United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Fort Boreman
other name/site number: 46WD86

2. Location

street & number: Off of WV Route 68
not for publication: X
city/town: Parkersburg
victinity: N/A
state: West Virginia
county: Wood
code: 107
zip code: 26101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant X nationally X statewide X locally. (___ See continuation sheet.)

Signature of Certifying Official
Date

State or Federal agency and bureau
Date

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of Certifying Official/Title
Date

State or Federal agency and bureau
Date
4. National Park Service Certification

I, hereby certify that this property is:

[ ] entered in the National Register
See continuation sheet.
[ ] determined eligible for the National Register
See continuation sheet.
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other (explain):

Signature of Keeper: __________________________ Date of Action: __________

5. Classification

Ownership of Property:
(Check as many boxes as apply)

[ ] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[ ] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

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<th>Noncontributing</th>
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Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register: 0
Fort Boreman
Name of Property

Wood County, West Virginia
County and State

6. Function or Use

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<td>Defense/Fortification</td>
<td>Vacant/Not in Use (proposed city park)</td>
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7. Description

Architectural Classification: N/A

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<td>Roof</td>
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<td>Other</td>
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Narrative Description
(See continuation on sheets.)

8. Statement of Significance

Applicable National Register Criteria
(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [X] D Property has yielded, or is likely to yield, information important in prehistory or history.
Fort Boreman

Name of Property

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

____ A owned by a religious institution or used for religious purposes.
____ B removed from its original location.
____ C a birthplace or grave.
____ D a cemetery.
____ E a reconstructed building, object, or structure.
____ F a commemorative property.
____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

ARCHAEOLOGY: Historic/Non-Aboriginal

MILITARY

Period of Significance

1863-1865

Significant Dates

1863
1864
1865

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

European-American

Architect/Builder

Company A, 11th West Virginia Infantry (builder)

Narrative Statement of Significance

(See continuation sheets.)
9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):
- Preliminary determination of individual listing (36 CFR 67) has been requested.
- Previously listed in the National Register
- Previously determined eligible by the National Register
- Designated a National Historic Landmark
- Recorded by Historic American Buildings Survey #
- Recorded by Historic American Engineering Record #

Primary location of additional data:
- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of Repository: Wood County Historical Society

10. Geographical Data

Acreage of Property: 11.98

UTM References (Place additional UTM references on a continuation sheet.)
Quad Map Name: Parkersburg W Va - Ohio

A 17 451050 4345850  B 17 451050 4345650
Zone Easting Northing   Zone Easting Northing
C 17 450850 4345650  D 17 450850 4345850
Zone Easting Northing   Zone Easting Northing

Verbal Boundary Description
(See continuation sheet.)

Boundary Justification
(See continuation sheet.)
Fort Boreman
Name of Property

Wood County, West Virginia
County and State

11. Form Prepared By

Name/Title: Gail Lynn Walls/Arch. Historian; Dr. Patricia Miller & J.T. Sutton/Archaeologists
Organization: KCI Technologies
Date: 16 May 2001
Street & Number: 5001 Louis Drive, Suite 201 Telephone: 717-691-1340
City or Town: Mechanicsburg State: PA ZIP: 17055

Property Owner

(Complete this item at the request of SHPO or FPO.)

Name: Wood County Commission
Street & Number: 1 Court Square, Suite 203 Telephone: 304-424-1984
City or Town: Parkersburg State: West Virginia Zip: 26101
The Fort Boreman property encompasses the location of a Civil War fortification, built in 1863 for the defense of the B&O Railroad and Parkersburg terminal, and its dependencies. Historic accounts report that the fort was constructed and originally garrisoned by the 11th Virginia Regiment, and that it included quarters sturdy enough to allow troops to remain there throughout the winter. It was garrisoned by various Battery companies through June 1865, when the final troops were mustered out and the cannon removed. The fort was later returned to civilian ownership.

The fort is described as a series of paired, approximately four foot deep trenches encircling the top of the hill in a zigzag pattern (Matheny 1987:364). An 1864 map suggests that the zigzags represent bastions for the five cannons present at the fort (Daugherty 1864), and that the fort was triangular in shape. A former soldier recalled that it was constructed of logs chinked with earth and rocks, into which firing ports were added (Folden 1950:22-23). The structure was accessed from the south/southeast along a roadway labeled Fort Boreman Road. The fort included a barracks and powder magazine, both located to the northwest of the fortifications. An 1864 military survey of Wood County indicates a total of seven buildings in this area (Meigs 1987:180). Although no standing structures remain, the defensive trenches are visible and archaeological remains may also be present.

The landform itself, Fort Boreman Hill, includes a small promontory hilltop along a ridge line. The fort itself was apparently positioned atop this ridgeline that runs roughly parallel to the to adjacent mouth of the Little Kanawha River and almost perpendicular to an outside bend of the Ohio River. The selection of this site for a fortification was clearly based upon its elevation and location, both of which provide important strategic advantages. The highest portion of the ridge is approximately 840 feet above mean sea level (msl). It commands an impressive view of the City of Parkersburg to the northeast, the Little Kanawha River to the east, and the Ohio River and town of Belpre, Ohio to the north and west. From this vantage point one may look directly down the length of Market Street in Parkersburg, then and now the heart of the downtown area. This point is approximately 350 feet long north-south and 200 feet wide east-west, resulting in an area of 70,000 square feet. A sheer rock face ranging from 15 to 40 feet in height borders the fort site along its eastern margin (facing the Little Kanawha River).

The south, west and north sides of the hilltop are steeply sloped and defined by a natural bench surrounding the fort location at approximately 800 feet in elevation. This bench is narrowest along the western edge of the fort location, then widens somewhat to the south. It is widest to the north, although the northernmost portion of the bench was removed during expansion of West Virginia Route 68. Although it is not clear how much of the bench was destroyed, it is unlikely that the landform extended more than an additional 100 feet past its present edge. Historic maps indicate that this general area was the location of the soldiers' winter quarters and possibly the magazine.
Located along the three hillslopes around the fortification are several linear depressions that appear to encircle the hilltop about halfway down the slope to the bench. Local informants have stated that these depressions represent the remains of defensive trenches constructed by the soldiers that garrisoned Fort Boreman. In some areas there appear to be two successive levels of trenches, while in others there is only one.

Ground disturbances subsequent to the fort's occupation include a natural gas pipeline, graded roads, slope cutbacks during construction of the expanded WV Route 68 and, most notably, grading of the top of the hill thought to be the location of Fort Boreman. Initial archaeological investigation, however, indicates that the defensive trenches themselves are largely undisturbed, and that some of the area in which the soldiers' quarters and magazine were located are also relatively intact. Limited testing of three trenches indicates that some infilling has occurred but does not affect the integrity of the trenches themselves. The site retains an overall structural and visual integrity in spite of modern alterations, due in large part to the site's relative isolation from urban Parkersburg. The setting is not compromised by nearby residential and industrial growth, and visitors to the site may still recognize the unique defensive potential of this ridgetop location. Archaeological testing was kept to a minimum to avoid additional disturbance of the property and, although several nondiagnostic prehistoric artifacts were recovered, no artifacts associated with the Civil War were located. The intact nature of the trenches and other occupation areas, however, indicates that there is good potential for recovery of significant information with further and more focused archaeological investigation.
Fort Boreman is eligible for listing in the National Register of Historic Places under Criteria A and D. Its significance under Criterion A (military) is related to its function as protection for the B&O Railroad during the Civil War. Fort Boreman’s location on a promontory overlooking the Wheeling-Parkersburg cutoff of the B&O Railway was key to the control of a rail system that served as a vital transportation and communications corridor. It is representative of Union fortifications that were constructed as part of a strategy initiated in 1863 to ensure that the rail link was not severed or commandeered by the Confederate army. Due to its crucial role in maintaining supply and communication links for the Union army, Fort Boreman has contributed to the broad patterns of Civil War history at the local, statewide and national levels.

The fort is also significant under Criterion D (archaeological potential) for the information it contains. Grading of the area where the fortifications were located disturbed any archaeological remains that may have been present. Limited archaeological investigation, however, confirms that the trenches and occupation areas outside of those impacted by grading are largely intact. Since these areas are all located along a moderately steep slope, they appear to have been spared much of the historic and modern disturbances found elsewhere on the hill. As such, further survey and excavation have the potential to recover additional in situ artifactual and structural data.

Information provided by artifacts and features at the site has the potential to address important research issues related to the Civil War in West Virginia. These research topics include: 1) design and layout of the fort, 2) daily life of Federal soldiers during the Civil War, and 3) refuse disposal practices. Given the degree to which similar sites are being lost to development, and the fact that relatively few such sites have been made available for archaeological study, the Fort Boreman site offers a great deal of both research and educational potential.

Although the post-Civil War use of Fort Boreman Hill included ground-disturbing activities and the hill is currently reforested, the site retains its overall integrity. Reforestation is a natural and reversible effect. Although grading has taken place at the top of the hill, the overall form of the landscape has not changed. The commanding view that made this hilltop strategically useful to the Union and the protection of the B&O Railroad is still in evidence, and the property retains integrity of setting, feeling, and association.
**Fort Boreman**  
Name of Property: Wood County, West Virginia  
County/State:  
Section number: 8  
Page: 2

**Historical Background and Significance**

Fort Boreman was constructed by the United States Army to help defend the B&O Railroad against Confederate attacks during the Civil War. At the beginning of the war the B&O was the most important route through West Virginia. It ran from Washington, D.C. and Baltimore through Maryland, entered West Virginia at Harpers Ferry and continued to Wheeling and Parkersburg. It was the only railroad that connected Washington, D.C. to Cincinnati and St. Louis (Cohen 1982:16). According to the *Fort Boreman Hill Boundary Determination Report*:  

> By the beginning of the war, the B&O Railroad consisted of 379 miles of railroad tracks, with the main stems extending from Baltimore through Grafton, (West) Virginia, to Parkersburg; from Grafton to Wheeling; and from Baltimore to Washington, D.C. (Stover 1987:88-89). Much of the B&O Railroad line extended through western Virginia, making it vulnerable to the Confederacy. In addition, Baltimore, the location of the company's headquarters, was a politically divided city, with much of the populace pro-Union and the city's ambivalence towards the conflict gradually changed during the spring of 1861 (Stover 1987:103-106; Summers 1939:56-67).  

Immediately before and during the first weeks of the war the railroad remained neutral. When Maryland remained in the Union, however, the "...company sought protection from Federal troops as the route now passed through distinctly rebel territory, especially in the eastern counties of western Virginia."  

The railroad was priceless to both the North and the South because it allowed easy access to the other's territory. After Virginia seceded, Robert E. Lee and other military and political leaders of Virginia pursued control of the western counties because of 1) Union sympathizers and 2) the B&O Railroad. On May 28, 1861 Confederate troops captured over 100 miles of the main line between Point of Rocks and Cumberland, Maryland. Tracks along the Northwestern Virginia

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3Cohen, p. 18.  
4Ibid., p. 16  
Railroad (between Grafton and Parkersburg, both in Virginia at that point) were also destroyed by Confederate troops. Fortunately no passengers' lives were lost as a result of the raids. After the Confederate attacks on the railroad, John Garrett fully supported the Federal government and was willing to pay for the repairs to his railroad. He did, however, ask for protection. The government began to respond in the fall of 1861 with the creation of the "Department of Harpers Ferry and Cumberland." Workers on the B&O soon began to repair the damage.

The Confederate army continued to wreak havoc on the railroad. In fall 1861 Stonewall Jackson's troops destroyed 41 miles of track. From October 1, 1861 to March 29, 1862 the B&O was only operating at its extreme points. 100 miles of track between Harpers Ferry and Cumberland were out of commission. On May 25, 1862 the Confederates took possession of the B&O Railroad once more and held it until June 15 of that year. During the 1862 fiscal year the railroad was under company control for a total of only 4.5 months. Disruption of service on the Northwestern Virginia line did cause a decrease of just over $8,600 in passenger revenues; however, there was an increase of $22,096 in carrying goods. Although the Confederacy continued to attack the line, the company was determined to rebuild each time.

During the early months of the war the Federal government failed to realize how important the B&O Railroad could be to the war effort. As a result, it did not make a strong effort to assist the railroad in recovery until fall 1861 when ticket prices began to rise. Passenger services were

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7 Ibid., p.16.  
9 Ibid., p. 105. 
12 Ibid., pp. 28, 36. 
14 Hinks, Stephen J., Denise L. Grantz and Martin T. Fussa, P. 5.
severely limited because the B&O was closed and the Pennsylvania Central was busy with military business. In 1862, however, newly-elected Secretary of War Edwin Stanton began to recognize the military importance of the B&O Railroad. In spite of repeated attacks by Confederate troops Secretary Stanton pursued the opening of the B&O line for transportation of troops and material. Meanwhile the Confederate Army continued to destroy railroad bridges, rails, and equipment, and looted and burned the trains themselves. 1862 also saw the response of the Federal government, as engineers for the United States Army designed a blockhouse that would accommodate small regiments responsible for guarding bridges and tunnels along the Potomac and Ohio Rivers. In a letter to General Benjamin Kelly dated December 27, 1862, Lieutenant Colonel Gabriel Porter declared "...it is difficult to conceive of any one so utterly stupid as not to perceive the vast importance of the absolutely secure possession of the B&O Railroad, in a military point of view, to the government" (U.S. House of Representatives 1863.5).

The Federal government continued its pursuit of a defense strategy for the B&O into 1863, by which time a two-part plan was in place. The plan consisted of construction of blockhouses at specific points along the railway in conjunction with construction and use of armored rail cars, and was specifically mentioned in Special Order No. 129, issued March 19, 1863:

Colonel George Thom, Aide-de-camp, will proceed to Baltimore, Maryland, and thence with such officer as Major General Schenck may designate to accompany him will examine the B&O Railroad and branches to the Ohio river, and designate positions for blockhouses. He will report the result of this examination to General Schenck, and returning to Washington will also report to these Headquarters.

By Command of Major General Halleck

L. Thomas
Adjutant General (Thomas 1863)

On March 27, 1863, Colonel Thom submitted his report recommending the construction of 42 blockhouses to be located near bridges and trestles along the rail line, as well as improvements

15Summers, pp. 101-102.
16Hink et al, p. 7.
17Summers, p. 157.
18Hink et al, p. 9.
to nine existing guardhouses. Under orders from General Schenck construction began in May 1863. Orders specifying the construction of Fort Boreman for the protection of the Parkersburg terminal were likely issued at this time.

Although log quarters were reportedly constructed on the hill prior to the issuance of Special Order No. 129, construction of the fort itself was formally ordered in 1863 by General Thorn. At that time the hill (then known as Mount Logan) was owned by Jonathan B. Beckwith, a gentleman "...of doubtful loyalty to the Union." The land was confiscated and Company A of the Eleventh West Virginia Infantry began construction of the fortification. The Wheeling Daily Intelligencer reported that:

"Parkersburg is being fortified. The (Parkersburg) Gazette says two small brass cannon have been placed in position upon the hill on the south side of the (Little) Kanawha. They are to be replaced by larger ones, and the hill on the north (Prospect), fortified in the same way. The one on the south side is called Fort Boreman, in honor of our new Governor."  

According to the Fort Boreman Hill Boundary Determination Report, Colonel Daniel Frost of the Eleventh West Virginia Infantry assumed command of Fort Boreman on August 21, 1863. In his September entry in the Regimental Returns, Colonel Frost indicated that the fort was complete and ready for installation of heavy arms on September 20. In November, however, he stated that improvements to the fort continued and that winter quarters had been completed.

A ca. 1864 military survey of Wood County, performed by Chief Army Engineer Lieutenant John Meigs, clearly depicts the location of Fort Boreman in association with Parkersburg, the rail depot, and the Ohio and Little Kanawha Rivers. The map also depicts a series of structures

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3. Ibid., p. 10.
4. Ibid., p. 173.
5. Hinks et al., pp. 10-11.
6. Ibid., p. 11.
adjacent to the fort. Although none are labeled, the buildings may represent soldiers' cabins and one may be the powder magazine (noted as completed in Colonel Frost's Regimental Returns, January 1864). The fort's location is also depicted in Frederick Roe's 1901 *Atlas of the City of Parkersburg*. The map was completed after the fort's existence but provides perspective regarding its location above Parkersburg. The *Fort Boreman Hill Boundary Determination Report* continues:

"An October 1864 map of Fort Boreman prepared by George W. Daugherty, while exaggerating the relative size of the fort (probably to show greater detail), provides useful structural information on the facility. Missing, however, are the other associated structures, i.e., winter quarters and magazine. Triangular in shape, conforming to the topography of the hilltop, the fort may have measured roughly 154 ft on each side, albeit the distances noted by Daugherty are ambiguous."

The fort was garrisoned in 1864 by a detachment of Battery D (1st West Virginia Light Artillery) which overwintered in the quarters prepared for them by the 11th West Virginia Infantry. Battery H of the 1st WV arrived in December of that year, but it is unclear whether they replaced the original occupants or joined them in garrisoning the fort until they were reassigned to Rowe, WV in 1865. By the end of the Civil War the fort was garrisoned by the 32nd New York Independent Battery. Records indicate that Battery D, the original occupants of Fort Boreman, mustered out at Wheeling Island in June 1865 following the end of the war. The heavy brass cannons were also removed to the quartermaster's yard in Parkersburg for shipment to the U.S. Arsenal.

Built to protect the B&O terminal at Parkersburg, Fort Boreman and its soldiers never participated in any military action. According to Company A veteran John Wolfe, the cannons were only fired on special occasions such as the Fourth of July or the arrival of local dignitaries. After the war ended the Fort Boreman property was reclaimed by the Beckwith family, its original owners. At

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27 Hinks et al., p. 11-13.
28 Ibid., p. 16-18.
In summary, the construction and placement of Fort Boreman reflects a national trend toward protection of vital rail lines during the Civil War. Its strategic location allowed it to participate in the defense of the B&O Railway, the only existing rail line connecting Washington, D.C. and Cincinnati. As such, Fort Boreman was essential to the safe and swift transport of the men and materials necessary to continue the war effort. In spite of late historic and modern disturbances the site retains much of its physical integrity as well as its integrity of setting, feeling and association. Its research potential is evident, and its educational potential yet to be realized.

### Fort Boreman

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#### Section number 9

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### Bibliography


Daugherty, George W. *Surveys in Wood County, West Va., "Wrote by Gee, W. White"*, 1864. National Archives RG 77, Box 61, Entry 161, Cupboard 4, Shelf 2, Item 13, 17 (4-2-17-23).


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First Regiment West Virginia Light Artillery (1st WV Light Artillery), "Regimental Descriptive and Order Book, West Virginia, First West Virginia Light Artillery." National Archives RG 94, Stack 9w3, Row 12, Comp. 6, Shelf A. 1 volume.

—. "Record of Events, D. Battery, Battery Muster Roll. In Compiled Records Showing Service of Artillery Units in Volunteer Organizations, West Virginia." National Archives RG 94, M 594, Roll No. 195.

—. "Special Orders No. 33. In Regimental Descriptive and Order Book, West Virginia, first West Virginia Light Artillery." National Archives RG 94, Stack 9w3, Row 12, Comp. 6, Shelf A. 1 volume.

—. "Special Orders No. 79. In Regimental Descriptive and Order Book, West Virginia, First West Virginia Light artillery." National Archives RG 94, Stack 9w3, Row 12, Comp. 6, Shelf A. 1 volume.


Inspector General’s Department (War Department). “Inspection Report of First Division, Department of West Virginia Commanded by Brigade Inspector April, 1865.” National Archives RG 159 (Office of Inspector General), Entry 1, Stack Area 9w2, Row 22, Comp. 3, Shelf B. 1 box.
Kesterson, Brian. Telephone interview with Stephen J. Hinks, 14 February 1996.


Latham, Colonel. “U.S. Military Telegraph, May 1863, to Captain James McBell. In Telegrams Received by the Department of West Virginia and Subordinate Commands, 1863-1865,” National Archives RG 393, 5695.


*Parkersburg Daily Times*, 27 January 1866.


(NPS Form 10-900)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Fort Boreman
Name of Property

Wood County, West Virginia
County/State

Section number 9
Page 4


—. Land Books 1861-1864.
Verbal Boundary Description: The boundary of Fort Boreman is shown as Parcel 8, marked "Wood County Commission" on the accompanying map entitled "Survey, Fort Boreman Hill", no date.

Boundary Justification: The boundary includes the location of Fort Boreman and the entrenchment. A portion of the land in the vicinity has been excluded because of the construction of WV Route 68.
Figure 2
Showing Location of Fort Boreman
Wood Co., WV
Figure 3
Portion of 1901 Roe Atlas Index showing Location of Fort Boreman

1 Inch = 1,000 Feet

Wood G., WV
Figure 4
Portion of 1901 Roe Atlas Showing Detailed Location of Fort Boreman

Wood G., WV
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| Negatives:        | West Virginia State Historic Preservation Office |

| Photo 1 of 5      | View of confluence of Little Kanawha River and Ohio River (Camera facing northeast). |
| Photo 2 of 5      | View of Ohio River toward Blennerhassett Island (Camera facing west). |
| Photo 3 of 5      | View of trench remnants located to the east along hillslope immediately below Fort Boreman (Camera facing northeast). |
| Photo 4 of 5      | View of trench remnants, center of frame (Camera facing north). |
| Photo 5 of 5      | View of main access road to site (Camera facing south). |