

DETAILS

Historic Preservation in West Virginia

VOLUME 20 · ISSUE 1 · SPRING 2020



- PRESERVATION EFFORTS AT NEW RIVER GORGE NATIONAL RIVER
- SMITHERS ABANDONED MINE LAND RECLAMATION
- HISTORICAL BRIDGE SURVEY

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FRONT COVER

*Remnants of Nuttallburg Mine in Fayette County,
WV (1874-1958). Photo courtesy of Steve Brightwell.
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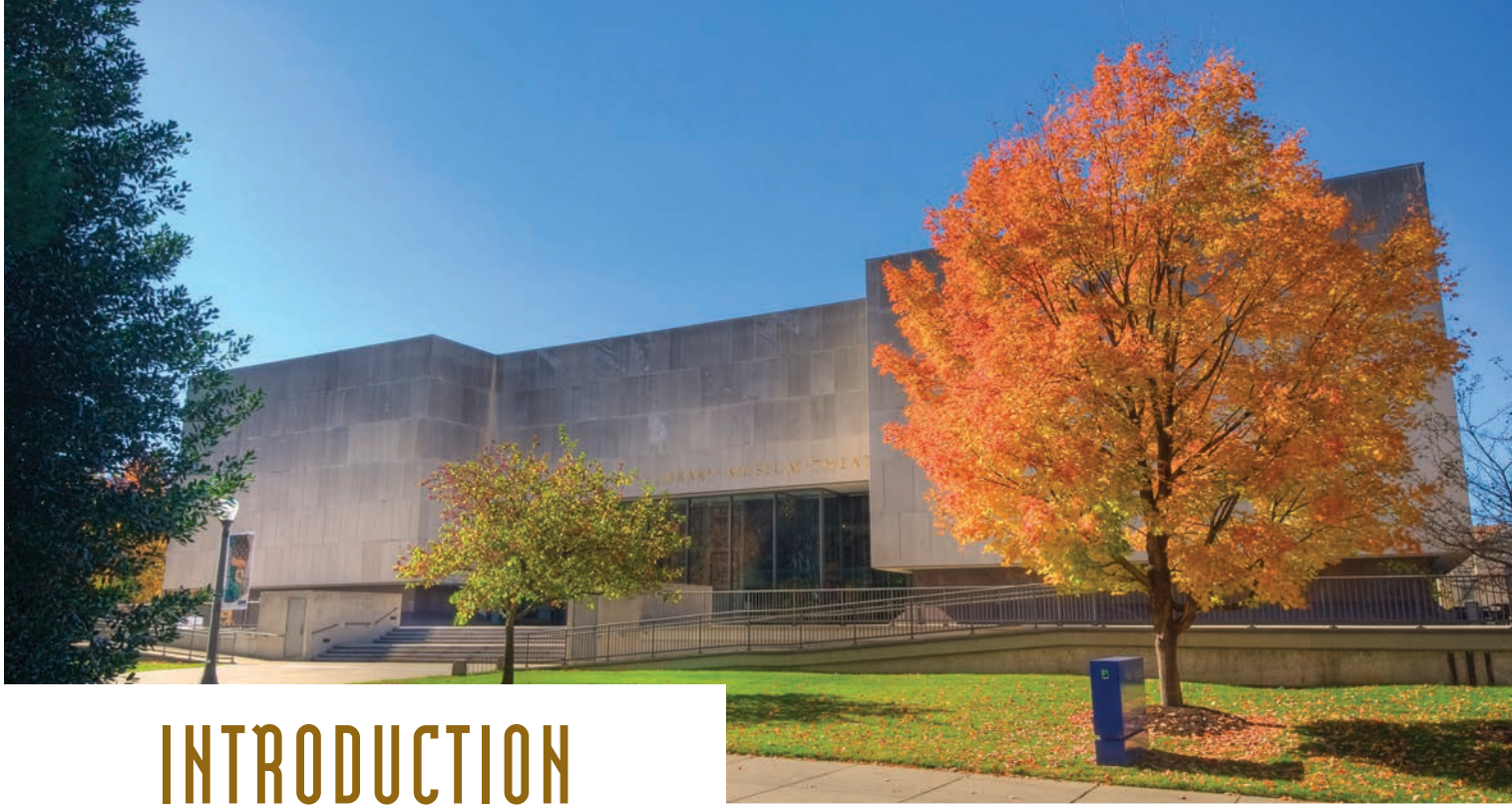
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INTRODUCTION

Historic preservation has never been an easy task, but it certainly has amazing rewards. Preserving the places and sites that are part of our history helps us to know our stories in more personal ways. It ensures that our communities can identify and visit the places that have meaning for who we are and remind us, in some instances, of people who dedicated their lives to bettering the lives of others.

Two such places are the Memphis Tennessee Garrison House in Huntington and the Elizabeth Harden Gilmore House in Charleston. The homes of two working women during their adult lives, both buildings have fallen on hard times; however, they are what is left to remind us of two ordinary women who became extraordinary as they fought for civil rights in the 20th century.

When Garrison was eight years old, her family moved to Gary in McDowell County. Although her mother couldn't read, she encouraged her daughter's education. Garrison began to teach in the coalfields and graduated from Bluefield State College magna cum laude in 1939. Garrison became the first female president of the WV State Teacher's Association in 1929-1930. In the 1930s, she became a welfare worker and founded a West Virginia NAACP chapter in Gary. She also helped found the State NAACP Conference in 1944. After her husband's death, Garrison moved to Huntington and lived in the home at 1701 10th Avenue from 1958 until

her death in 1988. She continued to be active with the NAACP, the West Virginia State Human Rights Commission, and President Johnson's National Citizens Committee on Community Relations.

Gilmore purchased the home on 514 Broad Street in downtown Charleston in 1947 and lived and worked there until her death in 1986. Here, she co-founded the Harden and Harden Funeral Home with her husband, providing an important local business for the African American community. Her early efforts toward racial equality included getting her Girl Scout troop into Camp Anne Bailey as the first black participants. She helped found the Congress of Racial Equality and led the first sit-in at the Diamond Department Store in Charleston to open lunch counters to black patrons.

Both homes have been the focus of historic preservation efforts, but they continue to require repair, stabilization, and a new purpose. We need to support these places so that they can tell the stories of people who worked to improve their community, city, and state.

If we lose these places, we may forget past leaders who brought attention to the social issues of our communities. How will we remember the important example of these women if these homes are gone? Today, more than ever, we need to remember the contributions of early activists and preserve the places that represent their lives. ❀

The

Green Bank Observatory:

Preservation During Divestment



Written By Benjamin Riggle

Structural Historian, WV State Historic
Preservation Office

Photos provided courtesy of Green Bank Observatory and Harry Morton/NSF/GBO (current page) and Steve Brightwell (next page).

In late 2016, WV SHPO received notification from the National Science Foundation (NSF) of plans to divest from the Green Bank Observatory (GBO) and to initiate the Section 106 review process. One resource at the GBO, the Reber Radio Telescope, was listed in the National Register of Historic Places in 1972 and then as a National Historic Landmark (NHL) in 1986. Additional survey and evaluation revealed that four other telescopes and the GBO itself, as a historic district, were also eligible for the National Register. The multi-year review process is a good example of consultation between stakeholders.

Because the NSF was unsure of the exact process that would be followed, five potential case alternatives were developed for the divestment process. These case alternatives included:

- Collaboration with interested parties for science- and education-focused operations with reduced NSF-funded scope
- Collaboration with interested parties for operation as a technology and education park
- Mothballing of facilities (suspension of operations in a manner such that operations could resume efficiently at some future date)
- Deconstruction and site restoration
- Continued NSF investment for science-focused operations (No-Action Alternative)

Each of these case alternatives was assessed to determine their effects on cultural resources. Apart from the No-Action Alternative, the four most likely case alternatives were identified to result in adverse impacts to the historically significant GBO. Due to the WV SHPO concurring that the likely case alternatives would result in adverse effects, a Programmatic Agreement (PA) was entered into with the NSF to establish the process to mitigate the adverse effects once the NSF implemented one of the case alternatives. Because GBO features an NHL, the National Park Service and the Advisory Council on Historic Preservation were also included as signatories on the PA.

On February 22, 2019, NSF published its final Environmental Impact Statement for the Green Bank Observatory, Green Bank, West Virginia (EIS). This publication serves as a major milestone in the Section 106 process and provides a detailed summary of the project to date. The EIS offers

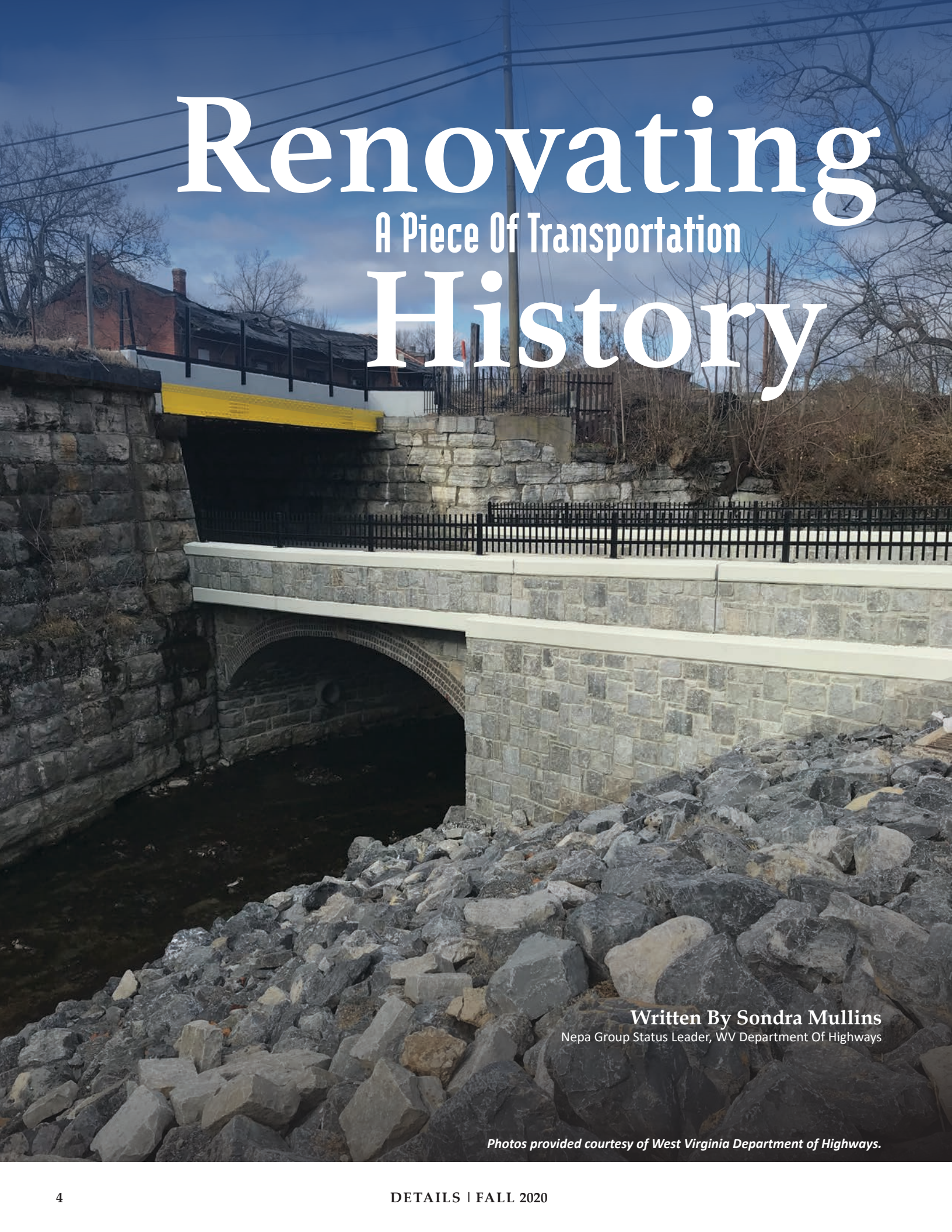


an examination of the effects resulting from the proposed case alternatives to a variety of issues, one of which is the effect on the cultural resources. Details of the public involvement and consulted parties are summarized in the EIS, including several comments regarding GBO's impact on the area's setting primarily through the importance of the National Radio Quiet Zone to residents sensitive to electromagnetics. The EIS is publicly available and can be accessed at https://www.nsf.gov/mps/ast/env_impact_reviews/greenbank/greenbank_feis.jsp.

The NSF signed a Record of Decision for the Green Bank Observatory on July 26, 2019. The Decision stated that the NSF had selected to collaborate with interested parties for continued science and education-focused operations with reduced NSF funding. This was viewed as a win for both the GBO and the NSF and addressed the needs of both organizations.

On September 23, 2019, the NSF entered a five-year cooperative agreement with Associated Universities, Inc. for continued operations at the Green Bank Observatory. Under the agreement, Associated Universities, Inc. (AUI) will manage the operations of the Observatory. AUI began during the early 20th century by managing the Brookhaven National Laboratory. In 1956 AUI proposed and then led the National Radio Astronomy Observatory at its various locations in the United States and Chile. Starting in 2010, AUI began to jointly operate the Virtual Astronomy Observatory.

During the review process, WV SHPO consistently noted that the potential loss of GBO's unique history as a significant scientific and cultural resource would represent a devastating blow to our country and state's historic fabric. The public also supported the continued use of the GBO and was pleased with the cooperative agreement with AUI. The Green Bank Observatory is part of our history and our future. ☼

A photograph of a stone bridge over a river. The bridge has a stone arch and a concrete walkway with a black metal railing. In the foreground, there is a large pile of grey rocks. In the background, there is a brick building and bare trees under a blue sky.

Renovating

A Piece Of Transportation

History

Written By Sondra Mullins
Nepa Group Status Leader, WV Department Of Highways

Photos provided courtesy of West Virginia Department of Highways.

Take a step back in time with the East Burke Street Bridge over Tuscarora Creek in Martinsburg, Berkeley County, West Virginia. This unique simple stone masonry deck arch bridge was originally constructed circa 1861 and is owned by the City of Martinsburg. A 1900 keystone memorializes the arch ring stones being replaced with bricks.

The Colonnade railroad bridge was built in the 1840s and was located over the East Burke Street Bridge. The railroad was destroyed in 1861 during the Civil War, and in 1911, a new steel girder and concrete slab structure was built in its place. Some of the original 1860's stonework still exists today. Both structures are contributing resources to The Baltimore and Ohio Railroad and the Related Industries Historic District. The historic district was listed on the National Register of Historic Places in 1980.

In 2012, Burgess and Niple, an engineering consulting firm out of Parkersburg, West Virginia, submitted a preliminary Bridge Renovation study report. The City of Martinsburg and the West Virginia Division of Highways were partnering to renovate the East Burke Street Bridge project, and Orders Construction Company of Saint Albans, West Virginia, was awarded the project in 2017. The bridge closed the summer of 2018 with an anticipated construction completion date of summer 2019.

The original plan was to do a major renovation on the bridge with a concrete strengthening of the arches. The arches were to be repointed, patched, and temporary falsework was to be placed below the arches. When the arches were unearthed, a few adjustments needed to be made to the existing foundation, which was slightly different than detailed in the original plans.



This issue required adjustments to micropiles, reinforcing steel and concrete formwork. The new concrete walls consist of local limestone facings. In addition to the bridge renovation, the project also included the installation of benches, historical marker, new sidewalks, fencing, and streambank stabilization. The historical marker tells the history of two bridges: The Colonnade Bridge and The East Burke Street Bridge.

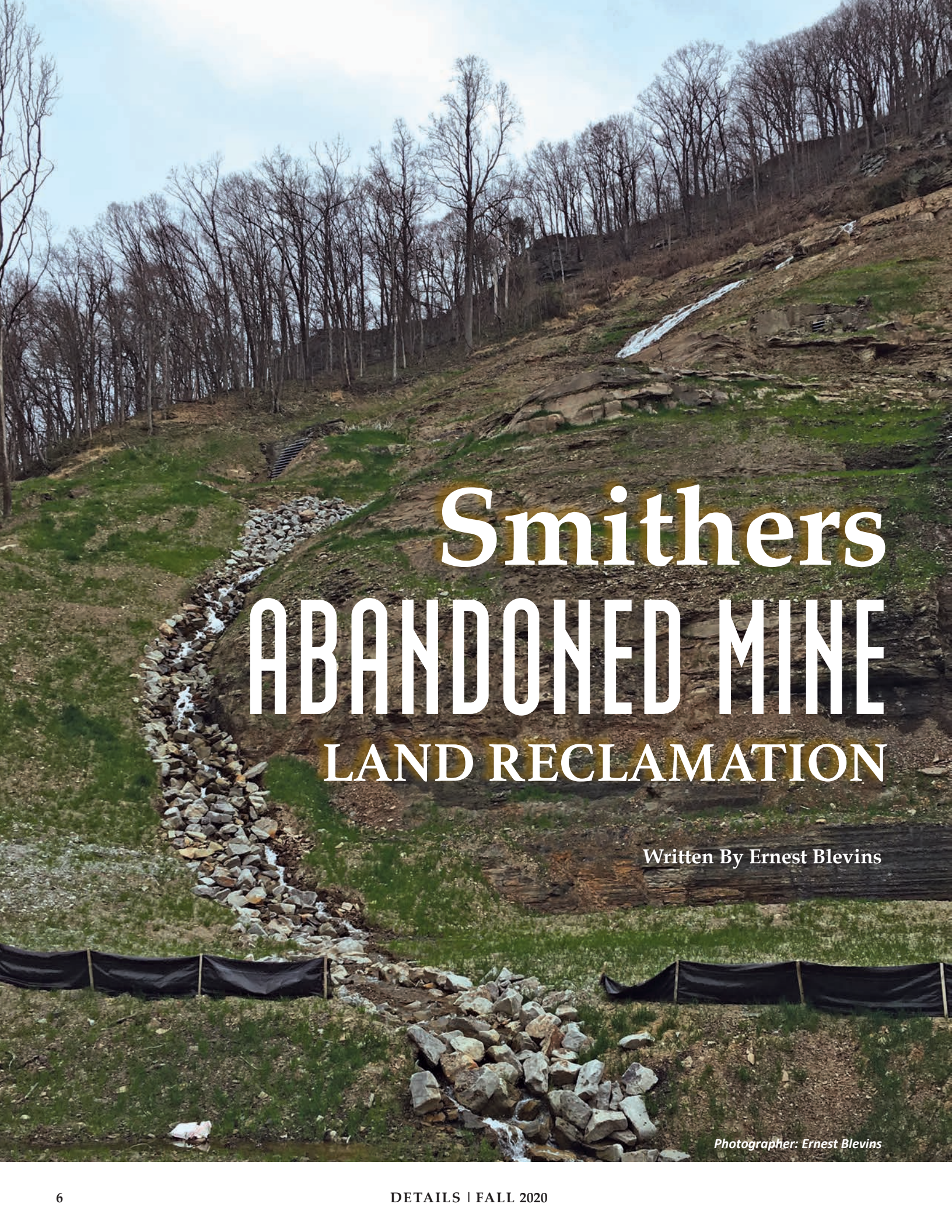
In November 2019, Orders Construction Company finished the renovation project at a final cost of \$2.64 million, preserving a piece of Martinsburg transportation history for years to come. For additional photos of the bridge renovation project, please go to HighwaysThroughHistory.com. ☘

Special Thanks to WVDOH Historic Unit, WVDOH District 5, WVDOH Graphic Designer Filip Vlasic, Burgess & Niple, Orders Construction, and the City of Martinsburg, WV.

PICTURED

Title Page: The East Burke Street Bridge after renovations. Top: The bridge before renovations. Bottom-Right: The historical marker and bench area. Bottom-Left: During the renovations process.





Smithers ABANDONED MINE LAND RECLAMATION

Written By Ernest Blevins

Photographer: Ernest Blevins

On February 28, 2018, a mudslide occurred near Smithers, Fayette County, that crossed over US 60 and closed the highway. Two abandoned mines are on the site of the slide - the upper mine filled with water until it overflowed with the runoff, causing the landslide.

The West Virginia Department of Environmental Protection Abandoned Mine Lands used federal funds from the Office of Surface Mining (OSM) to reclaim and stabilize the slide. OSM collects a reclamation fee assessed on each ton of coal produced earmarked for clean-up issues with mines that closed before the Surface Mining Control and Reclamation Act of 1977 came into effect. The use of this funding triggered the Section 106 review process in consultation with the State Historic Preservation Office.

The landslide originated from No. 2 Gas Coal Seam Portal near the top of the slope. This mine operated in the 1940s. Destroyed in the slide were a fan house and other components dating to this period of operation. Also damaged and threatened was the 1918 Eagle Mine No. 113 portal, associated foundations, and structures which were determined eligible as a district for the National Register of Historic Places under architecture and industry. The 1918 Eagle No. 113



mine is about one-third upslope from US 60.

Remaining 1918 Eagle Mine No. 113 features are a large cut stone portal and a walled approach to the mine. The slide damaged the walled approach cracking and separating it on both sides. Cracking in the walls continued to expand in the weeks after the slide.

A Memorandum of Agreement (MOA) was executed to document the mine with photographs and mapping. Created to save as much of the 1918 mine and lead walls as possible, the MOA acknowledged that some or all of the lead walls and even the portal could be removed if necessary or if these elements became damaged from further land movement.

WV DEP completed the project in Spring 2019. During the reclamation, the 1918 mine completely lost the leading wall on the west and the one on the east was drastically reduced. These walls, along with the portal, were documented as part of the MOA. The massive stone portal façade was saved, with a bat gate installed in front of it that is mounted independently and not tied to the historic portal façade.

WVDEP featured the project on the April 23, 2018 episode of “Environment Matters: DEP Works to Stabilize Hillside,” which is available on YouTube. ☼





Preservation Efforts

New River Gorge
National River

Written By Mitchell Schaefer
Structural Historian



Photographer: Steve Brightwell

Historic preservation has long been part of the mission of the National Park Service. With the passage of the National Historic Preservation Act of 1966, the Park Service became the keeper of the National Register of Historic Places. Many National Parks are or include parts that are listed on the National Register. In order for individual parks to comply with requirements to maintain and use sites under its jurisdiction that are listed in the National Register, employees like David Fuerst and Julena Campbell, New River Gorge National River's Cultural Resource Specialist and Chief Of Interpretation, respectively, have to make strategic decisions about what cultural resources to preserve and how to do so. Two significant sites at New River Gorge, Nuttallburg and Camp Brookside, illustrate the Park Service's efforts to preserve historical sites in West Virginia. Nuttallburg will be discussed in this issue, and Camp Brookside in the fall issue.

Nuttallburg, Fayette County

The significance and influence of coal cannot be overstated in West Virginia's story. In fact, one of the best intact examples of late-nineteenth- and early-twentieth-century coal mining towns is located in Fayette County. Toward the north end of the New River Gorge, on the east side of New River rests a series of ruins that remind visitors of a time long past. Nuttallburg derives its name from its founding entrepreneur, John Nuttall, an English immigrant and Pennsylvanian capitalist. In November 1870, he began acquiring land in the gorge with plans to extract its voluminous quantities of Sewell seam coal. Locals had known about the presence of coal in the gorge for some time, but the steep elevation made it difficult and dangerous to extract the ore for commercial value. Anticipating the imminent construction of the Chesapeake and Ohio Railroad, Nuttall began extracting coal from his mine near Keeneys Creek, only the second to transport the ore out of the gorge—Joseph Beury's mine near Quinnimont had been the first. By 1874, Nuttall opened a second mine, third in the gorge, adjacent

to Short Creek that he named Nuttallburg Mine.

By the 1920s, Nuttall turned the primitive gorge landscape into a thriving mining town. In preparation for the arrival of the C&O Railroad in 1873, he constructed nearly one hundred family dwellings. He also erected a wide variety of other structures at the site, including eighty coke ovens intended to extrapolate the most useful elements of the raw coal before shipping the materials off to market. Other buildings located along the steep slopes included a scale house, headhouse at the mine opening, a blacksmith shop, carpentry shop, slate dump, and a tippel located over railroad sidings that connected with the C&O line. Today visitors to the area can see the remains of at least forty-six coke ovens, which are all that remain of Nuttall's work at the site. Census records indicate that from 1880 to 1900, the unincorporated town's population rose from 277 to 355 people, including upwards of 100 children. By the turn of the century, Nuttallburg hummed with a doctor, blacksmith, carpenter, schools, churches, and a company store, where employees and their families could purchase items with company scrip, small tokens marked exclusively for use within the village.

Though John Nuttall's development of Nuttallburg helped ring in a fascinating era of coal production in the New River Gorge, Henry Ford's ownership of the site drastically improved the site's productivity in extracting and shipping coal. In 1925, just a few years after Nuttall sold to Ford's enterprise, Nuttallburg's production reached its highest output of 240,820 total tons of coal. Ford's improvements came in

the form of stronger, more reliable equipment and structures. Nuttallburg was a drift mine meaning the coal seams were opened up by driving directly into the coal seam. Since the seams at the site were located near the top of the gorge, extraction required a complex operation, including a headhouse, conveyor, and tippel to transport the coal down to the C&O Railroad located at the bottom of the cliffs. Ford replaced all three components that Nuttall had constructed between 1923 and 1926. Today, visitors to Nuttallburg will see the rehabilitated tippel and conveyor from Ford's ownership of the village. In fact, one of the main reasons the operation increased in productivity under Ford's ownership is because his conveyor used an innovative "button and rope," or retarding mechanism system, that ensured less coal broke up before it reached the tippel. This improvement allowed for a more effective operation, which in turn allowed Ford to provide his employees with higher wages than other coal mines in the area. Ford then shipped the coal to his famous Rouge Plant in Dearborn, Michigan, which continued to assemble automobiles into the 1960s.

Despite Ford's innovation, he sold the Nuttallburg Mine to the Maryland New River Coal Company in the summer of 1928 for unknown reasons. This decision may have been made because Kentucky's railroad transportation laws were more favorable for his needs. In 1954, the Maryland Company sold the Nuttallburg site to the Garnet Coal Company. Mining operations ceased only four years later, and the mines were sealed permanently. It is presumed





that today the mines are in a state of collapse after more than ninety years of extractive operations and abandonment. In 1998, the National Park Service acquired the mining site from the Nuttall Estate to include it within the New River Gorge National River. In 2007, the Nuttallburg Coal Mining Complex and Town Historic District was listed on the National Register of Historic Places for "its association with the Fordson Coal Company's innovative system of vertical integration," and "as a rare survivor of a once common coal mining complex type." Today, visitors to the site can see the remains of numerous buildings that once stood on the site. Stone piers mark the previous locations of homes and churches. The company store's ruinous basement walls rise from the gorge's floor. One can also walk by the old coke ovens used prior to the 1920s, but visitors should remain on designated walking paths as many of the ovens have begun to deteriorate and collapse.

Nuttallburg not only exhibits the deep history of coal mining in Appalachia; it also demonstrates the problematic and often frustrating process of cultural resource management. National Park Service employees like David Fuerst, the park's Cultural Resource Specialist and one of the three authors of Nuttallburg's National Register nomination, and Julena Campbell, the park's Chief Of Interpretation, often have to make decisions about what resources to preserve and which ones to allow to deteriorate. They act as stewards over sites like Nuttallburg but are limited by the resources, funding, and human resources that are available

to them. In order to keep Nuttallburg safe and informative for visitors, the Park Service engages in regular landscaping and maintenance operations around the townsite. Between 2007 and 2010, the Park Service rehabilitated Henry Ford's tippie to ensure it would not collapse onto the current CSX railroad downhill. Due to their efforts, students and families can go to Nuttallburg today and will immediately gain a perspective of what coal mining life was like around the turn of the century. ❀

Look for the second-half of this article, featuring Camp Brookside, in the Spring 2021 edition of Details.





OUR LEGACY, OUR FUTURE

Historic Preservation
Awards for 2019

Written By John Adamik
Education and Planning Coordinator,
WV State Historic Preservation Office

Photography: Steve Brightwell

On October 13, 2019, the West Virginia Department of Arts, Culture and History and the State Historic Preservation Office presented the 2019 Our Legacy Our Future Historic Preservation Awards in Wheeling at the West Virginia Independence Hall. Beginning in 2016 to commemorate the 50th Anniversary of the National Historic Preservation Act of 1966, these awards celebrate the people of West Virginia who have contributed to historic preservation efforts and the places throughout the state that give life to our history.

The Betty Woods “Snookie” Nutting Awards are given to individuals who demonstrate extraordinary commitment and dedication to historic preservation. Named for the iconic Wheeling native, Betty Woods “Snookie” Nutting is one of the founders of the historic preservation movement in West Virginia. This year Dr. Robert S. Conte and Congressman David B. McKinley, P.E. won these awards. Dr. Conte is the resident historian at the Greenbrier and is a member of many state boards and commissions along with being a well-known author and lecturer on southern West Virginia history. Congressman McKinley won the award for legislative leadership in historic preservation through his many restorations and adaptive reuses of historic buildings throughout Wheeling and by championing the federal historic preservation tax credit when it was threatened in 2017.

Individual historic resource awards were given to Margaret Brennan and Happy Retreat. Margaret Brennan was recognized for her efforts to raise the money necessary to move the Soldiers and Sailors Monument from Wheeling Park to West Virginia Independence Hall. Ms. Brennan is a former president of the Wheeling Area Historical Society and has written extensively and done public presentations on Wheeling history. Happy Retreat in Charles Town (Jefferson County) was recognized for its ongoing mission to develop the property to continue the understanding of local and West Virginia history. Happy Retreat was built by Charles Washington, the

brother of George Washington, in 1780. Please check the happy retreat website to update the following. (FOTR purchased property c. 2016 the Friends of Happy Retreat and the City of Charles Town bought the property from local businessman William Gavin.

The Historic District Organization award was given to the City of Wheeling. The city has renewed its commitment to downtown Wheeling with the recent purchase of several historic buildings in downtown Wheeling and through assisting preservation efforts of local property owners through the funding of code related requirements. Additionally, The Wheeling Historic Landmark Commission (HLC) has completed the re-survey of the National Register-listed downtown Wheeling Historic District. Originally listed in 1978, the re-survey updated the original nomination. The Wheeling HLC also oversaw the survey and National Register listing of the South Wheeling Historic District.

Also listed in 1978, the Lewisburg Historic District was given the Historic District award. The historic district includes the commercial core and surrounding residential neighborhood and reflects the architecture of the mid-18th to early 20th century. For the past 30 years, the city’s Historic Landmark Commission has ensured the enduring preservation of the historic character of the district using design review. ❀



Pictured (left to right): Curator Randall Reid-Smith, Betty Woods “Snookie” Nutting, Margaret Brennan, and Susan Pierce. (2019)

WUDOH AND SHPO

Working Together To
Preserve The Past And
Move Toward The Future

Written By John Adamik
Education and Planning Coordinator,
WV State Historic Preservation Office

Wyco Hollow Arch Bridge (1920), Wyco, WV. This bridge is a concrete through arch bridge. Photos courtesy of Starry Eyes Media.

Beginning in 2005, KCI Technologies and Mead & Hunt, Inc were contracted by the West Virginia Department of Transportation, Division of Highways Engineering section (WVDOH) to update the West Virginia Statewide Historic Bridge Survey. Several previous surveys predated this effort; this project looked at approximately 2,800 bridges built prior to 1965. From this list, the consultants identified approximately 800 bridges that potentially were eligible for the National Register of Historic Places. These bridges were selected based on historical integrity, uniqueness, or association with an important event or trend. Further field investigations were conducted during the next ten years to complete the research on each identified bridge. Eventually, 159 bridges were determined to be eligible for the National Register. This inventory of West Virginia's bridges provides a comprehensive historic context and National Register of Historic Places evaluation for bridges statewide.

To determine eligibility, the consultants created a point-based evaluation system based on National Register Criteria A, B, C, and D. For Criterion B to apply, the bridge would have been directly associated with the life of a person significant in history. Rarely does this criterion apply to historic bridges. Criterion D is applied typically to archaeological properties, and only rarely would a historic bridge qualify. This left Criteria A and C to evaluate historic bridges. Under Criterion A, a bridge needs to be associated with a significant pattern of trends or events either locally, statewide, or nationally. Distinctive characteristics of a type, period, or method of construction are part of what Criterion C evaluates along with whether the bridge represents the work of a master, possesses high artistic value, or represents a significant and distinguishable singular entity whose components may lack individual distinction. From the 2,800 bridges that were built before 1965, nearly 1,000 bridges were eliminated due to either previously being evaluated as not eligible, not owned by WVDOH, being a pedestrian or bike trail, or as an Interstate Bridge. The remaining bridges were then evaluated, and nearly 800 were recommended for further study and documentation through field surveys.

Using both criteria A and C, the consultants sought to determine the significance and historical integrity of the bridges and then its National Register



Morris Memorial Road Arch Bridge (1935), Milton, WV. This bridge is representative of a stone arch bridge.

eligibility. There were six major themes identified for a bridge to satisfy Criterion A; Early Roads and Turnpikes (1607 – 1861), Railroads (1890-1950), Coal Boom (1910-1950), CCC/WPA (1931-1941), World War II (1941-1945), and Flood Control. Bridges that were determined eligible under Criterion A kept their historical integrity and ability to convey their significance. Bridges lacking enough information to determine how significant it was within one of the contexts were classified as “undetermined.” After completing the survey, 20 bridges were recommended to be eligible under Criterion A.

Engineering and/or architectural significance of the bridge was evaluated for Criterion C. The bridge conveyed its historical physical features and characterized the type, period, and method of construction. 139 bridges were recommended as eligible using Criterion C for either: representing the work of a master, the architectural treatments and having high artistic value, or distinctive characteristics of a type, period or method of construction, variation, evolution or transition that reflects an important phase in bridge construction.

This survey assists the WVDOH with the management of the state's historic bridges streamlining Section 106 compliance for the bridges either on the National Register or that were recommended as eligible. By identifying these bridges early in the planning process, the WVDOH, SHPO, and the Federal Highway Administration work efficiently to protect our historic bridges while providing safe transportation structures and roads. ☼

Source material: "West Virginia Statewide Historic Bridge Survey: Final Survey Report," Prepared by KCI Technologies, Inc. of Mechanicsburg, PA and Mead & Hunt, Inc. of Middleton, WI (April 2015).



NEW Microloan Program:

The Preservation Alliance of
West Virginia Launches Historic
Preservation Microloan

Written By Danielle Parker

Executive Director, Preservation Alliance of West Virginia

The Palace Furniture Building (Clarksburg, WV) is an example of an adaptive re-use project using creative financing tools to rehabilitate the building for senior apartments. This building is also an example of a project that would qualify for the Historic Preservation Microloan.

The Preservation Alliance of West Virginia has unveiled a new loan program to provide capital, technical assistance, and development expertise to property owners who are renovating historic buildings in West Virginia. The Historic Preservation Microloan will help property owners save endangered historical properties and develop commercial properties to create or retain jobs, housing, or heritage-related commercial activity in downtown business districts. "The microloan focuses principally on construction costs, though borrowers may also use it to apply for acquisition and pre-development costs, as well as grant funding match," said Danielle Parker, executive director for the alliance. "We hope to assist small borrowers, including nonprofit organizations and local residents who lack access to the credit available to large borrowers but feel passionately about saving and repurposing historic buildings. We also hope this loan program can be used to respond to emergency situations quickly," Parker explained. Made possible with a grant from the 1772 Foundation, the microloan is available to individuals, business owners, nonprofit organizations, municipalities, and religious organizations, Parker said. Loan amounts are available at \$2,500-\$10,000 and are repayable over a two-year term with a two-percent fixed interest rate.

Applicants will also receive technical assistance from the alliance, and nonprofit organizations may also be eligible for volunteer support through the alliance's Preserve WV AmeriCorps program.

West Virginia developers benefit from some of the nation's best preservation-financing programs, including a 45-percent historic-rehabilitation tax credit established by the W.Va.

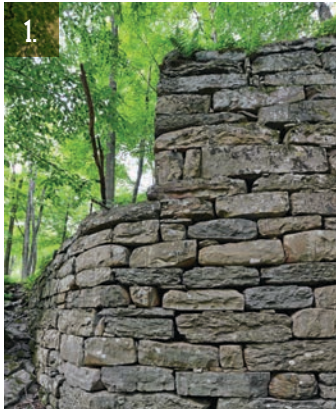
Legislature through the efforts of the alliance and other economic development partners.

The state also provides matching development grants for the rehabilitation of historic properties to cover 50 percent of the cost of many such projects.

Anyone interested in applying for loans using the Historic Preservation Microloan Fund should contact Danielle Parker at info@pawv.org or by calling 304-345-6005. ☼

Mountain State Legacy

A new feature of Details is "Mountain State Legacy." If you have a preservation project, activity, or event that you would like to share with our readers, please send 2-3 high-resolution photographs, along with a brief description, to John Adamik at john.d.adamik@wv.gov for consideration.

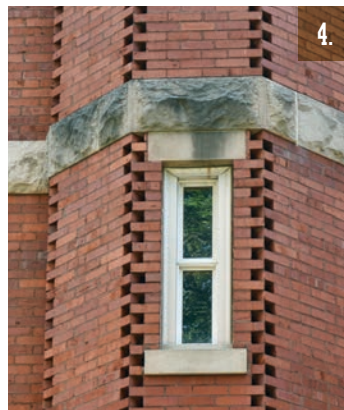


Photos 1 and 2: Beckley Grist Mill, Raleigh County

Photos 3: Independence Hall, Wheeling, Ohio County

Photos 4: Old Main, Marshall University, Huntington, Cabell County

Photos 5: Blue Sulpher Springs, Greenbrier County



HISTORIC WEST VIRGINIA

The National Register of Historic Places

Historic West Virginia Publication is Still Available

West Virginia is rich with stories about our past. We can connect to our history through the buildings, farms, landscapes, sites and other resources. Updated in Spring 2018, Historic West Virginia provides brief descriptions of each National Register historic resource found in West Virginia. This 287-page book includes 17 special topic essays associated with areas of significance and resource types such as Civil War in West Virginia, New Deal Resources, Ethnic Heritage, Bridges, Railroads and African American Resources. The book also explains the National Register nomination process and the Criteria for Evaluation. Funding was provided by the WV Legislature. Due to its generosity, the book is provided at no cost to the public. If you would like to request a copy, please contact John Adamik at john.d.adamik@wv.gov and provide your mailing address.



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Spanning The Years

Originally completed in 1849 as part of Congress's first infrastructure project, the National Road, the Wheeling Suspension Bridge is the second oldest bridge in the state. Only the Monument Place Stone Arch Bridge located a few miles to the east in Elm Grove was constructed earlier in 1817. Upon its completion, the Wheeling bridge supported the longest clear-span in the world, which extended more than 1,000 feet from tower to tower. It retained that title until 1883, when the Brooklyn Bridge was completed in New York. In 1969, the American Society of Civil Engineers designated the bridge a National Historic Civil Engineering Landmark. One year later, it was listed in the National Register of Historic Places. Then, in 1975, it was deemed a National Historic Landmark by the National Park Service due to its historic significance.



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