

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ___
no ___

Property Name: West Virginia Central & Pittsburg Railway Right-of-Way Inventory Number: AL-VI-E-224

Address: North Bank of the North Branch of the Potomac River City: McCoole Zip Code: 21562-3040

County: Allegany USGS Topographic Map: Keyser

Owner: CSX Transportation, Inc.

Tax Parcel Number: N/A Tax Map Number: & 80 Tax Account ID Number: N/A
Allegany County 79

Project: Keyser-McCoole Bridge Project Agency: West Virginia Division of Highways
Maryland State Highway Administration

Site visit by MHT Staff: no yes Name: N/A Date: _____

Eligibility recommended Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: N/A

Is district listed? no yes Determined eligible? no yes District Inventory Number: N/A

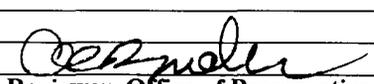
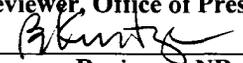
Documentation on the property/district is presented in:
 Maryland Inventory of Historic Properties Form for the
 West Virginia Central & Pittsburg Railway Right-of-Way

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The West Virginia Central & Pittsburg Railway Right-of-Way is significant under National Register of Historic Places Criterion A in the areas of commerce and transportation. The railroad was the catalyst behind the exploitation of the prodigious coal and timber resources of central West Virginia southwest of Piedmont. The West Virginia Central & Pittsburg (West Virginia Central), constructed beginning 1881, opened transportation to and from what had previously been a sparsely populated rural area and led to the development of the Upper Potomac and Elkins coal fields. By the early twentieth century, the Upper Potomac fields had the third highest statewide production. The railroad and associated mines also were the catalysts for the creation of towns in central West Virginia, most notably Elkins, site of the West Virginia Central's shops, but also smaller towns constructed to meet the needs of miners and timber workers. The period of significance for the right-of-way is 1881, when construction began, through 1945, the end of the heavy years of coal production.

Prepared by: Gerald M. Kuncio

Date Prepared: June 2000

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended _____
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
 Reviewer, Office of Preservation Services	1/30/01 Date
 Reviewer, NR program	1/30/01 Date

West Virginia Central & Pittsburg Railway
Right-of-Way
MIHP No. AL-VI-E-224
North Bank of the North Branch of
the Potomac River
Constructed 1883-1886
Access: Private

The West Virginia Central & Pittsburg Railway Right-of-Way consists of a graded right-of-way with a single set of railroad tracks laid on a base of limestone ballast. The right-of-way is located along the north bank of the North Branch of the Potomac River in McCoole, Allegany County. Constructed between 1883 and 1886, the right-of-way is significant under National Register of Historic Places Criterion A for its association with transportation improvements and economic development in central West Virginia. Establishment of the West Virginia Central was the catalyst to the exploitation of central West Virginia's extensive coal fields and timber stands. It provided access to the rural, sparsely populated region and to outside markets. The railroad transformed the region, with towns developing along its main line and branches, including Elkins, the site of its repair shops and yard, and numerous coal and timber communities.

In 1902, the West Virginia Central became part of the Western Maryland Railway, which ultimately failed in its attempt to build a transcontinental railroad empire. The bulk of the railroad's freight was coal, much of it emanating from the mines along the West Virginia Central. Coal remained a major commodity on the line until the end of World War II.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AL-VI-E-224

1. Name of Property (indicate preferred name)

historic West Virginia Central & Pittsburg Railway Right-of-Way

other Western Maryland Rail Road; Western Maryland Railway Right-of-Way

2. Location

street and number North Bank of the North Branch of the Potomac River N/A not for publication

city, town McCoole N/A vicinity

county Allegany

3. Owner of Property (give names and mailing addresses of all owners)

name CSX Transportation, Inc., Tax Department J910

street and number 500 Water Street telephone (904) 359-3100

city, town Jacksonville state FL zip code 32202

4. Location of Legal Description

courthouse, registry of deeds, etc. Allegany County Record of Deeds liber N/A folio N/A

city, town Cumberland tax map 79/80 tax parcel N/A tax ID number N/A

5. Primary Location of Additional Data

- N/A Contributing Resource in National Register District
N/A Contributing Resource in Local Historic District
N/A Determined Eligible for the National Register/Maryland Register
N/A Determined Ineligible for the National Register/Maryland Register
N/A Recorded by HABS/HAER
N/A Historic Structure Report or Research Report at MHT
N/A Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>0</u>	<u>0</u> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>2</u>	<u>0</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<u>0</u>	<u>0</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>2</u>	<u>0</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input checked="" type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
					Number of Contributing Resources previously listed in the Inventory
					<u>0</u>

7. Description

Inventory No. AL-VI-E-224

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The portion of the West Virginia Central Railway Right-of-Way that falls within the Keyser-McCoole Bridge project Area of Potential Effect (APE) is located on the north bank of the North Branch of the Potomac River in McCoole, Allegany County. To the south is an embankment, covered with trees, and the river. In the river is an island. On the opposite of the river is the town of Keyser, West Virginia. To the north is Maryland Route 135 and the houses and other buildings of McCoole. The resource consists of a graded right-of-way and a single set of tracks. On the north side of the right-of-way is a single line of wood telegraph/telephone poles. The right-of-way is spanned by the Keyser-McCoole high-level bridge, which was built between 1949 and 1951 (Photographs 1 and 2).

The West Virginia Central Railway Right-of-Way that falls within the APE was constructed between 1883 and 1886. The physical evidence suggests that the right-of-way may have been double-tracked at one time. Today, it consists of a single set of steel rails on wood crossties. The ties and rails are set on a base of limestone ballast. The ties and rails are situated on the top of a leveled crown. In all likelihood, the tracks are not original, but were replaced periodically over the years because of wear caused by the increased weight and length of the trains that used them.

Historically, one street in McCoole, Davis Street (now known as Parkland Street), crossed over the right-of-way at grade. The road led to a two-span, Pratt through truss highway bridge that once spanned the river between McCoole and Keyser. The bridge was removed in the early 1950s. A reinforced concrete barrier has been placed on Parkland Street just north of the railroad right-of-way to prevent vehicular traffic from crossing it. Just to the east of Parkland Street are the remnants of a single track railroad siding. The siding curved northeast to southwest, and connected to a multi-span deck girder bridge that carried trains across the North Branch of the Potomac River into Keyser, where the West Virginia Central and its successor, the Western Maryland, maintained a station in the early twentieth century. The tracks have been removed from the siding, which is heavily overgrown and barely visible.

8. Significance

Inventory No. AL-VI-E-224

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1881; 1886; 1902 **Architect/Builder** Unknown

Construction dates 1883-1886

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The West Virginia Central & Pittsburg Railway Right-of-Way is significant under National Register of Historic Places Criterion A in the areas of commerce and transportation. The railroad was the catalyst behind the exploitation of the prodigious coal and timber resources of central West Virginia southwest of Piedmont. The West Virginia Central & Pittsburg (West Virginia Central), constructed beginning 1881, opened transportation to and from what had previously been a sparsely populated rural area and led to the development of West Virginia's Upper Potomac and Elkins coal fields. By the early twentieth century, the Upper Potomac coal fields had the third highest production in the state. The railroad and associated mines were the catalyst for the creation of towns in central West Virginia, most notably Elkins, site of the West Virginia Central's shops, but also smaller towns constructed to meet the needs of miners and timber workers. The period of significance for the right-of-way is 1881, when construction began, through 1945, when the years of heavy coal (the predominant freight commodity on the line) production ended.

The West Virginia Central & Pittsburg Railway was chartered in 1866 as the Potomac & Piedmont Coal and Railroad Company. Its mission was to reach the virtually untapped coal and timber resources of central West Virginia southwest of Piedmont. Construction languished until 1881, when the railroad was rechartered as the West Virginia Central & Pittsburg Railway. One of the directors was William Keyser, the B&O Vice President after whom Keyser, West Virginia was named. However, the driving force behind the restructured railroad was Henry Gassaway Davis, a former Baltimore & Ohio Railroad (B&O) brakeman and station agent in Piedmont. Davis (along with his brothers) quit the B&O in the late 1850s to open the firm of H.G. Davis & Company, a purveyor of timber and coal resources. Davis made a fortune during and after the Civil War selling timber to his former employer, who continually had to rebuild its line following destruction by the warring armies. Davis used the money to invest heavily in West Virginia coal reserves southwest of Piedmont. His business dealings also propelled him to the West Virginia House of Delegates in 1865 and then to the U.S. Senate for 12 years beginning in 1871 (Maxwell 1898:364-365). The senatorial seat provided Davis with access to monied interests outside of West Virginia who could help provide the capital needed to exploit the state's extensive natural resources (Workman *et al.* 1994:67).

In October 1881, the West Virginia Central reached Elk Garden, West Virginia, where a series of coal mines, destined to become some of the most productive in the state, were opened (Workman *et al.* 1994:67). Two years later, Davis chose not to stand for re-election so he could instead concentrate his efforts on completing the railroad to the rest of his company's holdings, described in one history as 37,000 acres of coal, iron, and timber lands (Maxwell 1898:287). With Davis at the helm, work proceeded rapidly. Initially, Davis had hoped to concentrate his efforts to the south. However, deteriorating relations with the B&O (with whom the West Virginia Central connected at Piedmont) drove Davis to build a competing line to Cumberland along the north bank of the North Branch of the Potomac River. The railroad was originally designated the Piedmont and Cumberland Railway (P&C). The B&O's original Main Stem was located opposite the river on the south bank. In 1886, the P&C was completed opposite Keyser. North of the B&O's 21st Bridge, the P&C shared the bank with the B&O, an arrangement that led to physical altercations between B&O and P&C railroad workers and forced the P&C to cross the North Branch of the Potomac River at numerous points. The P&C reached Cumberland and a connection with the Pennsylvania Railroad in 1887 (Workman *et al.* 1994:68).

9. Major Bibliographical References

Inventory No. AL-VI-E-224

See Continuation Sheet.

10. Geographical Data

Acreage of surveyed property	<u>approximately 294</u>	
Acreage of historical setting	<u>approximately 8</u>	
Quadrangle name	<u>Keyser, W. VA-MD.</u>	Quadrangle scale: <u>1:125,000</u>

Verbal boundary description and justification

The West Virginia Division of Highways is considering either rehabilitating the Keyser-McCoole Bridge or constructing a new bridge immediately upstream or downstream from the present bridge. The Area of Surveyed Property is equivalent to the Area of Potential Effect (APE) for the project. The APE is defined at 36 CFR 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The APE for the Keyser-McCoole Bridge project is an area roughly quadrilateral in shape containing 119.4 ha (295 ac). On the Maryland side, it runs from the west side of Maryland Route 135 to the easternmost house in the lower portion of McCoole, and from the north bank of the Potomac River on the south to the end of the lower portion of McCoole on the north. It is considered to be the maximum spatial extent of potential visual effects that the project may have on historic resources. The upper portion of McCoole is specifically excluded from the APE because topographic changes limit the visibility of the project.

See Continuation Sheet.

11. Form Prepared by

name/title	Gerald M. Kuncio		
organization	Skelly and Loy, Inc.	date	June 2000
street & number	520 Seco Road	telephone	(412) 856-1676
city or town	Monroeville	state	PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of

Inventory No. AL-VI-E-224

Historic Properties Form

Name West Virginia Central & Pittsburg Railway Right-of-Way
Continuation Sheet

Number 8 Page 1

South of Elk Garden, the West Virginia Central followed the North Branch of the Potomac, which forms the boundary between Garrett County, Maryland and Mineral and Grant counties, West Virginia. Near Henry, the line left the river and crossed overland. The railroad passed through the extensive timber stands in what is now the Monongahela National Forest in Tucker County and entered Randolph County near Montrose. In 1889 the railroad reached the small hamlet of Leadsville, seven miles north of Beverly. The railroad erected new shops and a yard and laid out a new town, named Elkins after the West Virginia Central's vice president, S.B. Elkins, Davis's son-in-law (Maxwell 1898:288).

In 1891, the railroad extended the line south to Beverly, West Virginia. It also constructed a branch to Belington and Philippi in Barbour County. In 1899 the West Virginia Central was pushed south from Beverly to Huttonsville, reaching the vast timber reserves of southern Randolph County (Workman *et al.* 1994:68-69). The Western Maryland Rail Road assumed control of the line in 1902 (Kalmbach Publishing Company 2000:456); in 1905 the Western Maryland extended the West Virginia Central further south to Durbin in Pocahontas County and a connection with the Chesapeake & Ohio Railway. It also built a branch to Webster Springs in Webster County the same year (Rice and Brown 1993:185).

The West Virginia Central had a profound impact on central West Virginia. The railroad provided access to and transportation from the coal fields of Garrett County, Maryland, as well as the Upper Potomac coal fields of Mineral, Grant, and Tucker counties and the Elkins fields of Randolph, Upshur, Lewis, Gilmer, and Braxton counties in West Virginia. The fields contained numerous mineable coal seams, including the Pittsburgh, Redstone, Mahoning, Upper Freeport, and Lower Kittanning seams. Davis's company, Davis Colliery Company (later Davis Coal and Coke Company) and others began mining the ore. Initially, development of the coal seams proceeded slowly, but by the first decade of the twentieth century the fields were producing large amounts of coal. By 1905, the Davis Coal & Coke Company, whose mines were serviced by the West Virginia Central, was the third highest coal producer in the state (Workman *et al.* 1994:69). The railroad also transported substantial amounts of timber, some of it destined for the furniture factories and lumber mills of Keyser.

As the West Virginia Central pushed south, new mines, coke oven batteries, and towns sprang up in what had been sparsely populated rural areas, and existing towns grew as improved transportation and increased mineral exploitation improved economic life (Workman *et al.* 1994:67). Some towns, like Elkins, became entrepots for a regional area. Most, however, were smaller and were built to meet the needs of the coal miners and timber workers. The West Virginia Central and its P&C branch to Cumberland also played a role in the founding of McCoole, across the North Branch from Keyser. The town was platted in 1888. Early connections between the two communities consisted of a ford and the West Virginia Central's multi-span deck girder bridge that provided access to the B&O's yard (Steiding 1966:7-8). The bridge was built at an unknown date late in the nineteenth century, after a warming of relations between the two railroads. It is no longer extant. The West Virginia Central/Western Maryland would also establish a combined freight and passenger depot and small marshalling yard in Keyser. Ca. 1913, when Keyser expanded to the area north of the B&O Railroad tracks, the passenger station was relocated to McCoole. The Western Maryland shared the B&O's freight facilities (Sanborn Fire Insurance Company, 1898, 1904, 1908, 1913, and 1923; Mineral County Heritage Society 1991:22).

The Western Maryland Rail Road that the West Virginia Central found itself part of after 1902 was part of a projected transcontinental railroad empire being assembled by George Gould, son of the notorious Jay Gould. Gould's dream ended in bankruptcy in 1908. His Maryland and West Virginia holdings were reorganized in 1910 as the Western Maryland Railway. Between 1910 and 1912, the Western Maryland was completed to Connellsville, Pennsylvania. Connections at Connellsville and low grades across the Allegheny Mountains provided the Western Maryland with the shortest route between Pittsburgh and the east coast at Baltimore. Its chief commodity was coal, most of it moving

Maryland Historical Trust

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Historic Properties Form

Name West Virginia Central & Pittsburg Railway Right-of-Way
Continuation Sheet

Number 8 Page 2

east and much of it emanating from mines along the former West Virginia Central, which provided access to 135,000 acres of coal and timber lands, 23 mines, 823 coke ovens, eight stores, and 542 workers' houses (Williams 1952:97; Cook and Zimmerman 1981:35-44).

In 1927, the Western Maryland came under the financial control of the B&O, although it retained separate management. The railroad weathered the Great Depression of the 1930s and rebounded during World War II, thanks to increased coal production. Following the war, however, deferred maintenance, increased competition, and the closing of mines along its route began a downward spiral for the railroad (Kalmbach 2000:456). By 1946, the Davis Coal & Coke Company ceased all mining along the West Virginia Central branch in Grant and other West Virginia counties (Workman *et al.* 1994:70). Passenger service to the Keyser-McCoole area ended in 1958 (Stegmaier, Jr. *et al.* 1976:420). In 1967, the Western Maryland became part of B&O-C&O alliance, which had been formed in 1962. In 1973, the Chessie System was incorporated to own the three railroads. The new company began eliminating parallel operations. The same year that Chessie was formed, it formally requested permission to abandon the former West Virginia Central line through McCoole (Cook and Zimmerman 1987:282).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name West Virginia Central & Pittsburg Railway Right-of-Way
Continuation Sheet

Number 9 Page 1

Kalmbach Publishing Company

2000 *The Historical Guide to North American Railroads*. Second Edition. Kalmbach Publishing Company, Waukesha, Wisconsin.

Cook, R. and K. Zimmermann

1987 *The Western Maryland Railway: Fireballs & Black Diamonds*. Garrigues House, Publishers, Laurys Station, PA.

Maxwell, H.

1898 *The History of Randolph County, West Virginia, From Its Earliest Settlement to the Present*. Acme Printing Company, Morgantown; reprinted, McClain Printing Company, Parsons, West Virginia, 1991.

Macintosh, B.

1981 "National Register of Historic Places Inventory-Nomination Form for the Western Maryland Railway Right-of-Way, Milepost 126 to Milepost 160." On file, Maryland Historic Trust, Crownsville, Maryland.

Mineral County Heritage Society

1991 *Keyser, West Virginia: Pictorial History*. Mineral County Heritage Society, Keyser.

Rice, O.K., and S.W. Brown

1993 *West Virginia: A History*. Second Edition. The University of Kentucky Press, Lexington, Kentucky.

Sanborn Fire Insurance Company

1898 Map of Keyser, West Virginia. Sanborn Fire Insurance Company, New York.

1904 Map of Keyser, West Virginia. Sanborn Fire Insurance Company, New York.

1908 Map of Keyser, West Virginia. Sanborn Fire Insurance Company, New York.

1913 Map of Keyser, West Virginia. Sanborn Fire Insurance Company, New York.

1923 Map of Keyser, West Virginia. Sanborn Fire Insurance Company, New York.

Stegmaier, H. Jr., D. Dean, G. Kershaw, and J. Wiseman.

1976 *Allegany County - A History*. McClain Printing Company, Parsons, West Virginia.

Steiding, C.E.

1966 "History of McCoole, Allegany County, Maryland." Unpublished manuscript in the collection of Pam Williams, McCoole, Maryland.

Williams, H.A.

1952 *The Western Maryland Railway Story, A Chronicle of the First Century - 1852-1952*. Western Maryland Railway Company, Baltimore.

Workman, M.E., P. Salstrom, and P.W. Ross

1994 *Northern West Virginia Coal Fields: Historical Context*. Institute for the History of Technology and Industrial Archeology, Technical Report Number 10. West Virginia University, Morgantown.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

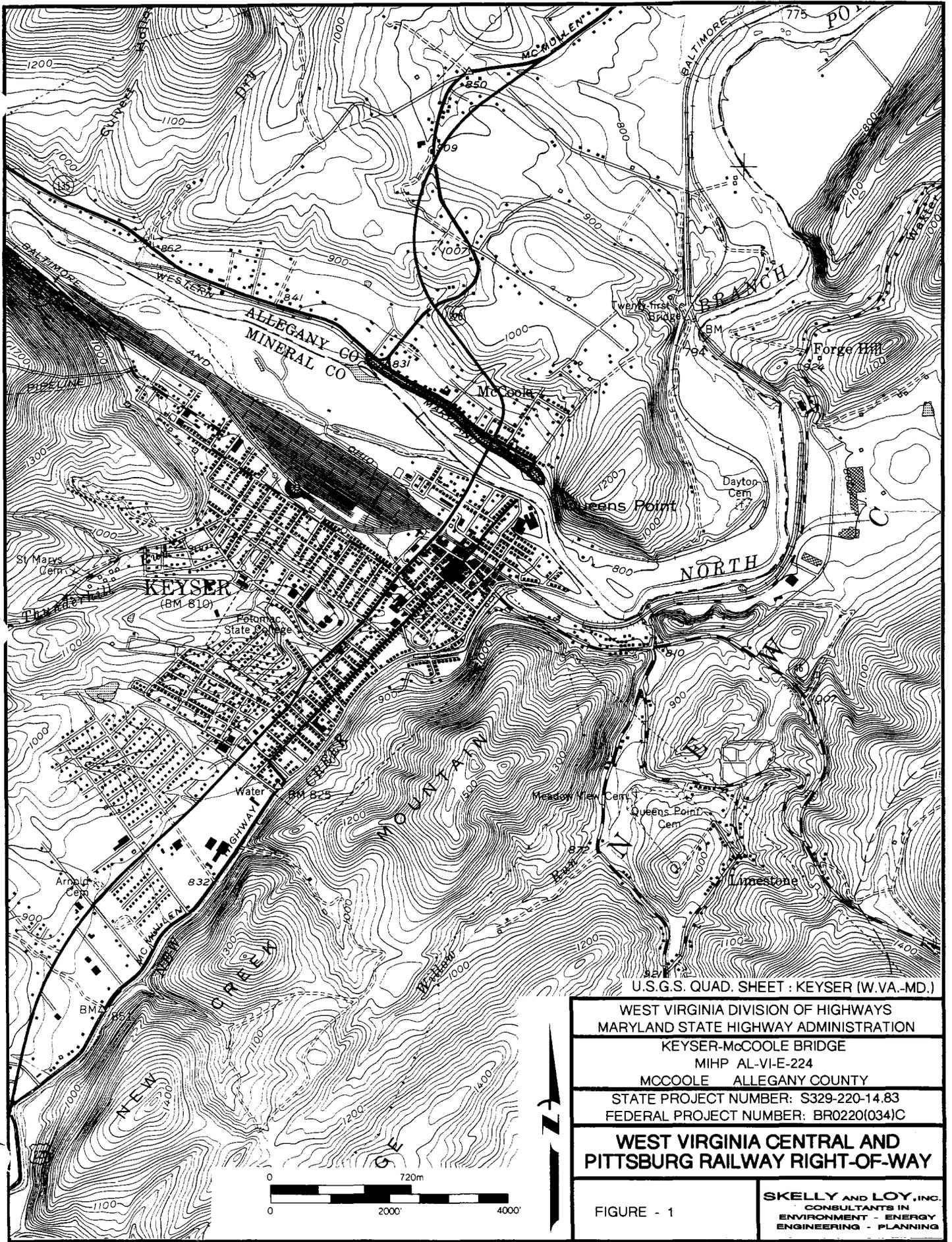
Inventory No. AL-VI-E-224

Name West Virginia Central & Pittsburg Railway Right-of-Way
Continuation Sheet

Number 10 Page 1

The boundary for the West Virginia Central Railway Right-of-Way consists of that part of the graded portion of the right-of-way that falls within the project APE. The graded right-of-way is the portion of the right-of-way historically used by the railroad to transport commodities and people. The boundary contains those portions of the right-of-way—the tracks and ballast—that convey the historic significance. Excluded from the boundary is the right-of-way of the former siding that led to Keyser. The siding right-of-way is heavily overgrown and the tracks have been removed, compromising integrity. Additionally, the siding was not an integral component of what made the West Virginia Central Railway historically significant. The significance is conveyed by the main line operation, which made possible the establishment of coal mines, timber operations, and the towns that serviced them.

The right-of-way that is located within the project APE appears to be part of a larger NRHP-eligible resource that includes the West Virginia Central's Piedmont and Cumberland Railway, constructed between 1883 and 1886 to compete with the rival B&O Railroad, whose tracks were located across the river. That section of the original right-of-way that retains integrity should be included in the resource.



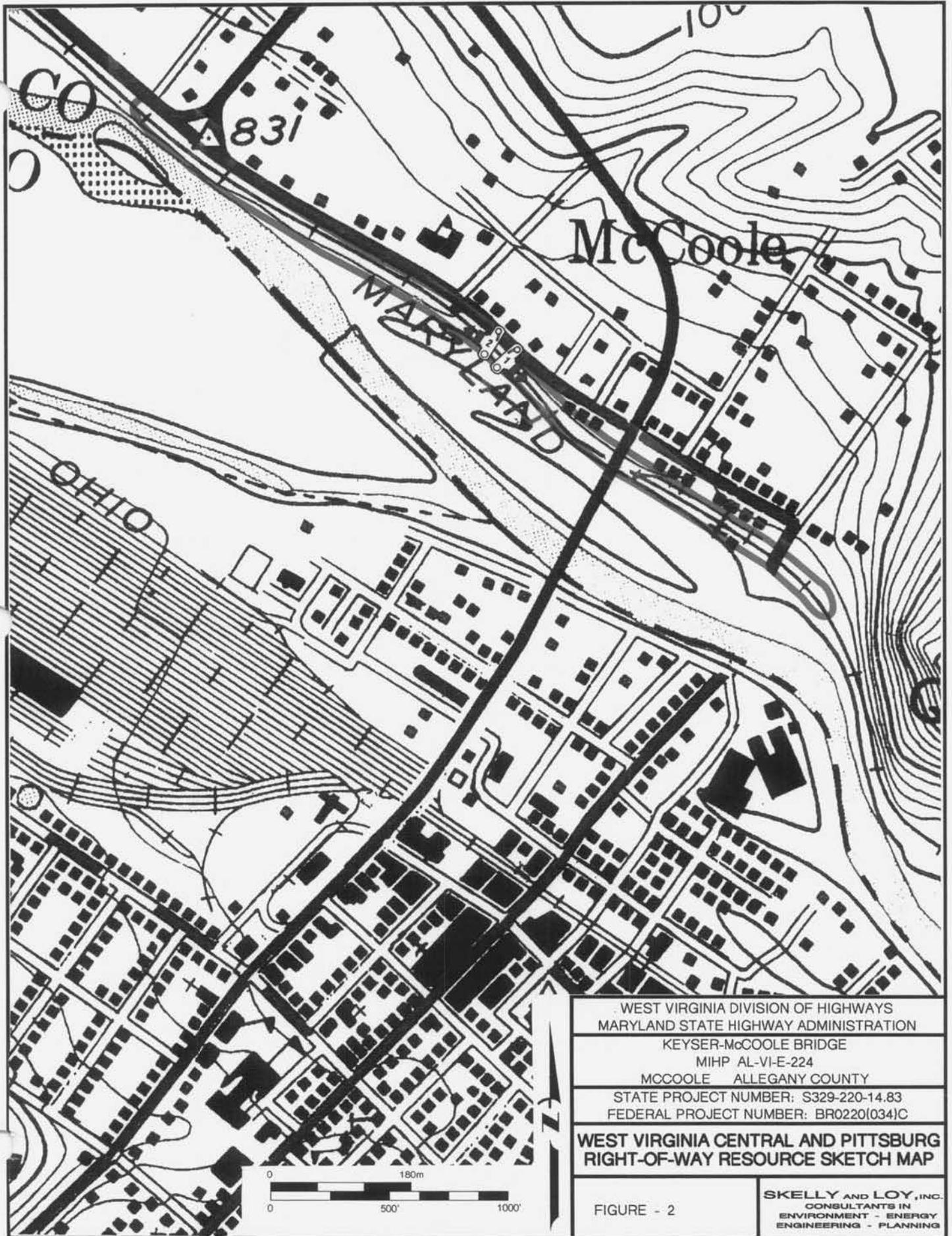
U.S.G.S. QUAD. SHEET : KEYSER (W.VA.-MD.)

WEST VIRGINIA DIVISION OF HIGHWAYS
 MARYLAND STATE HIGHWAY ADMINISTRATION
 KEYSER-MCCOOLE BRIDGE
 MIHP AL-VI-E-224
 MCCOOLE ALLEGANY COUNTY
 STATE PROJECT NUMBER: S329-220-14.83
 FEDERAL PROJECT NUMBER: BR0220(034)C

**WEST VIRGINIA CENTRAL AND
 PITTSBURG RAILWAY RIGHT-OF-WAY**

FIGURE - 1

SKELLY AND LOY, INC.
 CONSULTANTS IN
 ENVIRONMENT - ENERGY
 ENGINEERING - PLANNING



WEST VIRGINIA DIVISION OF HIGHWAYS
 MARYLAND STATE HIGHWAY ADMINISTRATION

KEYSER-McCOOLE BRIDGE

MIHP AL-VI-E-224

MCCOOLE ALLEGANY COUNTY

STATE PROJECT NUMBER: S329-220-14.83

FEDERAL PROJECT NUMBER: BR0220(034)C

**WEST VIRGINIA CENTRAL AND PITTSBURG
 RIGHT-OF-WAY RESOURCE SKETCH MAP**

FIGURE - 2

SKELLY AND LOY, INC.
 CONSULTANTS IN
 ENVIRONMENT - ENERGY
 ENGINEERING - PLANNING



PHI HP NO. AL-VI-E-224

WEST VIRGINIA CENTRAL & PITTSBURGH RAILWAY RIGHT-OF-WAY
ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER LISA M. BENACK, SKELLY AND LOY, INC.

DATE DECEMBER 1999

NEGATIVE LOCATION: MD SHPO

DESCRIPTION: WVC&P RAILWAY/WESTERN MARYLAND RAILWAY
LOOKING EAST TOWARD THE KEYSER-MCCOOLE BRIDGE.

#1 of 2



MHP NO. AL-VI-E-224
WEST VIRGINIA CENTRAL & PITTSBURGH RAILWAY
RIGHT-OF-WAY

ALLEGANY COUNTY, MARYLAND

PHOTOGRAPHER: LISA A. BENACK, SIKELLY AND LOY, INC.

DATE: DECEMBER 1999

NEGATIVE LOCATION: MD SHPO

DESCRIPTION: WUC & P RAILWAY/WESTERN MARYLAND
RAILWAY LOOKING WEST.

#2 OF 2