

COAL HERITAGE SURVEY UPDATE FINAL REPORT, MCDOWELL COUNTY, WEST VIRGINIA



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State Project No. T690-ARC/HI-1.00



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PROJECT BACKGROUND

In 1988, West Virginia Congressman Nick Rahall II introduced a portion of the “Omnibus Public Lands and National Forest Adjustments Act of 1988” that directed the National Park Service to “determine the feasibility of protecting and preserving certain significant cultural, historic and natural resources associated with the coal mining heritage of southern West Virginia.” As a result of this legislation, in 1990-91 the National Park Service and the West Virginia Division of Culture and History (WVDCH) conducted a historic resource survey of coal-related resources in five West Virginia counties, including Mingo, McDowell, Boone, Logan and Wyoming.¹ This survey was a monumental effort by three historians, Cindy Dobson, Stacey Sone and Kim Valente, and provided an extensive reconnaissance-level inventory of thousands of properties throughout Southern West Virginia. The survey precipitated a larger discussion and analysis of the preservation of West Virginia’s mining-related historic resources and ultimately resulted in the creation of the National Coal Heritage Area, one of only 40 National Park Service-designated heritage areas in the nation.²

In the 25-plus years since the original Coal Heritage Survey was completed, the area has experienced significant change. In addition, the reconnaissance-level Historic Property Inventory (HPI) forms from 1991 lack detail and are of limited use for determining National Register of Historic Places (NRHP) eligibility for Section 106 review and other purposes. Thus, the West Virginia Department of Transportation, Division of Highways (WVDOH) applied for and received a Transportation Enhancement Grant to conduct an update of the Coal Heritage Survey. The WVDCH also contributed funding for the project. The scope of work consisted of the survey of 2000 properties to begin in McDowell County and, if that number was not met, to continue in Raleigh County. Aurora Research Associates LLC (ARA) was awarded the project and worked with subconsultant EnviroScience, Inc.. The survey update was conducted exclusively in McDowell County, with over 2000 properties documented in the county.

The 1991 Coal Heritage Survey resulted in two publications: the *Coal Heritage Survey Phase I Final Report* by Dobson, Stone and Valente, and *A Coal Mining Heritage Study: Southern West Virginia*, published by the National Park Service Mid-Atlantic Office in 1993. These two documents provide extensive historic context and analysis of the project area and have enduring relevance today. They are available on file at the West Virginia State Historic Preservation Office (WVSHPO). This report contains information and historic context specific to McDowell County.

PROJECT AREA DESCRIPTION AND HISTORIC CONTEXT

McDowell County was created in 1858 by the Virginia General Assembly from parts of Tazewell County, Virginia.³ It is the southernmost county in West Virginia and is bordered by Mercer County on the east, Wyoming County on the north and Mingo County on the west. The county is located in the Appalachian Mountains almost entirely within the Flat Top-Pocahontas Coalfield, except for a small portion in the west located in the Williamson Coalfield. The topography is steep and mountainous. The most important transportation route within the county is US Route 52, a two-lane highway. Other primary routes include WV Route 103, WV Route 161, WV Route 16, WV Route 80 and WV Route 83.

The primary waterway in the county is the Tug Fork, running from its headwaters near Jenkinjones west through Welch, then through Mingo County where it forms the WV/Kentucky border before joining Levisa Fork at Louisa, Kentucky to form the Big Sandy River. The Dry Fork runs north from Tazewell County, Virginia and joins the Tug Fork at Iaeger in western McDowell County. Elkhorn Creek begins near the

¹ DiBello 3-5.

² “About Us.”

³ Myers.

Mercer/McDowell border and travels west to Welch, paralleling US Route 52. Many small streams and tributaries run throughout the mountains, with secondary roads paralleling them up the valleys (colloquially called “hollows” or “hollers”) until the topography prevents further travel.

Norfolk Southern railway operates in McDowell County with lines generally paralleling the Tug Fork, Dry Fork and Elkhorn Creek.

The land that became McDowell County was granted in large tracts to military veterans by the United States government after the Revolutionary War. Wilson Nicholas and Jacob Kenney originally owned a 320,000-acre tract that was sold as speculation in 1795 to Robert Morris, signer of the Declaration of Independence and financier of the American Revolution. Morris could not maintain control of such a large and remote area, and settlers gradually began to move into the area. Morris went bankrupt due to the Panic of 1797 and by the 1830s, most the land had reverted to state ownership.

The first European settlers in McDowell County were Mathias and Lydia Harman, who built a cabin on the Dry Fork around 1802. Other settlers trickled in through the early 19th century and included William Fletcher, Moses Cartwright, John and James Milam, Philip Lambert and Amos Totten. When the county was established in 1858, there were 282 land-owning families in residence. The county seat was originally to be located in Perryville, but land ownership disputes and the Civil War delayed the construction of public buildings. After the Civil War in 1867, the new state of West Virginia passed legislation specifying the county seat be located near present-day Coalwood, but by 1872, residents were allowed to vote on the location and again it was located in Perryville. During the coal boom of the late 19th century, residents of the growing town of Welch demanded that the county seat be moved there. After a contentious election, the records were moved to Welch in 1892.⁴

In the early 19th century, the remoteness and difficult terrain of the McDowell County area limited development. However, the rising prominence of the railroad and the industrial age in the late 19th century quickly changed McDowell County’s economy and demographics. The presence of coal in the region had been recognized by early explorers in 1750. Between 1835 and 1841, Professor W.B. Roger’s geological survey noted large deposits of coal and included a map. After the Civil War, speculators began buying land in the southern coalfields of West Virginia. Thomas Graham obtained a charter for the New River Railroad Company in 1872 to build a line from Radford, VA to the WV state line. Captain Isaiah Welch was hired by Jed Hotchkiss in 1873 to explore and report on the natural resources of 500,000 acres of land in the area. Welch found an exposed 13-foot coal seam and followed it throughout the county, calculating that there were over 480 square miles of coal deposits. By 1881, Thomas Graham had chartered four new railroads. That year, the Atlantic, Mississippi and Ohio River was purchased at foreclosure by Philadelphia banking firm E.W. Clark & Co. and reorganized as the Norfolk & Western (N&W) Railroad Company; it was reorganized a second time in 1896 as the Norfolk & Western Railway. E.W. Clark & Co. and a number of Philadelphia investors, including Clarence Clark and Edward Steel, were very interested in the coal resources in Tazewell and Mercer counties. An agreement was made that the N&W would obtain all railroad charters for the area, Steel and Clark would gain control of the land, including its mining and development, and Graham and his associates would become shareholders in the Southwest Virginia Improvement Company, headquartered in Pocahontas, Virginia.

Many of the same investors of the Southwest Virginia Improvement Company established a company in 1882 to buy and develop additional lands for coal mining in Virginia and West Virginia. The Flat-top Coal Company chartered six smaller companies to mine and manage its resources. Castner and Company acted as

⁴ Battlo ix.

the coal sales agent and promoted the region's coal all over the world. The N&W Railroad entered into an agreement with coal producers in 1884 to handle all coal transport and sales, and organized the Pocahontas Coal Company in 1885, with Castner and Co. as the subcontractor responsible for national and international coal sales. In 1886, the N&W signed a contract with the Southwest Virginia Land Improvement Company and other land companies in the region requiring that all coal producers, including lessees, consign their coal with the Pocahontas Coal Company. The region's coal was marketed as "Pocahontas Coal" and was known worldwide for its high quality.

In *Billion Dollar Coalfield*, author Alex P. Schust describes the "necessary quartet" for the development of McDowell County's mining industry. Coal Land Companies acquired land and managed it by surveying boundaries, leasing tracts to coal mine operators and ensuring that mine production was maximized. The Flat-Top Coal Land Association and Crozer Land Association were the first land companies in McDowell County. Others followed and managed lands ranging from a few hundred to thousands of acres.⁵ Coal Operators were individuals and companies who leased from the land companies and mined the coal directly. These operations ranged in size from a single man with a pickaxe to a large company with investment capital and professional mining engineers. Coal operators were responsible for all equipment and for building housing and infrastructure to support laborers.⁶

The Railroad was the third essential element for coal production, most obviously because coal could not be sold if it was inaccessible.⁷ The N&W initially provided access to Virginia and the east coast; it reached Pocahontas, Virginia in 1883 and extended to Elkhorn in McDowell County between 1884-1887. In 1892, construction was completed on the Ohio Extension linking Elkhorn to the Ohio River and western markets.⁸ The company was also instrumental as a sales agent, establishing the Pocahontas Coal Company in 1885. This company would pay a set fee to operators for the product, then was responsible for selling the coal on the market. In 1895 the company was dissolved due to a law prohibiting railroads from buying or selling coal or coke.⁹ However, in 1901 a large consolidation deal took place between the Flat-top Land Association, banker Isaac T. Mann, W. M. Ritter, and a number of other parties in which Mann purchased the land holdings of Flat-top for \$10,000,000. The Pocahontas Coal and Coke Company was then formed and grew to include 129,000 acres of land and three railroad charters for lines along the Dry Fork and Tug Fork. The N&W Railway, seeing its position threatened, purchased the Pocahontas Coal and Coke Company in December 1901 for \$20,000,000.

The final essential component of McDowell County's coal industry was labor. In 1880, the county's population was 3,076 and consisted mostly of farmers. The West Virginia Department of Mines Annual report listed 0 miners in McDowell County in 1888, 740 in 1889 and 1,347 in 1890.¹⁰ Along with miners came a variety of other necessary workers, including carpenters, railroad workers, clerks, managers, doctors, chemists and more. The population increased to 7,300 in 1890, 18,747 in 1900 and an astonishing 47,856 in 1910. Many miners were African-Americans and immigrants looking for a better life.¹¹ The WV Department of Mines Annual Reports contained a long list of the nationalities represented including most countries in Europe, Turkey, Syria, Russia, Japan and Mexico.¹²

⁵ Schust 28.

⁶ Schust 31.

⁷ Schust 36.

⁸ Schust 38.

⁹ Schust 40, 41.

¹⁰ Schust 46.

¹¹ Schust 49.

¹² Schust 56.

When the influx of miners and associated people occurred, there was almost no prior infrastructure aside from the railroad. Coal operators had to quickly find ways to provide housing, food, and basic services like water and education. This gave rise to the coal company town, wherein the coal company owned and constructed all the housing and public buildings. Company towns ranged from ramshackle tent cities to sophisticated “model towns.” Miners shopped for food and other goods at company stores using company-issued money called scrip; rent, utilities and other expenses were deducted directly from their paychecks. Company towns generally utilized a limited number of housing plans, giving the towns a distinctive look due to the repetitive numbers of the same house. A miner with a family may be assigned a simple one-story two-room house, while higher-status employees such as doctors, engineers, foremen, superintendents, store clerks and others were given larger houses in proportion to their position. Single miners often lived in boarding houses. A company town may have also had one or more churches, schools, social halls and sports facilities. Different races and ethnicities, while they worked side by side in the mines, were often segregated into different sections of town.

The development of coal towns in McDowell County followed the railroad. Maybeury, the easternmost town along the N&W mainline, was established in 1887 in anticipation of the railroad’s arrival the following year. Switchback, Elkhorn, Upland and Powhatan followed. In 1890, construction on the Ohio Extension began, and as work proceeded west, towns emerged along with it.¹³ The N&W also built branch lines to access coal companies and communities. The various N&W Railway lines and branches and associated towns are summarized in Table 1:

Line	Construction Date(s)	Towns
Main Line ¹⁴	1888	Maybeury, Switchback, Elkhorn, Upland, Powhatan
Main Line – Ohio Extension ¹⁵	1890-92	Northfork/Clark, Keystone, Eckman, Landgraff, Vivian, Kimball, Carswell, Big Four, Superior, Maitland, Welch, Hemphill, Capels, Davy, Twin Branch, Marytown, Big Sandy, Roderfield, laeger, Litwar, Panther
Superior Branch ¹⁶	Ca. 1920	Yerba, Asco
North Fork Branch ¹⁷	1890-91; 1904	Algoma, Gilliam, Worth, McDowell, Ashland, Crumpler
Tug Fork Branch (main) ¹⁸	1902-1909	Havaco, Wilcoe, Gary, Venus, Thorpe, Pageton, Anawalt, Leckie
Sand Lick Branch of the Tug Fork Branch ¹⁹	1904-1908	Ream, Elbert, Filbert

¹³ Schust 552.

¹⁴ Schust 65

¹⁵ “Corporate Timeline...”

¹⁶ Schust 354.

¹⁷ Schust 117-118.

¹⁸ Schust 243.

¹⁹ Schust, *Gary Hollow*, 133-135.

Line	Construction Date(s)	Towns
North Fork Branch of the Tug Fork Branch ²⁰	1910-1912	Lila, O'Toole, Jenkinjones
South Fork Branch of the Tug Fork Branch ²¹	1946-49	Skygusty, Munson
Spice Creek Branch ²²	1902, 1907	Erin, Premier
Clear Fork Branch ²³	1905-1906	Coalwood, Six
Dry Fork Branch ²⁴	1904-1907; 1910-1913	Auville Yard, Apple Grove, Garland, Bradshaw, English, Yukon, Excelsior, War, Berwind, Canebrake
Caretta Branch of the Dry Fork Branch ²⁵	1905	Caretta
Jacobs Fork Branch of the Dry Fork Branch ²⁶	1913; 1930	Cucumber, Jacobs Fork, Bishop

Table 1. McDowell County Lines of the Norfolk & Western Railway

Coal towns could serve one company, or various operations. In some towns, such as Florence (later subsumed by Hemphill), companies bought a certain number of town plots for their workers, resulting in various sections of town being delineated by company.²⁷ Some larger communities were not company towns, but rather grew up around N&W stations, and often became destinations for surrounding smaller communities because of the greater variety of independent businesses. These local commercial and social centers included Northfork, Keystone, Anawalt, Welch, laeger and War.

At the end of 1910, there were 66 coal companies and 99 mines in the county, up from 31 companies and 31 mines in 1900. In that same period, coal production grew from 4.6 million tons to 13.7 million tons.²⁸

Production and number of mines continued to grow through the 1920s to a peak of 84 companies operating 138 mines in 1923.²⁹ The largest coal companies operating in McDowell County in the 1920s included United States Coal & Coke, a subsidiary of U.S. Steel, at Gary and surrounding towns; Pocahontas Fuel Company at Jenkinjones; New River and Pocahontas Consolidated Coal Company at Berwind and surrounding communities; Carter Coal Company at Coalwood, Caretta and Six; and Crozer Coal & Coke at Elkhorn.³⁰ The Great Depression caused a steady decrease in mines and production, especially for U.S. Coal & Coke, which was dependent on orders for U.S. Steel.³¹

²⁰ Schust 300.

²¹ Schust 309.

²² Schust 387-388.

²³ Schust 407.

²⁴ Schust 438,

²⁵ Schust 505.

²⁶ Schust 512-513.

²⁷ Schust 316.

²⁸ Schust 555

²⁹ Schust 556.

³⁰ Schust 556.

³¹ Schust 558-559.

A significant effect of the Great Depression in southern West Virginia was the strengthening of the labor movement. For several decades, the union had not gained a foothold in McDowell County due to higher wages and better working and living conditions than union mines. However, the hardships and cutbacks of the Depression allowed the United Mine Workers of America (UMWA) and other unions to organize chapters in the county. The first union agreement in 1933 established minimum wages, a 40-hour workweek, cash payment every two weeks and allowed miners to reside and shop where they chose.³² Contentious negotiations took place in 1939 between the UMWA and coal operators. 300,000 miners in the Appalachian region went on strike on May 5, 1939. Agreements were reached with a number of coal operators at the urging of President Franklin Roosevelt, but some operators, including Carter Coal Company and Kingston-Pocahontas held out for many weeks before finally reaching an agreement.³³

World War II increased the need for coal but created labor shortages and caused some mines to be closed or sold to other companies. Labor disputes continued through the 1940s and 1950s on issues such as pay, pensions, medical benefits, health, safety and living conditions. The 1950s brought mechanization to the mines and, while production rose and fell due to economic factors, employment continued to decrease thanks to technological streamlining.³⁴ After a period of growth in the 1960s, changes in coal consumption continued the gradual decline of the industry until all the legacy coal companies, including U.S. Coal & Coke, Pocahontas Fuel, Olga and others ceased operation in the 1980s. In some cases, the coal resources on the leases had been exhausted and in others, it was simply no longer worth the cost of equipment and labor to extract the coal.³⁵ Mining/Quarrying/Natural Gas/Extraction remains the second largest industry in McDowell County, behind Healthcare/Social Assistance³⁶, but the total coal production in 2015 was 2,695,216 tons³⁷, compared to a peak of over 29 million tons in 1942. The population of McDowell County is currently approximately 20,000, compared with nearly 100,000 in 1950, and the poverty rate is 37%.³⁸ Devastating floods in 2001 and 2002 caused widespread damage and loss of property. McDowell County faces numerous challenges in the current era, including unemployment, poverty, opioid addiction, poor transportation access, an aging/declining population and poor health outcomes. A positive development is the growth of the ATV tourism industry, which draws visitors to the area to ride a network of trails throughout Southern West Virginia. Over 38,000 trail permits were issued in 2015.³⁹ The integration of cultural resource tourism with the ATV trail experience may be an essential component of the preservation of McDowell County's coal-related historic resources.

Appendix B contains brief historic background statements for a select number of McDowell County communities.

SURVEY METHODOLOGY

Aurora Research Associates LLC (ARA) used existing Historic Property Inventory (HPI) forms from the Coal Heritage Survey to create a database, including basic architectural information, map and photograph. The survey was conducted using a mobile database application for iPad. Over 1200 previously-surveyed resources from the 1991 survey were entered into the database.

³² Schust 560.

³³ Schust 560-562.

³⁴ Schust 568-569.

³⁵ Schust 572-573

³⁶ "McDowell County, WV."

³⁷ WV Office of Miners' Health, Safety and Training, 77.

³⁸ "McDowell County, WV."

³⁹ "Out of State Visitors..."

In November and December of 2016, architectural historians Courtney Fint Zimmerman, Anne Stuart Beckett and Matthew Hyland (ARA) and field technicians Sarah Elswick (ARA), Teal Dmitrie-Richards, Alex Valigosky and Nara Souza (ES) conducted the field survey. Field technicians were trained in advance by Ms. Zimmerman on field survey techniques and architectural terminology. Each field surveyor used an iPad containing the prepared survey databases. Field surveyors worked in teams of two or three, led by one of the three qualified architectural historians. Prior to each day of field work, Ms. Zimmerman identified the areas to be surveyed and assigned teams to specific communities or routes to avoid overlap. In the field, surveyors attempted to locate, photograph and record information about materials, alterations, additions and use for each previously-recorded resource. New records were created for any resources that were not previously documented.

In towns with a concentration of buildings greater than 50 years of age, all structures meeting the age requirement were documented in order to evaluate the area as an historic district. In communities with substantial demolitions or intrusions, and for isolated properties, only resources that retained a baseline integrity of overall form/design and materials were documented.

Some HPI forms from the 1991 survey included a number of houses on the same form. These properties were separated onto individual forms, with one retaining the original survey number and the others assigned new survey numbers.

Upon completion of the field work, the survey databases were uploaded into shared files by each surveyor and managed by Ms. Zimmerman. Each surveyor was responsible for completing HPIs for his or her resources. New HPI forms were generated for each extant resource, including updated photos, map, narrative description and statement of significance. Each HPI form was reviewed by Ms. Zimmerman, Dr. Hyland or Ms. Beckett. All forms were given a final review by Ms. Zimmerman.

SURVEY RESULTS

2,007 total properties were surveyed for this project. The 1991 Coal Heritage Survey documented 1,173 resources in McDowell County on HPI forms. 965 original 1991 survey resources were reidentified during the 2016 field work. Of these, 325 were found to have been demolished. The other 208 structures included in the original survey either had no forms/information available, had been previously demolished, were inaccessible or were not found/not surveyed. 1,042 previously-undocumented resources were surveyed in 2016. The major towns covered in the survey include the following:

- Algoma
- Anawalt
- Asco/Yerba
- Ashland
- Berwind
- Big Four
- Big Sandy
- Bishop
- Bradshaw
- Canebrake
- Capels
- Caretta
- Carswell
- Coalwood
- Crumpler
- Elbert
- Elkhorn
- Excelsior
- Filbert
- Gary
- Havaco
- Hemphill
- Horsepen
- laeger
- Jenkinjones
- Keystone
- Kimball
- Landgraff
- Lila
- Litwar
- Maitland
- Maybeury
- McDowell
- Northfork
- Pageton
- Panther

- Powhatan
- Premier
- Ream
- Roderfield
- Six
- Skygusty
- Switchback
- Thorpe
- Twin Branch
- Upland
- Valls creek
- Venus
- Vivan
- War
- Welch
- Wilcoe

Most of the properties surveyed were residential structures (1,403), which is attributed to houses being built in large numbers to accommodate workers. 126 commercial buildings, 57 churches, 24 industrial sites, 23 schools, and 22 transportation-related structures were surveyed, along with a small number of governmental, healthcare, landscape, recreational and social properties. Appendix D provides further detail on property uses within the survey.

Of 2,007 resources documented in the field, not including demolished properties, seven (7) were previously listed in the NRHP, 25 are recommended individually eligible for the National Register, 661 are recommended contributing resources to historic districts, 119 are recommended contributing resources to Multiple Property Listings, 818 are recommended not eligible, 50 are recommended for further research to determine eligibility and 327 were demolished. These results are summarized in Table 2. A complete list of all surveyed properties, sorted by both survey number and eligibility determination, is available in the *Coal Heritage Survey Update Index* supplementary volume.

Eligibility Recommendation	Number	Percentage of Total
Already listed	7	0.4%
Individual listing	25	1.2%
Contributing to historic districts	661	33%
Contributing to Multiple Property Listings	119	5.9%
Not eligible	818	40.8%
More Research Recommended	50	2.5%
Demolished (Previously Surveyed)	327	16.3%
<i>Total</i>	<i>2,007</i>	<i>100%</i>

Table 2. Summary of Eligibility Recommendations

The estimated dates of construction for inventoried properties range from 1890-2010. Surveyed properties that are less than 50 years old were inventoried either as part of potential historic districts or had been previously surveyed and thus had SHPO survey numbers, but the original structures have since been demolished and replaced. Figure 1 quantifies the number of properties surveyed within ten-year periods. This chart does not include demolished properties. Although the data is subject to both the surveyors' selectivity in choosing properties to inventory in the field and the accuracy of estimated dates of construction, the data reflect expected historic trends. A small number of properties inventoried represent the earliest decade, marking the initial development of McDowell County. Fewer resources are expected in early years due to

both a lower number of buildings constructed and few buildings from the era surviving to present day. The number of properties inventoried rises steeply between 1900-1929, with 81% of inventoried properties known or estimated to have been constructed during this period, which reflects the coal boom of the early twentieth century. Inventoried properties drop off after 1929, marking the Great Depression and slow decline of the coal industry through the mid to late twentieth century.

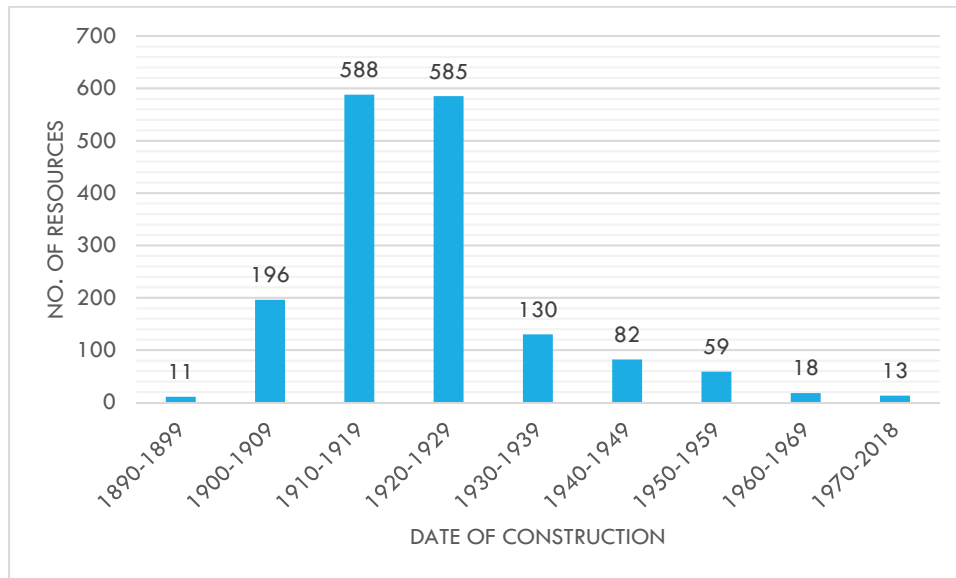


Figure 1. Dates of Construction of Surveyed Properties.

A wide variety of architectural styles and forms were observed in the field, with most structures representing a vernacular interpretation of popular architectural styles. More stylistically-developed examples were found in cities such as Welch and in company towns as the residences of owners, operators, superintendents and other higher-status employees. The top 12 architectural styles/forms found in the survey, representing 74% of all properties surveyed, are listed in Table 3.

Style/Form	Count	% of Total
Colonial Revival	205	12.2%
Commercial	125	7.4%
Pyramidal	114	6.8%
Victorian - Folk	114	6.8%
Four-Square	112	6.7%
Gable-Front	109	6.5%
Double-Pile	104	6.2%
Craftsman	98	5.8%
Hall & Parlor	92	5.5%
Gabled-Ell	60	3.6%
I-House	55	3.3%
I-House with shed wings	50	3.0%

Table 3. Top 12 Architectural Styles Observed

The most frequently-observed architectural styles and forms consist of commercial buildings, popular early twentieth-century residential styles including Colonial Revival, Folk Victorian and Craftsman and basic vernacular forms including pyramidal, hall-and-parlor, Four-Square and I-House. To maximize efficiency and economy, coal company operators generally worked with a limited set of 2-4 house styles, varying in size and

including single-family homes, duplexes, apartments and boarding houses. Often, company houses were simple massed structures with a few applied architectural features such as turned porch railings, cross gables, wood shingle siding, eave returns and other subtle details. Generally, larger homes close to the center of town and mine facility were occupied by white workers, while African-Americans occupied small one-story hall-and-parlor type homes located in a separate, more remote hollow.⁴⁰ Forms frequently found in repetitive groups during the survey include pyramidal, Colonial Revival, gable-front (one and two story), hall and parlor, gabled ell (one and two story) and I-House. Two particularly unique forms observed in McDowell County include the three-bay I-house with one-story shed-roof wings found in Venus, Berwind, Gary, et al, and the Cape Cod influenced reverse-saltbox roof duplexes found in Coalwood (Figure 2).



Figure 2. I-House with shed wings in Berwind (left); Coalwood saltbox duplexes (right).

Integrity was evaluated using the NRHP guidelines. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling and association. Historic resources in the survey area generally retained integrity of location, setting, feeling and association. As is common in rural areas, many homes have undergone alterations over the years, typically application of vinyl and aluminum siding, roof and window replacement and additions. Of the properties surveyed, 25% retained original wood weatherboard, 22% were brick, 22% had vinyl siding, 14% had aluminum siding and the remaining 17% represent a variety of miscellaneous exterior materials. 53% of all properties surveyed had replacement windows, 36% had original or older wood windows, and the remaining 11% were a combination, missing, boarded or unknown. Integrity evaluation for specific categories of resources is discussed further in the following sections.

Appendix D contains detailed statistical information on property use, architectural styles and materials.

Individually Eligible Properties

For a property to be recommended eligible as an individual resource, it must demonstrate significance under the NRHP criteria and retain most aspects of integrity. The following resources are recommended eligible for individual listing in the NRHP.

Survey No.	Name	Town or Community	Date of Construction	Significance
MD-0048	laeger Grade and Junior High School	laeger	1922	A - Education C - Architecture

⁴⁰ DiBello 18.

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Survey No.	Name	Town or Community	Date of Construction	Significance
				Local
MD-0068	House, 58 Railroad Avenue	laeger	ca. 1915	C - Architecture Local
MD-0281	Big Creek High School Gym	War	ca. 1950	A - Education Local
MD-0510	House, 261 Vivian Bottom Road	Vivian	ca. 1925	C - Architecture Local
MD-0523	Elkhorn Inn/ Empire Coal Co. Clubhouse	Landgraff	1922	A – Commerce, Social History C – Architecture, Alexander Mahood Local
MD-0527	Pulaski Iron Company	Eckman	ca. 1922	A – Commerce/Industry Local
MD-0537	Coal Tipple	Eckman	ca. 1950	A – Commerce/Industry Local
MD-0850	US Steel Alpheus Coal Preparation Plant	Gary	ca. 1940	A – Commerce/Industry Local
MD-0876	Norfolk & Western Trestle	Jenkinjones	1911	A – Transportation Local
MD-0948	Switchback Elementary School	Ennis	1923; 1925	C – Architect, Hassel T. Hicks Local
MD-0950	Pocahontas Consolidated Power Plant	Switchback	ca. 1930	A – Industry C – Technology Local
MD-0952	N&W Railroad Bridge	Maybeury	1948	A – Transportation C – Technology Local
MD-1072	N&W West Vivian Tunnel	Kimball	ca. 1890	A – Transportation C – Technology
MD-1074	David and Miriam Houston House	Kimball	ca. 1920	A – Community Development C – Architecture Local
MD-1082	1158 Carswell Hollow Road	Carswell	ca. 1920	A – Community Development C – Architecture Local
MD-1090	Farm Coaling Tower	Hemphill	ca. 1940	A – Transportation, Industry State
MD-1223	532 Riverside Drive	Welch	ca. 1925	B – W.H. Ballard C – Architecture Local
MD-1372	Auville Yard Coaling Tower	laeger	1956	A – Transportation C – Technology State
MD-1405	219 Norwood Street	Kimball	ca. 1920-1940	C – Builder, Angelo Amechi Local
MD-1407	20 Chestnut Street	Kimball	ca. 1930	C – Builder, Angelo Amechi Local
MD-3088	Hickam House, 11 Frog Level Road	Coalwood	ca. 1922	B – Homer Hickam
MD-4059	Coke Ovens	Algoma	ca. 1891	A – Industry C – Technology

Survey No.	Name	Town or Community	Date of Construction	Significance
				Local
MD-4663	5529 Coal Heritage Road	laeger	ca. 1935	C – Architect, Hassel T. Hicks Local
MD-4080	N&W Huger Tunnel	Superior	1915	A – Transportation C – Technology State
MD-4900	Sterling Drive-In	Welch	1945	A – Social History, Commerce Local

Table 4. Recommended Individually-Eligible Resources

Historic Districts

Ten National Register Historic Districts are recommended, including both coal company towns and local commercial and residential centers. Coal company towns are defined as communities built and owned entirely by a specific coal company or companies. Berwind, Coalwood, Elbert, Elkhorn, Filbert, Pageton, Thorpe and Venus were identified as significant coal company towns within McDowell County that retain integrity. Local commercial centers. The following characteristic features and aspect of integrity were considered when evaluating coal company towns as historic districts:

- Significant concentration of residential structures (limited demolitions)
- Retention of repetitive house forms
- Presence of company store, offices, utilities, post office, clubhouse and other non-residential resources
- Variety of house types, demonstrating different accommodations based on family size, employee status, and other factors
- Original materials preserved in some form on one or multiple houses; i.e. most houses may have alterations, but considered as a group the original materials and construction methods can be discerned
- Feeling and association, primarily the collective impact of repetitive house forms and the surrounding landscape

Local commercial/residential centers are defined as communities that were not primarily owned by a coal company, generally developed due to the railroad, and contained independently-owned businesses and residences. Some of these towns began as coal company towns but became independent early on. Keystone, Kimball, Northfork and the Welch Residential Historic Districts were identified as significant population centers where people from surrounding areas came for business, entertainment and recreation purposes. These districts retain a significant concentration of residential and/or commercial structures, with minimal intrusions and demolitions. Individual resources often have alterations, but as a whole, the districts retain integrity of setting, location, materials, design, feeling and association. The recommended historic districts are summarized in the following table:

Name	Period of Significance	Significance	Contributing Resources
Berwind Historic District	1905-1967	A – Coal Industry C – Company Town Architecture	62
Coalwood Historic District	1900-1945	A – Coal Industry C – Company Town Architecture	94

Name	Period of Significance	Significance	Contributing Resources
Elbert Historic District	1903-1955	A – Coal Industry, U.S. Coal & Coke Company C – Company Town Architecture	23
Elkhorn Historic District	1899-1948	A – Coal Industry B – John J. Lincoln C – Company Town Architecture	17
Filbert Historic District	1908-1968	A – Coal Industry C – Company Town Architecture	39
Keystone Historic District	1896-1950	A – Coal Industry, Commerce, African-American History	56
Kimball Historic District	1893-1968	A – Coal Industry, Railroad C – Domestic and Commercial Architecture	33
Northfork Historic District	1890-1968	A – Coal Industry, Commerce C – Domestic and Commercial Architecture	34
Pageton Historic District	1907-1964	A – Coal Industry C – Company Town Architecture	65
Thorpe Historic District	1905-1968	A – Coal Industry, U.S. Coal & Coke Company C – Company Town Architecture	27
Venus Historic District	1907-1968	A – Coal Industry, U.S. Coal & Coke Company C – Company Town Architecture	28
Welch Residential Historic District	1900-1955	A – Coal Industry, Social History, African-American History C – Domestic, Commercial and Ecclesiastical Architecture	185

Table 5. Recommended Historic Districts

Multiple Property Listings

Throughout the survey area, the survey team observed residences associated with coal company towns that did not retain sufficient integrity to be considered historic districts, nor did the residence rise to the level of significance to warrant listing as an individual resource. As a group, coal company houses are significant throughout McDowell County and represent a unique and rapidly disappearing phenomenon in regional industrial history. Therefore, a Multiple Property Listing for Coal Company Housing is recommended to evaluate and recognize these resources. A Multiple Property cover document should provide detailed historic context on the McDowell County coal industry and domestic architecture and further explore the various forms and designs used by particular coal companies.

119 houses that are not part of recommended historic districts but retain excellent integrity (including, but not limited to original siding, windows, roof and porches) were identified as potential resources under a Multiple Property Listing. These properties are listed in the *Coal Heritage Survey Update Index* volume. Small groups of company houses that have alterations but exhibit characteristic repetitive design may also be candidates for a Multiple Property Listing, but were not analyzed as part of this survey.

A Multiple Property Listing is also recommended for N&W Railroad-related properties. This MPL would cover the entire historic line throughout several counties in southern West Virginia. A N&W MPL cover document should detail the context and significance of the railroad and provide guidance for evaluating the significance of individual bridges, tunnels, stations and other structures related to the line. Some railroad structures surveyed for this project were recommended eligible as part of a N&W MPL, but a large-scale analysis of the railroad was outside the scope of the project.

As a result of the 1991 Coal Heritage Survey, an MPL for Coal Company Stores in McDowell County was prepared. The original nomination included 12 company stores. The survey update found that five have been demolished and several more were vacant and/or threatened. An additional possible company store was surveyed in Litwar (MD-4469); more research is recommended to determine its original function.

Store	Location	Status
Algoma Coal & Coke Company	Algoma	Fair condition – some windows broken/open
Ashland Company Store	Ashland	Restored
Carter Coal Company Store	Caretta	Good condition, some alterations
Carter Coal Company Store	Coalwood	Demolished
Empire Coal Company Store	Landgraff	Demolished
Houston Coal Company Store	Kimball	Restored
Page Coal & Coke Company Store	Pageton	Fair condition, vacant
Peerless Coal Company Store	Vivian	Threatened; interior fire damage
Pocahontas Fuel Company Store	Jenkinjones	Threatened; windows broken, storefronts missing, open to elements
Pocahontas Fuel Company Store	Maybeury	Demolished
Pocahontas Fuel Company Store	Switchback	Demolished
U.S. Coal & Coke Company Store	Ream	Demolished

Table 6. Status of McDowell County Coal Company Stores

CONCLUSIONS

The Coal Survey Heritage Update indicates that coal-related resources, especially coal company stores, offices, mine structures, clubhouses and other institutional buildings are being demolished at a high rate. Of the approximately 1200 resources surveyed in 1991, at least 25% up to as much as 40% have been demolished in the past 25 years. Historic maps and photographs show the stark difference between the built environment of the early twentieth century and today; for example, the images in Figure 3 show the oxbow of the Tug Fork at Twin Branch completely covered with buildings in the 1920s, yet with only a few scattered

structures appearing in current aerial imagery. Between the time surveyors were in the field for this survey in 2016 and completion of this report in 2018, several significant structures were demolished, including Pageton Elementary (ca. 1930) and the Coalwood Clubhouse and apartment buildings (ca. 1920).

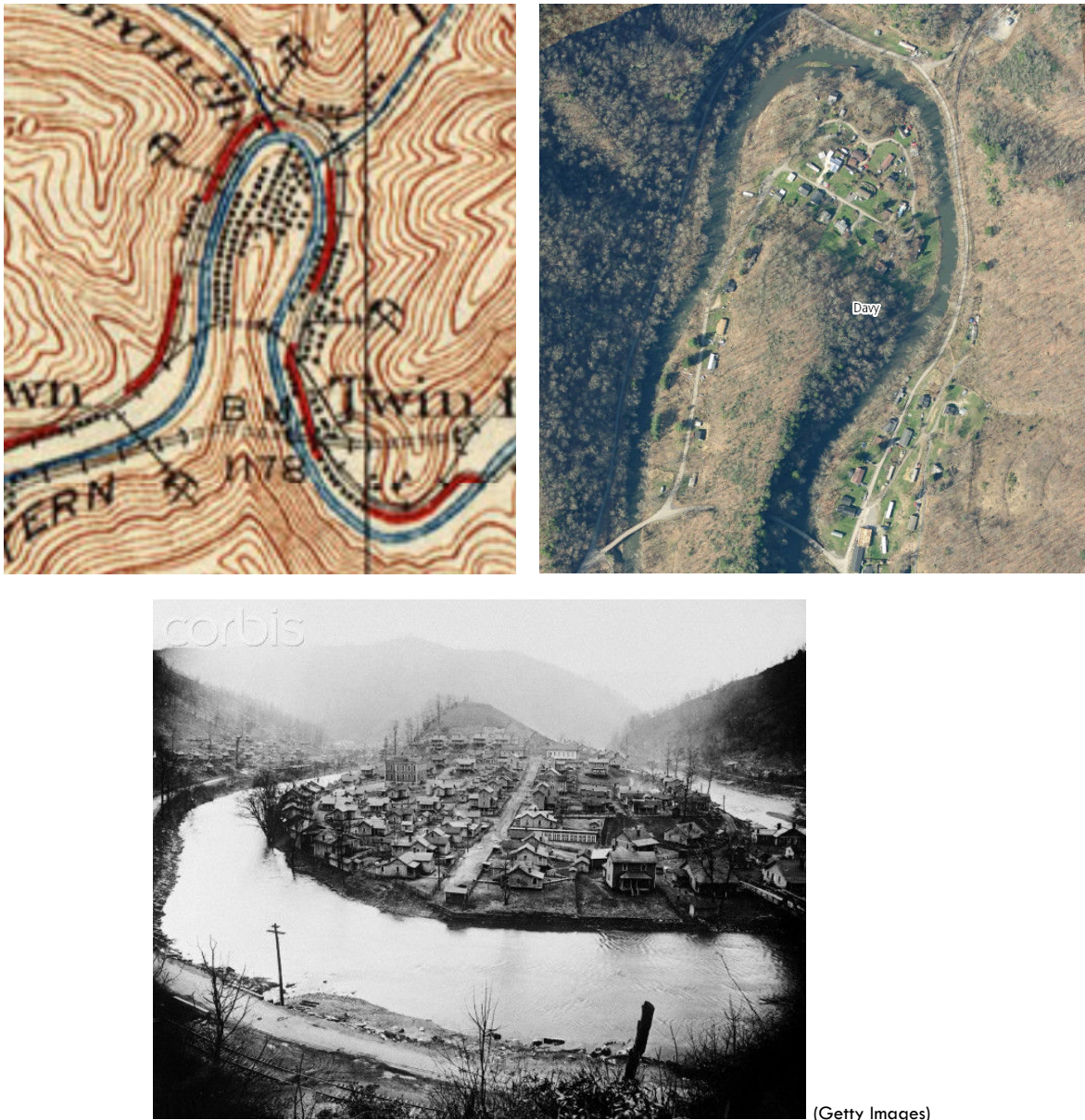


Figure 3. 1924 USGS Topographical Map of Twin Branch (top left), current aerial imagery of same area (top right) and historic photo of Twin Branch (bottom).

The decline of the coal industry and resulting lack of population, tax revenue and capital present considerable challenges for keeping older buildings in use. Conversely, in some cases lack of development has caused certain places and buildings to be “frozen in time.” Although cultural and historical tourism may be part of the solution to improving McDowell County’s fortunes, investing in historic preservation is a challenge when faced with crises such as abject poverty, lack of transportation, inadequate food accessibility and the opioid epidemic. An area for optimism is the growth of ATV tourism, which presents an opportunity to promote

McDowell County's history and encourage preservation of its unique historic resources. The National Coal Heritage Area/Coal Heritage Highway Authority continues its work to promote and preserve the region and to provide educational resources. A successful model of such efforts is the town of Cass in Pocahontas County, a former lumber company town which has been rehabilitated as tourist rentals and is managed by the state park system.

Coal company towns remain a mysterious and mythic historical phenomenon to most people outside of coal-mining regions. These resources are at turns vilified as exploitative colonies of the downtrodden and romanticized as idyllic communities of yesteryear where all needs were provided for. The truth of these places is infinitely more complex. Historic preservationists acknowledge the power of experiencing places in order to understand the past and ourselves today. This certainly holds true in the coal communities of McDowell County, where the range of the coal industry's effects upon the landscape and its inhabitants can be witnessed firsthand. Both the 1991 Coal Heritage Survey and this 2016-2018 update have sought to document what remains with the goal of greater understanding of the historical built environment, increased awareness of the value of the county's historic resources, and improved stewardship of these resources.

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Schust, Alex P. *Gary Hollow: A History of the Largest Coal Mining Operation in the World*. Harwood, MD: Two Mule Publishing, 2005.

Sullivan, Ken, ed.. *The West Virginia Encyclopedia*. Charleston, WV: West Virginia Humanities Council, 2006.

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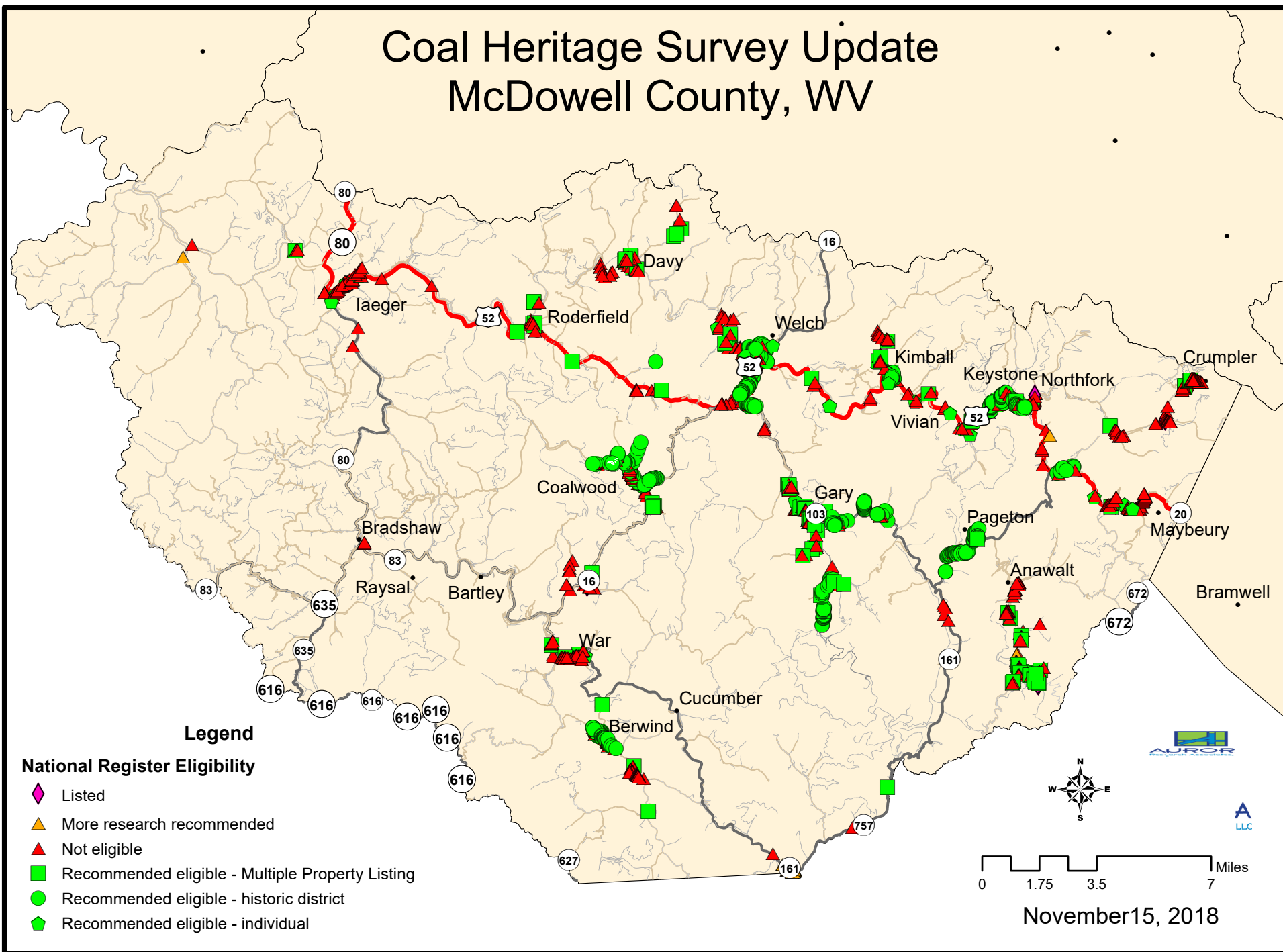
West Virginia Office of Miners' Health, Safety and Training. *Statistical Report and Directory of Mines*. 2015. Manuscript online.

<http://www.wvminesafety.org/PDFs/2015%20Annual%20Report%20-%20CY.pdf>. Accessed September 4, 2018.

West Virginia State Historic Preservation Office Interactive Map. <https://www.mapwv.gov/shpo/>. Accessed September 4, 2018.

APPENDIX A
PROJECT AREA MAPS

Coal Heritage Survey Update McDowell County, WV



APPENDIX B
SELECTED COMMUNITY HISTORIES

Contributors: Anne Stuart Beckett, Sarah E. Elswick, Matthew G. Hyland, Ph.D., and Courtney Fint Zimmerman.

ANAWALT

Anawalt was formerly known as Jeannette. No roads, railroads or settlements appear in the area on the 1892 USGS topographical map; by the time the 1909 map was published, Anawalt was labeled as a town, the railroad was constructed, and a number of buildings are depicted in the community. The town was named for Major J.W. Anawalt, president of the Union Supply Company, which was a subsidiary of U.S. Steel and operated company stores in many mining towns throughout Appalachia. Anawalt served in the Civil War as a surgeon with the Pennsylvania 132nd Regiment and worked as a physician after the war. A number of coal companies operated in and around Anawalt, including the Central Pocahontas Coal Company in the early 1900s and U.S. Coal and Coke's Gary No. 12 Mining Operation beginning in 1909. However, the town was relatively well-established prior to the arrival of these companies and thus contained a significant proportion of independently-owned residences and businesses and residences. The town had its own bank, the Bank of Anawalt, as well as a variety of businesses. It was the nearest business and entertainment district for a number of smaller surrounding company towns. Local residents recall the streets being crowded with people on weekends in the 1940s-60s. The Gary No. 12 Operation closed in 1949 and other area mines followed over the next decades. The 1950 census listed a population of 1,383, which has declined steadily over the years to approximately 200 in 2016. The town was devastated by flooding in 2001 and lost many of its older buildings.

Setting: Anawalt is located approximately twelve miles east of Welch, at the intersection of CR 8 and CR 84. It is a small city with a moderate density of commercial and residential buildings. The surrounding terrain is steep and forested.

Sources:

"Anawalt Photos." Online user-submitted collection of photos. <http://www.topix.com/album/anawalt-wv>

"Central Pocahontas Coal Co., Anawalt, WV." August 1931. Photograph. Digitized online by Virginia Tech Imagebase. https://imagebase.lib.vt.edu/image_viewer.php?q=nw1419

Hitchcock, Frederick L. *War from the Inside*. J.B. Lippincott: Philadelphia, 1904. Digitized online by CivilWar.com. <http://www.civilwar.com/resources/reference-material/e-books/war-from-the-inside.html>

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 280-281, 283.

United States Geological Survey. *Pocahontas quadrangle, West Virginia/Virginia*. Map. 1895, reprinted 1912. 1:125,000. 30 Minute Series. Reston, VA: United States Department of the Interior, USGS. Digitized online by the University of Texas at Austin Libraries, Perry-Castaneda Library Map Collection. <http://www.lib.utexas.edu/maps/topo/virginia/txu-pclmaps-topo-va-pocahontas-1892.jpg>

United States Geological Survey. *Pocahontas quadrangle, West Virginia/Virginia*. Map. Surveyed 1909. Edition of Dec. 1911. 1:62,500. 15 Minute Series. Reston, VA: United States Department of the Interior, USGS. Digitized online by the University of Texas at Austin Libraries, Perry-Castaneda Library Map Collection. http://www.lib.utexas.edu/maps/topo/west_virginia/txu-pclmaps-topo-wv-pocahontas-1909.jpg

United States Steel Corporation: Hearings before the Committee on Investigation of United States Steel Corporation. House of Representatives, Volume 1. Washington, DC: Government Printing Office, 1912. Digitized by Google Books.

ASHLAND

Ashland is an unincorporated coal town that is located approximately six miles from Northfork along the Norfolk and Western Railroad Northfork Branch. It was named after the Ashland Coal Company of Ashland, Schuylkill County, Pennsylvania. In 1894, W. J. Richards, the chief engineer of the Lehigh and Wilkes-Barre Coal Company of Pennsylvania, leased land from E. W. Clark and Flat Top Land Association trustees and began a drift mine. Coal was mined in Ashland between 1892 and 1979. By 1904, the town which is Y shaped was completed; the town of Ashland had a warehouse, company store, post office, recreation center, school, churches, and homes.

Setting: Ashland is located in northeast McDowell County, approximately 6 miles east of Northfork/US 52. The North Fork of Elkhorn Creek runs through the area. There is a low-to-moderate density of single-family dwellings. The surrounding terrain is mountainous and forested.

Sources:

Hatcher, Dr. Thomas C. "McDowell Town Names Where Did They Come From?" Heritage of McDowell County, West Virginia, 1858-1999. Volume 2. War, West Virginia: McDowell County Historical Society, 1999.

Rasmussen, Barbara E. Ashland Company Store, National Register nomination. West Virginia Division of Culture & History, Charleston, West Virginia, 2005.

Schust, Alex P. Billion Dollar Coalfield: West Virginia's McDowell County and the Industrialization of America. Harwood, MD: Two Mule Publishing, 2010.

BERWIND

Berwind was established in 1905 by the New River and Pocahontas Consolidated Coal Company. The Berwind family had started the Berwind-White Coal Mining Company in Pennsylvania in 1886 before expanding into West Virginia. The town had a company store, bank, post office, clubhouse, two churches and a variety of residences. Coal miners' houses typically consisted of two-story gabled frame houses with distinctive one-story shed-roof wings on either end. Supervisors, doctors, and others of higher status lived in larger frame and brick homes. The houses were oriented with their backs along parallel streets and their fronts facing pedestrian lanes with stone walls and fencing. Each house had a small wood wash house at the back at which the miner cleaned up after working in the mines. The company was purchased by the Pocahontas Fuel Company in 1961 and the mines were closed in 1967.

Setting: Berwind is located in southern McDowell County on County Route 9. It is a former coal company town that is laid out along streets, with rows of houses with the same standard designs. Houses have one facade engaging the street and the other engaging pedestrian walkways lined with yards. The Tug Fork River bisects the town. The town is surrounded by steep and wooded mountainous terrain.

Sources:

DellaMea, Chris. "Berwind, WV." Coalfields of the Appalachian Mountains. Website.
<http://coalcampusa.com/sowv/flattop/berwind/berwind.htm>. Accessed March 14, 2017.

CAPELS

Capels, an unincorporated community situated north of Welch along County Road 7, is named for Martin J. Caples, a Norfolk & Western Railway chief engineer and general manager. The establishment of the community dates from 1910 upon the development of a coal mine in the vicinity by the Standard Pocahontas Coal Company. Two

fatal disasters at the mine marked the community's history. In 1911, an explosion killed six miners. In 1948, a roof fall killed six workers.

Prior to its closure in the mid-1980s, the mine was known as the Shannon Branch mine. The community's history reflects the growth and development of industrial capitalism in the southern West Virginia coal fields.

A typical coal company town, Capels featured a company store, worker housing, a church, a clubhouse, and access to the railroad. Historic photographs illustrate numerous duplex houses for workers on the slopes in the vicinity of the mine's tipple and railyard. Only a few of those residences remain standing, and mining facilities are no longer extant.

Setting: Capels is located in north-central McDowell County along County Road 7 and the Tug Fork River. Norfolk Southern Railroad (former N&W) tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/hiStory/archives/placenames/placnamc.html>

James A. Goforth, *Building the Clinchfield: A Construction History of the America's Most Unusual Railroad* (Johnson City, Tennessee: The Overmountain Press, 1989), p. 102

West Virginia Office of Miners' Health Safety and Training, "WV MINE DISASTERS 1884 to Present," <http://www.wvminesafety.org/disaster.htm>, accessed 12/6/2016.

CARETTA

Beginning in 1901, George LaFayette Carter, of Hillsville, Virginia bought 20,000 acres in McDowell County, established the Virginia Pocahontas Coal Company and began mining in nearby Coalwood. Caretta (Camp No. 5) was not initially served by a railroad line and began as a logging town; by 1905, the Caretta Branch of the Norfolk & Western Railroad had been constructed and the community's mining activity and population were on the rise. Carter Coal Company was incorporated in 1913 and took over operations of the Virginia Pocahontas Coal Co. By 1920, the population of Caretta was 622. However, it was not until 1922, when the Consolidation Coal Company purchased the land holdings (along with neighboring Coalwood) that the majority of the extant company store, commercial, religious, educational, and residential buildings were constructed. The population of Caretta more than quadrupled to 2,773 in 1930. In 1933, Consolidation Coal went into bankruptcy and the Carter Coal Company regained control of the mines at Coalwood and Caretta. In 1947, the Olga Coal Company purchased the mines and town, and operated them until 1982. The Carter Coal Company Store at Caretta was listed in the National Register of Historic Places in 1992. Due to alterations, most residential buildings no longer retain historic integrity.

Setting: Caretta is located in south-central McDowell County along SR 16, approximately four miles south of Coalwood. A spur line from the Norfolk & Western Railway no longer runs to the community. The surrounding terrain is steep and mountainous.

Sources:

Coal Heritage Survey, West Virginia Historic Property Inventory Form MD-1462, 1991. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

DellaMea, Chris. "Caretta, WV." Coalfields of the Appalachian Mountains. Website. <http://coalcampusa.com/sowv/flattop/caretta/caretta.htm>. Accessed March 22, 2017.

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 406, 416, 506-511.

Sone, Stacy. Carter Coal Company Store, Caretta, National Register nomination. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

CARSWELL HOLLOW

Carswell Hollow, an unincorporated community situated north of Kimball, is a former coal camp established in 1915 by the Houston Collieries Company. The company built homes for miners and mine supervisors here. Additionally, the president of the company, David E. Houston, built his own home on a hill above the entrance to Carswell Hollow at Elkhorn Creek. The company store stands at this location as well. Both the home and company store are noteworthy for their architectural merit. Prior to post-World War II mine closures, the Koppers Coal Company operated the mine and store. In 1953, the mine operation was leased to the Peerless Coal & Coke Company, but no further mining was undertaken at the site after that time. The community's history reflects the growth and development of industrial capitalism in the southern West Virginia coal fields.

Two fatal disasters at the mine marked the community's history. In 1919, an explosion killed six miners during Houston's ownership period. In 1941, an explosion killed four workers and injured fourteen during Kopper's ownership.

Setting: Carswell Hollow is located along Laurel Branch in northeastern McDowell County. County Road 6 proceeds through the community situated north of U.S. Route 52 and Elkhorn Creek, a tributary of the Tug Fork of the Big Sandy River, in the vicinity of Kimball. Norfolk Southern Railroad tracks run along Elkhorn Creek south of the small, remote community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/History/archives/placenames/placnamc.html>

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 214-217.

Stacy Sone, "Houston Coal Company Store," National Register of Historic Places, Nomination (December 1991), West Virginia SHPO, <http://www.wvculture.org/shpo/nr/pdf/mcdowell/92000331.pdf>

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West Virginia Office of Miners' Health Safety and Training, "WV MINE DISASTERS 1884 to Present," <http://www.wvminesafety.org/disaster.htm>, accessed 4/7/2017.

COALWOOD

In the late 19th century, the area around Coalwood was known as Snakeroot, after Snakeroot Branch. Prior to the coal boom, Snakeroot was already established as a small community and was designated as the McDowell County seat in 1867; however, no records were relocated, no public buildings were built and the county seat was moved to Perryville in 1872. The fourth post office in McDowell County was established at Snakeroot in 1869. George L. Carter, a coal entrepreneur from Virginia, visited the area in 1887 and began the process of acquiring 20,000 acres in 1901. He established the Virginia Pocahontas Coal Company and began construction on the town of Coalwood in 1902. The population grew from 125 in 1903 to 906 in 1910. Carter and four other investors

chartered the Carter Coal Company in 1913 and took over operations from the Virginia Pocahontas Coal Company. In 1922, Carter Coal entered into an agreement with Consolidation Coal Company for Consolidation to operate the mines and eventually acquire the property at a future date. Consolidation invested \$1.5 million in Coalwood and its sister communities Caretta and Six, constructing hundreds of new houses, a French Empire clubhouse, Tudor-style boarding houses, new or reconstructed company stores, public buildings, schools and other amenities. It was at this time that Coalwood became known as a model company town. However, Consolidation went bankrupt in 1933 and Coalwood operations reverted to Carter Coal. Carter Coal continued to make improvements and operate successfully until 1947 when James Carter, George's son, refused to pay royalties to the United Mine Workers of America (UMWA) welfare fund, resulting in a takeover of the Carter Coal Company mines by the United States Government. After 6 months of government control, Carter still refused to pay the union, UMWA miners refused to work in the mines and the company was sold to a group of investors from Cleveland who organized the Olga Coal Company. Miners returned to work and Olga Coal commenced a program of modernization and mechanization.

The area population included 5,000 people by 1951. Coalwood's Olga No. 1 Mine peak production occurred in 1956. It was during this time that notable resident Homer Hickam and his group of high school friends undertook their rocket experimentation that would lead to Hickam's career with NASA and popular 1998 memoir *Rocket Boys*. Hickam's boyhood home is still extant at the intersection of Frog Level Road and Tennessee Avenue.

Through the 1950s, the coal industry began to decline in the area. Olga Coal sold the houses to private owners in 1956 and the N&W tracks and station were removed in 1959. In 1961, Olga Mines No. 1 and No. 2 met underground and the No. 1 tippie was removed. The mine operated for several more decades, employing a few hundred miners, until the company went bankrupt in 1987.

Coalwood is eligible as a National Register Historic District under Criteria A and C for industry/commerce and coal company town architecture. Many of the town's distinctive house types from various periods of its history are intact. The period of significance is 1902, the date of the earliest extant house, to 1956, the date when the company houses were sold to private owners.

Setting: Coalwood is located in south-central McDowell County along SR 16. Norfolk & Western Railway tracks once ran through the community. The surrounding terrain is steep and mountainous.

Sources:

Coal Heritage Survey, West Virginia Historic Property Inventory Forms MD-0461 and MD-1229, 1991. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

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Sone, Stacy. Carter Coal Company Store, Coalwood, National Register nomination. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

CRUMPLER

This area was first known as Burke's Garden, then as Lamberts, after Thomas Kennerly Lambert, an early settler in the area. The first mine was opened around 1901 in the area by Harman and Moss of Tazewell, Virginia. Oral histories indicate that when the Norfolk and Western railway arrived in the town in 1902, Mr. Ben Crumpler was the engineer or conductor on the first train and thus the town was named after him. United Pocahontas Coal Company of Pennsylvania acquired the Burke's Garden mine originally established by Harman and Moss and renamed it Zenith. The town included a number of stores, coal company offices, company houses, schools, barber shop, theater, pool hall, soda shop, recreational facilities and more. The mine closed in 1978 and many of the original company buildings and other structures in the town have been demolished or destroyed by fire in the years since.

Setting: Crumpler is located in northeast McDowell County near the Wyoming County border. Crumpler has a moderate concentration of single-family dwellings laid out along several streets. The surrounding landscape is mountainous and forested. The North Fork of Elkhorn Creek parallels County Route 14, the main road into Crumpler.

Sources:

Crumpler Citizens in Action. "Of Proud Heritage." 1996. Manuscript posted online at <http://www.mccomaswv.com/documents/Crumpler.pdf>. Accessed March 21, 2017.

DAVY

Davy dates from 1873 when it was known as Hallsville. Beginning in the early 1900s, Davy-Crockett Coal & Coke Company, Black Stone Mining Company, and Cletus Coal & Coke Company intensified development of this community, which also functioned as an ancillary supply town. The town's name was changed to Davy in 1901. The town had a station on the Norfolk & Western Railway line and featured numerous coal tipples, company stores, and worker housing. The Superior Pocahontas Coal Company emerged as the dominant company in the area and operated through 1929, when it was purchased by Winding Gulf Collieries, which ceased operations at the site in 1934..

Setting: Davy is located in north-central McDowell County along County Road 7 and the Tug Fork River. Norfolk Southern Railroad tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/hiStory/archives/placenames/placnamd.html>

Paul, James W. *Coal Mines in the State of West Virginia, U.S.A.*, 22nd Annual Report (Charleston, 1905), pp. 37, 116, 253, 263, 264.

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 342-354.

ECKMAN

Eckman dates from 1892. The Pulaski Iron Company was active at this mining location from 1897 to 1945. The Norfolk & Western Railway constructed marshalling yards and a roundhouse at Eckman during the completion of their Pocahontas Division. The Great Depression hit Eckman hard, prompting one observer to report that the town's

“old houses are in disrepair. . . An abandoned theatre and a partially abandoned company store flank the dilapidated railroad station.”

Setting: Eckman is located in northeastern McDowell County along U.S. Route 52 approximately nine miles east of Welch. Norfolk Southern Railroad right-of-way proceeds through the small community. The surrounding terrain is steep and mountainous.

Sources:

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), p. 102.

<http://www.coalcampusa.com/sowv/flattop/mcdowell/mcdowell.htm>

Writer's Program of the Works Projects Administration in the State of West Virginia, *The WPA Guide to West Virginia: The Mountain State* [1941 reprint] (San Antonio, Texas: Trinity University Press, 2014), p. 475.

<http://www.wvculture.org/History/archives/placenames/placename.html>

ELBERT

Elbert historically functioned as a satellite hamlet of the larger town of Gary. Its creation coincided with the opening of mine No. 6 by United States Coal & Coke Company in 1903. It has been incorporated into the larger municipality of Gary since 1971. Elbert features company housing designed and built by the U.S. Coal & Coke Company for workers in the first decade of the twentieth century. Most of the historic coal extraction facilities in the vicinity of Elbert have been demolished or abandoned. The Gary Hollow mines in the vicinity of Elbert have been closed since 1986; however, some strip-mining activity continues presently.

Setting: Elbert is located in eastern McDowell County in the upper reaches of Gary Hollow on County Road 13 approximately seven miles south of Welch and along Sand Lick Creek, a tributary of the Tug Fork of the Big Sandy River. Norfolk Southern Railroad tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

Ronald G. Garay, *U.S. Steel and Gary, West Virginia: Corporate Paternalism in Appalachia* (Knoxville: The University of Tennessee Press, 2011), *passim*.

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), pp. 131-134.

ELKHORN

Elkhorn developed under the leadership of young engineer John J. Lincoln, who relocated from Pennsylvania during the opening of the Pocahontas Coalfield and Norfolk & Western Railway's westward expansion through eastern McDowell County. Lincoln built his large frame house in 1899 with his new bride and lived there until his death in 1948 (NRHP). Lincoln rose from chief engineer and superintendent for the Crozer Land Association, which built Elkhorn and had its headquarters there, to the position of Vice-President. Under his management, Elkhorn was a thriving community with three coal companies, and comfortable housing and two different churches provided for his workers, including the 1912 gold-domed St. Mary's Greek Catholic Church, a distinct landmark visible from U.S.

52. In addition to the Crozer Coal & Coke Company, established in 1887, the Elkhorn area also served Houston Coal and Coke (1887) and Upland Coal & Coke (1890). By 1943, the Crozer, Upland and Houston coal companies had all ceased operation.

The John J. Lincoln House was listed in the National Register of Historic Places in 1992 under Criteria A, B and C. The unincorporated community contains the hierarchy of house types found in coal communities from the mine owner's house to the workers' housing. Elkhorn remains one of the most intact and picturesque coal communities in southern West Virginia and is eligible as an historic district under Criteria A, B and C for commerce, association with John J. Lincoln and architecture.

Setting: Located in eastern McDowell County, Elkhorn developed in a broad, deep valley along the Norfolk Southern Railroad tracks at a creek junction with Elkhorn Creek. The community is visible from the north side of U.S. 52. The surrounding terrain is steep and mountainous.

Sources:

Coal Heritage Survey, McDowell County Summary, 1991. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

DellaMea, Chris. "Elkhorn, WV." Coalfields of the Appalachian Mountains. Website.
<http://coalcampusa.com/sowv/flattop/elkhorn/elkhorn.htm>. Accessed March 22, 2017

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 96-100.

Sone, Stacy. John J. Lincoln House, National Register nomination. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

FILBERT

Filbert historically functioned as a satellite hamlet of the larger town of Gary, a coal company town. Its creation coincided with the opening of mine No. 9 by United States Coal & Coke Company in 1907. It has been incorporated into the larger municipality of Gary since 1971. Filbert features company housing designed and built by the U.S. Coal & Coke Company for workers. The coal extraction facilities in the vicinity of Filbert have been demolished. The Gary Hollow mines in the vicinity of Filbert have been closed since 1986.

Setting: Filbert is located in eastern McDowell County in the upper reaches of Gary Hollow along County Road 13 approximately eight miles south of Welch and along Sand Lick Creek, a tributary of the Tug Fork of the Big Sandy River. The Norfolk Southern (former N&W) railroad right-of-way proceeds through the small community. The surrounding terrain is steep and mountainous.

Sources:

Ronald G. Garay, *U.S. Steel and Gary, West Virginia: Corporate Paternalism in Appalachia* (Knoxville: The University of Tennessee Press, 2011), passim.

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), pp. 131-134.

GARY

Gary, a.k.a. Main Gary, dates from 1902, when United States Coal & Coke Company, a subsidiary of US Steel, began harvesting timber, developing mining infrastructure, and constructing a community in Gary Hollow for workers on land leased from the Flat Top Coal Land Association located in Bramwell. The locale was named for Judge Elbert H. Gary, one of the founders and first chairman of U.S. Steel. The Norfolk & Western Railway constructed a branch line, the Tug Fork Branch, that was completed to all mines in Gary Hollow by 1910.

Gary, and its satellite towns, reflect the development of corporate vertical integration practices of the coal and steel industry in the first half of the twentieth century. Coal extracted from the mines around Gary went to US Steel production facilities in Pittsburgh and the Great Lakes region, not the open commodities market. The worker housing and other community buildings, such as hospitals, and amenities found in the Gary Hollow area also reflect corporate efforts to provide work-force stability by constructing quality, model housing and commercial buildings. Distinctions in house plans were designed to demarcate differences among workers along the lines of supervisor, foreman, and rank-and-file miners. Housing and schools in Gary Hollow were also segregated by race.

Changes in the global steel industry after World War II adversely effected mining communities in Gary Hollow. Foreign competition, environmental regulations, labor disputes, insufficient managerial planning, shifts in the fossil fuel energy industry, innovations in steel manufacturing, among other factors, contributed to the downfall of the mining community in Gary Hollow. For instance, U.S. Steel closed the Gary No. 12 mine in 1949, marking an early indication of fundamental problems for the local economy. In the late 1960s, U.S. Steel divested itself of its real estate holdings in Gary. Demolition, sale, and abandonment of company buildings, including company housing, began at this time. Gary incorporated as a city in 1971. Following a prolonged period of declining coal extraction and steel production that began in the 1960s, the coal mines permanently closed in 1986 after a series of layoffs and mine shut-downs.

Setting: Gary is located in eastern McDowell County along County Road 103 and County Road 13, approximately six miles south of Welch. The community stands at the confluence of Sand Lick Creek and the Tug Fork of the Big Sandy River. Although they are infrequently used, Norfolk Southern Railroad (former N&W) tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/hiStory/archives/placenames/placnamg.html>

Buddy French, "My First Night in the Mines," *Goldenseal*, Vol. 25, Issue 4 (Winter 1999) pp. 25-35.

Ronald G. Garay, *U.S. Steel and Gary, West Virginia: Corporate Paternalism in Appalachia* (Knoxville: The University of Tennessee Press, 2011), *passim*.

Billy Joe Peyton, "Appendix C: Description of Southern West Virginia Coal Fields," in *National Park Service, A Coal Mining Heritage Study: Southern West Virginia* (Philadelphia, Pennsylvania: U.S. Department of the Interior, 1992), pp. 52-54.

Schust, Alex. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. p 262.

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), pp. 131-134.

HEMPHILL

Hemphill dates from 1905. The Norfolk & Western Railway, Pocahontas Division, completed two tunnels at this locale in 1906. Various mining companies operated at Hemphill, including Solvay Collieries Company, Central Pocahontas Coal Company, and Kingston-Pocahontas Coal Company in the first half of the twentieth century. The community features brick residences, which are still standing, built by coal companies for their workers. The collieries were called Orkney, Warwick, and Exeter.

Setting: Hemphill is located in north-central McDowell County along County Road 7 approximately one mile from Welch and along the Tug Fork River. Norfolk Southern Railroad (former N&W) tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/hiStory/archives/placenames/placnamh.html>

<http://www.coalcampusa.com/sowv/flattop/mcdowell/mcdowell.htm>

I.C. White, List of Coal Mines in West Virginia, July 1, 1921 (Morgantown: West Virginia Geological Survey, 1921), pp. 18-20.

<https://www.nwhs.org/archivesdb/selectdocs.php?index=c&id=432>

IAEGER

laeger was incorporated in 1917 and was named after Colonel William G.W. laeger. The colonel's son, Dr. William laeger, had the town platted in 1885. Prior to the commercialization of coal in McDowell County in the late 1800s, the area was remote and sparsely populated. The Ohio Extension of the Norfolk & Western Railroad linking the southern coalfields with both the East Coast and the Ohio River was completed through laeger in 1892. laeger grew quickly and included a downtown commercial district with a hardware store, car dealership, restaurants, banks, hotels and other businesses. The first high school was constructed in 1918. The population of laeger rose from 481 in 1920 to 1,066 in 1930, and reached a high of 1,271 in 1950. Beginning in the 1980s, the population declined steadily as coal jobs were lost to mechanization, declining markets and other factors. The town was devastated by flooding in 2001 and 2002. Today a majority of the brick commercial buildings remain but stand vacant.

Setting: laeger is located in western McDowell County, approximately 17 miles west of Welch on US Route 52. The town is situated at the confluence of the Tug Fork River and Dry Fork. The Norfolk Southern Railroad (former N&W) passes directly through the town. The surrounding terrain is steep and mountainous.

Sources:

"Town of laeger." Welch Daily News. July 28, 1983. Reproduced online by the West Virginia Division of Culture and History. <http://www.wvculture.org/history/communities/iaeger01.html>

Frey, Robert L. "Norfolk & Western Railway." e-WV: The West Virginia Encyclopedia. 01 August 2016. Web. 08 March 2017.

Map of the Ohio Extension of the Norfolk and Western Railroad: showing the location of coal and timber lands of the Flat-Top Coal Land Association and of the Guyandot Coal Land Association in Virginia and West Virginia, February 1892. Special Collections, University of Virginia, Charlottesville, VA.
<http://search.lib.virginia.edu/catalog/uva-lib:1003374>

JENKINJONES

Jenkinjones was established in the early 1900s by the Pocahontas Fuel Company. Its post office was established in 1912. It was named for Jenkin Jones, a Welsh immigrant who was one of the founders of the company. Prior to the commercialization of coal in McDowell County in the late 1800s, the area was remote and sparsely populated. The Ohio Extension of the Norfolk & Western Railroad linking the southern coalfields with both the East Coast and the Ohio River was completed through McDowell County in 1892. The mines at Jenkinjones were notable and enormously successful due to the technological innovation of a drainage tunnel that allowed coal to be mined without pumping water out of the mines. In the 1915 Annual Report of the Department of Mines, it is noted that Jenkinjones is a “good town” of approximately 3000 inhabitants with “probably the best miners’ houses in the State,” good train service, churches, schools and a moving picture show. Company houses had several variations, including unusual two-story houses built of concrete block. The company built a large brick company store and an office building across the street from each other in 1917. In 1920, the three mines at Jenkinjones (Nos. 6, 7 and 8) produced 664,769 tons of coal. By 1950, the town’s population was 1,850. Production continued to decline and eventually the buildings were sold to the inhabitants or abandoned. The mines were closed in 1989 due to depletion of the coal reserves.

Setting: Jenkinjones is located in a remote area of southern McDowell County near the Virginia border. The community contains low density residential dwellings that are located along various stream valleys, or hollows. The surrounding landscape consists of steep and wooded mountainous terrain. The headwaters of the Tug Fork River are located in Jenkinjones.

Sources:

DellaMea, Chris. “Jenkinjones, WV.” Coalfields of the Appalachian Mountains. Website.

<http://coalcampusa.com/sowv/flattop/jenkin/jenkin.htm>. Accessed March 21, 2017.

Henry, Earl A. *Annual Report of the Department of Mines for the Fiscal Year Ending June 30, 1915*. Charleston, WV: West Virginia Department of Mines, 1915. Digitized online at

<https://archive.org/details/annualreportofde1914west>.

Lambie, R.M. *Annual Report of the Department of Mines for the Fiscal Year Ending June 30, 1920*. Charleston, WV: West Virginia Department of Mines, 1920. Digitized online at

<https://books.google.com/books?id=nEkpAAAAYAAJ&pg=PA5#v=onepage&q&f=false>

Lambie, R.M. *Annual Report of the Department of Mines for the Fiscal Year Ending June 30, 1922*. Charleston, WV: West Virginia Department of Mines, 1922. Digitized online at

<https://archive.org/details/annualreportofde40west>

Mathews, Garret. “Jenkinjones: A Forgotten Town Tries to Cope with Hard Times and Bad Water.” *Bluefield Daily Telegraph*. May 28, 1978. Page C-1. Digitized online at <https://newspaperarchive.com/us/west-virginia/bluefield/bluefield-daily-telegraph/1978/05-28/Page-56>

Poling, Dean. “Mine to shut down.” *Bluefield Daily Telegraph*. May 6, 1989. Page A-1. Digitized online at <https://newspaperarchive.com/bluefield-daily-telegraph-may-06-1989-p-2>

Sone, Stacy. “National Register of Historic Places Registration Form: Pocahontas Coal Company Store and Office Buildings.” Manuscript on file at West Virginia State Historic Preservation Office, Charleston, WV. 1991. Digitized online at <http://www.wvculture.org/shpo/nr/pdf/mcdowell/92000326.pdf>. Accessed March 21, 2017.

KEYSTONE

The incorporated community of Keystone dates from 1892. The Keystone Coal & Coke Company built the town here in the vicinity of their coal mines, coke ovens, and the Norfolk & Western Railway's Pocahontas Division. Koppers Coal Company and Eastern Associated Coal Company continued coal extraction in the vicinity of Keystone until the late 1980s. In the first half of the twentieth century, the community featured a significant population of African American miners and community builders. Prior to the Great Depression, Keystone acquired a reputation as a community where vice was prominent, particularly in the section known as Cinder Bottom. Cinder Bottom featured brothels, bars, and boarding houses. Due to the decline of the coal industry in the 1980s and flooding, many of the buildings in Keystone have been demolished.

Setting: Keystone is located in eastern McDowell County along U.S. Route 52 approximately ten miles east of Welch and along Elkhorn Creek. Norfolk Southern Railroad (former N&W) right-of-way proceeds through the small community. The surrounding terrain is steep and mountainous.

Sources:

Jean Battlo, "Cinder Bottom: A Coalfields Red-Light District," *Goldenseal*, Vol. 20, Issue 2 (Summer 1994), pp. 60-64.

Edward H. Thomas, "The Bishop of Cinder Bottom," *Goldenseal*, Vol. 20, Issue 4 (Winter 1994) pp. 66-67.

Larry Scott Deaner, Home in the McDowell County Coalfields: The African-American Population of Keystone, West Virginia, Department of Geography, College of Arts and Sciences, M.A. Thesis, Ohio University, Athens, Ohio, June 2004, https://etd.ohiolink.edu/rws_etd/document/get/ohiou1089820789/inline, accessed 20 March 2016.

Joseph Thistle Lambie, *From Mine to Market: The History of Coal Transportation on the Norfolk & Western Railway* (New York: New York University Press, 1954), pp. 228-230.

<https://www.nwhs.org/archivesdb/selectdocs.php?index=C&id=1091>

<http://coalcampusa.com/sowv/flattop/keystone/keystone.htm>. accessed 3/21/2017.

KIMBALL

Kimball, an incorporated community situated east of Welch along U.S. Route 52, is named for Frederick J. Kimball, a Norfolk & Western Railway president at the time of the construction of the railway through McDowell County. The town was incorporated in 1906, around the same time as the completion of railroad tunnels in the vicinity that facilitated the shipment of coal and coke from the Pocahontas-Flat Top coal fields.

The community's history reflects the growth and development of industrial capitalism, transportation, and organized labor in the southern West Virginia coal fields. For example, the population of the town included a large proportion, nearly a majority, of African-Americans who came to the region in the first half of the twentieth century in search of mining jobs. Numerous coal camps were located in the vicinity of Kimball.

A typical commercial service town rather than a coal company captive town, Kimball featured retail stores, housing, religious buildings, and a large Norfolk & Western Railway marshalling yard and repair shops in the first half of the twentieth century. After 1950, the population steadily decreased as the coal economy waned.

Historic photographs of Kimball illustrate numerous commercial buildings in the flood plain of Elkhorn Creek and residential buildings on the slopes above the creek. Due to recent flooding, only a few of those commercial buildings remain standing, but the residential area maintains its historic building stock.

Setting: Kimball is located in northeastern McDowell County along U.S. Route 52 and Elkhorn Creek, a tributary of the Tug Fork of the Big Sandy River. Norfolk Southern (former N&W) Railroad tracks run adjacent to the small community. The surrounding terrain is steep and mountainous.

Sources:

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), p. 102.

<http://www.coalcampusa.com/sowv/flattop/mcdowell/mcdowell.htm>

Writer's Program of the Works Projects Administration in the State of West Virginia, *The WPA Guide to West Virginia: The Mountain State* [1941 reprint] (San Antonio, Texas: Trinity University Press, 2014), p. 475.

LANDGRAFF

The community of Landgraff dates from 1891. Norfolk & Western Railway Company constructed coal loading facilities at Landgraff. Various mining companies operated in the vicinity of Landgraff, including Empire Coal Company and Hawley Coal Mining Company. Empire Coal Company built a store adjacent to Norfolk & Western Railway tracks in 1896. The company built a clubhouse, designed by Alex B. Mahood, in 1922. It became a social center for the community. Due to flooding and neglect, most of the buildings dating from Landgraff's active coal mining period (ca. 1890-1960) are no longer extant.

Setting: Landgraff is located in eastern McDowell County along U.S. Route 52 approximately nine miles east of Welch and along Elkhorn Creek, a tributary to the Tug Fork of the Big Sandy River. Norfolk Southern Railroad, formerly Norfolk & Western Railway, tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/History/archives/placenames/placnaml.html>

Stacy Sone, "Empire Coal Company Store," National Register of Historic Places, Nomination (December 1991), West Virginia SHPO, <http://www.wvculture.org/shpo/nr/pdf/mcdowell/92000321.pdf>. accessed 4/5/2017.

MAYBEURY

In 1887, Maybeury was established as an unincorporated town. It was named by combining the last names of James May and William Beury who helped establish the Shamokin Coal and Coke Company. In 1888, the Norfolk and Western Railroad first entered McDowell County through the Elkhorn Tunnel into Maybeury and a number of small mines opened near the railroad mainline. A company store, churches, homes, post office, and gas station were established in Maybeury. In 1923, the Norfolk, Angle, Lick Branch and Shamokin company towns contained 2,612 people. These four companies were eventually purchased by Jenkin Jones's Pocahontas Fuel Company, which operated in the area until 1950s. The population of Maybeury was 234 in 2010.

Setting: Maybeury is a small community in eastern McDowell County approximately 1.5 miles from the Mercer County border. The Little Fork flows into Elkhorn Creek near Maybeury. US Route 52 and the Norfolk Southern Railroad (former N&W) also pass through the town. The surrounding terrain is mountainous and forested.

Source:

Schust, Alex P. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 66-81.

NORTHFORK

The community of Northfork dates from 1901. Various mining companies operated in the vicinity of Northfork, including the Algoma Coal & Coke Company, Fortune Hunter Coal Company, the Island Creek Coal Company, Elk Ridge Coal Company, and United Pocahontas Coal Company. As a local commercial service center, the town featured shops, dry goods stores, Norfolk & Western Railway depot and coal shipping structures, schools, hotels, churches, saloons and cafes, a meat-packing plant, as well as facilities associated with coal extraction and processing. The adjacent town of Clark was incorporated in 1910 and the two towns eventually became indistinguishable, consolidating in 1948. Northfork's population began to decline in the latter half of the 20th century along with the coal industry. The town was devastated by flooding in 2001 and 2002. Nevertheless, a sufficient concentration of commercial buildings remain to form a National Register Historic District under Criterion A for commerce.

Setting: Northfork is located in eastern McDowell County along U.S. Route 52 approximately ten miles east of Welch and along Elkhorn Creek, a tributary to the Tug Fork of the Big Sandy River. Norfolk Southern Railroad, formerly Norfolk & Western Railway, tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

Jay Chatman, *McDowell County Coal and Rail* (Charleston, South Carolina: Arcadia Publishing, 2014), pp. 37-40.

<http://www.coalcampusa.com/sowv/flattop/mcdowell/mcdowell.htm>

<http://www.wvculture.org/hiStory/archives/placenames/placnamn.html>

Stacy Sone, "Algoma Coal and Coke Company Store," National Register of Historic Places, Nomination (December 1991), West Virginia SHPO,
<https://web.archive.org/web/20110629190341/http://www.wvculture.org/shpo/nr/pdf/mcdowell/92000323.pdf> accessed 3/21/2017.

PAGETON

Pageton was established around 1907 by the Page Coal and Coke Company, which was owned by the Crozer family, a prominent family of industrialists from eastern Pennsylvania. The operation consisted of three mines and extracted 268,512 tons of coal in 1920, which was above average compared to other mines. The company store is still extant and was designed by architect Alex B. Mahood in 1914. The town includes several distinct types of coal company housing. West Virginia Secretary of State records indicate that the Page Coal and Coke Company terminated in 1964.

Setting: Pageton is located along the Tug Fork River in east-central McDowell County, approximately 5 miles from US Highway 52 and Elkhorn on WV Route 161. There is a low-to moderate density of single-family houses in the area. The surrounding terrain is mountainous and forested.

Sources:

Archer, William. *Legendary Locals of McDowell County*. Charleston, SC: Arcadia, 2013. P 20.

DellaMea, Chris. "Pageton, WV." Coalfields of the Appalachian Mountains. Website.
<http://www.coalcampusa.com/sowv/flattop/pageton/pageton.htm>. Accessed March 23, 2017.

Engineering and Contracting 4 Feb. 1914: 58a. New York. Digitized online by Google Books.
<https://books.google.com/books?id=am03AQAAMAAJ&pg=PR2-IA7#v=onepage&q&f=false>

RODERFIELD

The unincorporated community of Roderfield is located off US 52 at the junction of Spice Creek and the main line of the N&W, seven miles west-northwest of Welch. Tug Fork meanders through the town. The community is first listed in the state gazetteer in 1898, with the railroad and a Western Union office. In 1906 it was considered a village with a population of 200; the Vaughan Coal and Coke Co. was the main operator. By 1923, it boasted numerous coal companies. Early 20th century commercial buildings and single-family housing lined the main road through Roderfield with two rows of housing perched on a sloping hillside. A large cemetery with a ca. 1940 brick church occupies the flat land in the oxbow of the river. A 1908 Norfolk & Western Railway tunnel runs through the base of the mountain at the western perimeter of the town with flanking steel bridges. Coal mining in the Roderfield area continued on a moderate scale through 1954.

Setting: Roderfield is located off U.S. 52 in northwestern McDowell County between Welch and Iaeger.

Sources:

Coal Heritage Survey, West Virginia Historic Property Inventory Forms MD-0379 and MD-1521, 1991. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

SIX

The small coal camp of Six is located between the nearby company towns of Coalwood and Caretta and was owned by the same company. Like many coal camp neighborhoods and roads, it was named because it was adjacent to the company's No. 6 mine. George LaFayette Carter purchased 20,000 acres in the area and established Coalwood in 1905. Shortly thereafter, the company acquired the nearby town of Caretta. The towns were operated by the Carter Coal and Coke Company until 1922, when it was sold to the Consolidated Coal Company. However, Consol defaulted and the properties returned to Carter in 1933. In 1947, the Olga Coal Company acquired the mines and towns, and operated them until 1986.

Setting: Six is located in central McDowell County approximately 8 miles south of Welch on WV Route 16. The area consists of a handful of single-family dwellings. The terrain is mountainous and forested.

Sources:

DellaMea, Chris. "Coalwood, WV." Coalfields of the Appalachian Mountains. Website.
<http://coalcampusa.com/sowv/flattop/coalwood/coalwood.htm>. Accessed March 14, 2017

THORPE

Thorpe was established in 1905 and was originally called Jared. In 1907, the post office name was changed to Robinson and then finally changed to Thorpe in 1910. The town was owned by the United States Coal & Coke Company, which was affiliated with U.S. Steel and had its main offices at Gary. The town served three mining operations (Gary No. 4, No. 5 and No. 11) and included a company store, barbershops, schools, churches and a theater. Mining was most active through the 1940s.

Setting: Thorpe is located about 2 miles east of Gary on WV Route 103. The Tug Fork River passes through the town, and is fed by Turnhole Branch, Harmon Branch and Leslie Branch. There is a moderate density of single-family dwelling and duplexes with a few commercial structures. The surrounding landscape is forested and mountainous.

TWIN BRANCH

Twin Branch, an unincorporated community situated northwest of Welch along County Route 7 and by the Tug Fork of the Big Sandy River, dates from around 1900 when the Twin Branch Mining Company was incorporated. Part of this small community's history reflects the development of corporate vertical integration practices in the first half of the twentieth century. In 1922, Henry Ford, seeking to control all aspects of automobile production, purchased the Twin Branch mines from the Dexter & Carpenter Company to supply coal and coke for his Dearborn, Michigan factories. Ford renamed the mine operation Fordson Coal Company and constructed housing and a company store for the miners. Twin Branch shares a similar historic connection with Nuttallburg, another Ford-owned mining community located in the New River Gorge near Glen Jean. Fordson closed its Twin Branch mines in 1934 due to labor disputes and never reopened. The company leased its holdings to Darr Smokeless Coal Company from 1945-1948, then the Jones & Laughlin Steel Company operated the mines from 1948-1954. Various companies continued to mine the Twin Branch area through 1982.

Setting: Twin Branch is located in north-central McDowell County along County Road 7 and the Tug Fork of the Big Sandy River. Norfolk Southern (former N&W) Railroad tracks run adjacent to the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/hiStory/archives/placenames/placnamt.html>

Coal Age, July 1 to December 31, 1922, volume 22, pp. 861, 821, 1023.

Evans Clark, "Ford Works a Miracle in Mining Coal," New York Times, 15 April 1928, p. 135.

Schust, Alex P. *Billion Dollar Coalfield*. Harwood, MD: Two Mule Publishing, 2010. pp 360, 363, 368-69.

VENUS

Venus was a satellite town for Operation No. 10 of Gary, the company town of the United States Coal and Coke Company, which was owned by J.P. Morgan's U.S. Steel. U.S. Steel had a massive operation throughout Gary Hollow and mined coal expressly for use in its steel plants. Venus No. 10 was opened in 1907-1908. Venus had a company store and a distinctive house design consisting of a two-story side-gabled house with one-story shed-roof wings extending from either end. In 1970, U.S. Steel sold all residences in Gary and the surrounding area to residents or other individual owners. The company ceased all operations in the area in 1984.

Setting: The small community of Venus is located approximately 1.5 miles east of Gary on WV Route 103. The Tug Fork River runs through the area. Many of the houses are built on a steep terraced hillside. The surrounding landscape is mountainous and forested. A large cemetery covers an area on both sides of the highway.

Sources:

Garay, Ronald G. *U.S. Steel and Gary, West Virginia: Corporate Paternalism in Appalachia*. Knoxville: University of Tennessee Press, 2011.

McGehee, C. Stuart "U.S. Coal & Coke Company." e-WV: The West Virginia Encyclopedia. 06 October 2010. Web. 23 March 2017.

VIVIAN

Vivian dates from 1892. By that time, the Norfolk & Western Railway Pocahontas Division had completed rail-line construction as far as Kimball, one mile west of Vivian. Various mining companies operated in the vicinity of Vivian, such as the Bottom Creek Coal & Coke Company and the Tidewater Coal & Coke Company, but the Peerless Coal & Coke Company was the most prominent, active from 1898 into the 1950s. Peerless built infrastructure for the miners' community, including a masonry company store, designed by Alex B. Mahood, a school building, and residences in the flood plain of Elkhorn Creek.

Setting: Vivian is located in northeastern McDowell County along U.S. Route 52 approximately seven miles east of Welch and along Elkhorn Creek, a tributary of the Tug Fork of the Big Sandy River. Norfolk Southern Railroad (former N&W) tracks run through the small community. The surrounding terrain is steep and mountainous.

Sources:

<http://www.wvculture.org/History/archives/placenames/placnamv.html>

Stacy Sone, "Peerless Coal Company Store," National Register of Historic Places, Nomination (December 1991), West Virginia SHPO, <http://www.wvculture.org/shpo/nr/pdf/mcdowell/92000322.pdf>

Stacy Sone, "Coal Company Stores in McDowell County," National Register of Historic Places, Nomination (December 1991), West Virginia SHPO, <http://www.wvculture.org/shpo/nr/pdf/cover/64500726.pdf>

<http://www.coalcampusa.com/sowv/flattop/mcdowell/mcdowell.htm>

George D. Torok, *A Guide to Historic Coal Towns of the Big Sandy River Valley* (Knoxville: The University of Tennessee Press, 2004), p. 102.

Writer's Program of the Works Projects Administration in the State of West Virginia, *The WPA Guide to West Virginia: The Mountain State* [1941 reprint] (San Antonio, Texas: Trinity University Press, 2014), p. 475.

WAR

The City of War was incorporated in 1920. War was previously known as Miner's City due to the number of small coal mines that opened between 1880 and 1900. In 1904, the Norfolk & Western Railroad arrived, built a train depot, and renamed the town War. The N&W Railroad named the town after War Creek, a small stream that runs through town that was named for an Indian battle between the Harman family and the Shawnee Indians that

occurred near the creek. War developed as the business center for the coal towns that surrounded it. At its height, the City of War had a thriving downtown with three theaters, clothing and shoe stores, furniture stores, and fifteen churches. War also had two schools: War Elementary School (1923) and Big Creek High School (1932-1933). Beginning in the 1960s, the population began to decrease as the nearby mines closed. The population of War was 862 in 2010.

Excelsior

Excelsior is a small residential community in War. It was named after the Excelsior Pocahontas Coal Company. The N&W built a siding at Excelsior in 1910-1913. Mining continued through 1942, when the siding was removed. Excelsior is located along West Virginia Route 16, the Dry Fork River, and the Norfolk & Western Railroad line.

Sources

Hatcher, Dr. Thomas C. "The City of War, West Virginia" Heritage of McDowell County, West Virginia, 1858-1995. Volume 1. War, West Virginia: McDowell County Historical Society, 1995.

Hatcher, Dr. Thomas C. "McDowell Town Names Where Did They Come From?" Heritage of McDowell County, West Virginia, 1858-1999. Volume 2. War, West Virginia: McDowell County Historical Society, 1999.

WELCH

Throughout the 1800s, the area that became Welch was sparsely populated and predominantly agrarian. With the arrival of the Norfolk & Western Railroad in 1891, the population of Welch began to increase from 10 families in 1893 to its peak of 6,603 inhabitants in 1950. In 1892, Welch became the county seat of McDowell County and was incorporated two years later in July 1894.

The City of Welch was named in honor of Captain Isaiah Arnold Welch who surveyed the coal and timber deposits in southern West Virginia. Welch purchased 164.98 acres of land at the confluence of Elkhorn Creek and the Tug Fork Rivers from John H. Hunt. Welch deeded the land to the Welch Land and Development Company who laid out the lots and began selling them to businesses and residents. The town quickly grew and became the commercial center of McDowell County. Homes, hospitals, schools, churches, courthouse, lawyer and doctor offices, retail shops, theaters, hotels, social clubs, and restaurants were established in Welch.

The population of Welch began to decrease with the mechanization of the coal industry; in 2010 there were 2,406 inhabitants. The Welch Commercial National Register Historic District was listed in 1992 and includes the downtown area roughly bounded by Wyoming Street, Elkhorn Circle and the Tug River.

Sources:

Battlo, Jean. Pictorial History of McDowell County 1858-1958: From Rural Farms to Coal Kingdom. Parsons, West Virginia: McClain Printing Company, 2003.

Gillenwater, Mack H. "Welch." e-WV: The West Virginia Encyclopedia. 16 February 2016. Web. 13 March 2017.

Schust, Alex P. Billion Dollar Coalfield: West Virginia's McDowell County and the Industrialization of America. Marceline, Missouri, Walsworth Publishing Company, 2010.

WILCOE

Wilcoe is one of the oldest communities in McDowell County. It was previously known as Tug River when a post office was established there in 1848. On April 1, 1910 Tug River was renamed Wilcoe after Wilcoe Yard, a railroad yard built between 1902-1903 that is located approximately one mile from Tug River; the yard serviced the coal mines located along the N&W Tug Fork Branch. The U.S. Coal & Coke Company, an affiliate of U.S. Steel, started developing mines in the Gary Hollow area in 1902. Wilcoe was associated with Gary Operation No. 1 and by 1912, the U.S. Steel Coal and Coke Co. had built coke ovens, churches, homes, a drug store, a company store, and a school. After Gary incorporated as a city in 1971, Wilcoe became part of the City of Gary. Following a prolonged period of declining coal extraction and steel production that began in the 1960s, the Gary Hollow coal mines permanently closed in 1986 after a series of layoffs and mine shut-downs.

Setting: Wilcoe was settled in the flood plain of the Tug Fork approximately five miles south of the City of Welch along County Road 103/Riverside Drive, just above the City of Gary. The Norfolk Southern (former N&W) tracks follow the river along its west bank.

Sources:

Coal Heritage Survey, West Virginia Historic Property Inventory Form MD-0995, 1991. West Virginia Division of Culture and History, Charleston, West Virginia, 1992.

Sanborn Insurance Company, Sanborn Fire Insurance Maps: 1912 and 1924. New York, NY: Sanborn Insurance Company.

Schust, Alex P. Billion Dollar Coalfield: West Virginia's McDowell County and the Industrialization of America. Harwood, MD: Two Mule Publishing, 2010.

APPENDIX C
REPRESENTATIVE PHOTOGRAPHS



1. View of Welch Residential District looking north from Maple Avenue.



2. Large Victorian residence in Welch. (MD-1171)



3. View of I-Houses with shed-roof wings in Venus.



4. Filbert streetscape with long, narrow houses.



5. Double-pile company houses in Canebrake.



6. Hall and Parlor company houses in Jenkinjones. Note brick coal shed at left.



7. Coalwood Tudor Revival apartment building. (MD-0460)



8. Jerkinhead roof, wood shingles, vinyl siding: original architectural features and alterations.



9. Berwind Doctor's residence. (MD-4123)



10. Railroad resource: Jenkinjones Norfolk & Western trestle. (MD-0876)

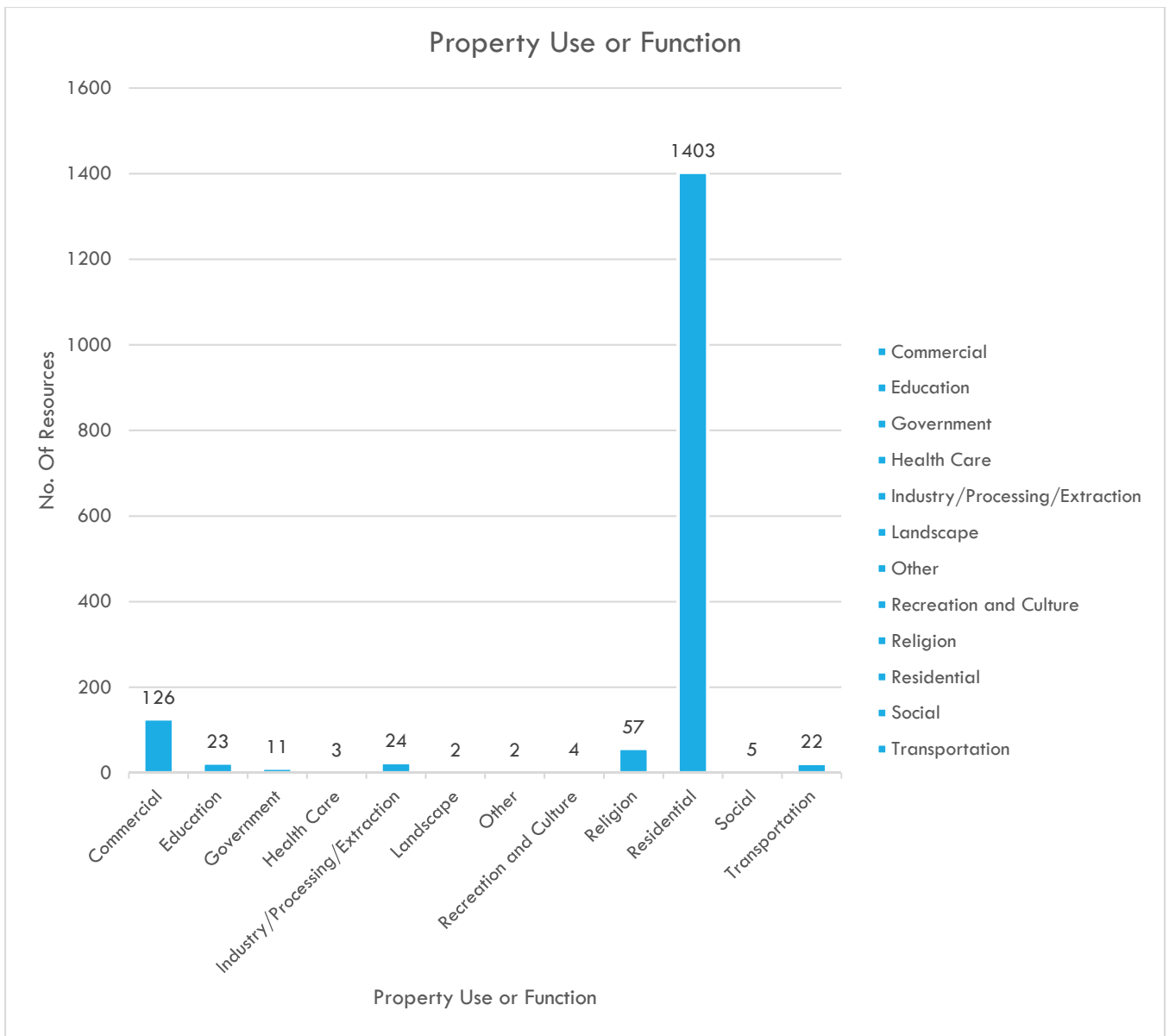


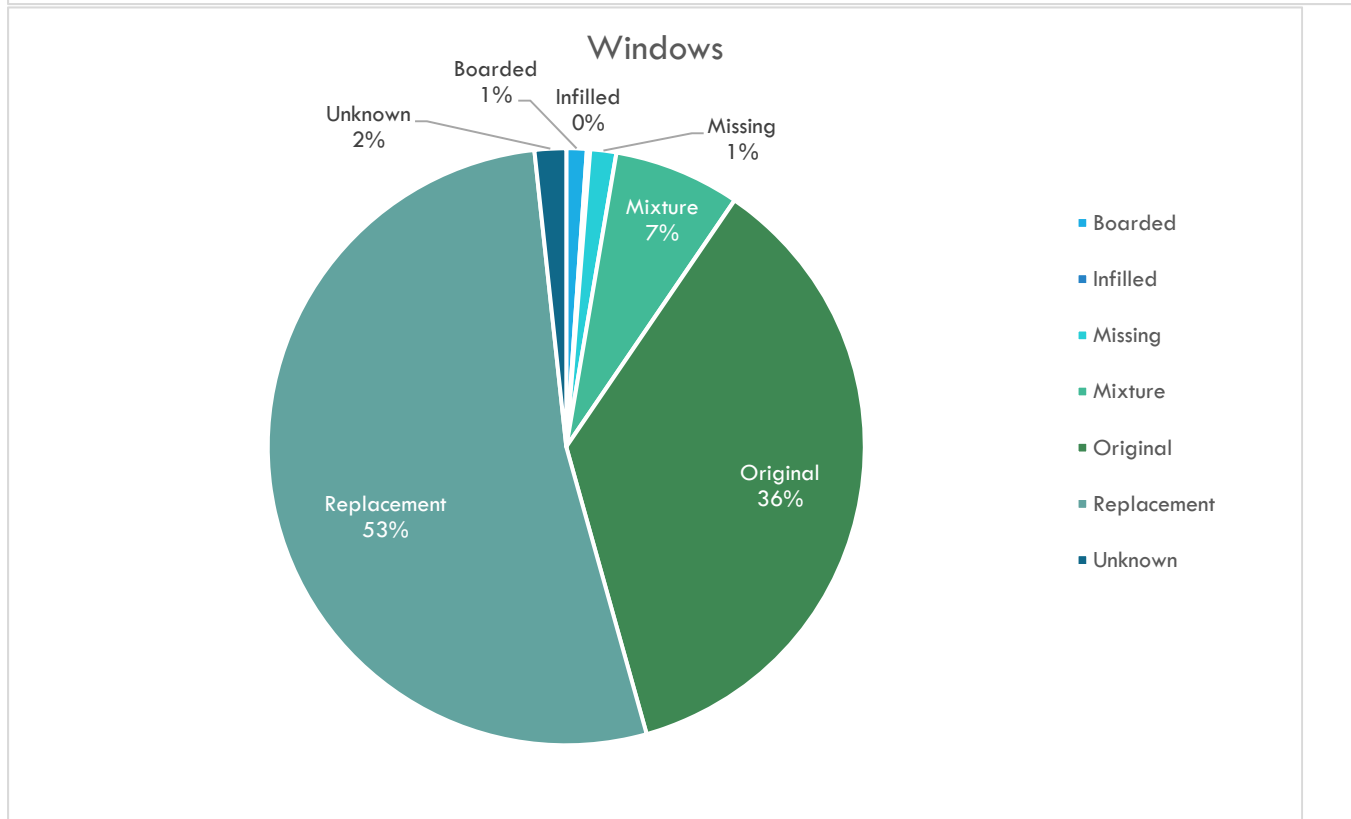
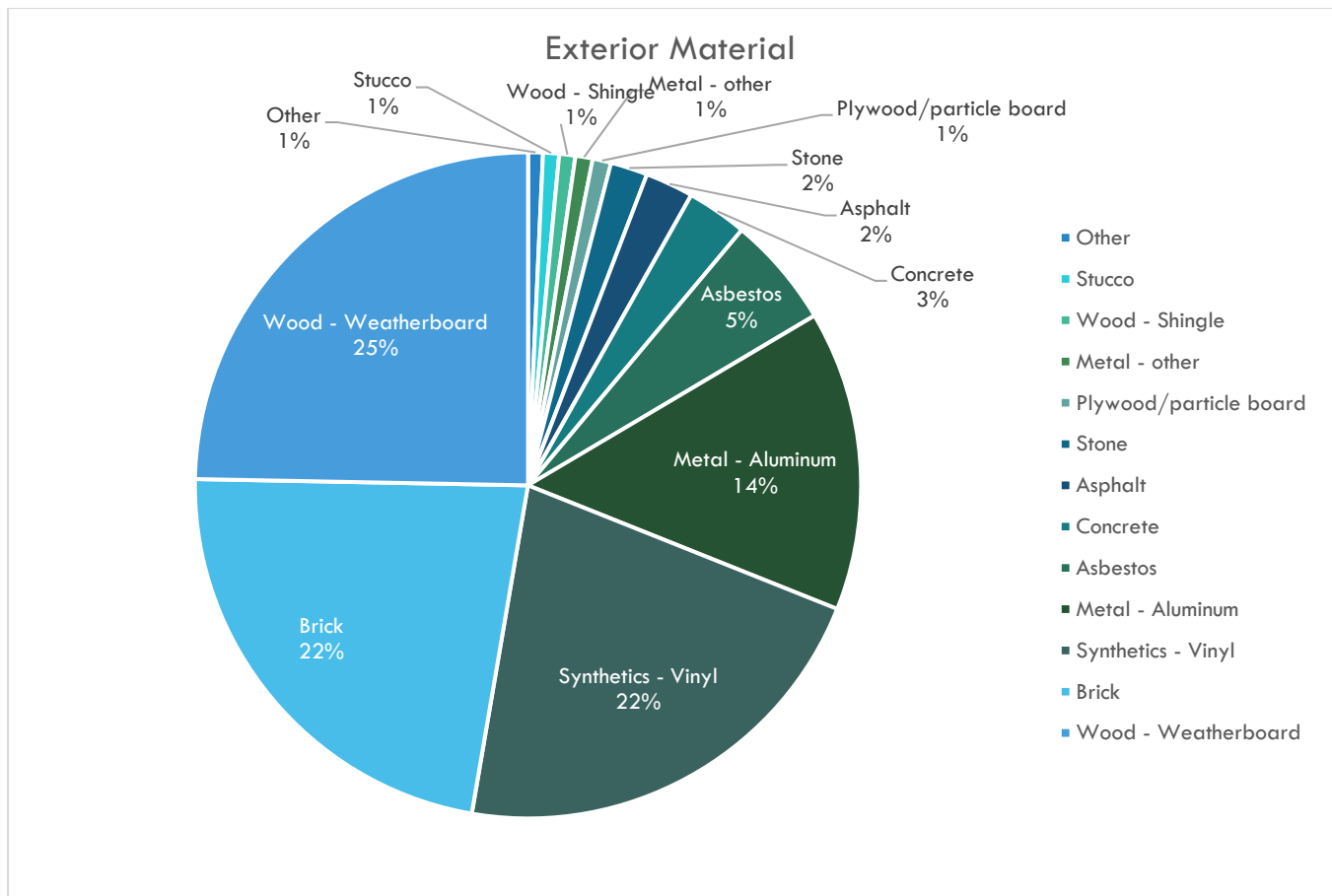
11. Industrial site: Keystone Prep Plant. (MD-0569)



12. Commercial buildings, Northfork historic district. (MD-0608)

APPENDIX D
DATA ANALYSIS





Architectural Style/Form (Alphabetical)	Count	Architectural Style/Form (Alphabetical)	Count
Adirondack	1	I-House	55
Art Moderne	5	I-House with shed wings	50
Art-Deco	8	International	1
Arts and Crafts	4	Mediterranean Revival	1
Beaux-Arts	1	Minimal Traditional	16
Bungalow - dormer front	44	Mission Revival	5
Bungalow - gable front	15	Modern	17
Cape Cod	35	Neo-Classical Revival	12
Classical Revival	20	Other	44
Colonial Revival	205	Prairie	11
Colonial Revival - Dutch	21	Pyramidal	114
Colonial Revival - French	1	Queen Anne	12
Commercial	125	Queen Anne Cottage	1
Commercial/Chicago	1	Ranch	43
Craftsman	98	Romanesque Revival	5
Double-Pile	104	Rowhouse	4
Exotic Revival	1	Saltbox	32
Four-Square	112	Shingle Style	1
Gabled-Ell	60	Shotgun	2
Gable-Front	109	Single-Pile	9
Georgian Revival	5	Split-Level	1
Gothic - Carpenter	1	Tudor Revival	27
Gothic - Collegiate	2	Upright & Wing	3
Gothic - Revival	24	Victorian	3
Greek Revival	2	Victorian - Folk	114
Hall & Parlor	92	TOTAL	1697

Architectural Style/Form (Frequency)	Count	Architectural Style/Form (Frequency)	Count
Colonial Revival	205	Prairie	11
Commercial	125	Single-Pile	9
Pyramidal	114	Art-Deco	8
Victorian - Folk	114	Romanesque Revival	5
Four-Square	112	Georgian Revival	5
Gable-Front	109	Mission Revival	5
Double-Pile	104	Art Moderne	5
Craftsman	98	Rowhouse	4
Hall & Parlor	92	Arts and Crafts	4
Gabled-Ell	60	Upright & Wing	3
I-House	55	Victorian	3
I-House with shed wings	50	Greek Revival	2
Other	44	Shotgun	2
Bungalow - dormer front	44	Gothic - Collegiate	2
Ranch	43	Gothic - Carpenter	1
Cape Cod	35	Mediterranean Revival	1
Saltbox	32	Colonial Revival - French	1
Tudor Revival	27	Beaux-Arts	1
Gothic - Revival	24	Split-Level	1
Colonial Revival - Dutch	21	International	1
Classical Revival	20	Adirondack	1
Modern	17	Shingle Style	1
Minimal Traditional	16	Exotic Revival	1
Bungalow - gable front	15	Commercial/Chicago	1
Neo-Classical Revival	12	Queen Anne Cottage	1
Queen Anne	12	TOTAL	1697