

NPS Form 10-900
OMB No. 1024-0018
(Rev. 10/90)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of property: Virginian Railway Yard Historic District
historic name: N/A
other names/site number: N/A

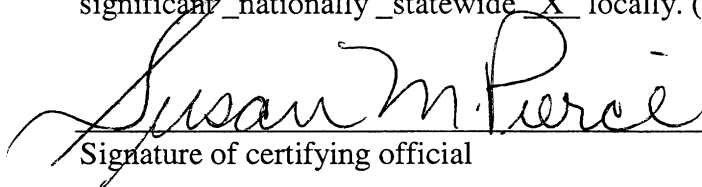
2. Location:

street & number : .5 mi. n. of jct. SR 20 and railroad tracks
city or town: Princeton
state: WV county: Mercer code: 055

not for publication: N/A
vicinity: N/A
zip code: 24740

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 nationally statewide X locally. (See continuation sheet for additional comments.)


Signature of certifying official

3/13/03
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

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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

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5. Classification:

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>14</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>1</u>	<u>1</u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>16</u>	<u>1</u> Total

Name of related multiple property listing: N/A

No. of contributing resources previously listed in the National Register: 0

6. Functions or Use

Historic Functions:

TRANSPORTATION: Railroad.

Current Functions:

VACANT/NOT IN USE.

7. Description:

Architectural Classification:

LATE VICTORIAN: Romanesque Revival.

Materials:

Foundation:

Concrete.

Walls:

Metal siding; brick.

Roof:

Metal; concrete; foam.

Other: Wood; glass

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8. Statement of Significance:

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.

D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations:

(Mark "X" in all the boxes that apply)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a 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:

Architecture;

Community Planning and Development;

Transportation.

Period of Significance:

1905-1953

Significant Dates:

1905

Cultural Affiliation: N/A

Significant Person: N/A

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Architect/Builder: N/A

See continuation sheets.

9. Major Bibliographic References

(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

Specify repository: Princeton Public Library
Princeton, WV 24740

10. Geographic Data:

Acreage of property: Approximately 33 acres.

Quadrangle: Athens, WVA

UTM References:

Zone/Easting/Northing

A. 17-492284-4136898.

C. 17-492417-4136339.

B. 17-492535-4136825.

D. 17-492181-4136328.

Verbal Boundary Description

(See continuation sheet)

Boundary Justification

(See continuation sheet)

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11. Form prepared by:

name/title: Michael Gioulis, Historic Preservation Consultant

organization: Same as above

date: October 2002

street & number: 612 Main Street telephone: (304) 765-5716

city or town: Sutton state: WV zip code: 26601

Property owner

name: Norfolk & Southern Railway

street & number: 800 Princeton Avenue

telephone: (304) 325-4348

city or town: Bluefield

state: WV

zip code: 24701

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The Virginian Railway Yard Historic District is composed of the extant structures and buildings of the Virginian Railway located in Princeton, Mercer County, West Virginia. It contains all of the historic sites of the railway yard. The yard is located on the eastern edge of the county seat of Mercer County, Princeton. Princeton is in the south central portion of the county.

The nominated area contains approximately thirty-three (33) acres. There are seventeen resources in the district: fourteen (14) are considered contributing buildings; one (1) contributing site; one (1) contributing structure, and one (1) non-contributing structure.

The yard is a large flat tract of land with the railroad tracks to the east and west of the yard. The district represents mostly early and mid 20th century railroad buildings. These are primarily one and two-story, masonry buildings, many with railroad spurs leading into and out of the buildings to facilitate servicing the railroad cars. Many of the buildings date to the founding of the Virginian Railway in 1905-1909 and a physical improvements campaign in the early 1920's. The early construction dates correspond to the "boom" time of the Virginian Railway.

The predominant construction style of the buildings and structures in the yard is Vernacular railroad architecture. The buildings are simple and functional and primarily masonry. The Locomotive Erecting Shop, site #0007, is a Vernacular adaptation of the Romanesque Revival style. This is illustrated through the use of brick in its façade, parapet walls and large arched window openings. While the buildings do not have round towers as many Romanesque Revival buildings often do, they do have skylights. The skylights in the Locomotive Erecting Shop are a series of sawtooths located on the north elevation. This is considered a contributing building. Many of the buildings within the yard also follow this style.

The transfer table pit, site #0008, is parallel to the Locomotive Erecting Shop, #0007, on the south side. Originally it serviced #0007 to the north and a machine shop to the south. The machine shop foundations are all that remain today. The pit is 441' feet long and about 4' deep. The railroad tracks within the pit are no longer extant. This is considered a contributing site.

There are three water pump houses within the yard: site #0009 located on the north end of the yard; site #0010 in the middle of the yard; and site #0011 on the south end of the yard. They are all one-story, shallow end gable buildings with concrete roofs, brick facades, multi-paned metal windows and concrete foundations. Two of the pump houses

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still have the metal structure on the roof for the hoses and a platform for manning the hoses. Within each building is a large electric pump. The three pump houses are considered contributing buildings.

The following is a complete list of resources in the district. The numbers refer to the accompanying map. There are seventeen resources in the district: fourteen (14) are considered contributing buildings; one (1) contributing site; one (1) contributing structure, and one (1) non-contributing structure.

LIST OF SITES

0001. North Repair Shop

date: Ca. 1925

description: Long, tall, metal building. Metal roof and siding. Roof monitors. Metal windows. Concrete foundation. 504' long X 104' wide. 5 bays wide and 33 bays long. 1 contributing building.

0002. Freight Shed

date: Ca. 1940

description: One-story, shed roof building. Concrete roof. Red brick façade. Glass block windows. Concrete pier foundation. 100' long X 24' wide. 3 bays wide. Concrete deck on the east side of the building.

1 contributing building.

0003. Brick Storehouse

date: Ca. 1940

description: One-story, shallow end gable building with central skylight. Concrete roof with metal cap. Red brick façade. Glass block windows with concrete sills. Freight doors on sides with glass block transoms. Concrete foundation. 302' long X 63' wide. 3 bays wide by 13 bays long.

1 contributing building.

0004. Office/Storage Building

date: Ca. 1908/1925

description: One-story, shallow end gable building. Concrete roof with metal cap. Central roof monitor and skylights. Red brick façade. Multi-paned metal windows with concrete sills. Freight doors with glass block transoms. Concrete foundation. 26' long X 63' wide. 4 bays wide X 14 bays long. Newer building to the north attached to the original building on the south. The older portion of the building is fire damaged and most of the roof is gone.

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1 contributing building.

0005. Loading Platform

date: Ca. 1955

description: Long loading platform next to tracks. Metal and concrete canopy supported by concrete columns. Concrete foundation/deck.

1 contributing structure.

0006. Repair Shop/Office

date: Ca. 1905/1960

description: Long, tall, end gable, metal building. Corrugated metal roof and siding. Concrete foundation. 221' long X 104' wide. 1 X 1 bays. This newer, ca. 1960, building incorporates the original, ca. 1905, one-story, flat roof, brick office building.

1 contributing building.

0007. Locomotive Erecting Shop

date: Ca. 1905

description: Two-story, flat roof building with one-story, flat roof wing on the north. Sawtooth roof skylights on the north wing. Red brick façade. Large arched window openings with multi-paned metal windows with concrete sills. Concrete foundation. Interior structure is timber and steel beams. 437' long X 128' wide. 5 bays wide X 21 bays long.

1 contributing building.

0008. Transfer Table Pit

date: Ca. 1905

description: The pit is 441' feet long and about 4' deep. The railroad tracks within the pit are no longer extant.

1 contributing site.

0009. North Pump House

date: Ca. 1920

description: One-story, shallow end gable building. Concrete roof. Red brick façade. Window boarded up. Window opening has concrete sill. Double entrance doors. Concrete foundation. 12' X 12'. 1 X 1 bays.

1 contributing building.

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0010. Middle Pump House

date: Ca. 1910

description: One-story, flat roof building. Concrete roof. Red brick façade. Multi-paned metal window. Concrete foundation. 12' X 12'. 1 X 1 bays. Metal platform on roof with steps. Metal plaque on front of building reads, "NV-3405-F."

1 contributing building.

0011. South Pump House

date: Ca. 1910

description: One-story, flat roof building. Concrete roof. Red brick façade. Multi-paned metal window. Concrete foundation. 12' X 12'. 1 X 1 bays. Metal platform on roof with steps.

1 contributing building.

0012. Oil House

date: Ca. 1910

description: Small, one-story, end gable building. Concrete roof. Red brick façade. Window opening has concrete sill. Large opening on the front. Concrete foundation. 12' X 12'. 1 X 1 bays.

1 contributing building.

0013. I.E.P./Engineering Building

date: 1911

description: Tall, one-story, "L", flat roof building. Wood brackets. Red brick façade. Large, arched window openings with multi-paned, wood and metal windows. Concrete foundation. 64' long. 3 bays wide X 4 bays long. Door in building reads "Victor Manufacturing Company 1911 New Berryport Mass." Several tanks and a hydrant surround the building.

1 contributing building.

0014. Cab and Paint Shop

date: Ca. 1910

description: One-story, flat roof building. Red brick façade. Square, multi-paned, metal windows with concrete sills. Concrete foundation. 65' long X 34' wide. 3 X 4 bays.

1 contributing building.

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0015. Car Wheel Shop

date: Ca. 1905

description: One-story, flat roof building. Terra cotta roof cap. Red brick façade. Arched window openings with multi-paned metal windows and glass block. Concrete foundation. 102' long X 60' wide. 3 X 5 bays.
1 contributing building.

0016. North Storage Building

date: Ca. 1920

description: One-story, shed roof building. Foam roof with concrete cap. Red brick façade. Arched freight openings. Concrete foundation. 150' long X 22' wide. 11 bays wide X 1 bay long.
1 contributing building.

0017. Rail Car

date: Ca. 1960

description: Rail car sitting on a wood pier foundation. Car filled with sand, presumably for sandblasting purposes.
1 non-contributing structure.

Summary:

All of the buildings associated with the Virginian Railway Yard Historic District represent the growth and evolution of the railway. They are in as-built condition, or they continue to clearly illustrate their function. As a whole, they represent almost 50 years of a unique railway complex.

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The Virginian Railway Historic District is significant under Criterion A for Community Planning and Development through its association with the development of the City of Princeton; it is also significant under Criterion A for Transportation through its association with the development of the city and the county and the commerce of the region through the Virginian Railway. The district is also significant under Criterion C for Architecture through its association with railroad architecture.

Under Criterion A, the Virginia Railway Historic District is significant for Community Planning and Development through its association with the development of the city, the county, and the region. Mercer County was formed March 17, 1837, from portions of Giles and Tazewell counties of Virginia. It was named in honor of General Hugh Mercer who fell in battle at Princeton, New Jersey during the Revolutionary War. By 1840, it had a population of 2,233 and by 1880, 7,467. The Norfolk and Western Railroad arrived in the southern end of the county in 1885, and the resulting new coal mines caused the population to grow. Coal tonnage exceeded one million tons per year by 1900; two million tons by 1910; and peaked with over three million tons by 1920. The Virginian Railway's coal hauling capacity complimented that of the N&W, thus directly influencing the dramatic rise in regional coal production between 1909 and 1920. After the 1920's the coal tonnage began to decline. The coal industry-fueled growth of the county is reflected in the following population figures: 1900 – 23,023; 1910 – 38,371; 1920 – 49,558.

General History of Princeton, 1826-1953:

Princeton, the county seat, was settled in 1826 but the village government was not organized until 1837. Again, Princeton was named for General Hugh Mercer who was killed in battle in Princeton, New Jersey. The first post office in Princeton was organized in 1838. By 1860 Princeton had forty houses and two hotels. The entire town was burned in 1862 when retreating Confederates set fire to the courthouse and the town. Princeton began to rebuild itself. In 1865 a five year battle between Princeton and Athens began for the location of the county seat. It was decided by a special election in 1870 that Princeton would be the county seat.

The first bank in the county and Princeton was organized in 1851 under the name Princeton Savings Bank. Dr. Robert B. McNutt was the President, and Alexander M. Mahood was the cashier. Dr. McNutt was also the first resident doctor in Princeton. In 1855 the Methodists and Baptists built a united church on Main Street. This was the first church in Princeton. In 1874 a bank was organized by H.W. Straley to serve the areas farmers. The safe was a trunk and coins were kept in a beaver hat. It is said that Frank James, brother of Jesse James, cased the bank but rejected it because it was so insignificant that to rob it would be a reflection on their prowess.

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Princeton slowly grew after it became the county seat in 1870. Two hotels were rebuilt, The Alvis and The Pearis. The Bank of Princeton was chartered in 1872. This was the only bank between Charleston, West Virginia and Bristol Tennessee at the time. In the 1870's, Captain John Smith and Captain Hercules Scott operated two stores in town. John Darst, who also operated a tan yard, was granted a license to open a hotel. It became known as the Perkins Hotel after 1900. James Hale was issued a license in 1879 as a druggist. Also in 1879, George W. Anderson and Mr. Foster began printing the first newspaper in the county, The Princeton Journal. Shortly afterwards, Dr. R.B. McNutt along with several others started The Greenback Banner.

There were numerous newspapers established in Princeton. The Princeton Journal was the first in 1879 but it was followed by the first daily the Evening Press in 1916; the Princeton Progress in 1912; the Mountain State Sentinel in 1916; the Princeton Observer in 1927; the Princeton News in 1931; and the Princeton Times in 1961. The Princeton Times is the only operational newspaper today.

Churches in Princeton continued to grow. The united church split by 1885 and the Baptists built a church where the Memorial Building now stands. The Presbyterians built a church in 1879 on North Walker Street. A year later the Episcopal Church built a church on Mercer Street.

With the arrival in the mid 1880's of the Norfolk and Western Railroad, Princeton began to experience business expansion. The first baseball team was organized in 1884. A hack service for freight and passengers was started. Several new stores were opened. In 1894, Bluefield began to agitate to be the county seat but this was quickly quelled. By 1900, Princeton had a population of about five hundred and two main streets, Walker and Main Streets.

The Virginian Railway began surveying in 1905 for a right-of-way through Princeton from Norfolk, Virginia to Deepwater, West Virginia. Again, Bluefield collected signatures on a petition to force a special election to determine the location of the county seat. Princeton again won the seat and the ordeal came to an end. With the coming of the railroad, Princeton began to boom. As the population increased, so did the need for utilities. In February 1907 an individual was granted a fifty year franchise to provide electricity to Princeton. In November of the same year, M. Cook of Hinton was also granted a fifty-year franchise to provide water to the city.

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Two large businesses were established in 1908. The first was the Majestic Steam Laundry, headed by B. Deyerle, opened on Harris Street. The first automobile in Princeton was used as a taxi between Princeton and Bluefield in 1909. The Princeton Power Company operated the first street car in 1909 and it ran from the Courthouse to the Virginian Depot. This street car business operated until September 1940. Sam Evans established an interurban car between Princeton and Bluefield in 1916 and it remained in operation until April 1947. State Route 20 was the original right-of-way for the interurban line. By 1927 the Majestic had the second largest payroll in town; the first was the Virginian Railway. The second large business to open was the J.H. Lilly Real Estate Agency.

The Virginian Railway was completed to Deepwater, WV in 1909 and Princeton's development began moving towards the depot at the end of Mercer Street. Prior to this Mercer Street had been known as Concord Road. Stores, hotels, restaurants began lining the road to the depot which was located at the end of Mercer Street on the east side of North First Street. H.H. Ball and H.C. Hadden opened clothing stores on Mercer Street.

In this same time period, 1909-1910, the Pioneer Coal Company, the oldest coal dealer in Princeton was established by T.H. Teel. Princeton continued to grow.

On February 20, 1909, the name was changed from the Town of Princeton to the City of Princeton. By 1910 Princeton's population had doubled to one thousand. The Christ Church, the Methodists, the Baptists and the Presbyterians all relocated their churches to Mercer Street or just off Mercer Street in the case of Christ Church. The populace voted to pave the streets and install a sewage system in 1912.

Schools and education followed the same pattern as other institutions as the coalfields and the railroad expanded. Previously, schools had been small and private. There were a few elementary schools in the county by 1883. The first kindergarten was held in the home of Mrs. MW Christie. The first Free Grade School was located on Lovell Avenue. The Princeton High School was established in 1911; the Mercer Street Elementary School was built in 1912. Public education had arrived in Princeton.

The first hospital in Princeton, the Princeton Hospital, was built in 1912 on Center Street. The Princeton Hospital Training School for Nurses also began in 1912 and was affiliated with the Children's Hospital of Cincinnati. The Memorial Hospital began in 1918 and was located at the corner of Main and Mercer Streets. This was the site of the old Francis Hotel. The Memorial Hospital continued operations up until 1970. Princeton continued to grow and by 1920 had a population of 6,224. The main shops of the Virginian Railway

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were located in Princeton and by the mid 1920's they employed over eight hundred men. The annual payroll was over a million dollars. This was the busiest historical time period of Princeton's history. Princeton had sixty stores, three banks, four hotels, two hospitals, two wholesale houses, two printing firms, five drug stores, one hosiery mill, two ax handle factories, two flour mills, two brick plants, an iron foundry, two planing mills, a cabinet shop, an ice plant, a bottling plant, and a bakery. The cornerstone for the Memorial Building was laid in 1928. The Chamber of Commerce was established in 1927 and all of the above businesses were in place and owed their existence to the railroad.

The 1930's and 1940's were also a prosperous time. The Amere Gas Utilities Company was granted a fifty year franchise on November 14, 1932 to provide gas to the city. The new Post Office building was built at the corner of Park and Mercer Streets. The Municipal Airport was completed by 1937. The Maidenform Brassiere Company began operations in 1943 at the end of Straley Avenue on the site of the old hosiery mill. WAEY Radio Station, the second radio station in the county, began broadcasting in 1947.

Princeton's population by 1930 had slowly grown from 6,224 in 1920 to 6,955 in 1930. By 1940 it had grown to 7,426 and by 1950 to 8,279. As can be seen by the population figures, Princeton continued to grow but by the 1940's and 1950's it began to slow somewhat as compared to the "boom" figures earlier in the century.

All of this growth was primarily due to the Virginian Railway and especially the presence of their machine and repair shops in Princeton. Thus, the Virginian Railway Yard Historic District is significant under Criterion A for Transportation and for Community Planning and Development through its association with the development of the city and the county and the industrial commerce of the region.

General History of the Virginian Railway, 1902-1959

The Virginian Railway was basically the accomplishment of Henry H. Rogers. He planned and financed the entire endeavor. He spent 40 million dollars building the railway. He took a small C&O five mile feeder line that connected Deepwater on the Kanawha River to Page, south of Deepwater, and turned it into a huge enterprise. In 1902 a southward extension was completed and in 1907 the West Virginia Deepwater Road was combined with the Virginia Tidewater line to complete the Virginia Railway. It ran through some of the richest coal fields, the Pocahontas, in the country. The Virginian arrived in Princeton on November 22, 1908. and on July 1, 1909 The Virginian Railway was complete along its entire route. The Virginian Railway was unique in that it crossed streams directly rather than paralleling them and it passed through mountains via tunnels.

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It was scientifically engineered to take advantage of the fall in elevation from the West Virginia coalfields to the Tidewater of Virginia. It was electrified from Mullens, WV to Roanoke, Va. in 1923. It also carried some of the largest locomotives and heaviest freight trains in the world. These huge locomotives were able to haul six thousand tons of coal. Rogers secured trackage arrangements with the C&O and N&W Railroad and served coal mines in Fayette and Raleigh Counties. The rapid development of coal mining in conjunction with the railroads can be shown by the following: 1910 – 14 mines with a production of 1,685,875 net tons; 1920 – 103 mines with a production of 7,602,381 net tons. In 1921 there were more than 150,000 coal-bearing acres under development on the route of the Virginian Railway.

The first passenger train of the Virginian arrived in Princeton on November 21, 1908. The passenger service was also a big money maker. Gross ticket sales in Princeton amounted to 25,731.27 in 1913 and 71,163.36 in 1920.

Henry H. Rogers was based in New York City. He worked for Rockefeller's Standard Oil Company. He was born in 1840 in Fairhaven, Massachusetts. He became an oil operator in Pennsylvania and was later brought into the Standard Oil Company as a Vice-President. Rogers was the only man in history to build a major railroad from his own finances. He did not participate in the day-to-day running of the line but remained in the background and only provided financing. He died in New York in 1909, ironically the year the Virginian was completed.

The Virginian Railway continued to be a major rail line through innovations such as double tracking, steel bridges, telephone dispatching, etc. up until its merger with the N&W Railroad in 1959.

The Virginian Railway Historic District is significant under Criterion C for Architecture through its association with industrial, railroad architecture bearing hallmarks of the Romanesque Revival style common at the turn of the 20th century, and also for industrial vernacular architectural forms common into the 1950s.

The predominant construction style of the buildings and structures in the yard are vernacular expressions of railroad architecture. The buildings are simple and functional and primarily masonry. The Locomotive Erecting Shop, site #0007, is a vernacular adaptation of the Romanesque Revival style. This is illustrated through the use of brick in its façade, parapet walls and large arched window openings. The skylights in the Locomotive Erecting Shop form a sawtooth profile on the north elevation, a typical industrial building hallmark of the time. Many of the buildings within the yard display this type of industrial fenestration.

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Summary:

The Virginian Railway Historic District is significant under Criterion A for its causal relationship with the physical growth and development of Princeton, and for its association with the development of an extensive rail-based coal transportation infrastructure. The historic district gains additional significance through its intact representation of industrial vernacular and Romanesque Revival style architecture. The beginning of the period of significance, 1905, marks the beginning of construction activities within the historic district, and the ending date of 1953, a point fifty years before the present date, marks the general moment when the population of the town and general railroad haulage of coal began to decline due to the development of hard surface highways, which reduced the use of railroads in all facets of American life.

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VERBAL BOUNDARY DESCRIPTION:

The boundary of the Virginian Railway Historic District is shown as the dotted line on the accompanying map titled "Verbal Boundary Description Virginian Railway Yard Historic District Mercer County Princeton, West Virginia" dated October 2002.

BOUNDARY JUSTIFICATION:

The boundaries encompass the extant physical structures of the Virginia Railway Yard.

(NPS Form 10-900)

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Virginian Railway Yard Historic District
Section Number **PHOTO**

Mercer County, WV
Page 1

Name:	Virginian Railway Historic District
Address:	
City:	Princeton
County:	Mercer
Photographer:	Michael Gioulis
Date:	April 2002
Negatives:	West Virginia Division of Culture and History/State Historic Preservation Office
Photo 1 of 15	Loading platform looking northeast.
Photo 2 of 15	North repair shop, #0001, looking southeast.
Photo 3 of 15	North repair shop, #0001, looking north.
Photo 4 of 15	North storage building, #0016, looking southwest.
Photo 5 of 15	Car wheel shop, #0015, looking southeast.
Photo 6 of 15	Repair shop/office, #0006, looking northeast.
Photo 7 of 15	Repair shop/office, #0006, looking southwest.

(NPS Form 10-900)

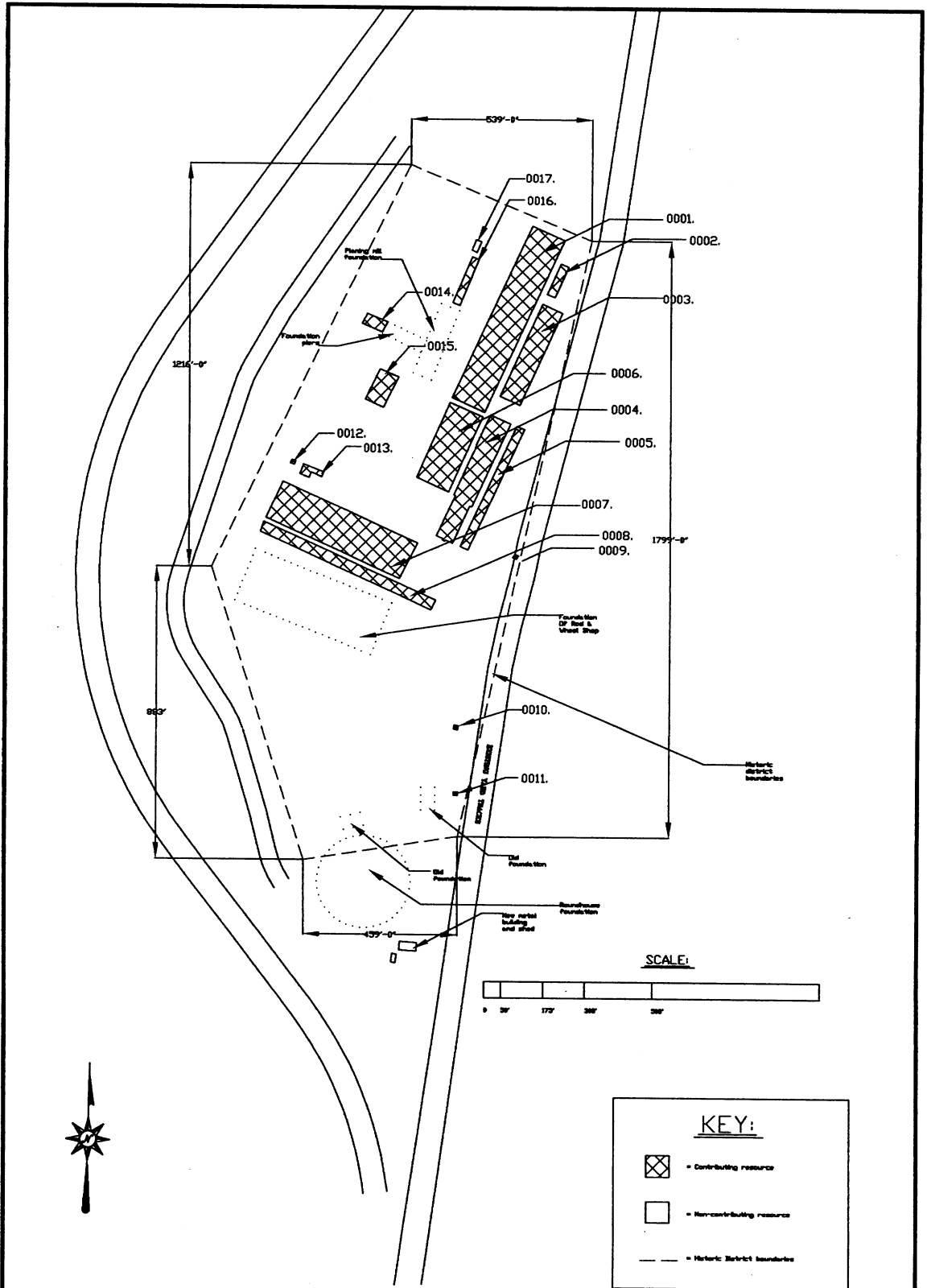
United States Department of the Interior
National Park Service

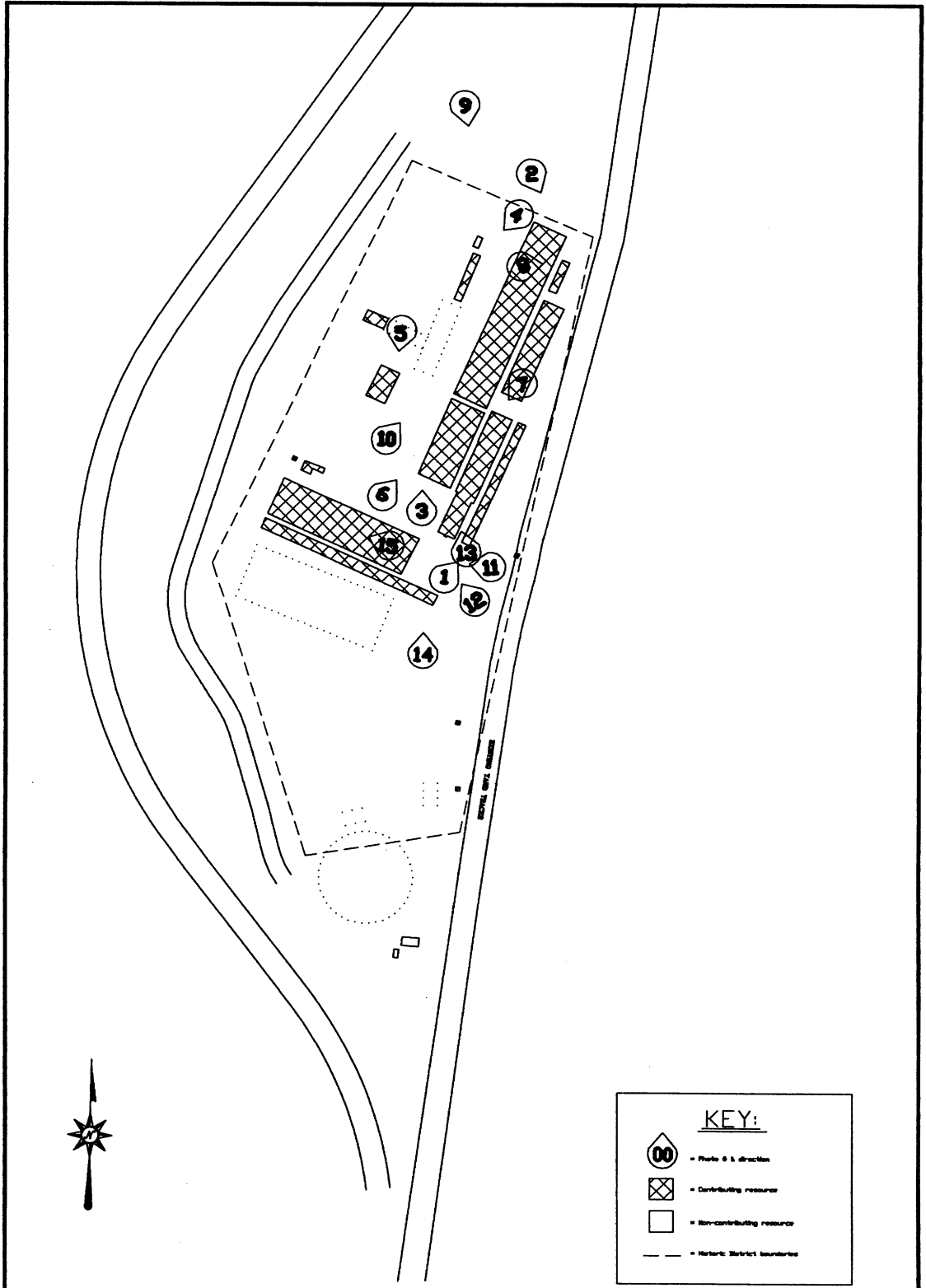
**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Virginian Railway Yard Historic District
Section Number **PHOTO**

Mercer County, WV
Page 2

Photo 8 of 15	Freight shed detail, #0002, looking east.
Photo 9 of 15	North end of yard looking southeast.
Photo 10 of 15	North end of yard looking north.
Photo 11 of 15	Locomotive erecting shop, #0007, looking west.
Photo 12 of 15	Loading platform, #0005, and Office/Storage building, #0004, looking northwest.
Photo 13 of 15	Office/Storage building, #0004, detail looking northwest.
Photo 14 of 15	Partial overview of yard looking northwest.
Photo 15 of 15	Interior detail of site #0007 looking west.





DRAWING NUMBER
2 OF 2

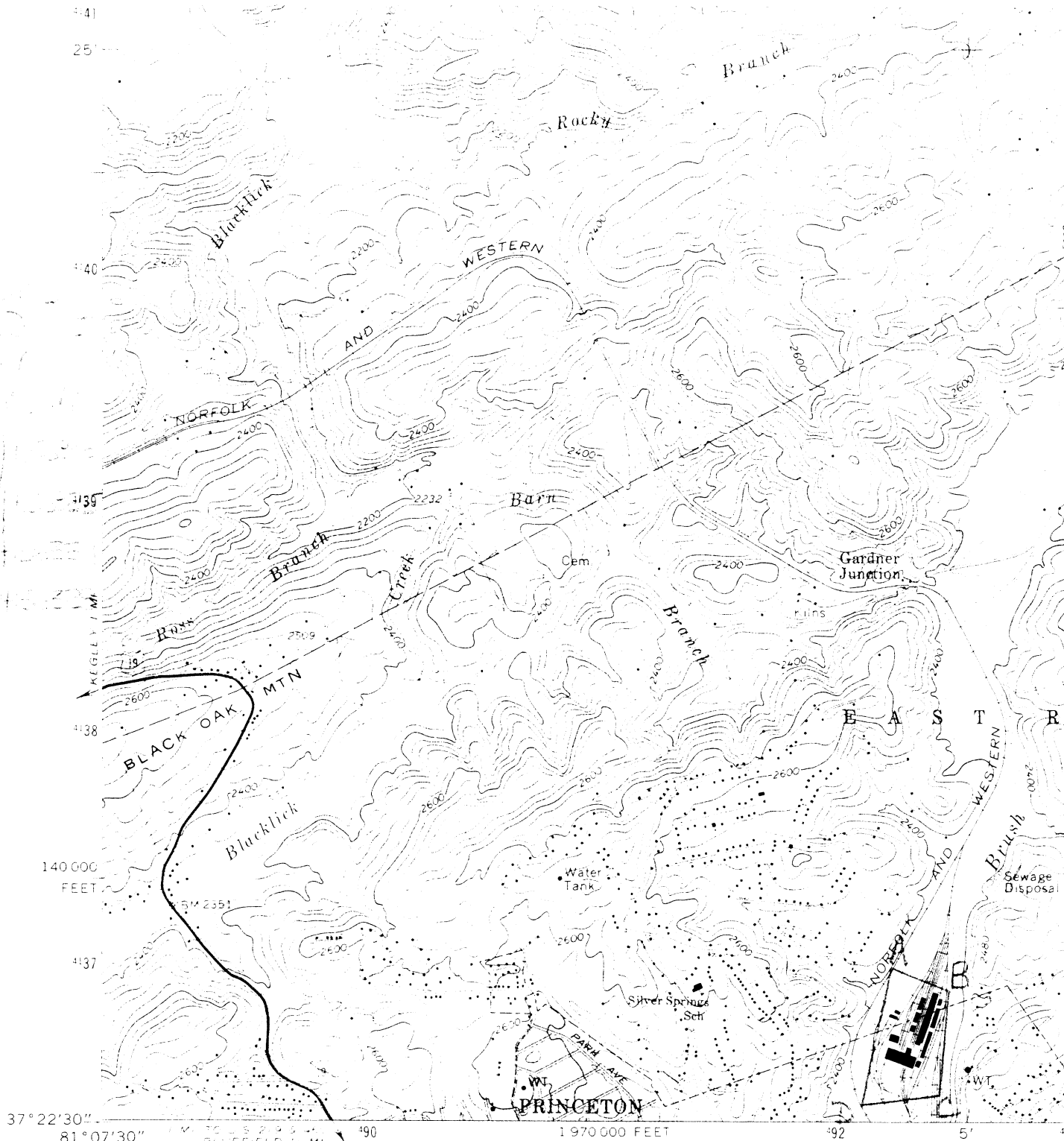
PHOTOGRAPH LOG
 VIRGINIAN RAILWAY YARD HISTORIC DISTRICT
 MERCER COUNTY, PRINCETON, WEST VIRGINIA

KEY:

- Photo # & direction
- Contributing resource
- Non-contributing resource
- Historic District boundaries

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 612 Main Street
 Sutton, West Virginia 26601
 (304) 765-5716

Date
 OCT. 2002



(BLUEFIELD)
4758 (SW)

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1967. Field checked 1968

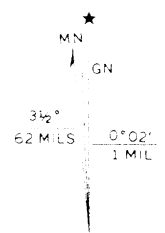
Polyconic projection. 1927 North American datum
10,000-foot grid based on West Virginia coordinate system, south zone

1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicates selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Map date: December 1970
Map scale: 1 inch = 1970 feet



UTM GRID AND 1968 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



20%
TOTAL RECOVERED FIBER









HYDRANT