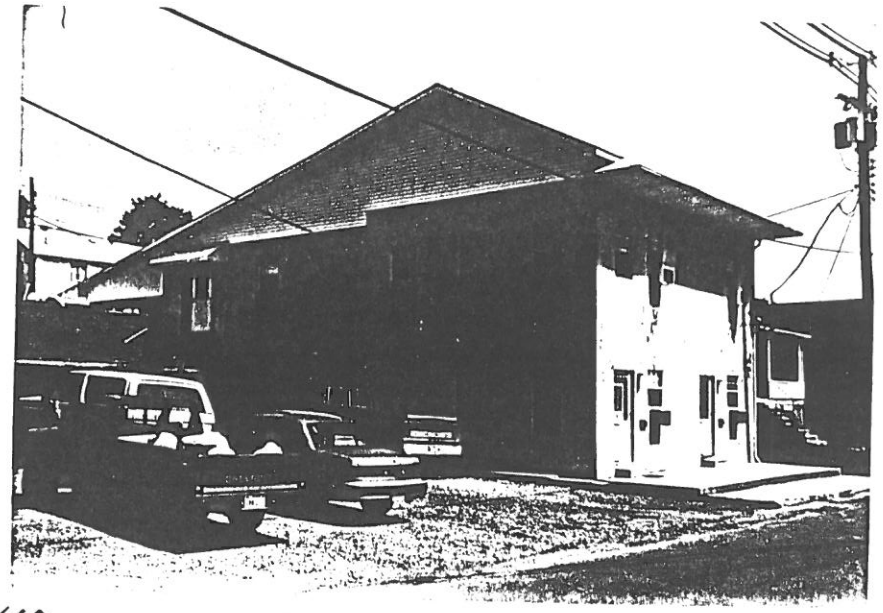

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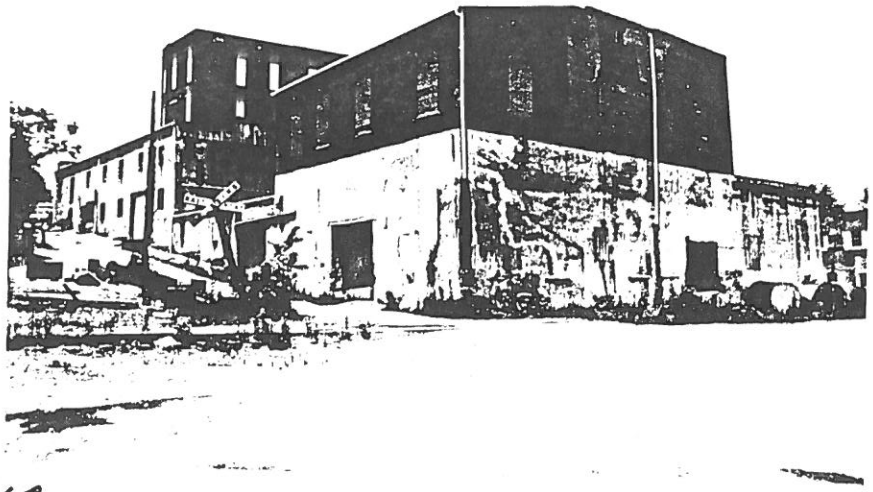

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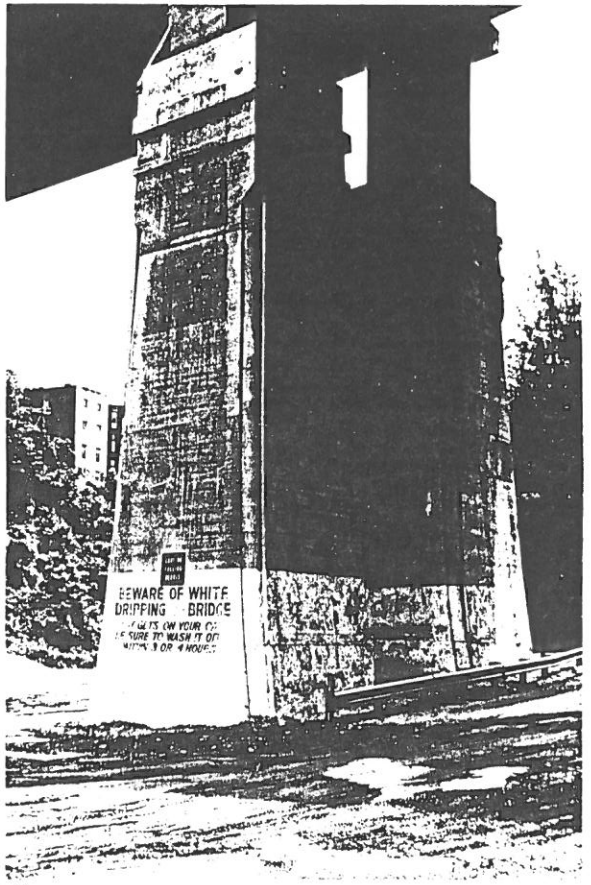

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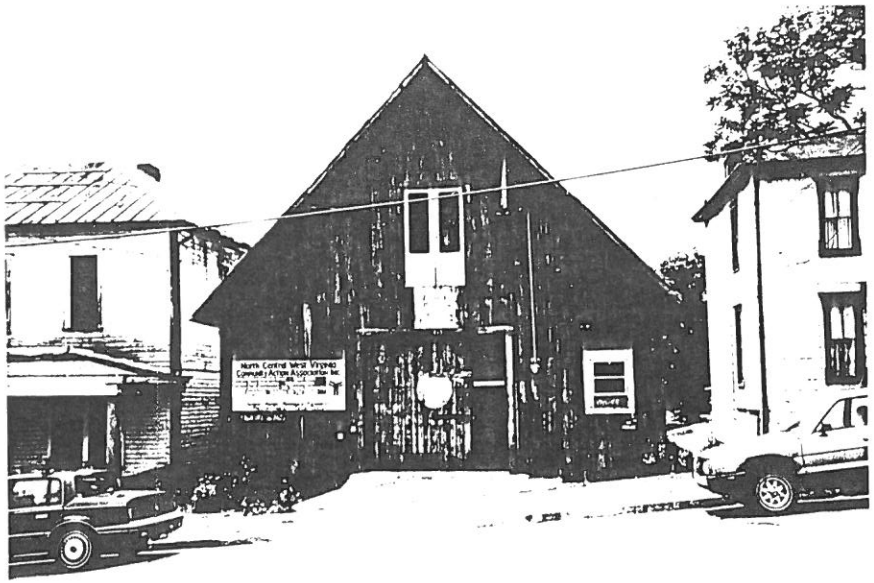

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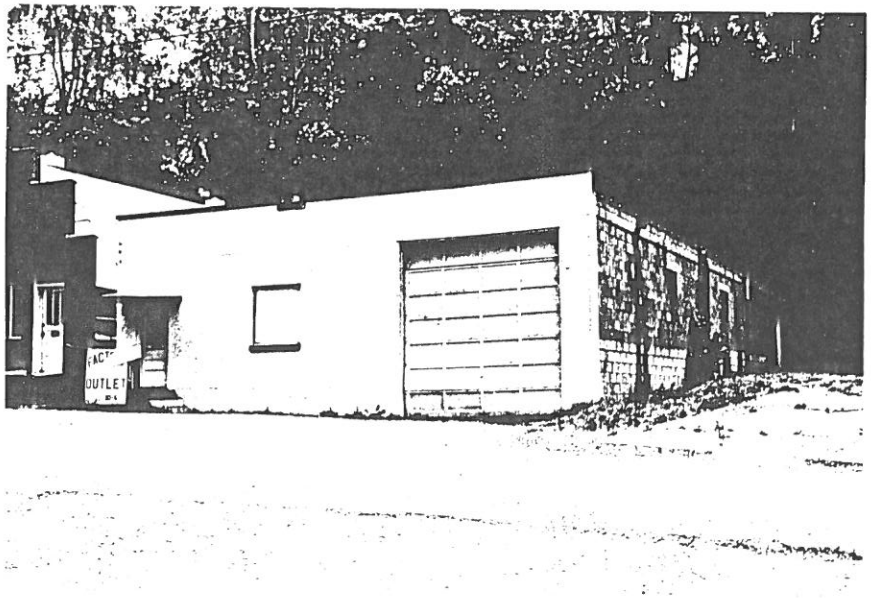

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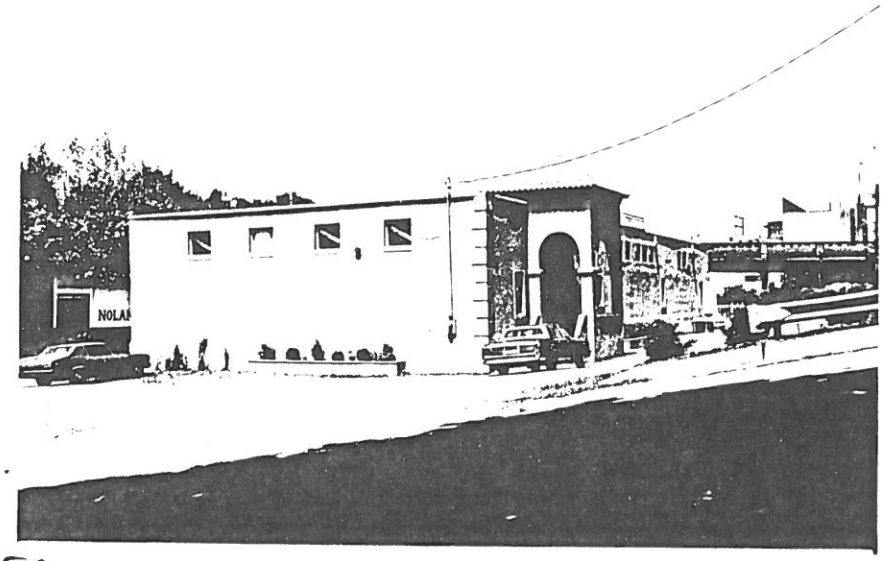

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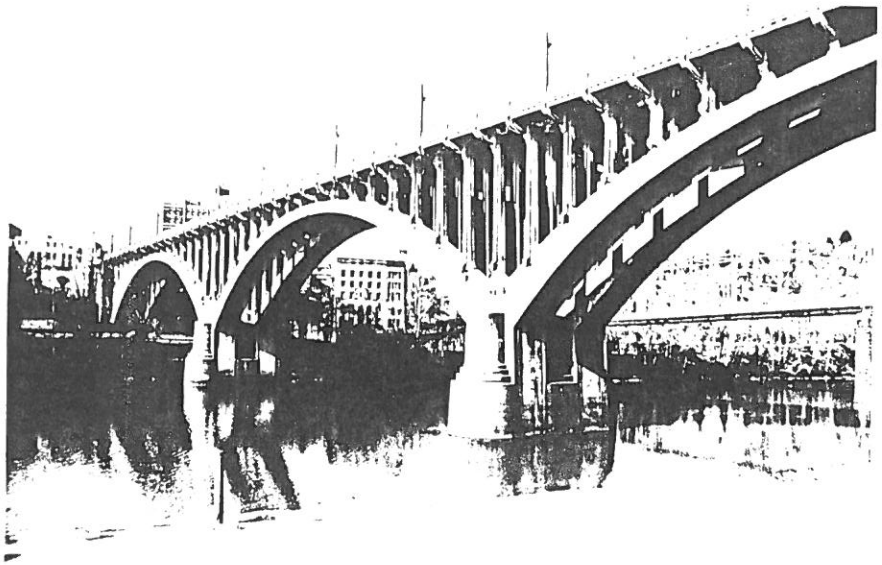

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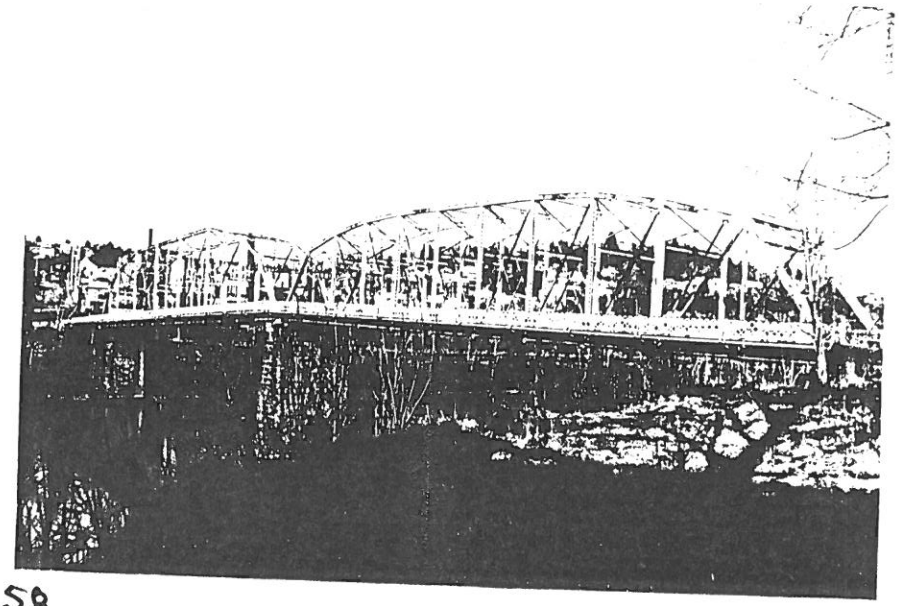

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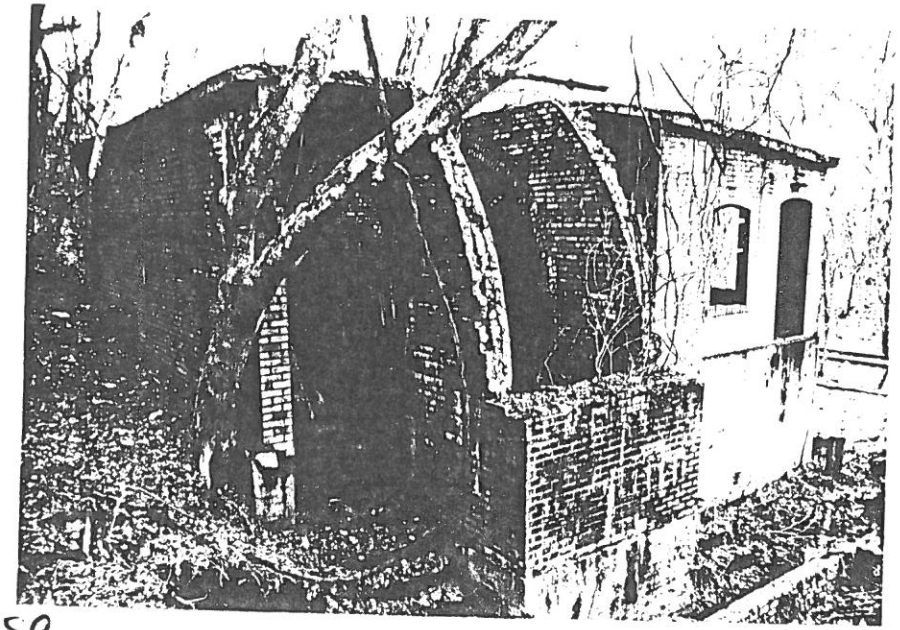

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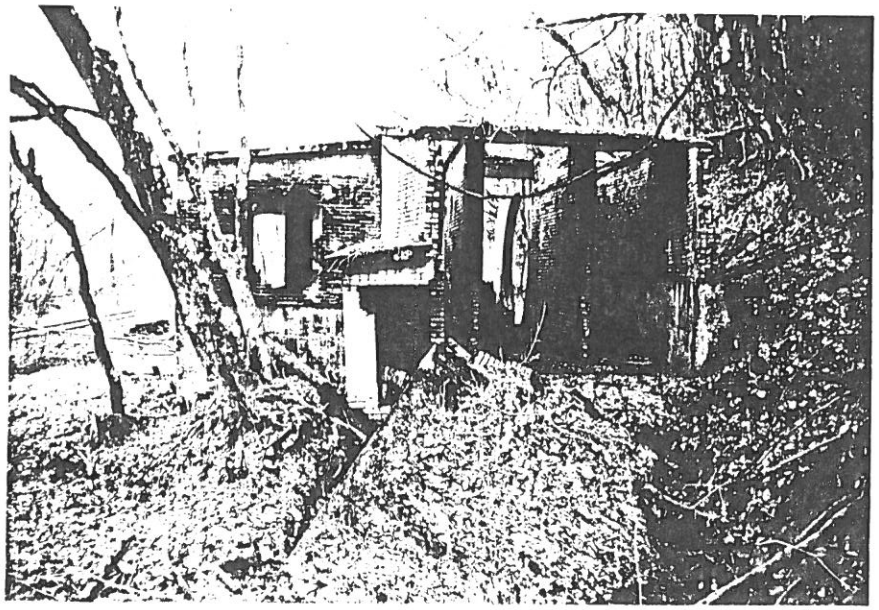

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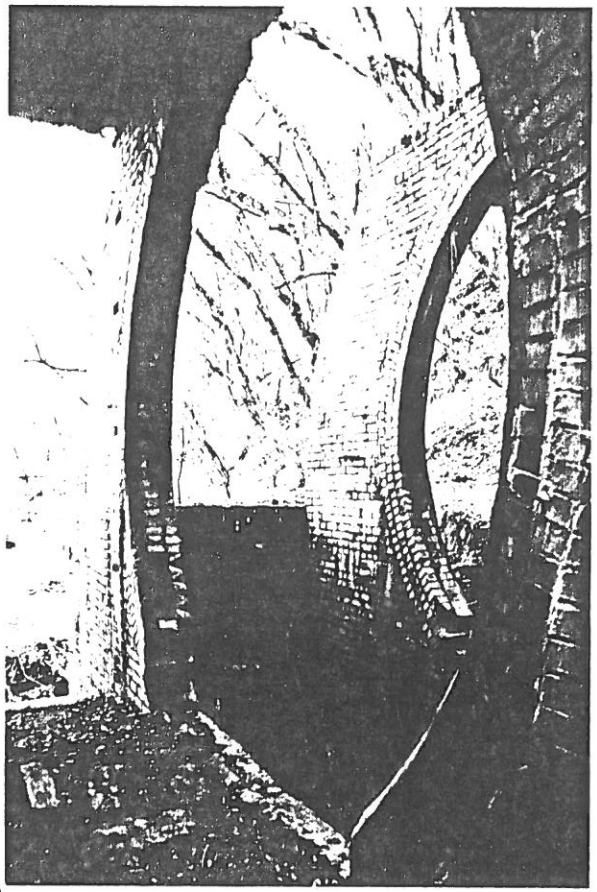

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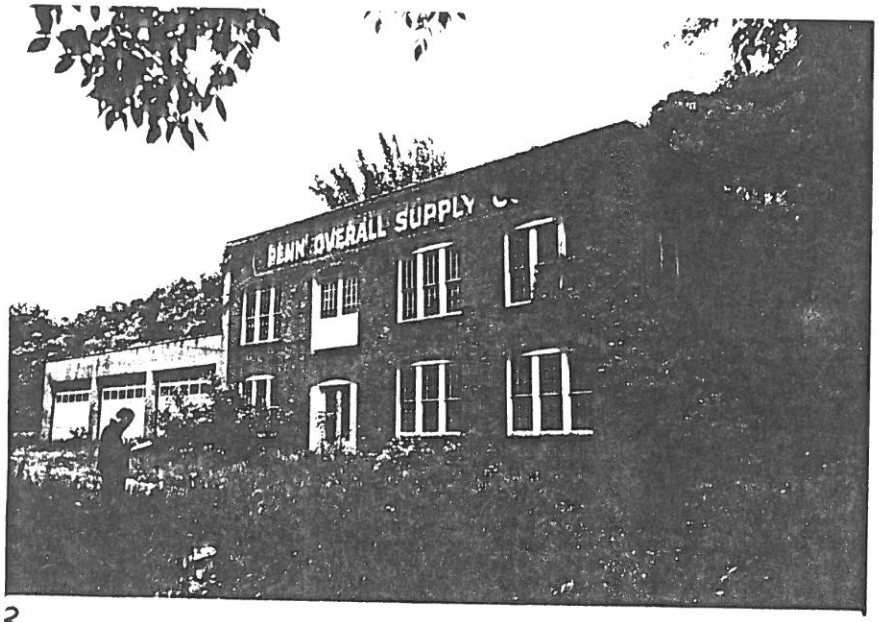

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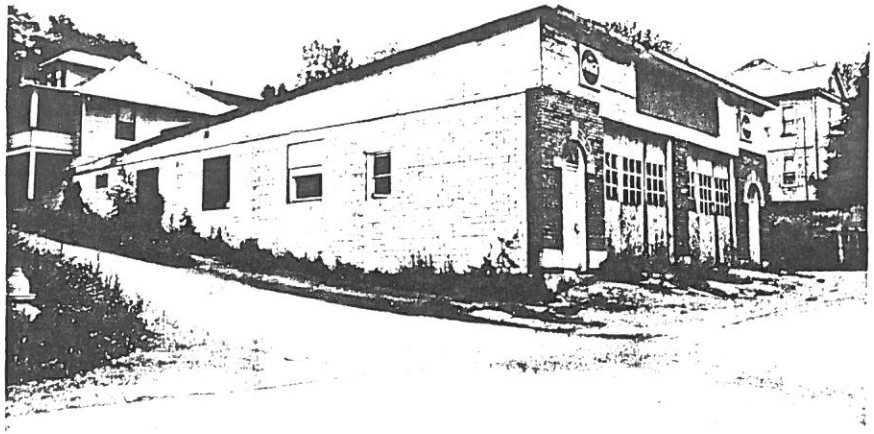

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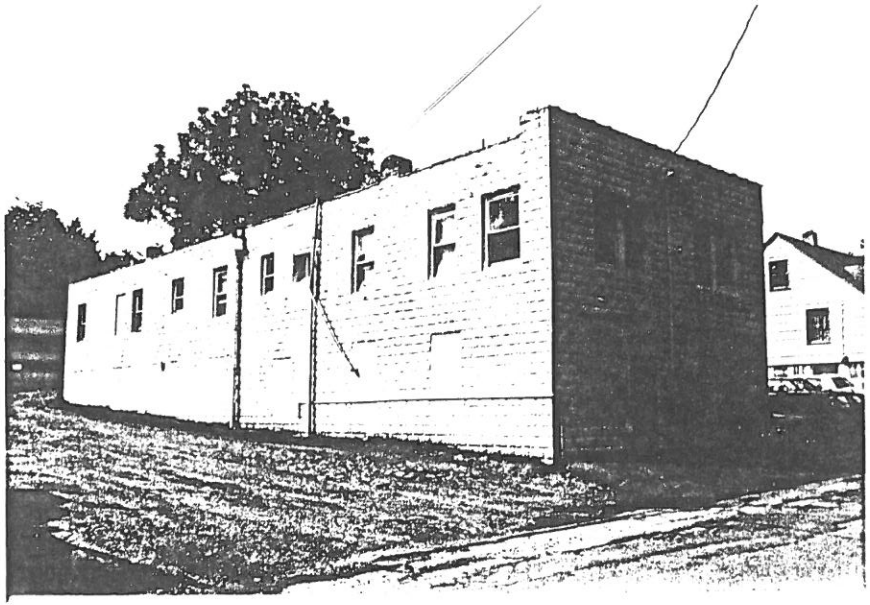

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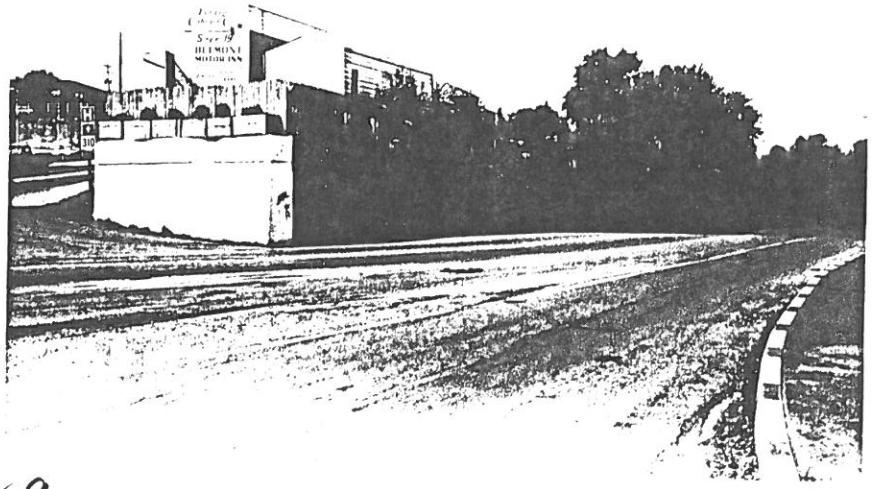

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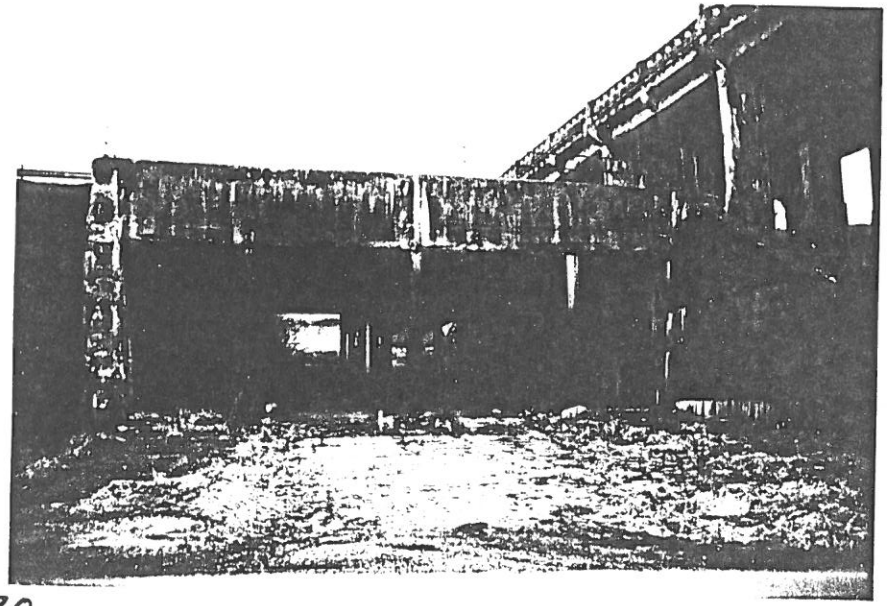

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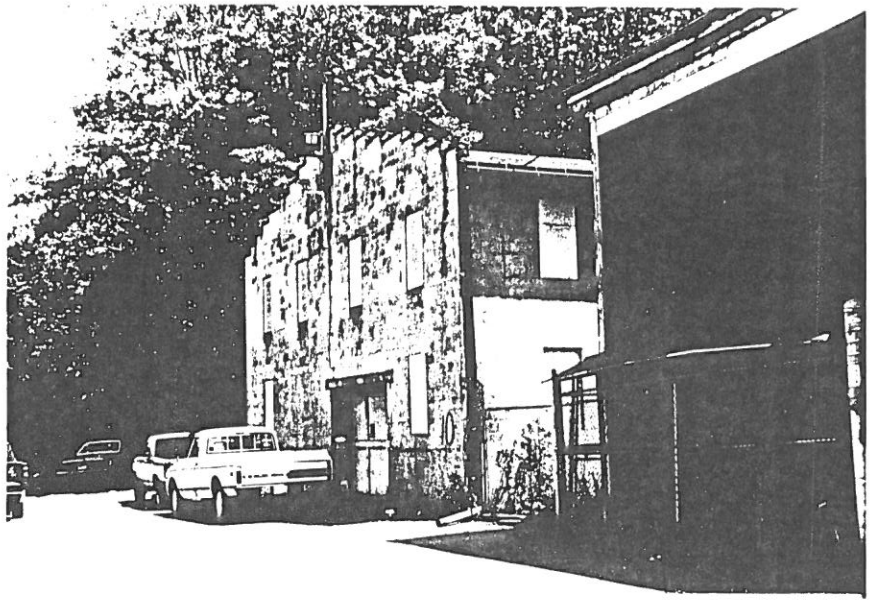

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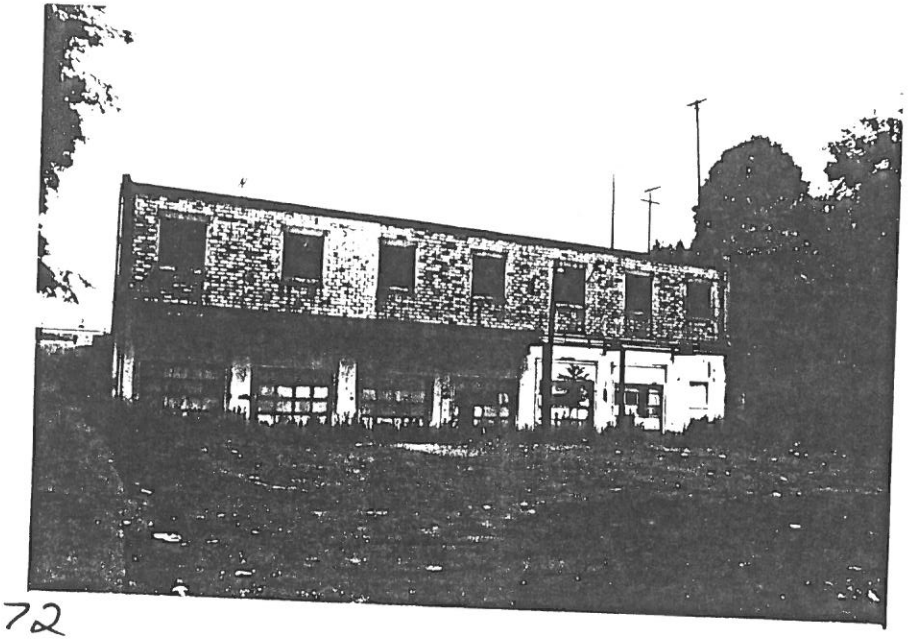

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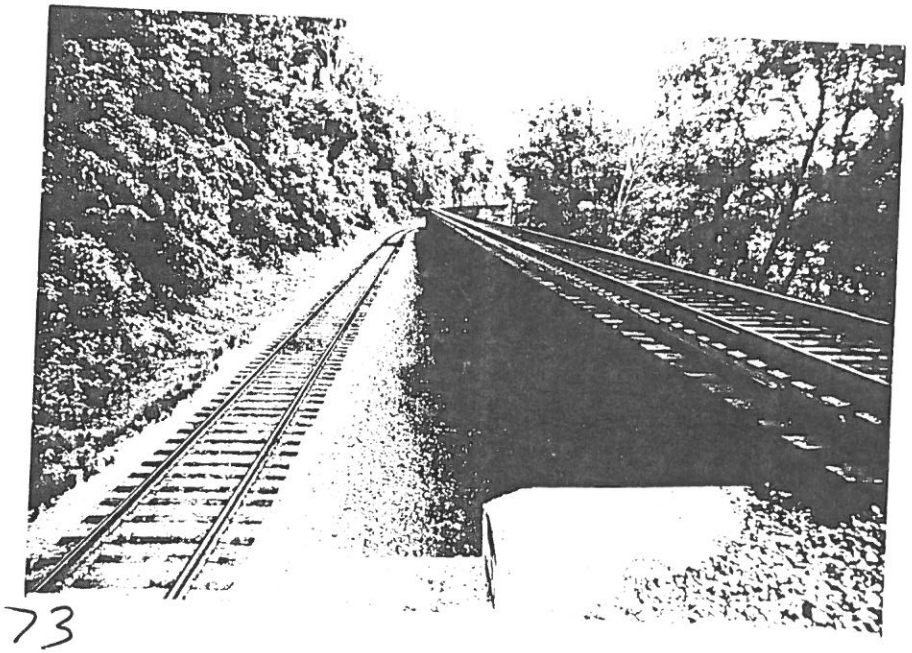

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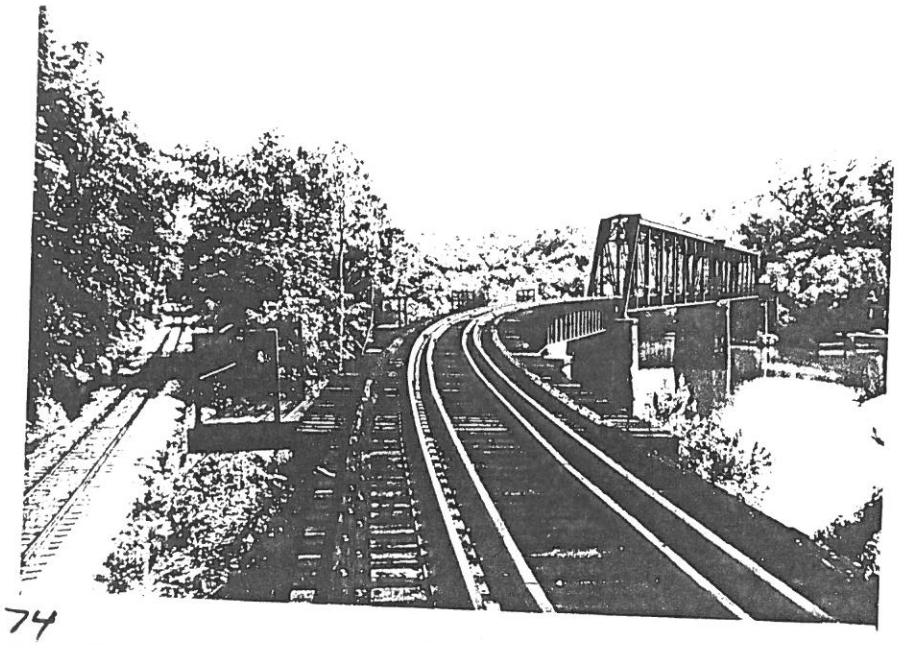

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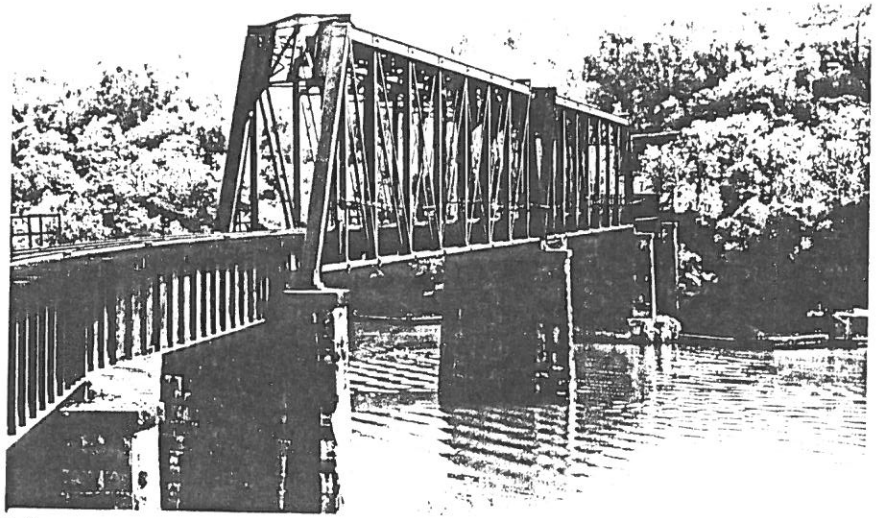

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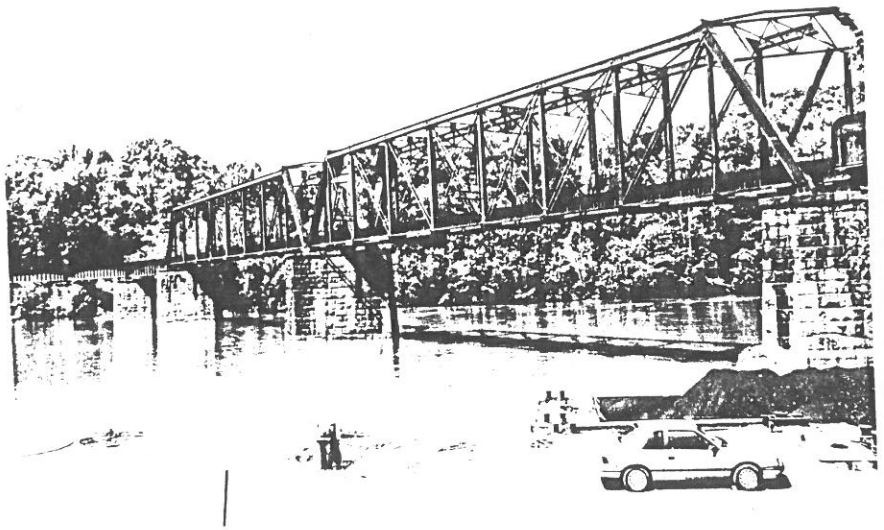

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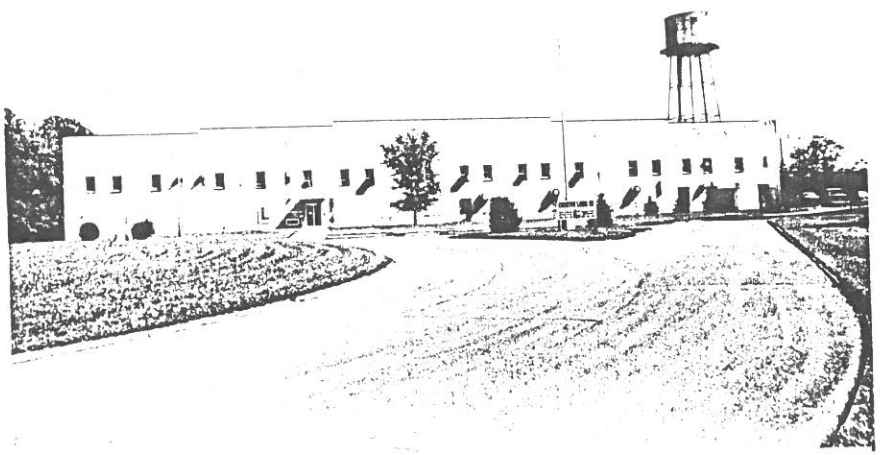

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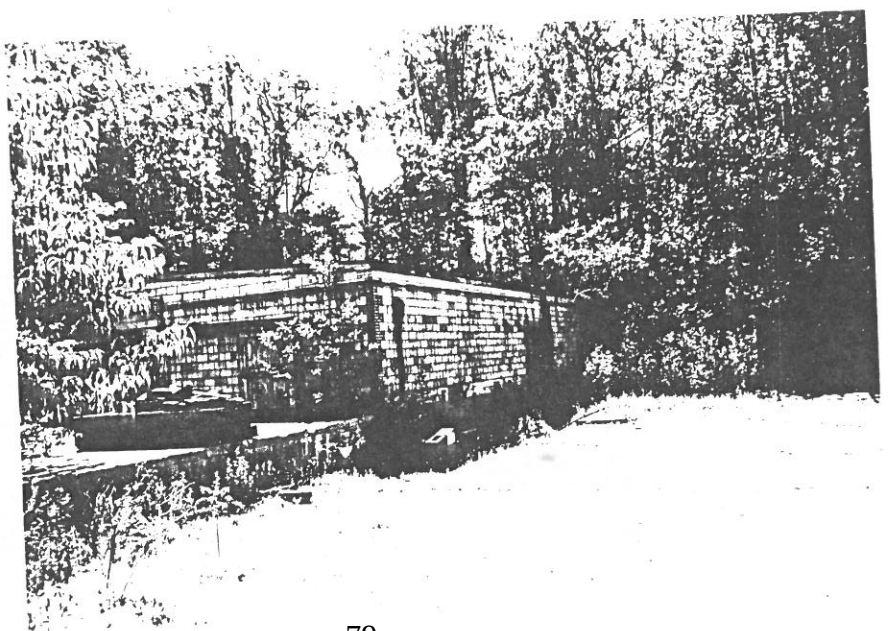

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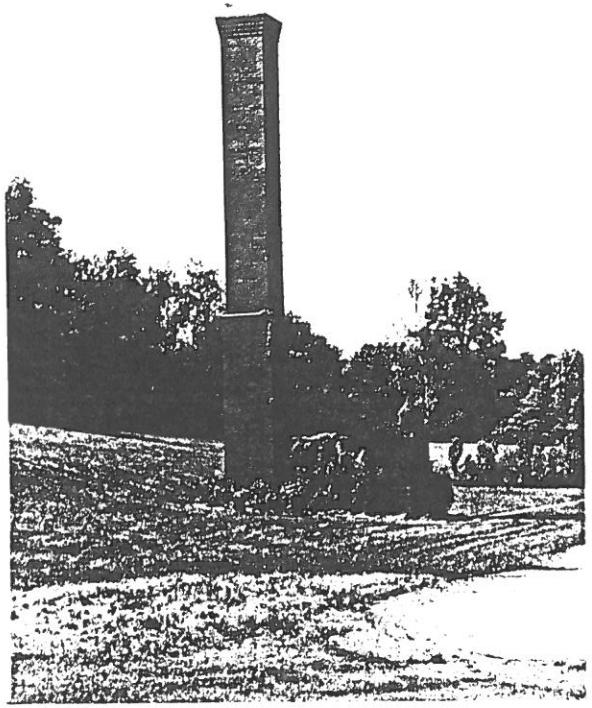

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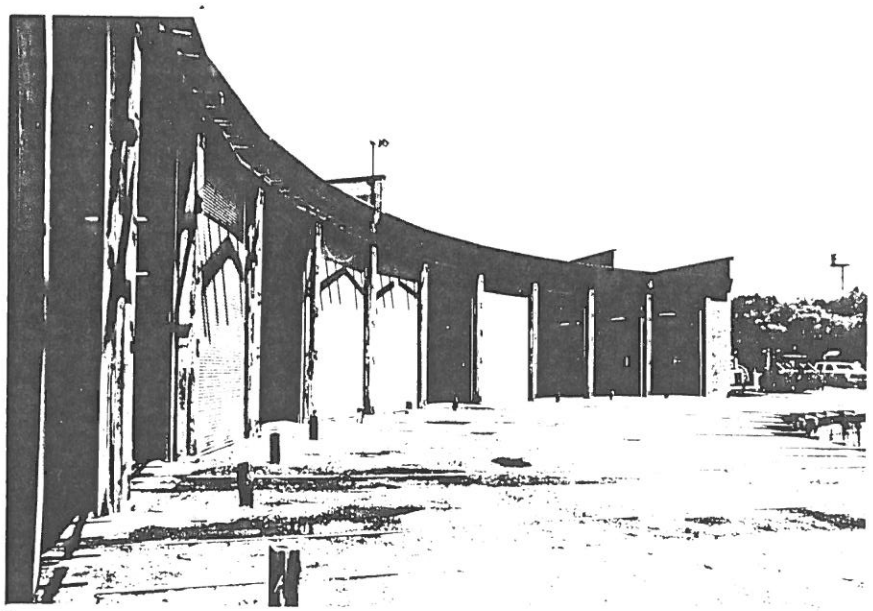

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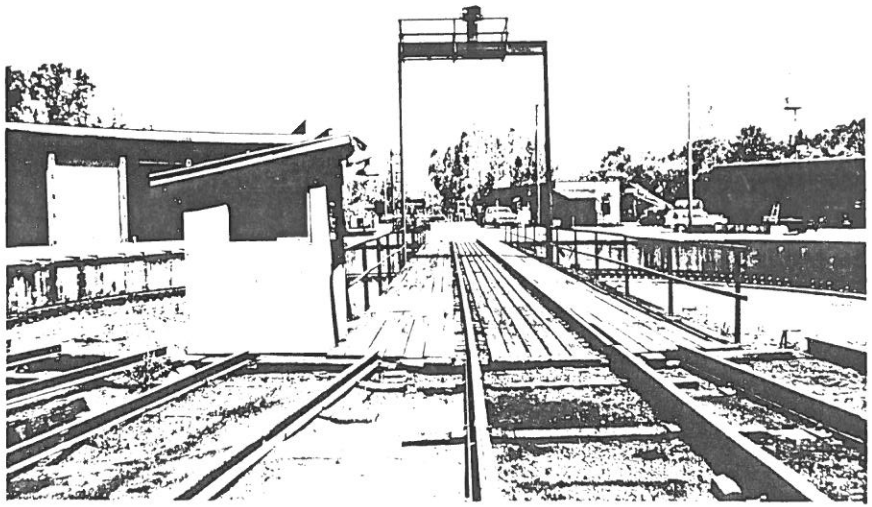

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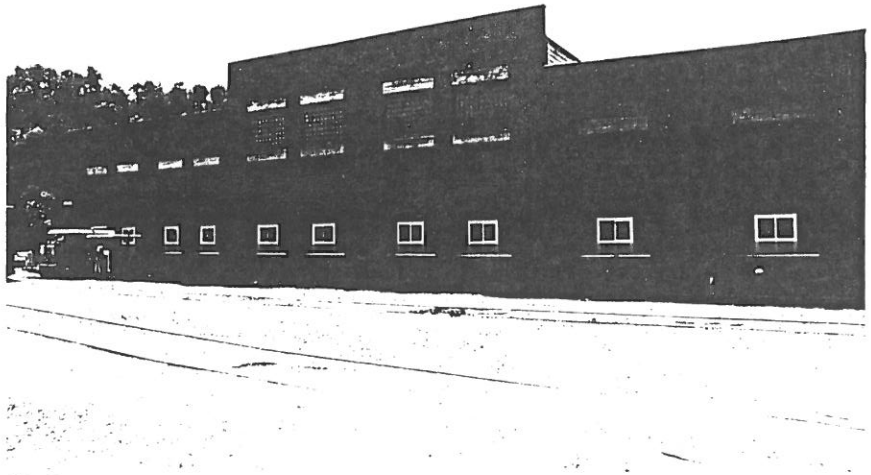

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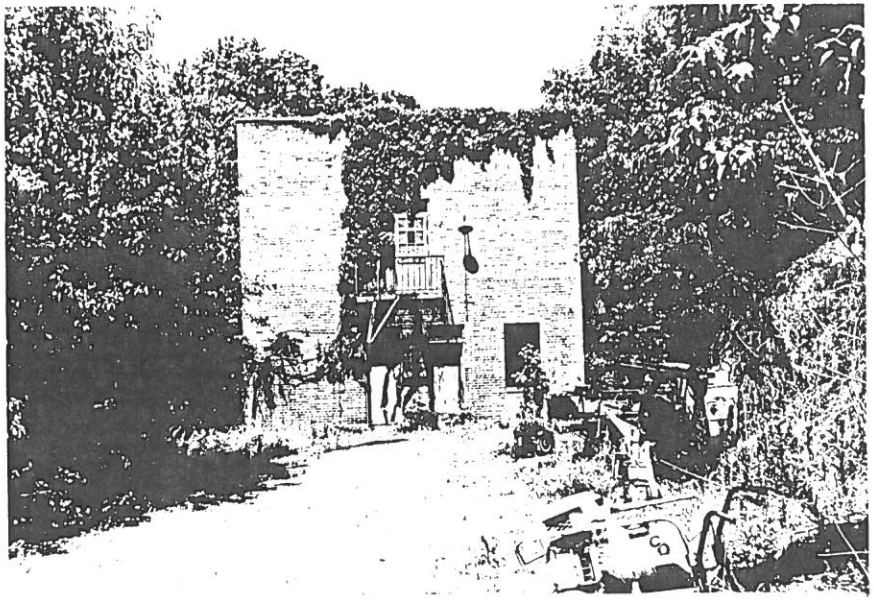

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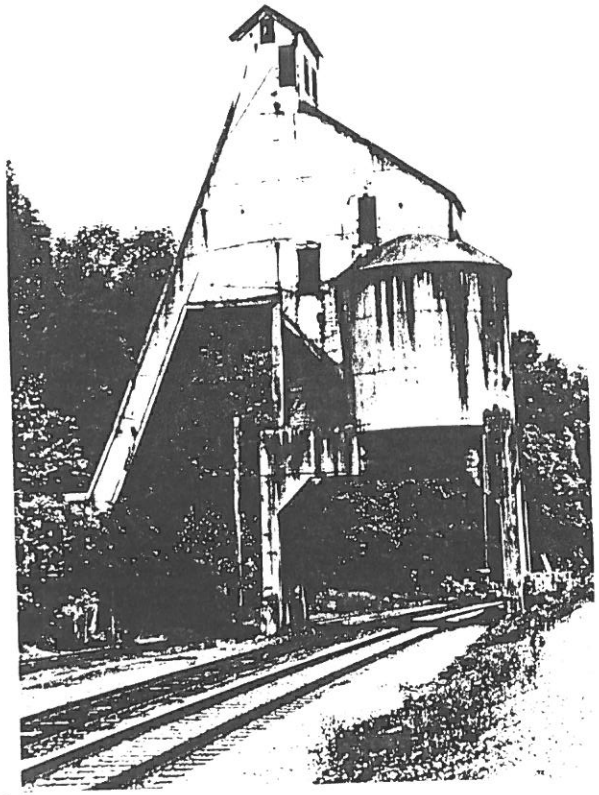

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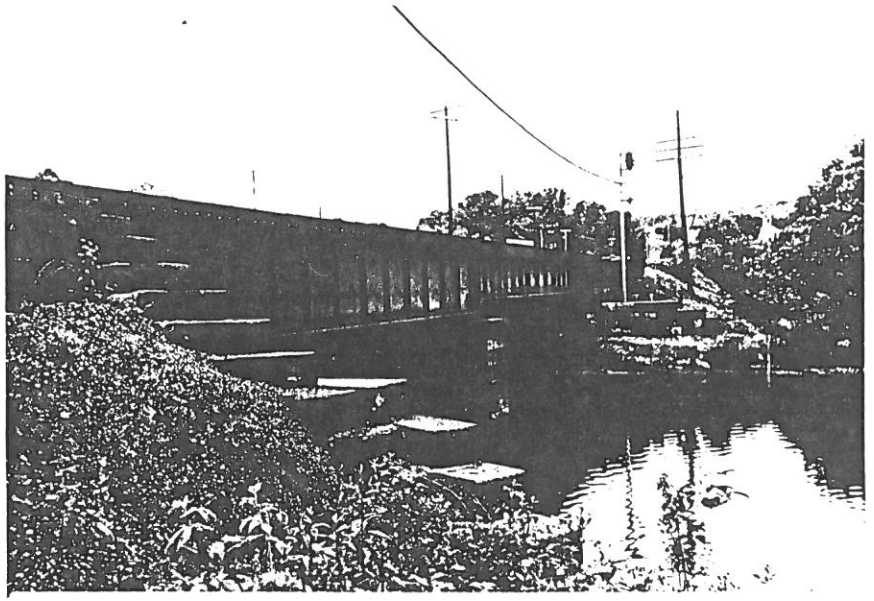

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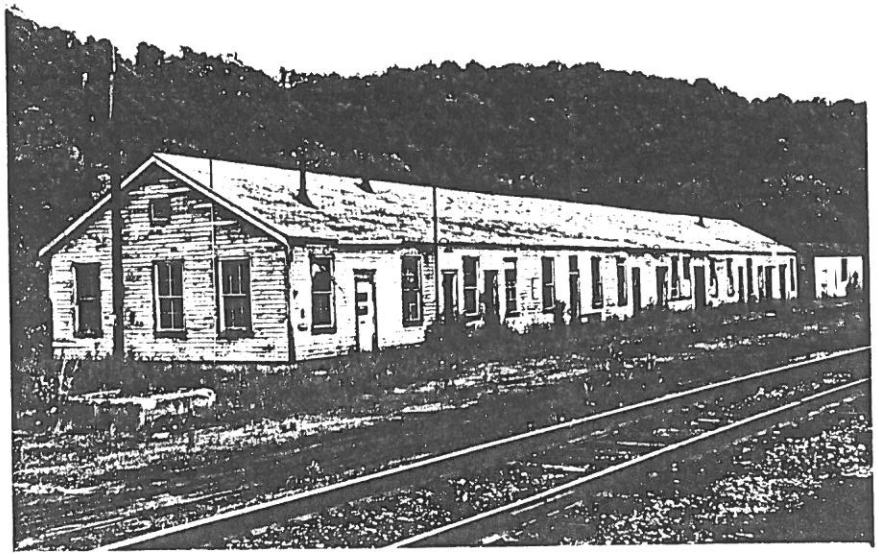

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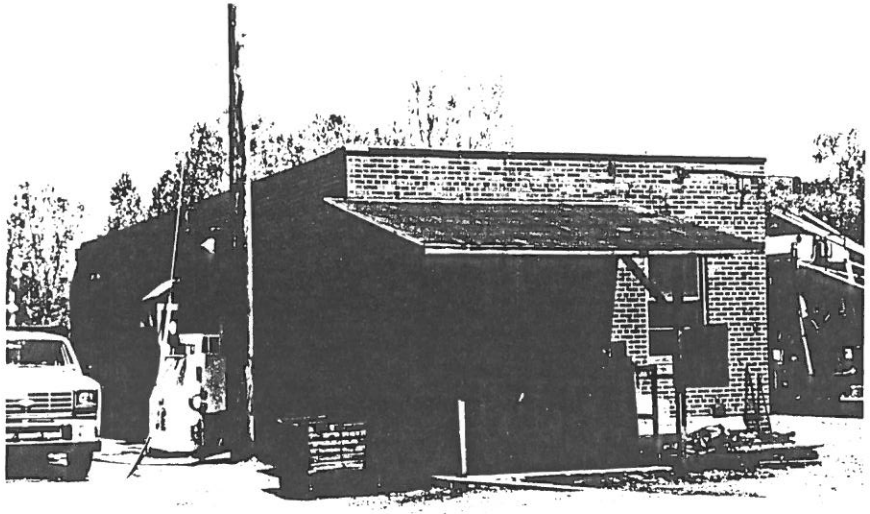

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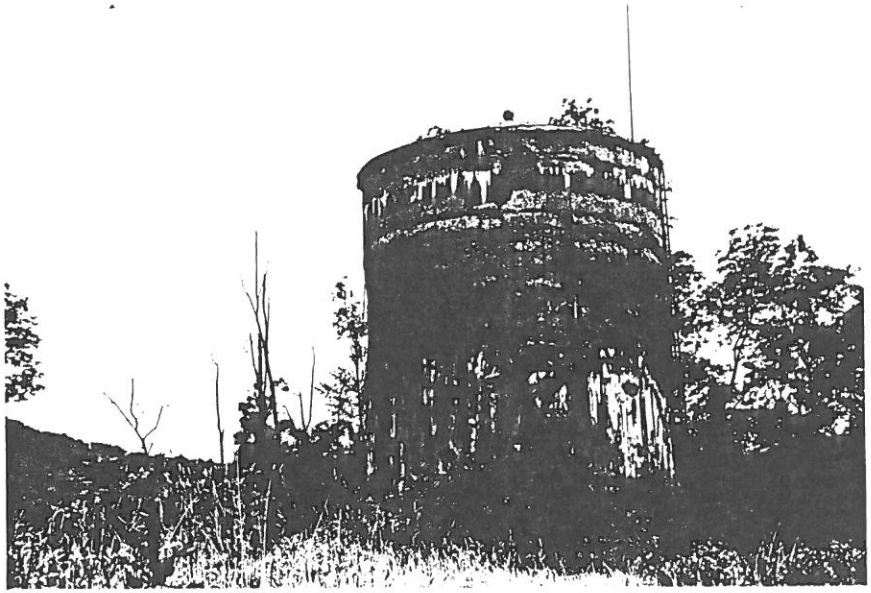

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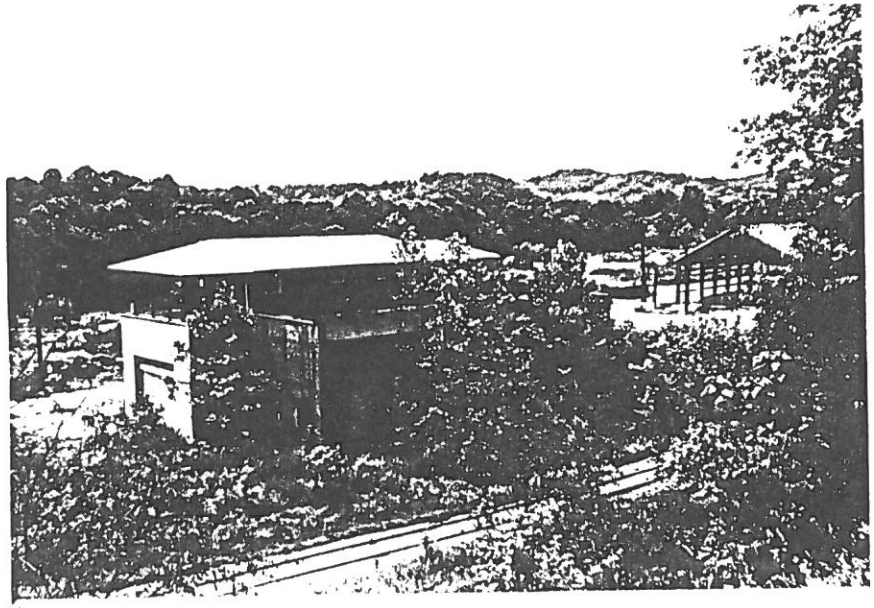

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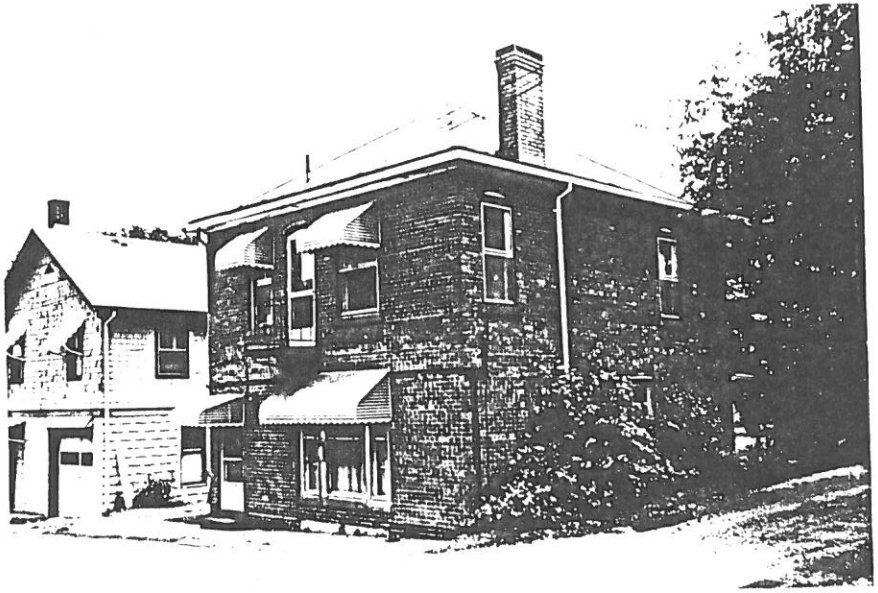

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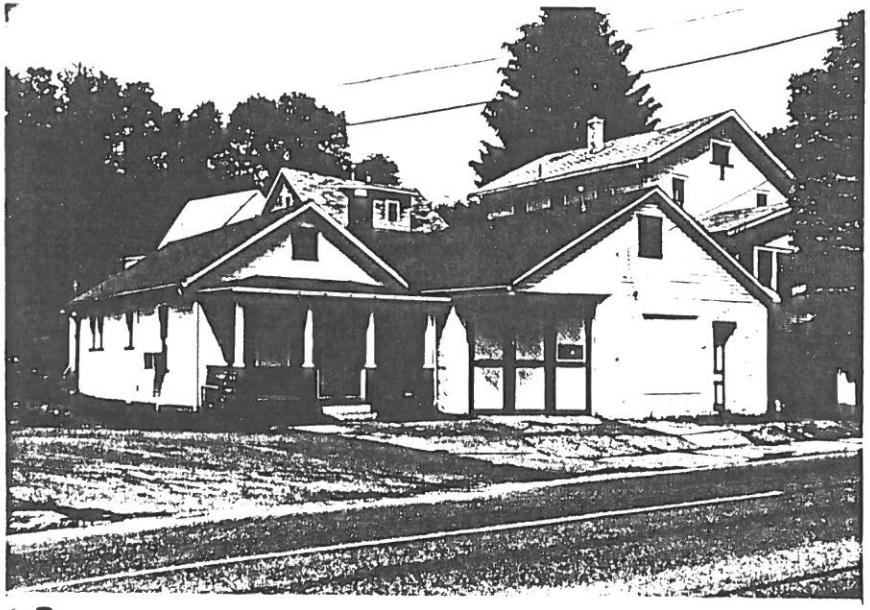

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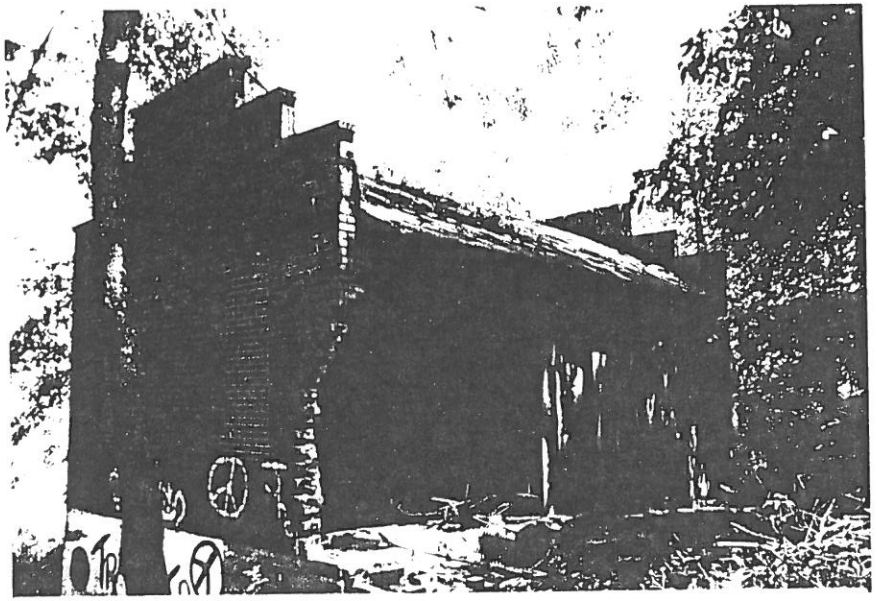

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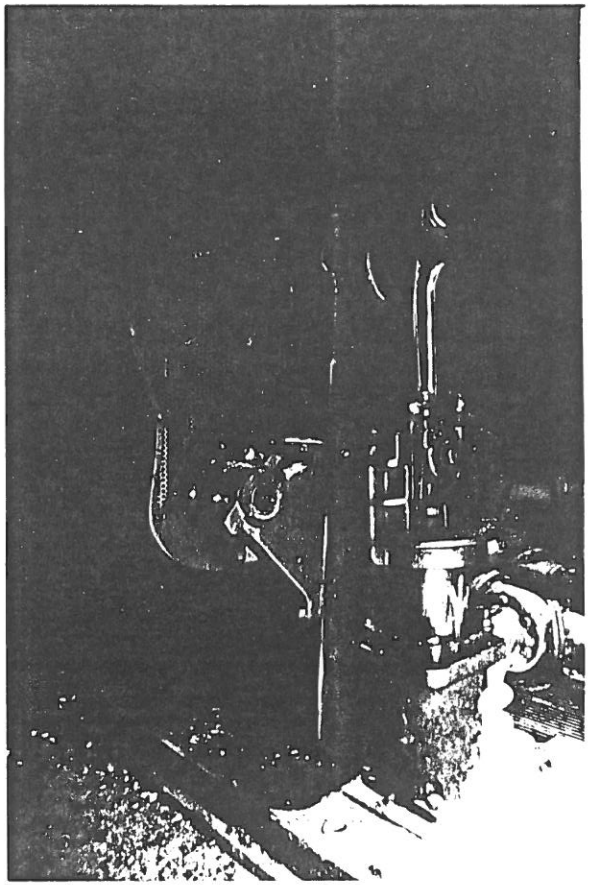

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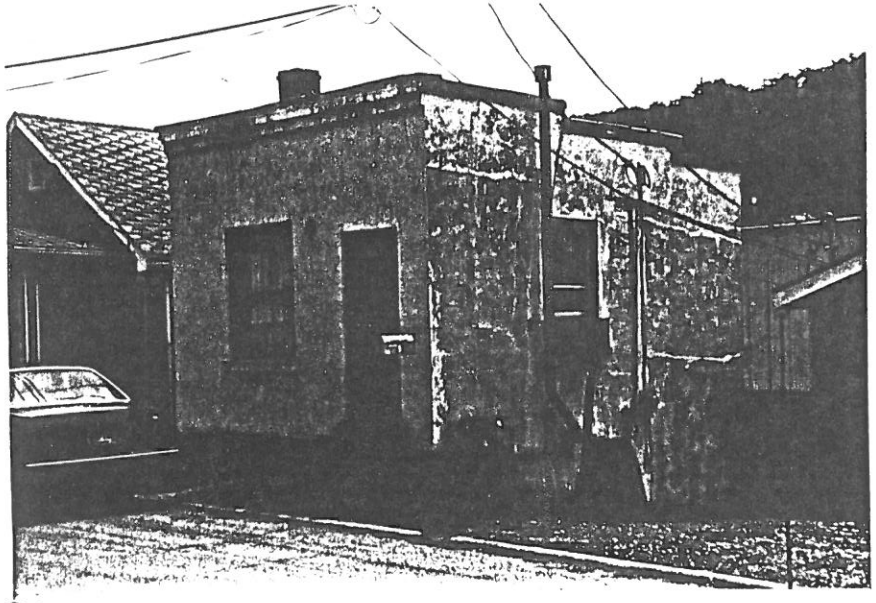

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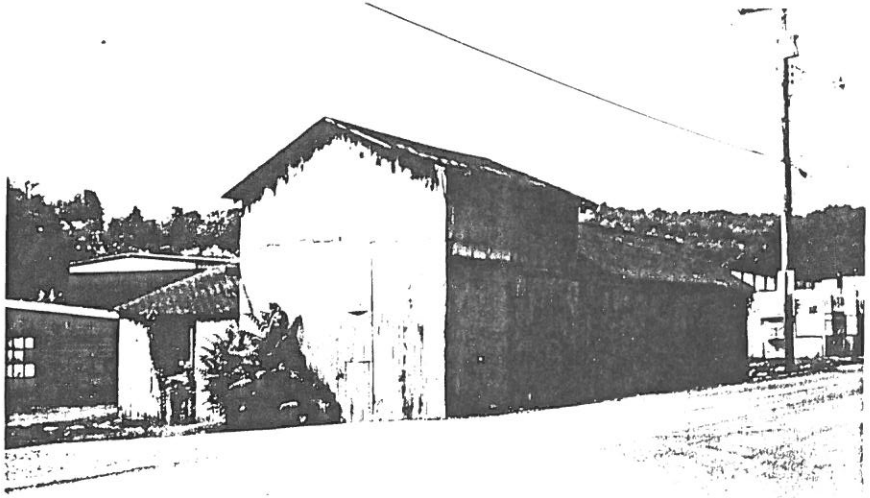

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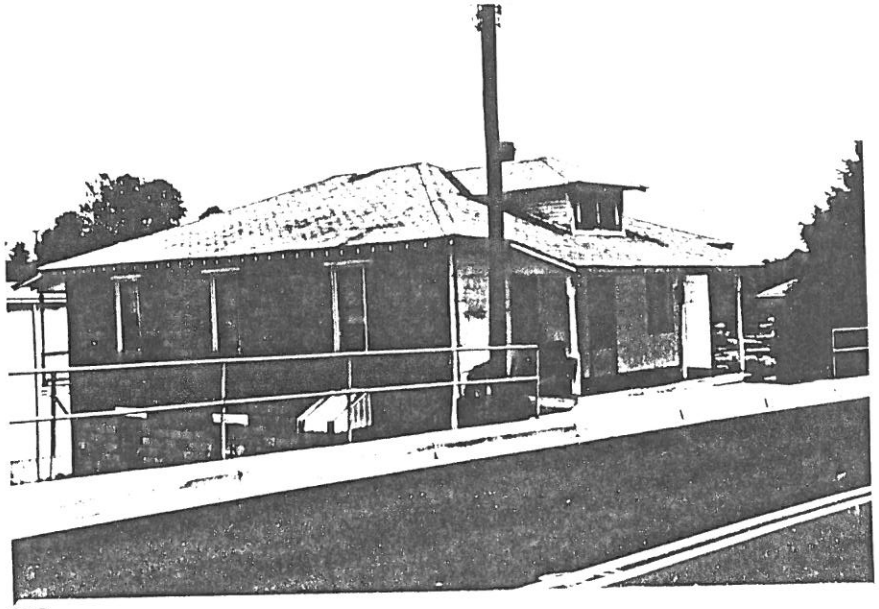

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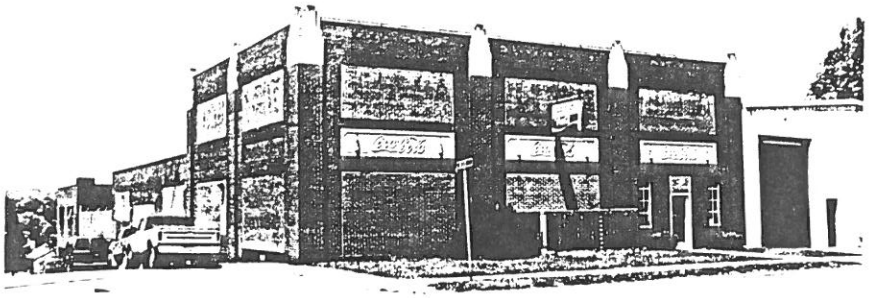

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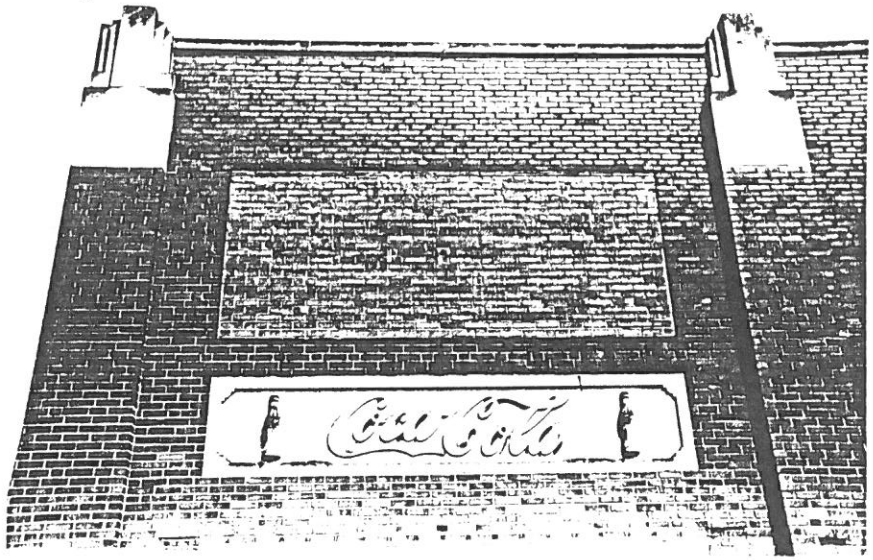

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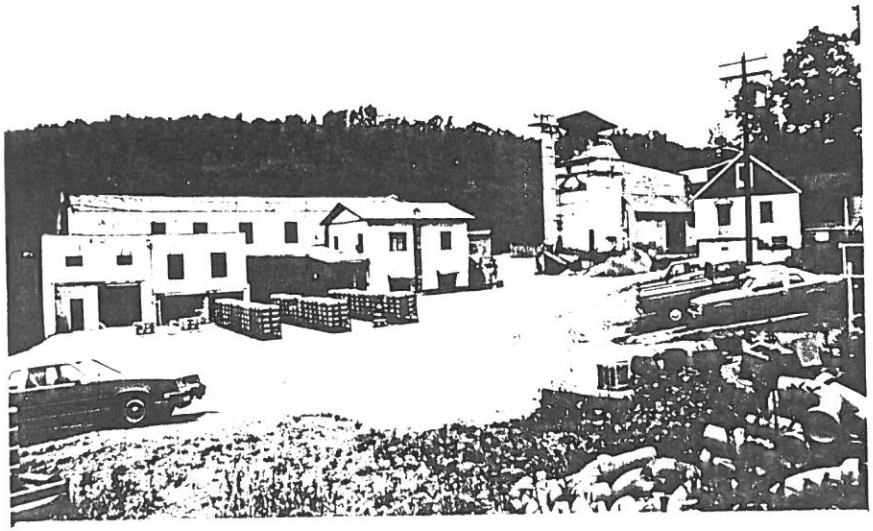

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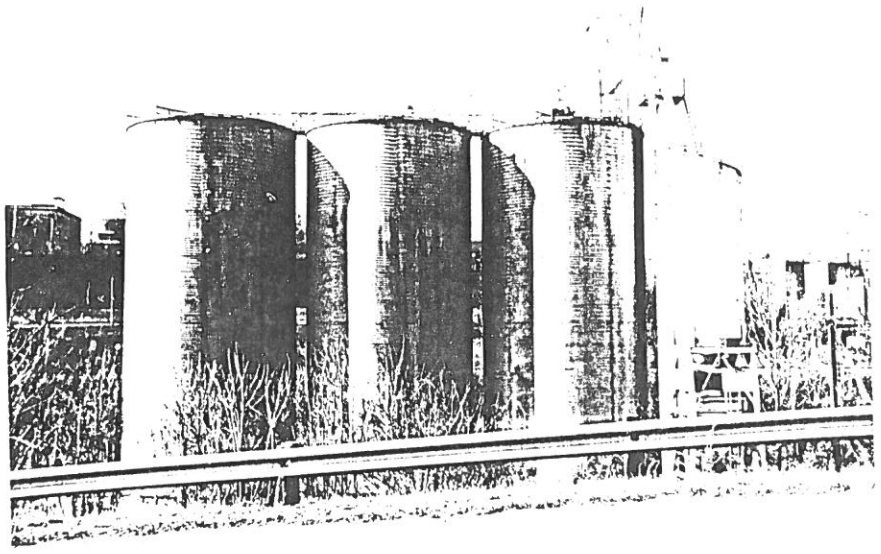

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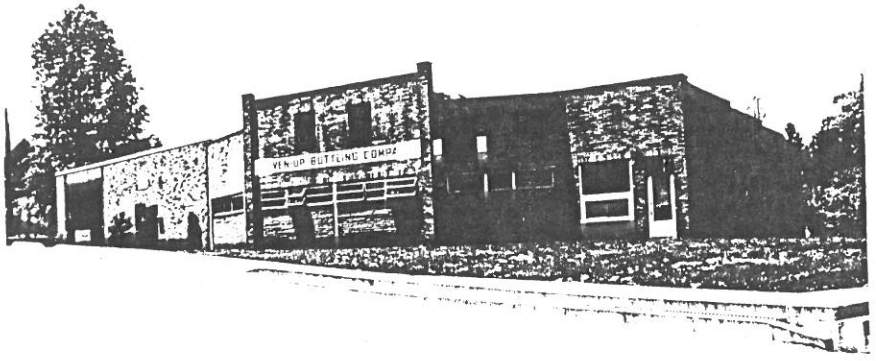

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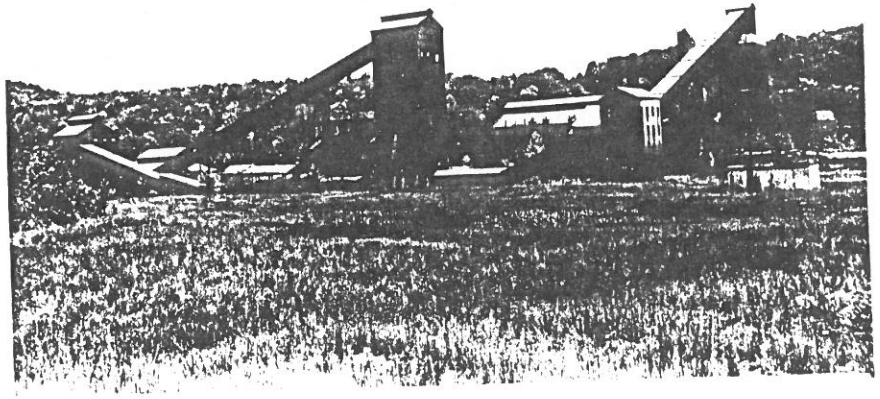

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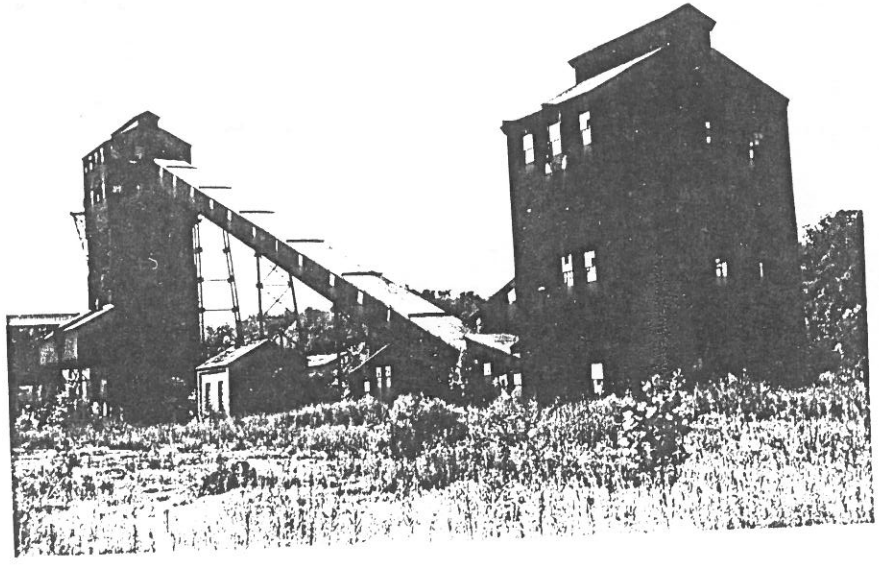

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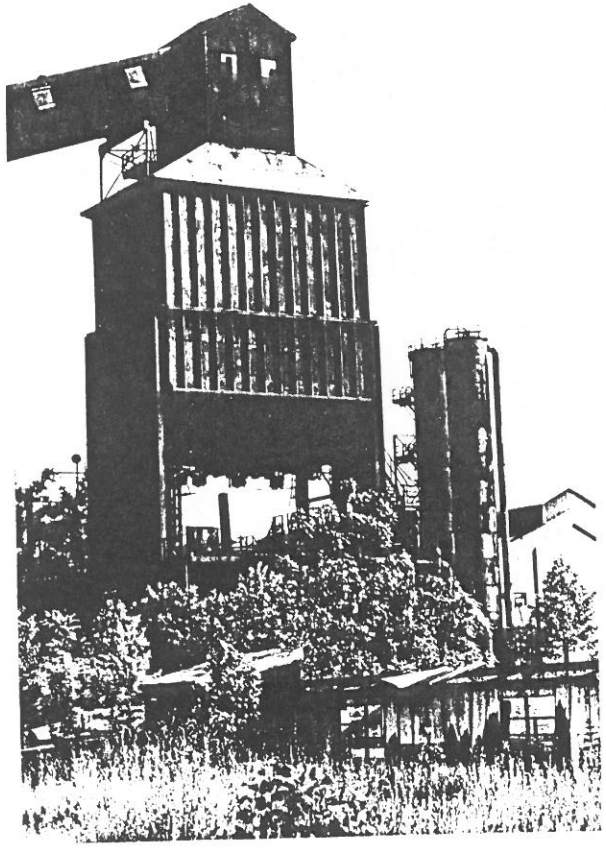

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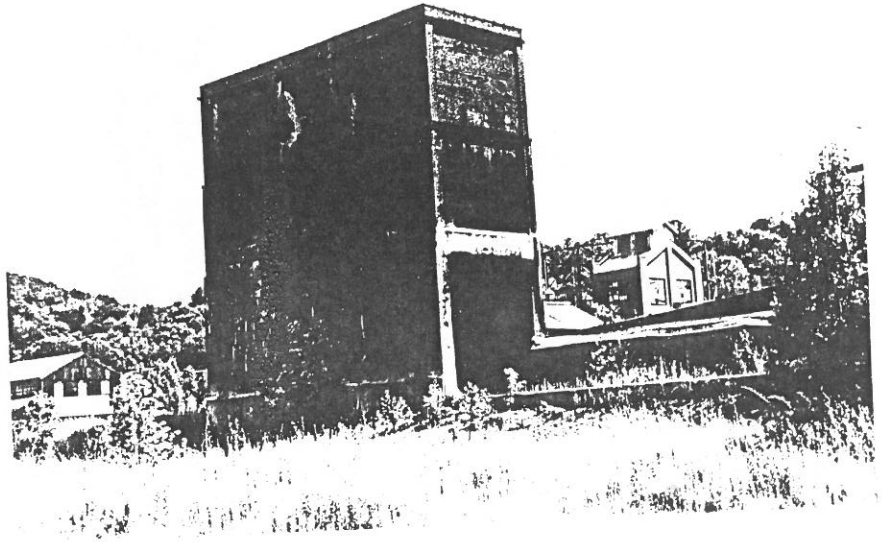

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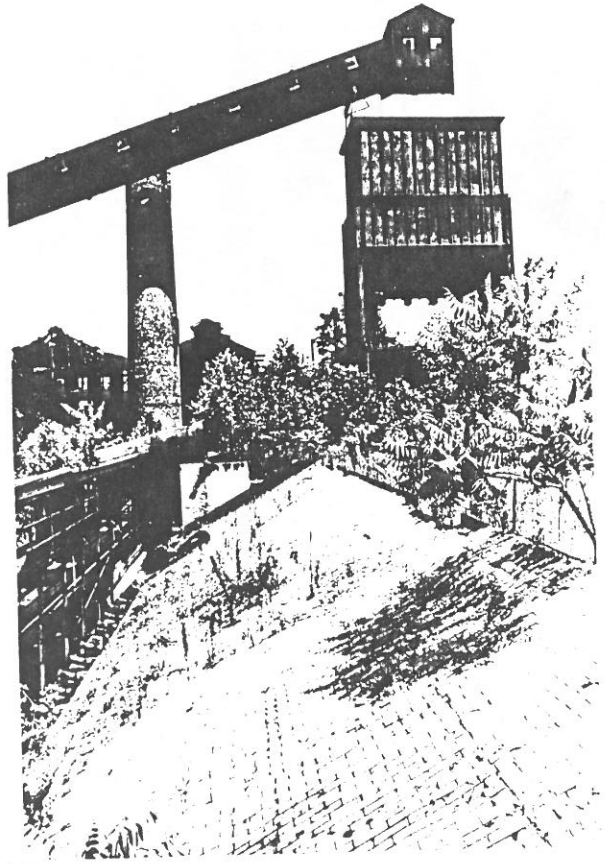

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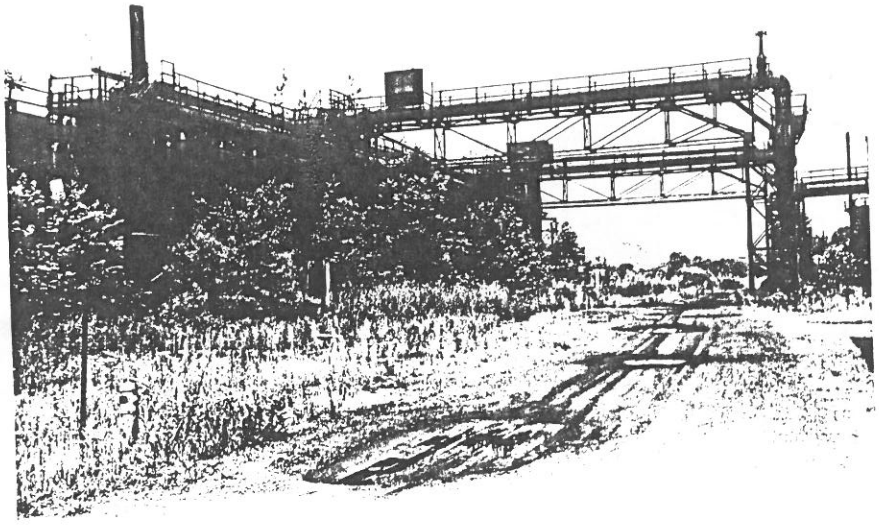

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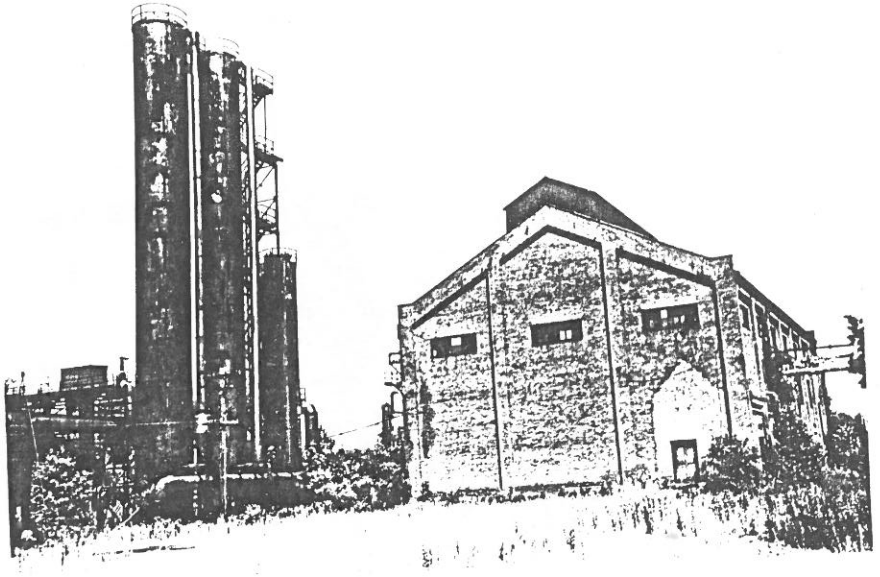

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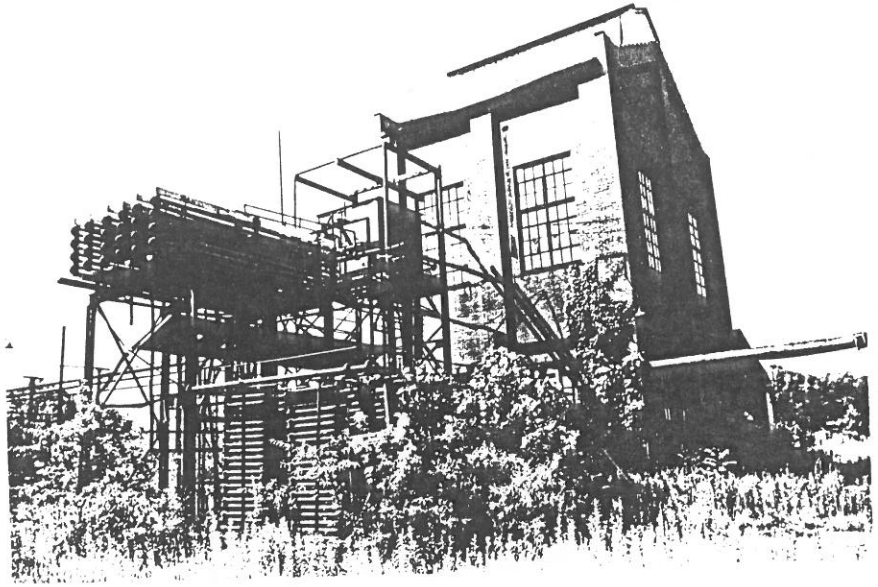

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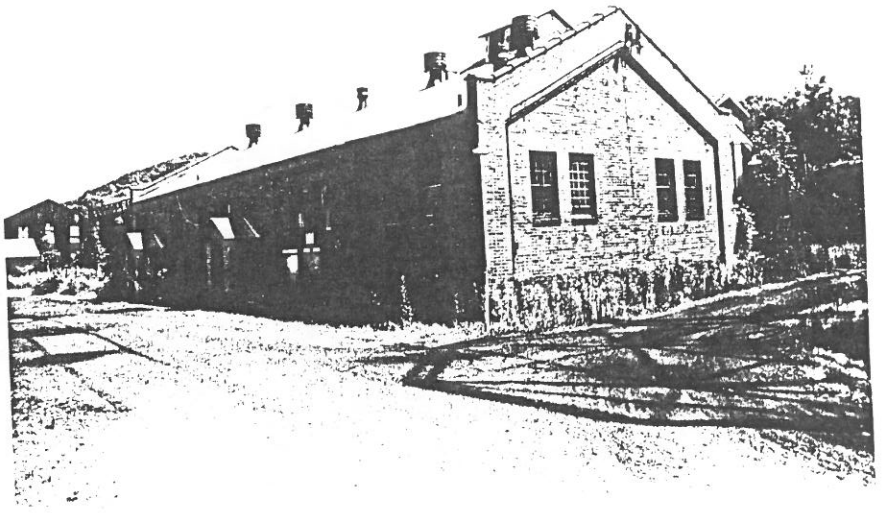

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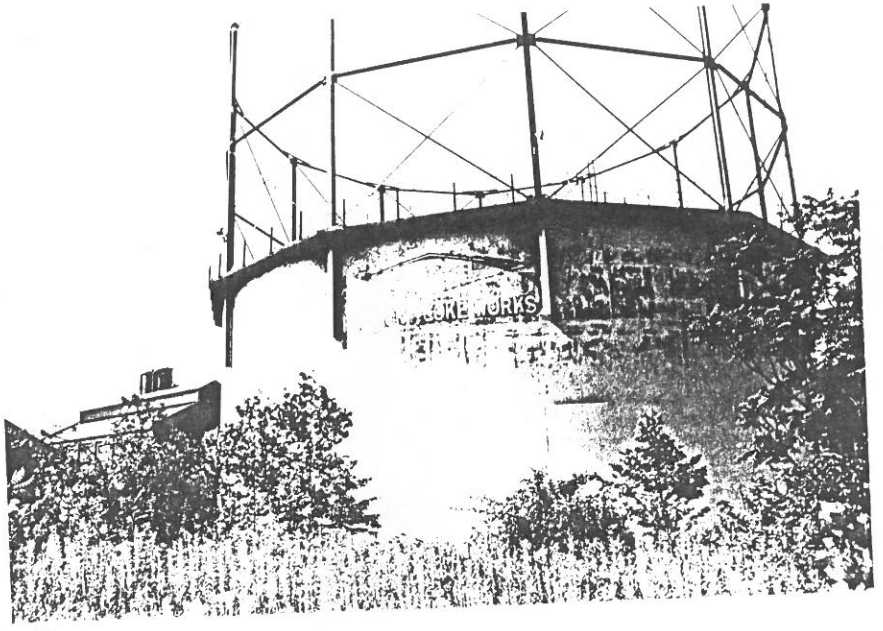

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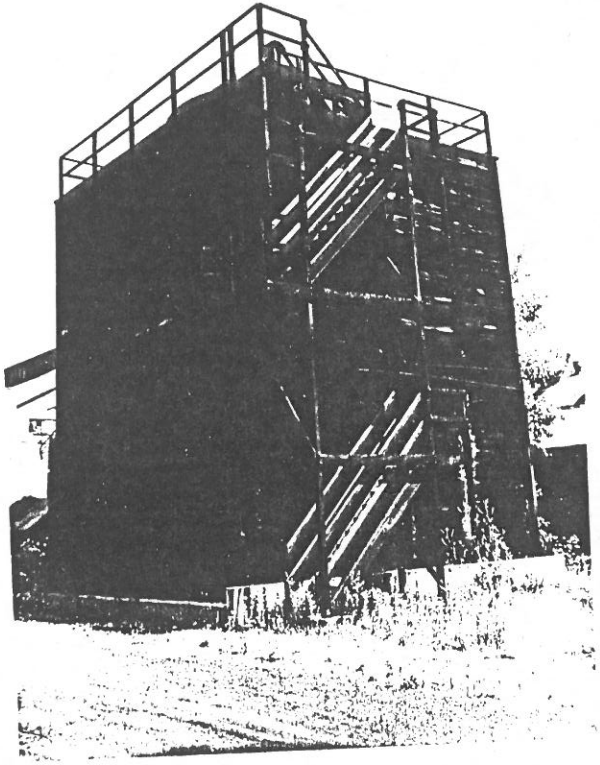

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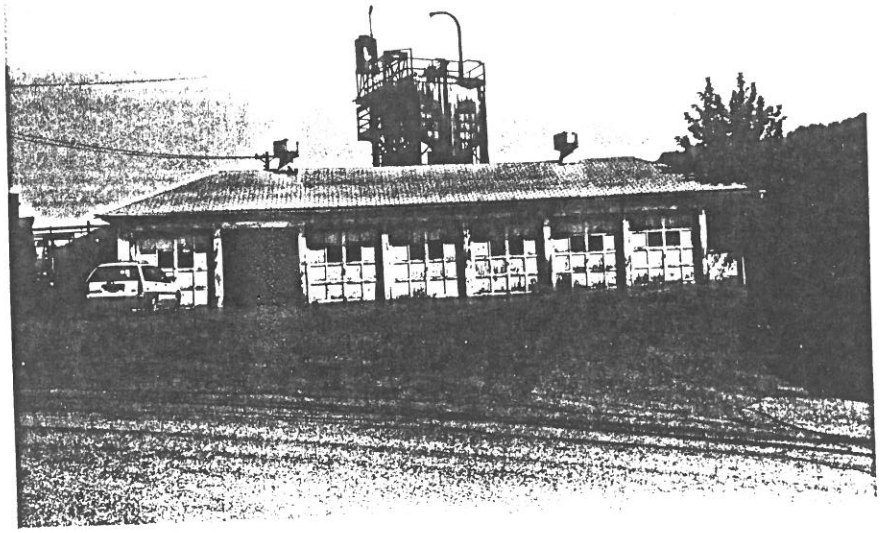

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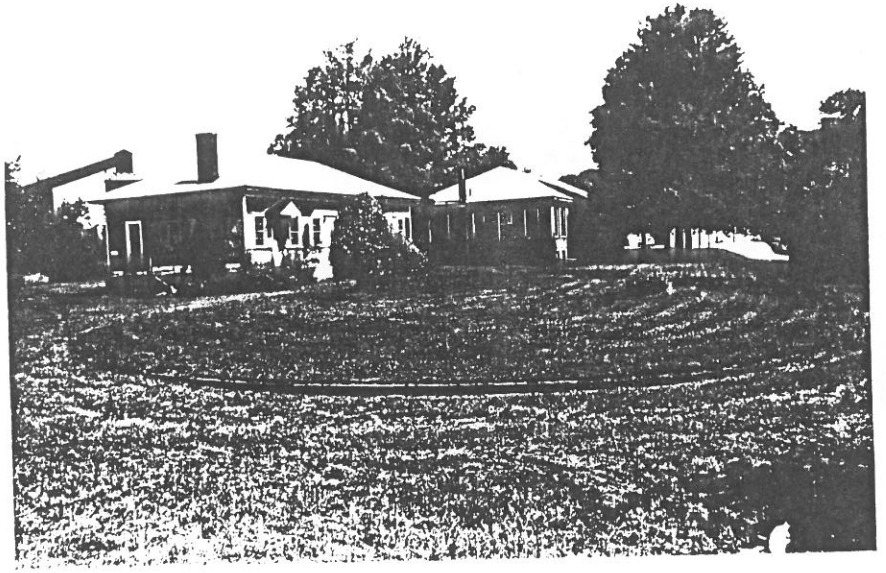

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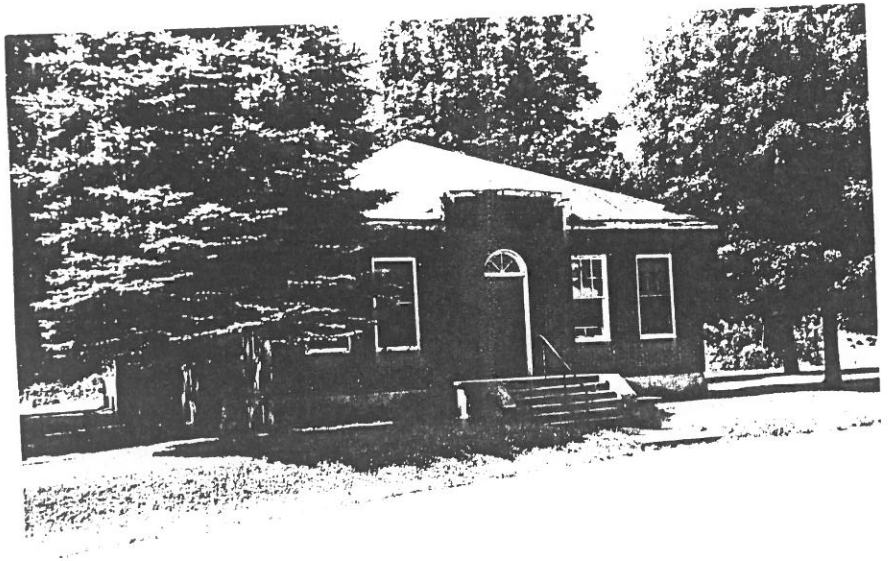

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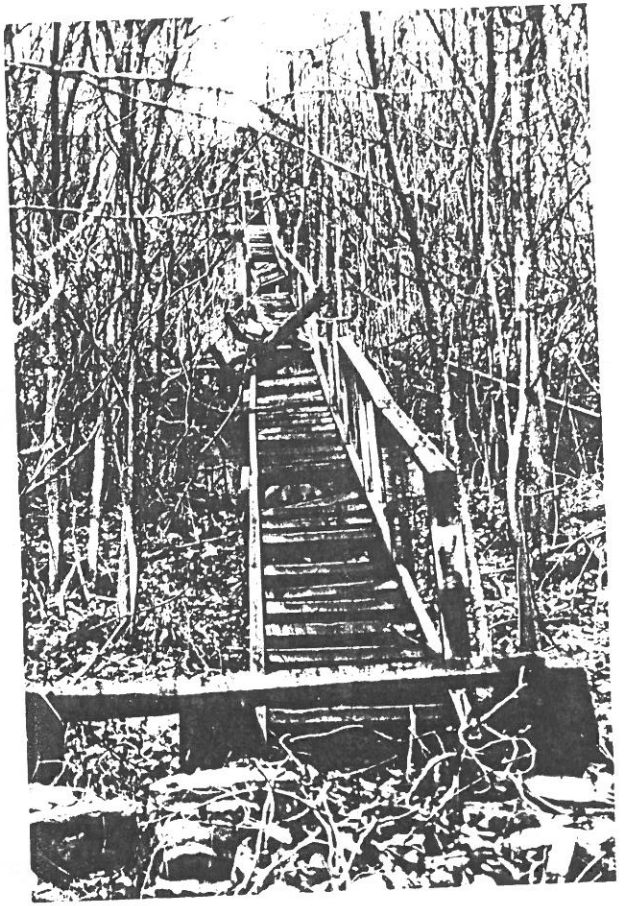

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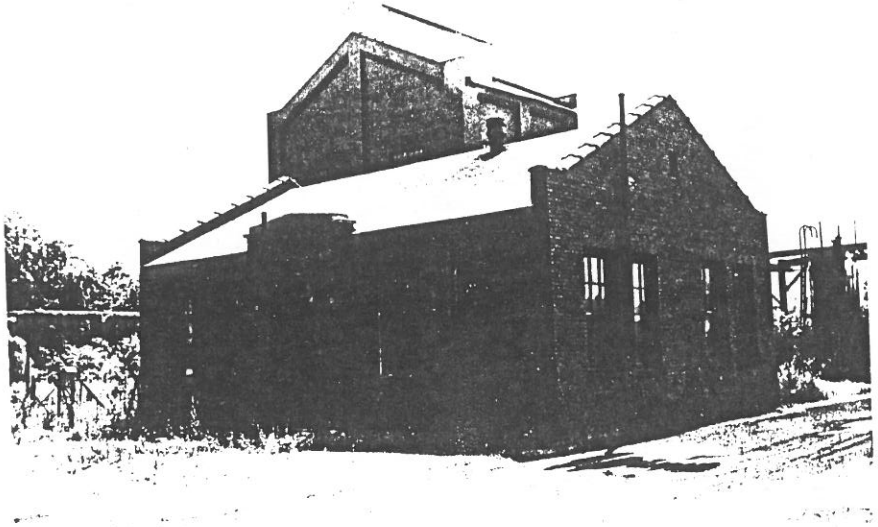

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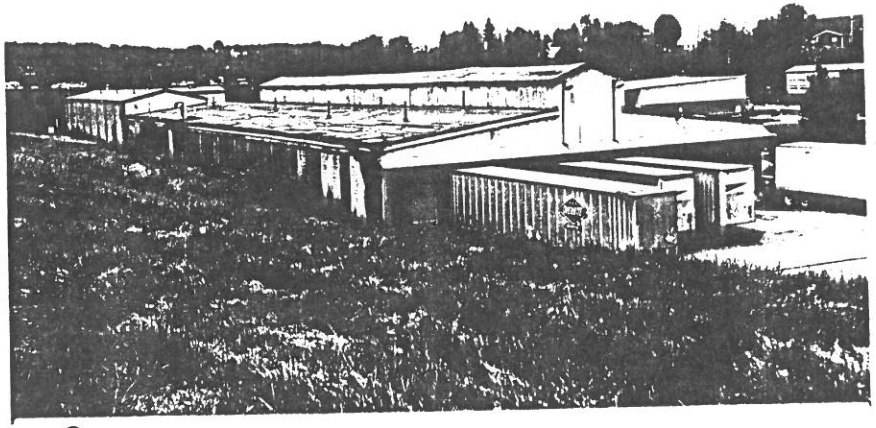

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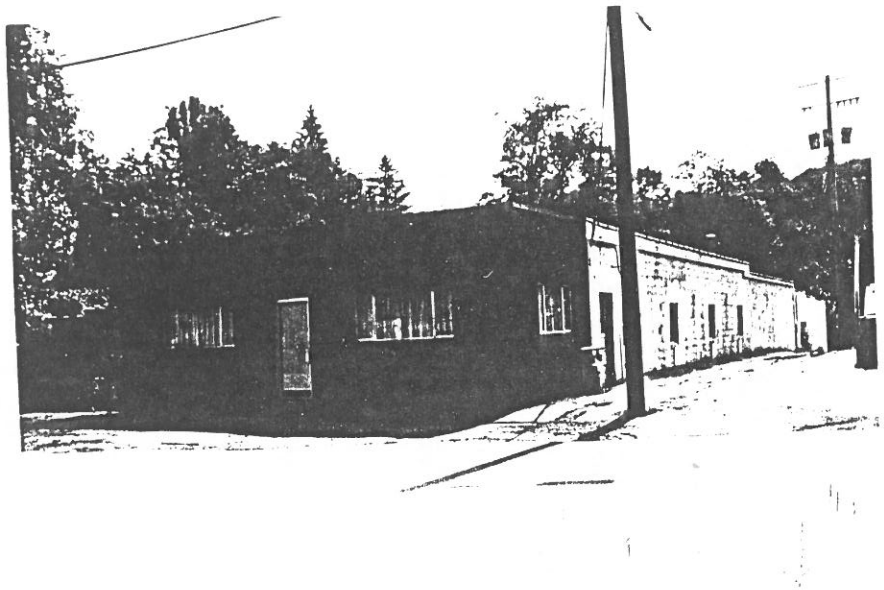

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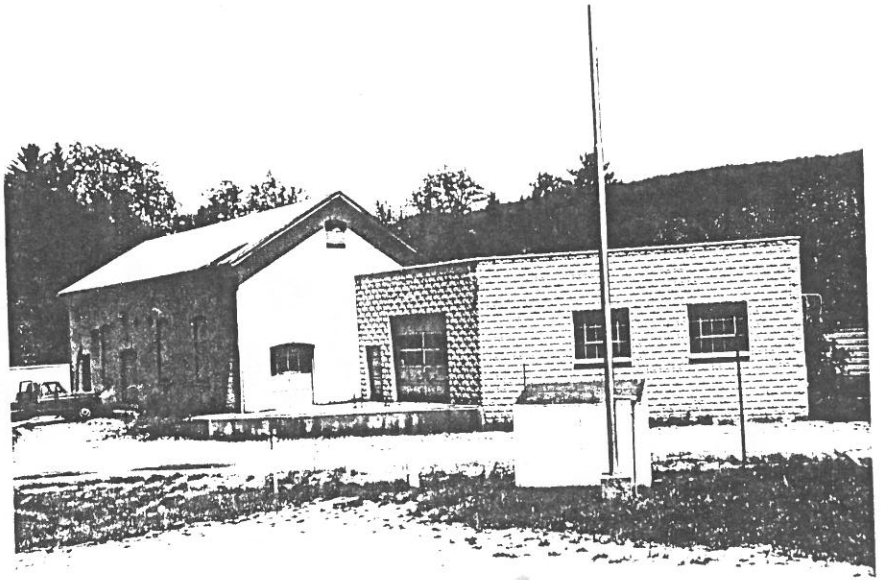

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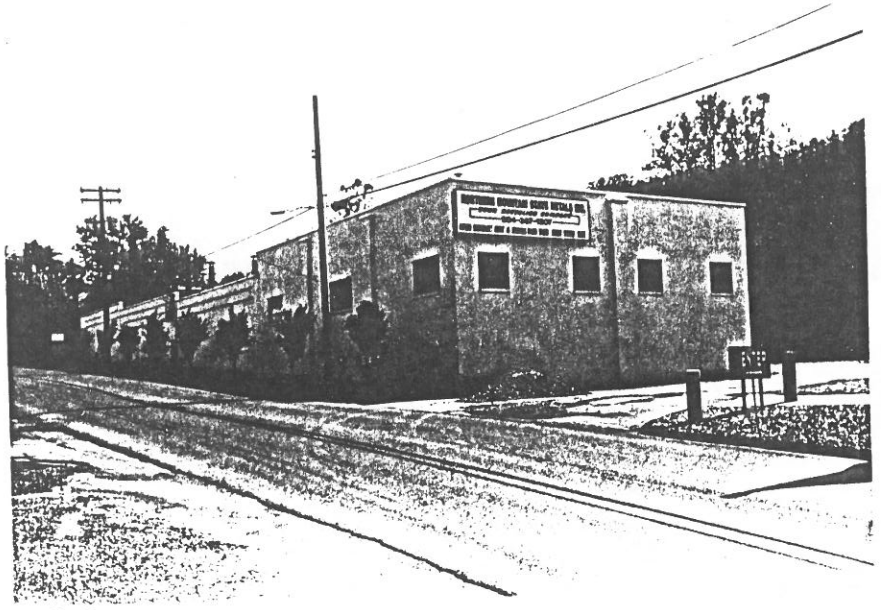

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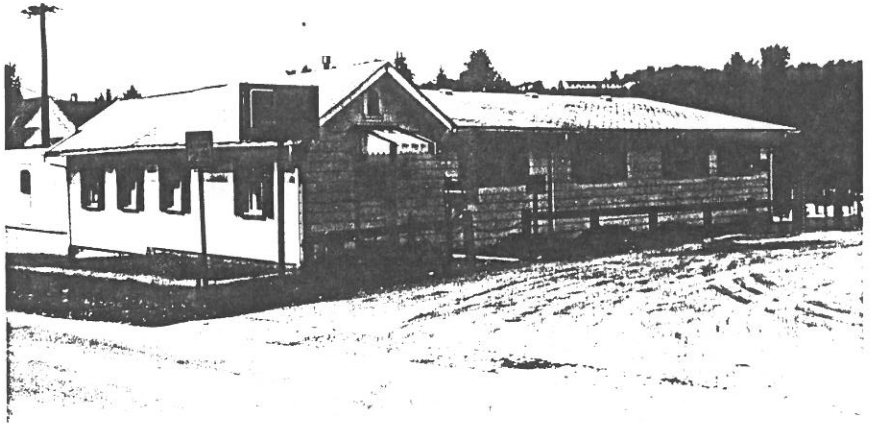

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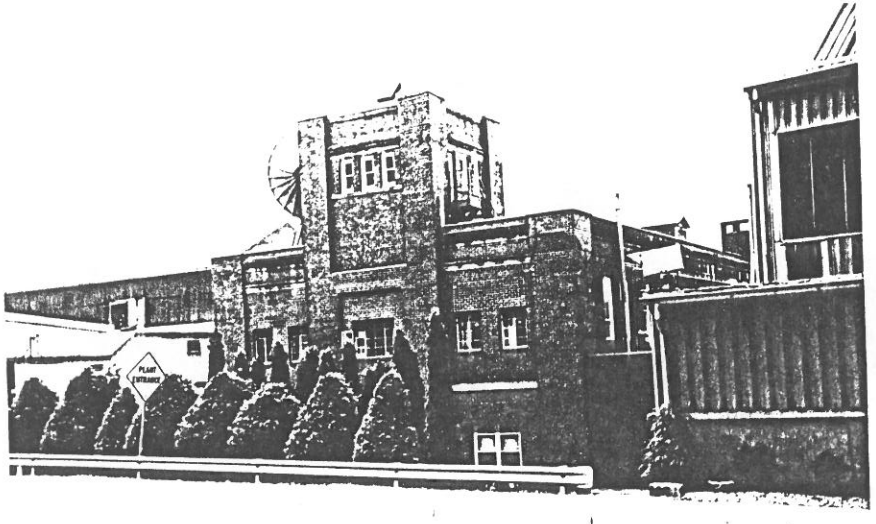

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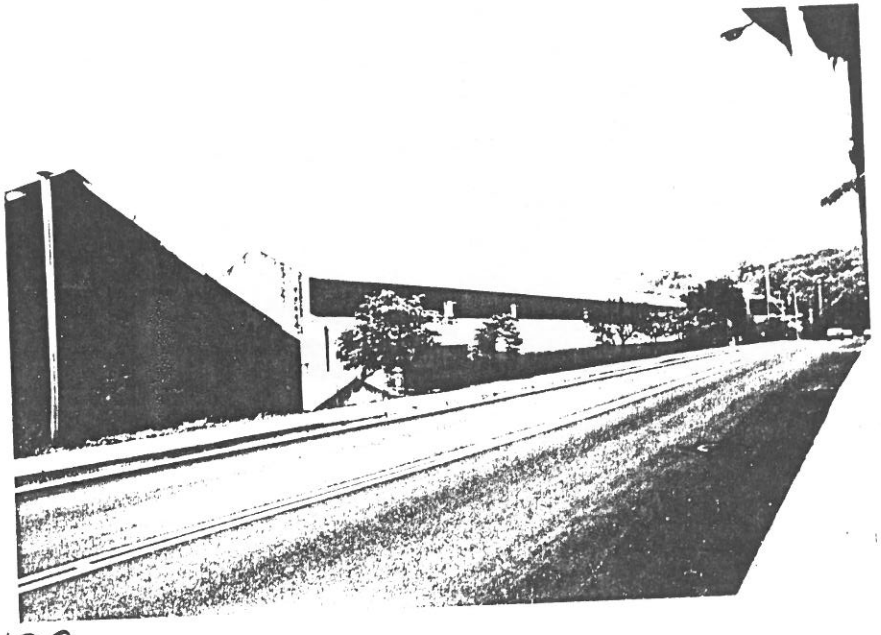

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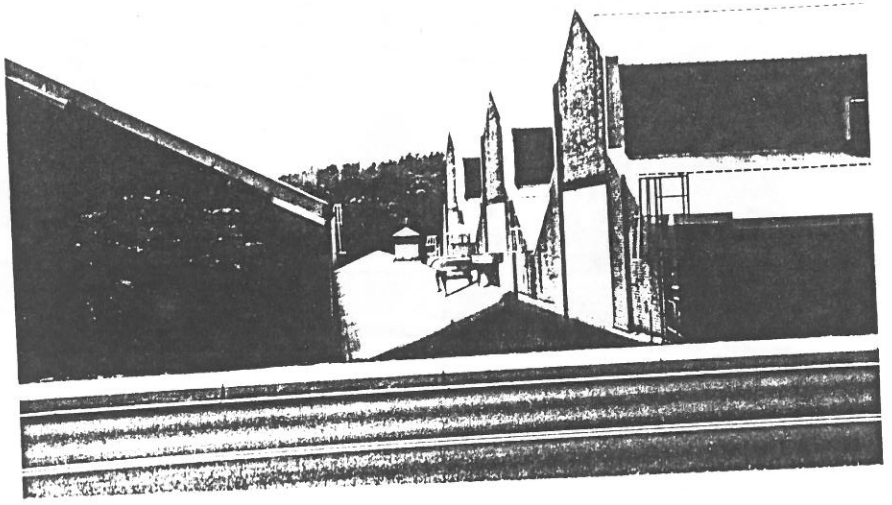

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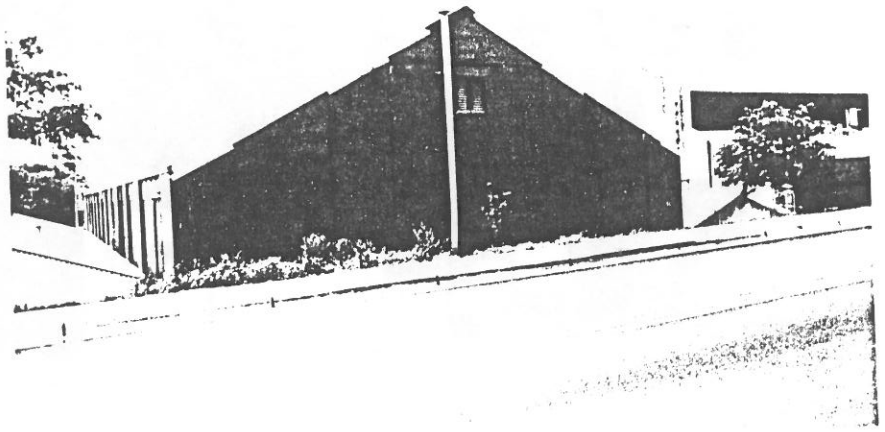

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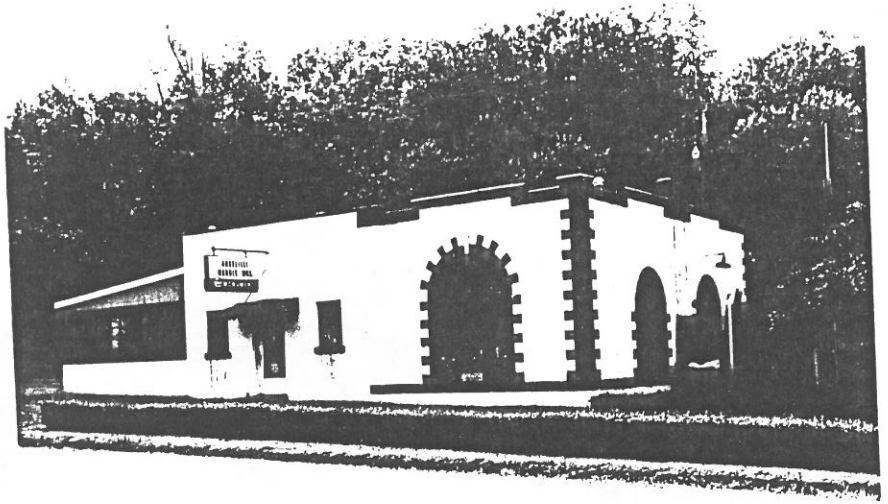

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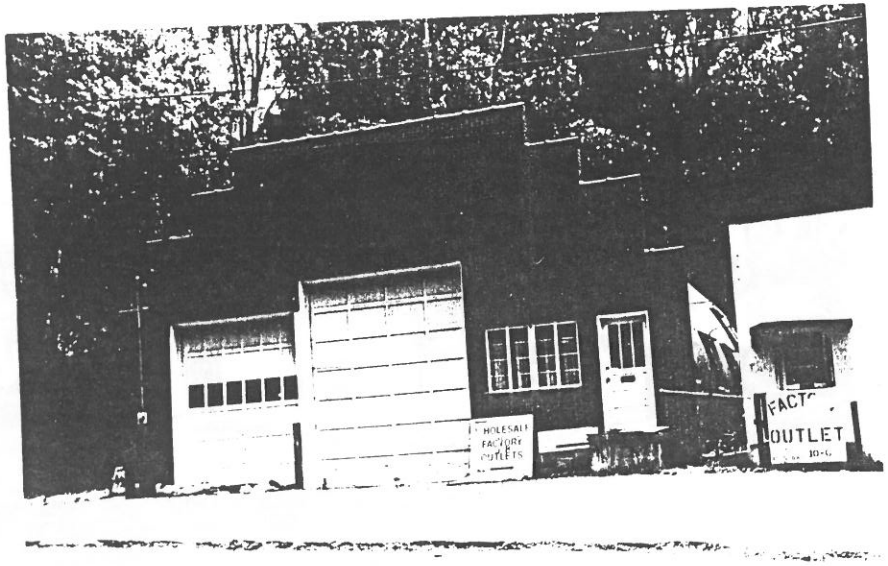

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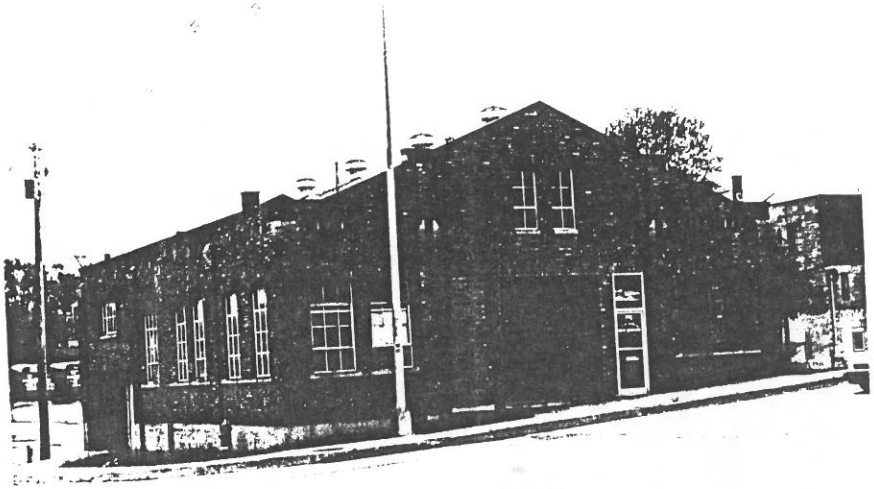

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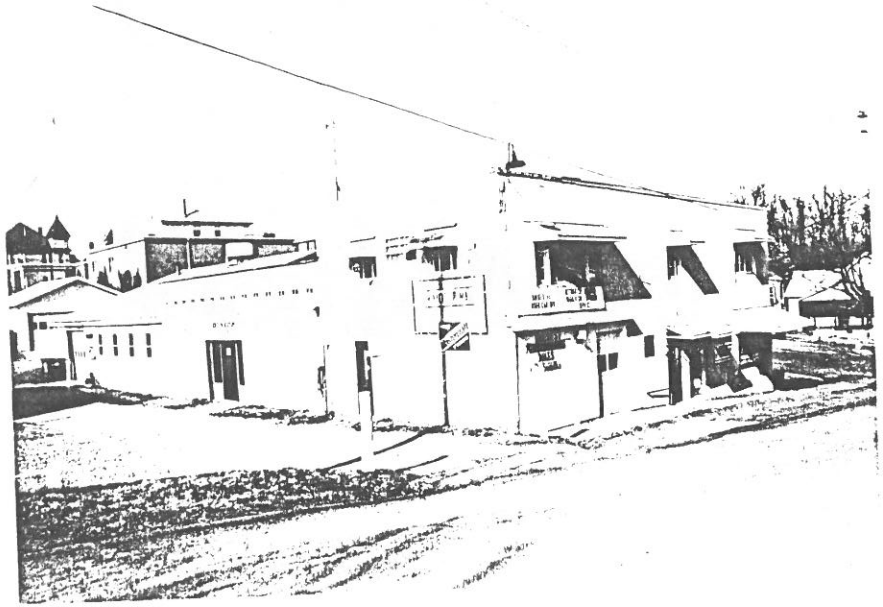

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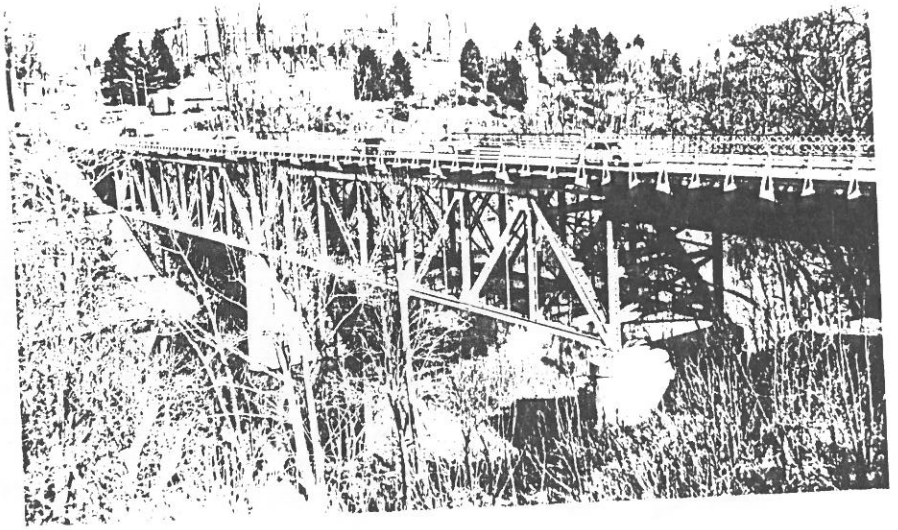

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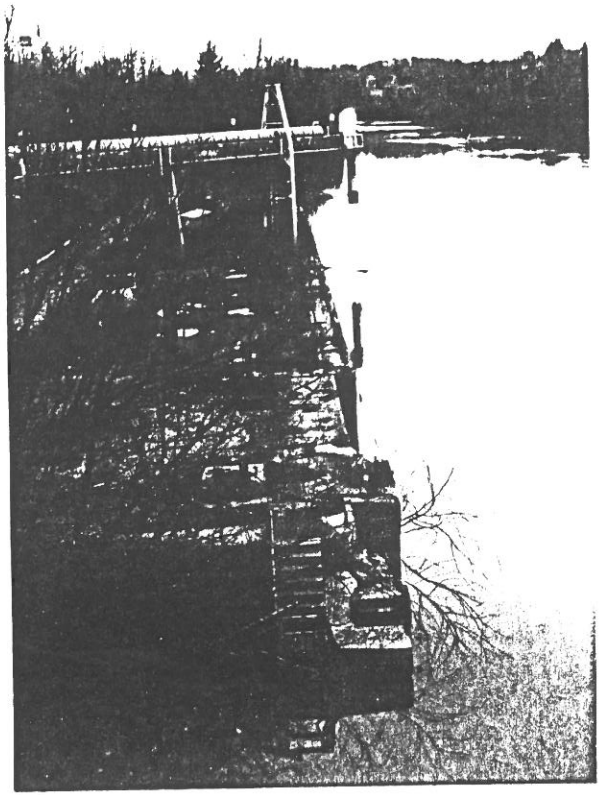

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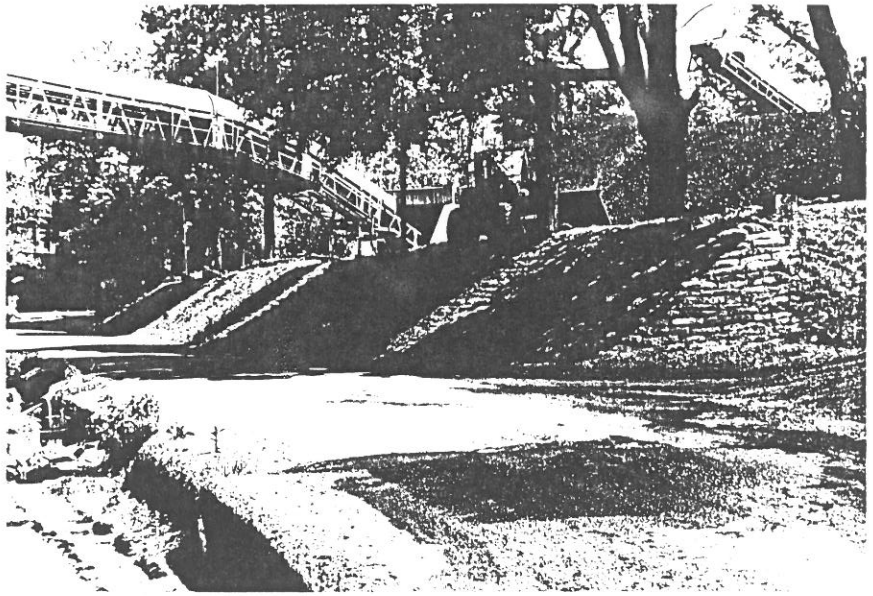

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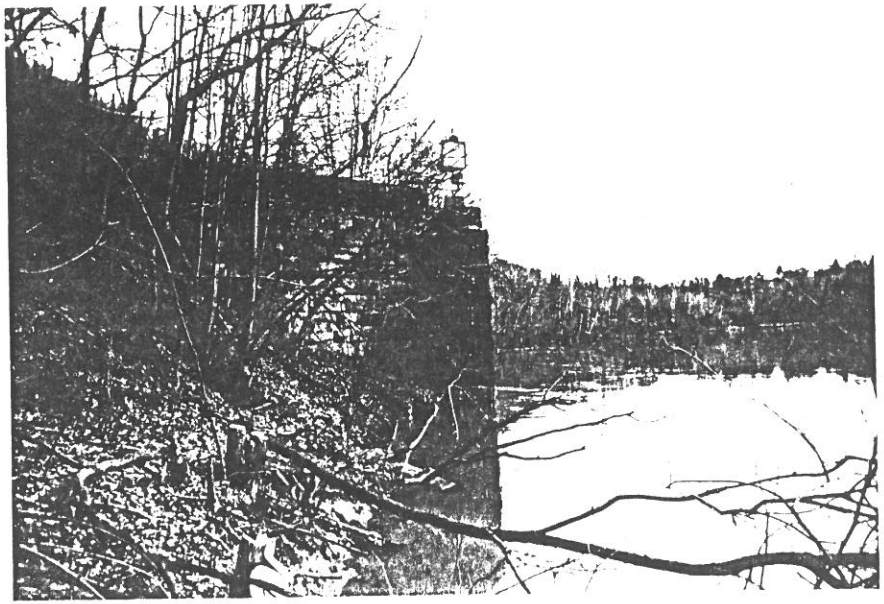

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