
National Park Service
Cultural Landscapes Inventory
2003



New River Gorge Landscape
New River Gorge National River

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Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: New River Gorge National River
Administrative Unit: New River Gorge National River
Park Organization Code: 4780
Park Alpha Code: NERI

Property Level And CLI Number

Property Level: Landscape
Name: New River Gorge Landscape
CLI Identification Number: 300147
Parent Landscape CLI ID Number: 300147

Inventory Summary

Inventory Level: Level I

Completion Status:

Level 0

Date Data Collected - Level 0: 8/10/2000
Level 0 Recorder: Nancy J. Brown
Date Level 0 Entered: 8/10/2000
Level 0 Data Entry Recorder: Nancy J. Brown
Level 0 Site Visit: No

Level I

Date Level I Data Collected: 9/15/2003
Level I Data Collection: Nancy J. Brown, Joshua Shields
Date Level I Entered: 10/7/2003
Level I Data Entry Recorder: Joshua Shields
Level I Site Visit: Yes

Explanatory Narrative:

The field work for the Level I inventory for the New River Gorge National River overall landscape was conducted in September, 2003, by Nancy Brown and Joshua Shields. Further historic research was performed and the report written by Shields, which was edited by Cheryl Sams and Brown. Shields prepared the existing conditions maps, which were edited by Sams and Brown.

The park contact for cultural landscape issues is Richard Segars, Historical Architect.

He can be contacted at (304) 465-6525.

Landscape Description

Cultural Landscapes Inventory Hierarchy Description

The New River Gorge Park Landscape is the overall landscape for New River Gorge National River. This report will give an overview of only those lands currently owned by the National Park Service, not all the land within the legislative boundary. NPS owns a number of non-contiguous sites along the New River, some of which have already been documented by the Cultural Landscapes Inventory (noted with * below). The potential cultural landscapes that have been identified within the park include:

Camp Brookside* (Level 1)
Christina Vallandingham House* (Level 1)
Cochrane Farm
Cunard Mine Site
Grandview
Harrah Homestead* (Level 1)
Kaymoor
Nuttallburg* (Level 2 in progress)
Quinnimont
Richmond-Hamilton Farm* (Level 1)
Thayer Church
Thurmond Historic District* (Level 2)
Trump-Lilly Farm

*Grandview
Cochrane Farm*

The New River Gorge National River is located in the Allegheny Cluster of the Northeast Region of the National Park Service.

Location Map



Location of the New River Gorge Landscape among the towns of southern West Virginia (source: <http://www.nps.gov/neri/graphics/parkmap.gif>).



Location of the New River Gorge NR in the NPS Allegheny Cluster of the Northeast Region (source: www.mapquest.com).

Boundary Description

Regional Context

Political Context

New River Gorge National River comprises some 62,000 acres on the west slopes of the Appalachian Mountains in south central West Virginia. The national river corridor extends 53 miles from Hinton northward to the U.S. 19 bridge near Fayetteville, incorporating portions of Raleigh, Summers, and Fayette counties. Headquarters of the national river are located at Glen Jean.

Cultural Context

New River Gorge National River is located in rural West Virginia. The area was developed during the industrial age of the New River Gorge to meet the growing demands for coal and lumber in eastern markets.

Physiographic Context

New River Gorge National River is located in the Allegheny section of the Appalachian Plateaus Province. This section is indicated by a regular succession of high, sharp ridges separated by sharp, V-shaped valleys. The New River, a dominant natural feature, is a sharply dropping river. Its elevation drops as quickly as 17.3 feet per miles, which formed the sharp gorge for which this area is known. The gorge was plentiful with bituminous coal, which is why the area was developed in the late 1800s.

Site Plan

Chronology

Year	Event	Description
11000 BC - 8000 AD	Inhabited	Paleo Indian Period: Small free-wandering groups of Native Americans hunt large game and forage wild plants (Fuerst 1981, 83).
8000 - 1000 BC	Inhabited	Archaic Period: More temperate climate allows a shift to seasonal hunting and gathering (Fuerst 1981, 84).
1000 BC - 900 AD	Settled	Woodland Period: Native Americans live in sedentary villages, cultivation of domestic plants and pottery manufacture are developed.
900 - 1650 AD	Settled	Late Prehistoric Period: Permanent villages are centered around the cultivation of maize, squash, and beans.
1650 - 1770 AD	Settled	Protohistoric Period: Evidence of habitation within the gorge by the Moheten "Salt Maker" Indians, possibly the Shawnee by early European explorers.
1654 AD	Explored	European discovery of New River in southwest Virginia by Abram Wood.
1671 AD	Explored	Systematic exploration of New River in southwestern Virginia by Thomas Batts and Robert Fallam.
1674 AD	Explored	Gabriel Aruther captured by Tomahitten Indians and taken to huge settlement on the Ohio River.
1790 AD	Built	Old State Road completed to provide access to the New River Gorge and enabled more settlement (Lane 1985).
1790 - 1870 AD	Settled	Farmers began to settle and clear land for subsistence farms. Settlement began along the river and moved up into the ridges as riverfront land became unavailable.

1798 AD	Settled	Peter Bowyer settles along the Old State Road, at the mouth of Mann's Creek.
1806 AD	Established	Bowyers Ferry established and operated by Peter Bowyer at the future site of Sewell.
1873 AD	Built	Chesapeake and Ohio Railroad completed from Richmond, Virginia, to Huntington, West Virginia.
1873 AD	Mined	The first railroad car of coal is shipped out of the New River gorge from Quinnimont in September 1873.
1873 AD	Established	John Nuttall establishes the village of Nuttallburg; building 17 two-family dwellings and 80 one-family dwellings between the two sites of Nuttallburg (between Short and Fern Creeks) and Keeneys' Creek (at the mouth of Keeney's Creek).
1873 - 1950 AD	Exploited	Coal and timber industries became prevalent in the region after the railroad was established to provide a method of removing resources from the area.
1884 AD	Built	Joseph Thurmond constructs first house at Thurmond.
1889 AD	Built	Steel truss railroad bridge was built across the New River and a four-track rail yard was completed at Thurmond.
1889 AD	Built	Suspension bridge constructed over the New River connecting Nuttallburg to South Nuttall.
1889 AD	Built	Iron truss Fayette Bridge constructed over the New River.
1890 AD	Established	The mine and community of Kaymoor is established by the Low Moor Coal Company.
1891 AD	Mined	Royal Mining Company opens the first coal mine in Raleigh County at Grandview.

1900 - 1910 AD	Built	Circa the early 1900s, J.R. Beatty erects the world's first overhead log skidder near his sawmill at Grandview.
1901 AD	Built	McKendree Hospital opened.
1919 AD	Built	Road completed from Glen Jean to Thurmond.
1929 AD	Abandoned	The last log was sawn by the Babcock Coal and Coke Company (formerly Babcock Lumber Company) at Landisburg to be shipped out of Sewell on the C&O Railroad.
1930 - 1939 AD	Established	Army Camp at Prince established to train soldiers techniques of bridge building during World War II, circa 1930s.
1934 AD	Purchased/Sold	The State of West Virginia acquires lands to establish Babcock State Park.
1939 AD	Purchased/Sold	State of West Virginia acquires 52 acres of land, establishing Grandview day-use park.
1940 AD	Destroyed	The largest gauged flood in New River's history takes out all operating ferries. Only one ferry at Richmond is replaced.
1947 AD	Established	Most of the buildings and structures related to recreation were built at Camp Brookside as Union Carbide of Alloy, WV first sponsored summer camp for employee's children.
1955 AD	Abandoned	Last shipment of coal was transported down the Mann's Creek Railway at Sewell.
1956 AD	Abandoned	Coke production ceased at Sewell.
1969 AD	Established	First commercial whitewater outfitter opened at the New River Gorge.
1970 AD	Established	Sandstone Falls State Park is established.

1977 AD	Built	New River Gorge Bridge completed for Interstate 64 at Canyon Rim, and at the time finished was the longest single arch steel span bridge in the world.
1978 AD	Established	New River Gorge National River designated a unit of the National Park Service.
1988 AD	Land Transfer	Sandstone Falls State Park is transferred to the National Park Service.
1990 AD	Land Transfer	Grandview State Park transferred to the National Park Service.
2003 AD	Built	Sandstone Visitor Center opens along Interstate 64 north of Sandstone.

Statement Of Significance

Physical History

Native American Culture History and European Exploration: ca. 11,000 BC – 1790 AD

Archeological research in the New River Gorge indicates that prehistoric occupation was continuous in the New River region from the Paleo Indian period to the Historic period (Grandview DDCP 1993). Dating back to the Paleo Indian period of ca. 11,000 BC – 10,000 BC, the Native Americans in the New River Gorge region were mostly small, free-wandering groups that subsisted by hunting large game animals and foraging wild plants. (Fuerst 1981, 83) As they moved into the early Archaic period, the more temperate climate allowed the Native Americans to “shift to a more ‘diffuse’ subsistence mode based on seasonal hunting and gathering” (Fuerst 1981, 84). The late Archaic period is indicated by a more settled people who supplemented the hunting and gathering by harvesting sunflowers, pumpkins and gourds (Fuerst 1981, 87). As they progressed to the Woodland period, the Native Americans had sedentary villages with economies based on intensive maize-based agriculture. The Native Americans were present in this area up through contact with European explorers in the late 1600s.

In 1654, Abram Wood became the first European explorer to discover the New River, but the first explorers to systematically investigate the New River in southwest Virginia were Thomas Batts and Robert Fallam in 1671. They were sent out from Virginia by Major General Abraham Wood to find water on the other side of the mountains (Unrau 1996, 108). They discovered a stream that began to flow west instead of east and claimed all land drained by the river’s water for England. In 1674 Gabriel Arthur was captured by Tomahittan Indians and taken to a large settlement along the Ohio River.

Early Settlement 1740-1840

The early European settlement in the New River Gorge began after the English made the Treaty of Lancaster with the Six Nations in 1744. The treaty purchased all the land between the Alleghenies and the Ohio River from the Six Nations for 400 pounds. However, the Shawnee Indians disputed that all the land purchased by England did not belong to the Six Nations. During the late 1780s pioneer settlements in the area were abandoned, and not reoccupied until depredations ceased in the 1790s.

There were several ways men could lay claim to areas in the New River Gorge. Since at this time this land was part of Virginia, a common way to claim land was known as “corn rights” (Unrau 1996, 118). A settler would choose an area and clear the land of trees and plant corn. After the corn was grown, the settler would send a claim for the land to Richmond, the capital of Virginia, for the land. As long as no other claims on the piece of property were made within six months of the original claim, a patent for the land would be issued to the settler. Parcels of land would also be given to men for payment for their service in the French and Indian and Revolutionary Wars.

Early European settlers in the 1700s and early 1800s were primarily English, German and Scotch-Irish. The completion of the Old State Road from the James River to Kanawha Falls in 1790 made the New River area more open to settlement. The settlers tended to follow a dendritic pattern when choosing their lands. They would first choose the lower land adjacent to the New River and its tributaries. Then as the fertile lower lands were filled, they would move up onto the ridges and plateaus of the Allegheny Mountains. The farms during this time were subsistence farms that would only provide for their immediate family. During this period the farms were very remote and had little contact with others. The settlers needed to be self-reliant for all of their necessities: food, shelter, clothing and tools.

After building a crude cabin, settlers cleared a plot for a cornfield by girdling trees, which were later cut, and the undergrowth cleared. A staple for pioneer life, corn was ground into meal for bread, corn pone, johnny cakes, and roasting ears (Unrau 1996). Oats, rye, and buckwheat latter became the chief crops in the New River Gorge with potatoes, beans, squash, pumpkins, and other vegetables providing variety.

Agricultural Development: 1860 –1900

By the late 1800s agriculture began to develop beyond simple subsistence farms. “West Virginia was a fairly homogenous rural state, with about 80 percent of its people engaged in general agriculture, including both horticulture and animal husbandry” (Unrau 1996, 113). However, the farms in the New River Gorge “remained essentially diversified and independent, producing primarily for their own use. During the mid-to-late 19th century, Appalachia contained a greater concentration of noncommercial family farms than any other area of the nation” (Unrau 1996, 123).

Unrau describes a typical mountain farm in Appalachia in the following way: “The typical mountain farm in Appalachia, including most of those in New River Gorge, during the preindustrial period, consisted of a disparate mixture of bottomland and rugged mountainside. The average farm had about 25 percent of its land in cultivation, 20 percent in cleared pasture, and the remainder in woodland. Dotted by springs and frequently crossed by a creek, the highland farm was generally blessed with good water, a relatively mild climate, and a long growing season seldom threatened by early frost. Corn was the staple crop, occupying about 50 percent of the acreage under cultivation, but oats and wheat were also harvested, as well as hay, sorghum, rye, potatoes, buckwheat, and other crops. Most farms had a vegetable garden, beehive, and apple orchard, and often a variety of pear, plum, cherry, or other fruit trees. Wild blackberries and huckleberries were abundant, as were rabbits, squirrels, quail, and other wild game. By the late 19th century, large portions of the mountain hillsides had been cleared (usually by burning or girdling the trees) for raising cattle, sheep, mules, and fowl. The greatest proportion of the farm, including the “public land” that surrounded it, remained in woodland, however, and it was here that the family hogs grazed throughout much of the year” (Unrau 1996, 123).



Beury Mountain Homestead (NERI 754).



Fannie Alice Richmond Gwinn feeding chickens at Meadow Creek (NERI 2441).



Lewis Sherman Gwinn with fish at McKendree, West Virginia (NERI 2392).

The Railroad and the Coal and Timber Industries: 1870s –1950s

The coming of the railroad to the New River Gorge brought dramatic and profound change to the region. The rugged physical environment of the gorge had limited human activity in the area, but the railroad allowed human access to the pristine woods and mineral wealth of the New River. After the railroad came, numerous coal mining towns grew up throughout the region. Towns were developed to provide a commercial center (Thurmond) and a railroad center (Hinton). Millions of tons of coal and coke were extracted from the region and thousands of people took up residence in the gorge.

The railroads also opened the New River Gorge to the logging industry. The virgin hardwood forests of the Appalachians in West Virginia were very tempting to the lumber magnates of the East who were looking for new sources of lumber. The railroads offered a means to inexpensively move the lumber to their markets, and many temporary logging camps were established throughout the gorge until the area's lumber was tapped out. Then, they would pack up, dismantling houses and other structures, and move to a new area.

Commercial lumber picked up around 1880. A number of lumber companies operated in the gorge. One of the most well known was the operation in the Glade Creek Watershed, centered around the town of Hamlet. Lumber was cut and shipped over a narrow gauge rail to a sawmill in Hamlet, where it was sawn and cured before being ferried across the New River to the railroad depot at Glade. Also operating in the area was a lumber operation at Grandview. Operated by J.R. Beatty, the sawmill located there was the largest in southern West Virginia. J.R. Beatty was also responsible for erecting the first overhead log skidder, which could move logs up to 12 inches in diameter and 125 feet long from the canyon rim to the railroad below (Grandview DDCP 1993). Overhead skidders used guy wires connected to a skidder boom at the gorge bottom and a tree at the canyon rim above the loading area to raise the cable off the ground. A small carriage with sheaves rode on the overhead cable, moving logs down the steep slopes to the rail lines, above ground obstacles (see image below). This revolutionary method of logging was used extensively throughout the New River Gorge to extract timber without constructing roads on the steep slopes of the gorge.

The New River Gorge prospered in the first half of the 20th century due to the coal and lumber industries. However, when the natural resources were used up, the large industries moved out and many of the workers left the region as well.



Coke ovens and mining operations at Fire Creek (NERI 944).

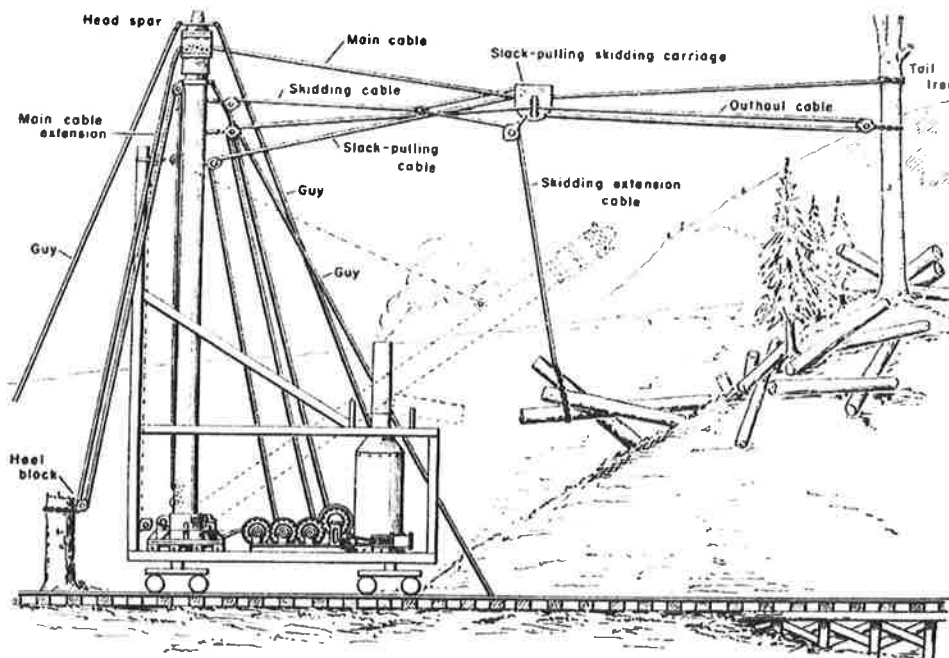
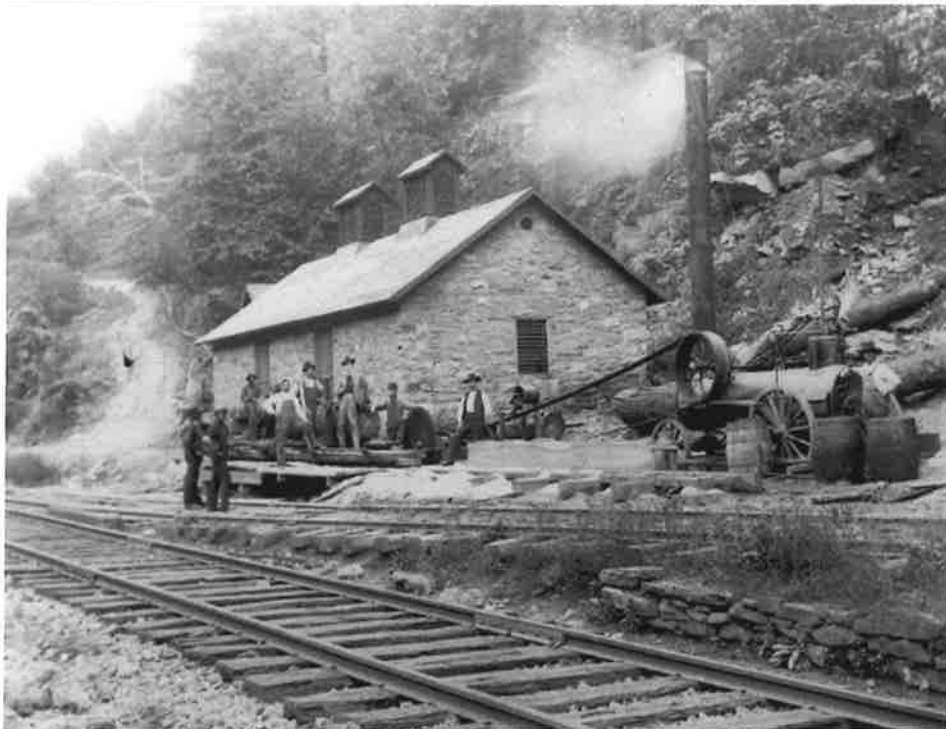


Diagram of an overhead log skidder, of the type used in the New River Gorge to harvest lumber (NERI 1312).



Portable steam driven saw mill at Beury (NERI 824).



Logging in the Glade Creek Watershed near Hamlet (NERI 3814).



Car touring Fayette Station Road around 1920 (NERI 2283).



Army camp at Prince - bridge building training center (NERI 483).

Post-Coal and Lumber Recession: 1950s – 1970s

The New River Gorge faced a difficult time after the coal and lumber industries depleted West Virginia's natural resources and moved on. Many of the "boom towns" that had sprung up to support the people working at the mills and mines cleared out and became deserted. The logging and mining camps were abandoned or moved and nature began to reclaim the land. Much of the forest grew back and began to cover the denuded hills. Those people that stayed in the region had difficulty finding work.

New River Gorge National River and the Recreation Industry: 1970s – Present

Service was to preserve and interpret the New River Gorge's cultural history, the town of Thurmond, WV, was recognized as an important site that demonstrated the industrial history of the region. The rail yard and depot were documented. The rugged terrain and wild river, with many series of rapids that prohibited the use of the New River as a means of transportation in the 18th and 19th centuries, provided an ideal opportunity for recreational activities during the late 19th century throughout the 20th century. As some of the most challenging whitewater courses in the Eastern United States, the New River Gorge and Gauley River have become a destination spot for recreational use. The first commercial whitewater outfitter opened in the New River Gorge in 1969 and operations have increased steadily in the past 30 years. Rafting has become one of the primary contributors to the economy in the New River Gorge.

In 1978, Congress established 53 miles of the New River from Hinton, WV, to U.S. 19 near Fayetteville, WV, as the New River Gorge National River. The park today comprises approximately 71,000 acres surrounding the New River in south central West Virginia. "The national river was established for the purpose of conserving and interpreting outstanding natural, scenic, and historic values and objects in and around the New River Gorge and preserving as a free-flowing stream an important segment of the New River in West Virginia for the benefit and enjoyment of present and future generations" (Unrau 1996, 1).

As one of the missions of the National Park for the Historic American Engineering Record in 1988. The engine house was destroyed by fire in 1993 and other major features of the railroad operation, such as the water towers, were dismantled and removed since this documentation. The HAER record is thus the only way today to understand these features. The Park Service has since acquired the depot, commercial buildings and many of the vacant houses in Thurmond to preserve its features and to interpret the industrial history to those visiting the park. All the railroad features, including the tracks and the coaling tower are owned by CSX, the successor company to the C&O.

Analysis And Evaluation

Summary

The New River Gorge National River landscape is located in southern West Virginia. The area has undergone a number of changes since it was first settled by Europeans in the late 1700s. Originally a remote area of rural subsistence farms, the area was industrialized in the late 1800s, changing the landscape character as coal and timber pushed out agricultural development. The region changed again in the mid 1900s as the area's industry was effectively abandoned, allowing the landscape to revert to a more rural character. Now, much of the area is maintained by the National Park Service as part of the New River Gorge National River.

Though many structures have been abandoned and have since deteriorated, many sites within the park retain features necessary to depict 19th and 20th century agricultural and industrial life. These features include barns and farmsteads, tipples and mining ruins, abandoned railway lines, circulation traces, and a number of small-scale features. Traces of past activity remain throughout the park landscape, but much has been lost to erosion, decay, and reforestation. Vegetation growth is one of the most dramatic changes to the landscape from the late 19th and early 20th centuries. Many of the historic traces have been overgrown by forest, with understory consisting of Japanese jointgrass [*Polygonum cuspidatum*], multiflora rose [*Rosa multiflora*], raspberry [*Rubus* sp.], and viburnum [*Viburnum* sp.]. Kudzu [*Pueraria lobata*] has also become a serious threat to many of the features as it inundates the remaining open areas in the park.

Integrity is the ability of a property to convey its significance. The National Register recognizes seven aspects or qualities that, in various combinations, define integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of these aspects. The New River Gorge National River landscape retains its integrity of location and setting. The area remains in the Allegheny section of the Appalachian Plateau Province. Development within the gorge is still evident, albeit difficult to discern at times because of vegetation growth. Settlement favored use of the few level areas and the shallow slopes in the gorge, for the siting of farms, placement of railroad, and siting of mines and houses.

The landscape integrity suffers due to the lack of many historic structures. Many buildings and structures that survive have been severely impacted by decay and some will likely be taken down for safety reasons, though the park is currently stabilizing a number of key buildings. Others have been demolished by park management in favor of creating a more natural park setting. Erosion and mudslides have damaged or destroyed many elements in the area. Also, some sites are hard to access by visitors, and are therefore hard to maintain, leading to a disjointed view of the park's cultural resources. However, the elements are still in place to exhibit the unique building styles, land uses, materials, and workmanship of many of the activities in the New River Gorge National River.

Landscape Characteristics And Features

Natural Systems And Features

New River Gorge National River is located in the Allegheny section of the Appalachian Plateau Province. This section is indicated by a regular succession of high, sharp ridges separated by sharp, V-shaped valleys. The New River, the dominant natural feature, is a sharply dropping river. It flows northwest across the Appalachian Mountains and is extremely old, apparently a remnant of the prehistoric Teays River. The New River is said to be the oldest river in the Western Hemisphere. Its

elevation drops as quickly as 17.3 feet per mile, which formed the sharp gorge for which this area is known.

The natural features of the region are primary reasons for the region's development and unique history. Due to the steep walls of the New River Gorge, much of the area was inaccessible until the C&O Railroad laid tracks through the region in the 1870s. The C&O Railroad took advantage of the narrow shelves along the New River, at places widening these shelves to accommodate the mainline and discourage rockslides.

The New River Gorge became an important area for the industrializing United States because of its accessible veins of high quality bituminous coal along the canyon walls in the middle and northern part of the park. Regardless of the steep slopes, a number of mines were opened along the New River between 1873 and 1930 to extract this valuable resource. Many of these mining towns are currently overgrown, abandoned when coal seams ran dry and operations ceased being profitable.

Timber was another resource bountiful to the region. As late as 1900, over 75 percent of the southern Appalachians remained in forest, with some trees measuring 4 to 8 feet in diameter (Briggs 1992). Poplar, oak, spruce, hemlock, and chestnut lumber was viewed as a potential export from the developing region, much as the coal that continued to be a cash crop for the area.

The New River landscape includes a number of varying natural features that have shaped the cultural landscape in the area. Steep slopes in the gorge have constricted possible uses throughout the area, both historically and today. Farming, in particular, has been dependent on land flat and rich enough to sustain crops. Farmsteads were scattered throughout the gorge historically, though current agricultural practices tend to be concentrated in the flatlands of Richmond Bottom and on the plateaus above the gorge.

Today, whitewater rafting and rock climbing are major attractions to the New River Gorge National River, given its series of class II and III rapids and naturally steep cliffs such as the Endless Wall. The park also contains a number of unique plant communities. The flat rock plant community can be found at Camp Brookside and Sandstone Falls State Park. The vegetation at Kate's Branch in the Glade Creek watershed also contains vegetation unique to West Virginia and is accessible through a network of hiking trails.



Sandstone Falls, one of the more dramatic elevation changes along the New River (OCLP 2003).



Part of the Endless Wall, these sandstone cliffs are used for rock climbing throughout the park (NERI 2001).

Spatial Organization

The topography of the site most directly affects the spatial organization of the New River Gorge National River landscape. The New River was once the main route of transportation, on which most properties were dependent. This changed in the 1870s when the completion of the C&O mainline opened the gorge to industrialization. Now a network of state and federal roads cut through the New River Gorge, providing access to the numerous properties. The result is a disjointed organization with some properties more accessible from current roads than others.

The C&O mainline parallels the New River, with some branch lines that once provided access to coal mines and logging camps situated up drainage ravines. Lumber companies also used some narrow gauge rails to transport trees from the plateaus to the river.

Mining towns were organized in a linear fashion along the railway corridor. A conveyor and mountain haulage connected the mine at the top to the tippie, railroad, and river at the bottom. Buildings and mine portals branched out along the top level while residences and mining support buildings developed along the bottom. Evidence suggests that many of these mining towns were linked along the headhouse bench and across the river by suspension bridges at Nuttallburg and Caperton.

There are few existing traces of the extensive logging that occurred in the New River Gorge in the late 19th and early 20th centuries. Because of the use of overhead steam log skidders to remove trees from the forested sides of the gorge, little road infrastructure was constructed. Overhead skidders used a skidder boom or a tree above the loading area to raise the cable off the ground both at the bottom and top of the gorge. A small carriage with sheaves rode on the overhead cable, moving logs down the steep slopes to the rail lines, above ground obstructions. Logging operations generally centered around a town with a working sawmill, where logs were sawn, dried, and then moved to lumber yards on the C&O mainline before being shipped to eastern markets.

Farms tend to consist of a residence around which support buildings are clustered. Fields and fences surround this cluster of buildings. The extent of the farm was typically limited by the topography surrounding it, keeping these farmsteads smaller.

A number of recreational uses have developed in the park today. Uninhibited by the steep topography of the gorge, these activities make use of the distinct terrain within the park. Whitewater rafting is a common draw to the New River Gorge National River. Facilities are organized along the New River, including various river access points. Rock climbing is also enjoyed by many along the cliffs of the New River Gorge. Horseback riding, biking, and hiking are accommodated by a network of trails throughout the park, many of which use existing mine trails and railroad grades. Also as part of the recreation opportunities in the park are a number of former state parks now operated by the National Park Service. These parks act as independent nodes along the river, which cannot be easily accessed by the river or railroad.



Trump-Lilly Farmstead and outbuilding (PHSO 2001).

Land Use

Land uses within the New River Gorge National River have changed dramatically from those present during the height of the industrial era between 1873 and 1930. During that time, life within the gorge supported a number of private and commercial uses, including the railroad, mining and logging, farming, as well as bateau operations along the New River. Ferries were used to cross the river in some locations, with the Richmond Ferry going out of use at Sandstone sometime after 1940 (Scott 1986). Other institutions within the gorge included a bottling company at Sewell (Lane 1985) and a hat factory in the area of Prince and Quinnimont (Steel interview).

The railroad was developed historically as a means to connect the East Coast with lands in the Ohio Valley. It retains most of its resources today, though some structures have been taken down for safety reasons and portions of track have been abandoned and/or removed.

Coal mining is one historic use of the New River Gorge. Remnants of this activity are visible as ruins along the C&O mainline and park trails. A number of cemeteries also remain as vestiges of abandoned mining communities that once dominated the New River landscape.

Logging also changed the landscape of the New River Gorge. Evidence of this past activity is now limited to a few ruins and the emerging second and third growth forests of the area.

Farming is still relevant within the New River Gorge, though more limited than during the time of historic subsistence farms. Current farms are localized downstream from Hinton along River Road in a region known as Richmond Bottom. Located across from Sandstone, Richmond Farm is the last of a few smaller farms located along River Road.

Apart from hiking trails and activities provided by the National Park Service, additional activities were added to the New River Gorge National River when West Virginia donated Sandstone Falls, and Grandview State Parks to the National Park Service. Private companies and individuals have established other recreational opportunities. These include numerous whitewater-rafting outfits operating within the area as well as private campgrounds and visitor facilities.

Recreation uses within the New River Gorge include a number of private and public sites. Historically, three state parks were situated along the New River, providing picnic sites and scenic overlooks. The state of West Virginia has since donated two of these parks to the National Park Service; Sandstone Falls and Grandview. Babcock State Park remains under jurisdiction of the state of West Virginia. Recreational opportunities were also developed by private companies and individuals to take advantage of access and views to the New River.



The agricultural land in the Richmond Bottom area. Richmond Farm is seen here at the end of River Road (OLCP 2003).



Whitewater rafting on the New River (<http://www.nps.gov/neri/raftgal.htm>).



Some logging still occurs on private land within the park boundaries (OCLP 2003).

Cultural Traditions

A number of ethnic groups have left their mark upon the landscape in the New River Gorge. The way of life in mining and lumber towns has instilled certain traditions among the people that once called this place home.

During the late 1800s, several thousand immigrants flocked to the New River Gorge. Approximately 20 European and Mediterranean nationalities were represented in the New River Gorge by 1920, with most coming from Great Britain, Germany, Poland, and Italy (Gillenwater, 1983). African Americans and Europeans were employed in all facets of life in the New River Gorge. Many worked for the railroad, or in mining and lumber towns. The Irish and Italian stone masons brought in by the railroad often stayed to work in the various towns springing up in the area. At least one community (Irish Mountain) can trace its roots back to the railroad.

African Americans were prominent in many of the mining towns throughout the gorge. Historic pictures depict African Americans working side by side with white miners. However, like much of the country, segregation was present among the New River mining fields. At places like Nuttallburg and Thurmond, African Americans attended separate schools and churches and lived in towns separated by the New River or one of its tributaries. Today an African American cemetery at the mining community of Quinnimont is separate from the main cemetery.

Mining communities had to be self sufficient because of their isolation from all but the railroad. Residents lived and worked at the mines, making their living by spending company script in the company stores. And when coal mines closed, it wasn't uncommon for miners to move or reuse the lumber from their houses in the construction of new dwellings. This practice of ownership continues today, as cut stones are salvaged from abandoned sites.

Farms in the New River Gorge tended to be passed down from generation to generation, often splitting into smaller and smaller pieces as they were divided equally among children. As the economy leans more and more toward larger commercial farms, the cultural traditions from these smaller family farms are being lost. Already, there are fewer farms in the New River Gorge than during its peak in the early to mid 1800s (Gillenwater 1983).

Fishing and hunting are traditions in the New River Gorge. In 1860, "Fayette County paid bounties for predatory animal scalps - \$10 for a wolf, \$1 for a wildcat, \$.50 for a red fox, and \$.25 for a common grey fox" (Athey n.d.). Fishing was also one of the occupations mentioned in an 1860 Fayette County population poll. Today, hunting continues on privately owned land within the park. Fishing continues to be a draw along the New River, with a number of river access points providing boat access to the river.



Many of the cemeteries within the park boundaries are family or mine community plots. There is also evidence of separate cemeteries for blacks and whites in some areas (OCLP 2003).



Fishing is enjoyed by many local residents and tourists. This is one of many river access points along the New River (OCLP 2003).



The Black Church at Thurmond is only one of the structures that portray the segregation that took place among the various communities in the gorge (OCLP 2003).



Paragliders, part of the festivities that occur on Bridge Day in the New River Gorge (<http://www.nps.gov/neri/bdgal.htm>, courtesy of Debra Parker).

Topography

Topography continues to be a major feature in the New River Gorge. It was also one of the biggest concerns prohibiting early development along the river. The completion of the C&O Railroad through the area in 1873, provided the transportation necessary to establish coal mining and lumber operations throughout the New River Gorge. Because of the few flat areas along the New River, the C&O mainline was situated along the New River, generally following the topography from Hinton to Hawks Nest.

Coal mining operations were developed along the top and bottom of the gorge. Sophisticated conveyors and mountain haulage lines provided the means necessary of overcoming the topography of the region. This configuration also allowed the steep terrain to be harnessed as a gravity-fed system to help move coal.

The lumber industry made use of the steep topography in the gorge by developing skidders that would allow gravity to bring logs down the sides of the mountains to the C&O mainline. This overhead cable system was used extensively along the New River and Gauley Rivers.

The topography of the New River Gorge has become one of the major recreational attractions in the New River Gorge, making it one of the most popular climbing areas in the country. The cliffs in the New River Gorge are made up of hard sandstone ranging anywhere from 30 to 120 feet in height. One of the most popular climbing sites in New River is the Endless Wall, located just upstream from the Canyon Rim Visitor Center. The spectacular whitewater rapids in the New River are also a result of the topography, formed as the river cut northward over the Appalachians towards the Ohio River. The New River contains a number of class II and III rapids.



The steep slopes are easily recognizable from the Grandview Turkey Spur Overlook (OCLP 2003).



Topography at the river access in Thayer provides an easy place to launch boats into the river (OCLP 2003).

Vegetation

Both sides of the river are part of the mixed mesophytic forest of central Appalachia. Plants from both the eastern coastal plains and the Mississippi Valley, which may be uncommon elsewhere in the central Appalachians, are located in the gorge. There are also many introduced and exotic species, and homeowners have planted many ornamental species on their properties (GMP 1982, 60).

A 1987 biological survey of the New River Gorge National River identified six plant community associations within the park: (1) riparian forest; (2) rock riprap habitat; (3) boulder habitat; (4) tributary stream gorge habitat; (5) developed or disturbed habitat; and (6) ridgetop habitat (DEA 1993). Species typically associated with the riparian habitat include sycamore [*Platanus occidentalis*], black willow [*Salix nigra*], river birch [*Betula nigra*], silver maples [*Acer saccharinum*], and honey locust [*Gleditsia triacanthos*].

Riprap rock habitat is found on slopes greater than 30% and includes upland hardwood species. Characteristic species include American linden [*Tilia americana*], red maple [*Acer rubrum*], Ohio buckeye [*Aesculus glabra*], and red oak [*Quercus rubra*].

Boulder habitat is characteristic in areas where large talus sandstone blocks have fallen from surrounding cliffs. It includes riparian species near the river's edge with upland hardwoods slightly above. Typical species include sycamore, boxelder [*Acer negundo*], hickory [*Carya*], cucumber magnolia [*Magnolia acuminata*], and sweet gum [*Liquidambar styraciflua*].

A number of tributary streams enter the New River at the mouth of deep ravines. The cooler climates provided by the steep walls of the ravine provide the climate necessary for hemlock [*Tsuga canadensis*], yellow birch [*Betula lutea*], red maple, and Ohio buckeye. Understory species commonly found in these ravines include rhododendron, mountain laurel, and ferns.

Developed and disturbed areas provide habitat for a wide variety of species. Though the species associated with these areas differ greatly around the park, typical species include Paulownia [*Paulownia tomentosa*], kudzu [*Pueraria lobata*], and Japanese honeysuckle [*Lonicera japonica*].

Vegetation typically associated with ridgetop habitats include American holly [*Ilex opaca*], big tooth aspen [*Populus grandidentata*], sweet birch [*Betula lenta*], post oak [*Quercus stellata*], and scrub oak [*Quercus ilicifolia*].

Historically, the New River Gorge was covered with specimen poplar, oak, spruce, hemlock, and chestnut forests. In the late 1800s, at the same time that industrialists were actively turning toward the New River coalfields, lumber magnates were turning toward the virgin forests of the New River Gorge. A number of valuable trees could be found along the slopes of the New River, some measuring between 4 and 8 feet in diameter. It was these trees that would ignite the logging industry along the river in the late 1800s. Small-scale logging continues in the park today, but most of the land is covered in third growth timber. What chestnuts remained from logging were nearly all wiped out by disease in the early 1900s. A few specimen trees remain around farmsteads such as the Trump-Lilly and Cochrane Farms.

Farmers in the New River Gorge cleared what level, fertile land they could find. Often these sites were situated along the river at Richmond Bottom, but a few can be found midway up the gorge and on the plateaus above. The main crops planted after forests had been cleared included wheat, corn, oats, hay, and potatoes (Athey n.d.). Today, few of these farms remain active. Those observed during fieldwork were growing corn and hay and were situated in the Richmond Bottom area.

Vegetation planted for recreational purposes include ornamental species around vacation homes and trailers. There is also some evidence of rhododendron plantings by the CCC at Grandview State Park. The state planted Norway spruce in the park during 1954-55, many of which are still extant.



Flat rock plant community at Camp Brookside (PHSO 2001).



Kudzu at Thurmond prior to invasive species control procedures (PHSO 2002).



Surviving chestnut tree at Cochrane Farm (OCLP 2003).

Circulation

Historically, the only mode of transportation to many of the sites within the gorge was the New River and various wagon paths leading from it. Ferries located at various junctures along the river provided a means of safely crossing the river and continued as a means of crossing the New River through 1940 (Scott 1986). By following the river, the C&O railroad became the dominant mode of transportation in the early 1870s. The railroad provided a means of mining the otherwise inaccessible gorge, by providing a way to transport goods in and out of the gorge. In the early 1900s, transportation slowly made a transition to the automobile. State roads were graded along the upper levels of the mines, connecting them by a series of narrow, gravel roads.

Today, engineering has provided a means of transforming the circulation patterns of the New River Gorge, with the bridges along Interstates 64 and 19. The river has become an obstacle rather than a mode of transportation. Many sites maintained by the National Park Service remain inaccessible except by the old state roads that wind up the sides of mountains. Some sites remain unmarked because of inadequate roadways, and those that include signage, and can easily be reached, are often the only feature at the end of a long road. Places like Grandview, Thurmond, and Nuttallburg have become nodes that are no longer connected by roads as they were by the river and railroad. In some places, these individual sites have been linked by trails. This is most noticeable from Thurmond to Kaymoor where a series of old mine trails have been transformed into a network of hiking and biking paths. The New River remains the most inclusive form of transportation through the park, however. And although rafters are unable to see many of the features along the river, the link that once united these sites in a network of industrial communities still exists.

The C&O Railroad mainline (now CSX) remains situated along the New River. Many of the branch lines have been abandoned and now exist only as graded paths winding through the forest. The branch line between Glen Jean and Thurmond has recently been purchased by John Dragan Enterprises, who proposes using it as a tourist route.

Surprisingly, the circulation patterns within the coal mining communities remain mostly intact. A network of miners' paths branch from the main portals and headhouses along the cliff at the canyon rim, often connecting the various mines. The narrow dirt roadbeds that acted as a secondary transportation systems in many of the towns are also present among the building foundations. Though the railroad has abandoned the branchlines that served as the lifeblood to these communities, many are still present near the tippie and coke ovens.

Unlike the logging industry in western states, there were few logging roads constructed in the New River Gorge. The steep slopes of the gorge prevented the efficient use of temporary roads in removing lumber, yet presented the possibility of using overhead log skidders within the gorge. These movable skidders were anchored at the railroad and in the slopes above. Cables were then attached to the trees before they were cut, allowing gravity to move the trees downslope to the railroad. In some areas like Glade Creek, narrow gauge rail was used to transport lumber to the New River. In these areas, the rails switched back and forth up the mouth of the creek to provide a transportation system between the bottom and top of the gorge. Today, the former logging and narrow gauge trails have been transformed into hiking trails. In some areas, portions of the narrow gauge track remain.

Because of the scarcity of farmland within the New River Gorge, farms were often situated wherever land was flat and rich enough to support crops. Many of these farms were located near the river, using the river as a means to move grain to market. Before 1920, bateaus were one way farmers transported their crops to markets and grist mills (Smith 1988). Farms that were located upslope from the river had

to ship excess grain to market by wagon. These wagon routes were generally narrow, steep roads and could pose problems in adverse weather. Circulation within farms generally consisted of routes between the homestead and the various fields.

Many of the historical routes located within the New River Gorge have become the routes for present-day recreational activities. Whitewater rafting and kayaking are popular sports along the New River. A number of river access sites are maintained by the park to provide points to enter and depart for local fishermen and rafters.

Former mine trails connecting the various headhouses and railroad grades are also being reused as hiking and biking trails. These trails begin to reveal the extensive circulation networks used by the coal mines as well as stress the dependence of these mining sites on the railroad. Rock climbers in the area have also begun using wooden ladders, much as the miners used historically to navigate the steep terrain, in order to access favorite climbing spots. Many of these circulation patterns have remained intact through a present-day context, though they have changed from their historic use.



Railroad tracks at Thurmond are still a viable mode of transportation through the park, though passenger trains are less frequent than they were historically (PHSO 2002).



The narrow, winding access road to Cunard (OCLP 2003).



Narrow, one-lane state road between Thayer and McKendree (OCLP 2003).



The main overlook boardwalk at the Canyon Rim Visitor Center (OCLP 2003).



An abandoned rail bridge near Cunard has been adapted for use as a pedestrian trail (OCLP 2003).



Stone steps at Thurmond leading to the Black Church. Steps were used throughout the park to negotiate the steep terrain (OCLP 2003).

Buildings And Structures

A number of buildings and structures are located throughout the New River Gorge. Many of these structures are difficult to access as historic transportation routes are no longer in use. The retaining walls that made settlement of the region's steep mountains possible are the major feature surviving today from the mining sites. Modern retaining walls can also be found along old state roads, taking the form of wrapped gabion and reinforced steel and concrete. Both of these were sighted during fieldwork along the road between Thayer and McKendree.

Although many of the buildings associated with the C&O Railroad are no longer extant, enough survive to depict the expansive operation within the New River Gorge. Many of the railroad buildings have been abandoned. The coaling tower at Thurmond is an example of this type of structure. A number of water towers in Hinton are in a similar state. Other buildings are being reused. The depot in Hinton, for instance, serves as a part-time museum and railroad depot. By in large, however, the majority of railroad structures associated with the railroad are no longer extant. The many octagonal tower depots found along the C&O mainline as it ran through the gorge are missing, as are the railroad car housing once found in many places.

For the most part, the buildings and structures associated with coal mining in the area have become ruins. The buildings that survive today generally consist of the stone buildings that were generally part of the mining complex. These structures include: powder and cap houses, coke ovens, the main portals, and, in some cases, headhouse, conveyor, and tippie. Retaining walls are still prevalent throughout the area once encompassed by the mining communities.

Due to the ephemeral nature of logging operations within the park, there are few surviving buildings and structures from lumber activities. According to Andy Steel (oral interview 2003) a mill dam and pillars from a narrow gauge railroad can be found along the Lefthand Fork north of Beurytown. Also, remnants of the expansive logging operations can be found at Hamlet, at the mouth of Glade Creek.

A number of buildings and structures survive from agricultural operations in the New River Gorge. The Trump-Lilly and Richmond Hamilton Farms contain fine examples of barns and outbuildings. These structures were generally unpainted and constructed from logs native to the area. The farmhouses at both locations are covered with narrow wood siding.

Today, facilities have been constructed to handle the growing number of recreational visitors to the park. Apart from the park headquarters at Glen Jean, the park now has a visitor center at the Canyon Rim off Interstate 19 and at Sandstone off Interstate 64. The park also has a seasonal visitor center in the Thurmond Depot and is in the process of stabilizing a number of buildings in the town of Thurmond. At Cunard, the park has a large restroom facility to accommodate the raft and boat loading ramps located there. Some of the most common structures used throughout the park, however, are the railroad trestle bridges found along many of the hiking trails. These have been modified for pedestrian use along many of the old mine trails.



The Sandstone Visitor Center, opened in 2003, is one of two that help orient visitors to the park (OCLP 2003).



Christina Vallandigham House is now surrounded by a housing development (OCLP 2003).



The Richmond-Hamilton barn depicts the typical rustic style found in many of the outbuildings in the area (NERI 2001).



One of the buildings on the Cochrane Farm site (OCLP 2003).



The repainted Fatty Lipcomb House in Thurmond is an example of the stabilization work being done in the park (OCLP 2003).



One of the ramps for loading and unloading rafts at Cunard (OCLP 2003).

Views And Vistas

New River Gorge National River offers a number of views throughout the park. A boardwalk at the Canyon Rim Visitor Center provides views to the New River Bridge, the second longest single steel arch bridge in the world. Views of the old crossing at the Fayette Bridge upstream are also visible from this boardwalk. The Sandstone Visitor Center provides views of the mountains, and their relation to Interstate 64, but does not provide views to any singular feature. A number of overlooks are maintained throughout the park, such as the one above Sandstone Falls and Brooks Falls. The most spectacular views, however, are probably available from the overlooks at Grandview. They provide panoramas of the New River winding through the mountains near Stretcher Neck. Punctuated views of the gorge can be found along many of the roads that run along the New River, such as those along the Thayer-McDendree Road. These included views to the river, the surrounding mountains, and down the slopes of the mountains.

The railroad offers a unique vantagepoint with its construction along the New River. The tracks serve as guides providing distinct views to the river and surrounding mountains. The railroad is also a clearly identifiable feature from the overlooks in the area. The C&O mainline provides a historic glimpse of the New River Gorge, one that is rarely seen by park visitors today. This becomes apparent from the Beury Memorial at Quinnimont, which is oriented to be viewed from the railroad. Nestled behind a row of houses and surrounded by trees, this monument is now viewed only after a short walk. The railroad also offers a number of views because of the various features located along the tracks. The Coaling Tower at Hinton, for instance, is visible from across the New River along River Road.

Many of the views at coal mining sites have been lost through successional growth of forest on the mountain slopes. Kaymoor may offer the only views that would resemble historic conditions in the gorge. Historically, the slopes of the New River Gorge would have been open, as community melded into community along the banks of the New River and trees were cut for use in mining structures. Views from the houses to the river and mine, and vice versa would have been common throughout the gorge.

Logging in the New River Gorge would have created views as desired trees were removed from the gorge. These views have been lost through trees growing in areas that were once cleared.

Because of the scarcity of level land rich enough for farming, farms were scattered throughout the gorge; some were located along the river, while others were near the canyon rim. Many, if not all, of these farm sites would have had views to the river and mountains beyond. Depending on where these farms were situated along the New River, they may also have had views to the mines and mining communities.

The current views perhaps most closely associated with historic views are those provided to the rafters and kayakers along the New River. Boats provide views to the mountains, railroad, and mining communities on the slopes of the gorge. Boaters also have access to glimpses of the river from roads leading to river access points. Since many trails use historic paths, a number of views are available to hikers and bikers, both in the form of overlooks as well as views of past communities. Rock climbers have access to uninhibited views of the New River Gorge from the Endless Wall, as do paragliders and rappellers who participate in the annual Bridge Day festivities.



Brooks Falls Overlook, along Highway 20 (OCLP 2003).



View of Sandstone Falls from the main overlook (OCLP 2003).



View of the New River from Grandview main overlook (OCLP 2003).



View of the Fayette Bridge from the main overlook at the Canyon Rim Visitor Center (OCLP 2003).

Constructed Water Features

Though the field team was unable to see many of these features, they were discussed in an oral interview with Andy Steel and described in literature from the various New River Symposia. The size of these features vary, yet overall they characterize the unique operations within the New River Gorge.

The mill slough at Camp Brookside is identifiable along the entry drive. Though it appears to be a natural system, it was constructed sometime in the 19th century to power Cooper's Mill, located on the Camp Brookside site. A more easily identifiable feature at Camp Brookside is a shallow concrete swimming pool that now sits unused.

Few features remain from the logging industry within the park. However, two of the features that do remain are constructed water features used in various stages of logging. According to Andy Steel, there are ruins of timber holding ponds near Hamlet. Because of the extensive logging operations in the area there may be more features in the area. Another feature related to the logging industry is a mill dam along the Lefthand Fork near Beurytown. More research will need to be taken to determine if similar features persist in other areas of the park.

The largest and yet most invisible constructed water feature in the New River Gorge is perhaps the work undertaken by the Army Corp of Engineers to increase the cargo capacity of bateaus. After the driving of the spike at Hawks Next that completed the C&O Railroad, the government funded a proposal to blast channels in the New River. The river bottom was blasted to create channels about thirty feet wide and two feet below the lowest water level. Metal ringbolts were also placed along the shore to help bateaus navigate the more difficult chutes at the falls (Smith 1988).



Mill slough at Camp Brookside (PHSO 2001).



Swimming pool at Camp Brookside (PHSO 2001).

Small Scale Features

The New River Gorge National River includes a number of small-scale features. Some of these contribute to the cultural landscape while others are modern additions. It is impossible to list all of these features at the scale of an overall landscape. This general description provides detail on the types of features that are consistent among the different park landscapes.

A number of small-scale features remain from the railroad era in the New River Gorge. The most common of these include concrete mile markers, whistle posts, and right of way markers. Other features would include signal lights, such as those at Thurmond. A number of modern signs are also posted along the railroad tracks between Hinton and Hawks Nest.

Many of the small-scale features associated with coal mining are now in a ruinous state after the mines and towns were abandoned in the 1940s. Along branch lines, railroad box culverts are still functioning to channel water. Though not typical of all mining sites, Nuttallburg contains a fire suspension system consisting of cast iron hydrants and dry wells. Modern features include hazard signs and chainlink fencing.

At least one small-scale feature related to the New River logging industry persists today, according to Andy Steel. This feature is a truck that once powered a portable mill at Camp Branch. Other features would include spikes and rails from the narrow gauge track that ran between Hamlet at Glade Creek and Crow.

A number of small-scale features survive at farm sites. Fencing and hedgerows between fields and as a separation between the farmhouse and surrounding fields are one of the most prominent small-scale features. At Trump-Lilly Farm this demarcation takes the form of a picket fence. Small stone bridges and culverts can be found at many sites in the gorge. They are noticeable at Trump-Lilly, Richmond-Hamilton, and Cochrane Farms. Other small-scale features found at farm sites include grape arbors, clotheslines, and cattle ramps.

Designated as a recreational park, a majority of the small-scale features are associated with modern recreation. Besides the common features (picnic tables, grills, trash cans, fireplaces, fire rings, and drinking fountains), there are also a number of features specifically designed to accommodate the whitewater industry in the park. These include a number of boat tie-ups, river access points, and steps with ramps for loading and unloading rafts, such as those at Cunard. Other small features include those found at many state parks across the nation: volleyball nets, basketball hoops, play equipment, benches, and athletic fields.



Picnic amenities at the Sandstone Visitor Center (OCLP 2003).



Picnic tables, grills, and typical trash can at Brooks Falls Day-use Area (OCLP 2003).



C&O marker at Nuttallburg with a right-of-way marker in the background (OCLP 2003).

Archeological Sites

New River Gorge National River contains a number of sites that would benefit from archeological research. Due to the extensive variety of industrial sites in the gorge, there are a number of abandoned buildings that may prove unique examples of industry in the area. Sites important to better understand logging in the area may also help explain the role of the lumber industry and its impact on life in the New River Gorge. Currently, some archeological research has been performed to identify prehistoric sites within the park as well as delineate historic circulation patterns within the area.

Potential sites pertaining to the C&O railroad include a number of abandoned tracks and branch lines. Though the track has been removed from many of these lines, the rail beds are still visible along the slope, and in some cases have been used for park trails. Other archeological sites include various support buildings such as turntables, water towers, and engine houses.

The abandonment of coal communities in the 1930s and 1940s has resulted in a number of ruins along the slopes of the gorge. Most mining structures once constructed of wood are now visible only by their stone foundations. Circulation patterns within the mining communities, though still visible, are beginning to disappear. Evidence of the two pedestrian suspension bridges located at Caperton and Nuttallburg is visible mainly in photographs, although the stone towers remain extant at Nuttallburg.

Because of the ephemeral nature of the logging industry within the New River Gorge, most of this activity is only available through archeology. A notable archeological feature would be the rail bed and some rail remnants in the Glade Creek watershed.

Apart from buildings, farm sites include a number of archeological features. In most cases, the outbuildings and farm fields fall into this category. Fence lines, arbors, and orchards are among others likely to be found in the gorge.

Archeological features representative of recreation within the park would any trails or features abandoned since the park was established. Since Grandview was established in the 1930s, it is likely to yield features that would benefit from archeology. No abandoned trails or structures are known at this time.



Tipple piers at Cunard (OCLP 2003).



Bank of coke ovens at Nuttallburg. This type of feature is found throughout the park at the various mine sites in various degrees of stabilization (OCLP 2003).



The Hinton coaling tower sits isolated now that many of the CSX tracks have been removed (OCLP 2003).



Tipple headwall at Brooklyn (OCLP 2003).

Management Information

Current Name(s): New River Gorge National River

Management Unit:

Tract Numbers:

State and County: Fayette County, WV

State and County: Raleigh County, WV

State and County: Summers County, WV

Size (acres): 70,000.00

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: No Documentation

Explanatory Narrative:

National Register Eligibility:

Explanatory Narrative:

Date of Eligibility Determination:

National Register Classification:

Significance Level:

Contributing/Individual:

National Historic Landmark Information

**National Historic
Landmark Status:**

World Heritage Site Information

World Heritage Site Status:

Cultural Landscape Type and Use

Cultural Landscape Type:

Historic Vernacular Landscape

Current and Historic Use/Function:

Use/Function Category: Agriculture/Subsistence
Use/Function: Livestock
Detailed Use/Function: Livestock
Type Of Use/Function: Both Current And Historic

Use/Function Category: Agriculture/Subsistence
Use/Function: Agricultural Field
Detailed Use/Function: Agricultural Field
Type Of Use/Function: Both Current And Historic

Use/Function Category: Agriculture/Subsistence
Use/Function: Agricultural Outbuilding
Detailed Use/Function: Barn
Type Of Use/Function: Both Current And Historic

Use/Function Category: Agriculture/Subsistence
Use/Function: Agricultural Outbuilding
Detailed Use/Function: Agricultural Outbuilding
Type Of Use/Function: Both Current And Historic

Use/Function Category: Government
Use/Function: Government Office
Detailed Use/Function: Ranger Station
Type Of Use/Function: Current

Use/Function Category: Government
Use/Function: Government Office
Detailed Use/Function: Visitor Contact (Visitor Center)
Type Of Use/Function: Current

Use/Function Category: Government
Use/Function: Post Office
Detailed Use/Function: Post Office
Type Of Use/Function: Historic

Use/Function Category: Education
Use/Function: School
Detailed Use/Function: School
Type Of Use/Function: Historic

Use/Function Category:	Education
Use/Function:	Training Center
Detailed Use/Function:	Training Center
Type Of Use/Function:	Historic
Use/Function Category:	Religion
Use/Function:	Religious Structure (church)
Detailed Use/Function:	Religious Structure (church)
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Religion
Use/Function:	Church Yard
Detailed Use/Function:	Church Yard
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Industrial/Processing/Extraction
Use/Function:	Manufacturing Facility (Mining)
Detailed Use/Function:	Mine
Type Of Use/Function:	Historic
Use/Function Category:	Industrial/Processing/Extraction
Use/Function:	Manufacturing Facility (Mill)
Detailed Use/Function:	Manufacturing Facility (Mill) - Other
Type Of Use/Function:	Historic
Use/Function Category:	Vacant (Not In Use)
Use/Function:	Vacant/Maintained (Mothballed)
Detailed Use/Function:	Vacant/Maintained (Mothballed)
Type Of Use/Function:	Current
Use/Function Category:	Vacant (Not In Use)
Use/Function:	Abandoned/Unmaintained
Detailed Use/Function:	Abandoned/Unmaintained
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Vacant (Not In Use)
Use/Function:	Ruin
Detailed Use/Function:	Ruin
Type Of Use/Function:	Current
Use/Function Category:	Landscape
Use/Function:	Leisure-Passive (Park)
Detailed Use/Function:	Leisure-Passive (Park)
Type Of Use/Function:	Current

Use/Function Category:	Landscape
Use/Function:	Scenic Landscape
Detailed Use/Function:	Overlook
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Landscape
Use/Function:	Scenic Landscape
Detailed Use/Function:	Scenic Landscape
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Social
Use/Function:	Meeting Hall (Fraternal)
Detailed Use/Function:	Meeting Hall (Fraternal)
Type Of Use/Function:	Historic
Use/Function Category:	Social
Use/Function:	Clubhouse (Social/Garden)
Detailed Use/Function:	Clubhouse (Social/Garden)
Type Of Use/Function:	Historic
Use/Function Category:	Recreation/Culture
Use/Function:	Outdoor Recreation
Detailed Use/Function:	Campground/Picnic Area
Type Of Use/Function:	Current
Use/Function Category:	Recreation/Culture
Use/Function:	Outdoor Recreation
Detailed Use/Function:	Picnic Shelter
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Recreation/Culture
Use/Function:	Outdoor Recreation
Detailed Use/Function:	Playground
Type Of Use/Function:	Current
Use/Function Category:	Recreation/Culture
Use/Function:	Monument (Marker, Plaque)
Detailed Use/Function:	Monument (Marker, Plaque)
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Recreation/Culture
Use/Function:	Theater (Cinema)
Detailed Use/Function:	Theater (Cinema)
Type Of Use/Function:	Historic
Use/Function Category:	Recreation/Culture
Use/Function:	Outdoor Recreation
Detailed Use/Function:	Sports/Athletic Field
Type Of Use/Function:	Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Village Site
Detailed Use/Function:	Village Site
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Camp
Detailed Use/Function:	Camp
Type Of Use/Function:	Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Single Family Dwelling
Detailed Use/Function:	Single Family House
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Single Family Dwelling
Detailed Use/Function:	Single Family Dwelling-Other
Type Of Use/Function:	Both Current And Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Single Family Dwelling
Detailed Use/Function:	Cabin/Lookout
Type Of Use/Function:	Historic
Use/Function Category:	Domestic (Residential)
Use/Function:	Single Family Dwelling
Detailed Use/Function:	Single Tent
Type Of Use/Function:	Current
Use/Function Category:	Domestic (Residential)
Use/Function:	Institutional Housing
Detailed Use/Function:	Institutional Housing
Type Of Use/Function:	Historic

Use/Function Category:	Commerce/Trade
Use/Function:	Restaurant (Bar, Lounge)
Detailed Use/Function:	Restaurant (Bar, Lounge)
Type Of Use/Function:	Historic
Use/Function Category:	Commerce/Trade
Use/Function:	Financial Institution (Bank)
Detailed Use/Function:	Financial Institution (Bank)
Type Of Use/Function:	Historic
Use/Function Category:	Commerce/Trade
Use/Function:	Professional
Detailed Use/Function:	Professional
Type Of Use/Function:	Historic
Use/Function Category:	Transportation
Use/Function:	Road-Related
Detailed Use/Function:	Parking Area
Type Of Use/Function:	Current
Use/Function Category:	Transportation
Use/Function:	Pedestrian-Related
Detailed Use/Function:	Hiking Trail
Type Of Use/Function:	Current
Use/Function Category:	Transportation
Use/Function:	Pedestrian-Related
Detailed Use/Function:	Trail Bridge
Type Of Use/Function:	Current
Use/Function Category:	Transportation
Use/Function:	Water-Related
Detailed Use/Function:	Boat Launching Area
Type Of Use/Function:	Current
Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	Station (Depot)
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	Rail Yard
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	RR Bridge
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	RR Tunnel
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	RR Trackage
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Funerary
Use/Function:	Cemetery
Detailed Use/Function:	Cemetery
Type Of Use/Function:	Both Current And Historic

Use/Function Category:	Transportation
Use/Function:	Road-Related
Detailed Use/Function:	Road Retaining Wall
Type Of Use/Function:	Both Current And Historic

Ethnographic Information

Ethnographic Survey Conducted: No Survey Conducted

Significance Description:

An Ethnographic Overview And Assessment is being prepared as part of the pre-General Management Plan effort to look at the natural, cultural, and historic resources of the park that are important to traditionally associated peoples and communities. The focus will be history of community formation, development and sustainability from the first European settlement to the present day; traditional uses of plant, animal and other resources; and the annual round of economic, social, and cultural activities of the communities and groups at the local and regional levels. Information will be available when that study is complete.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Adjacent lands are an important element of the New River landscape. At many locations throughout the park, development beyond the park boundary could have a serious impact on the park and how it is experienced from the river. In addition much of the land within the park boundary is currently held by private landowners, and development on those lands could also have a negative impact on the rural setting and views. Extensive clearing on the private lands adjacent to or within the park boundary would have a negative impact. Vehicular traffic on existing highways and roads, particularly Route 64, is an audible intrusion into the park that could be made worse by additional traffic, as well as new or improved roadways.

General Management Information

Management Category:

Management Category Date:

Explanatory Narrative:

Stabilization Measures:

Agreements, Legal Interest, and Access

Treatment

Approved Treatment:

Approved Treatment Document:

Document Date:

Explanatory Narrative:

Approved Treatment Completed:

Approved Treatment Cost

**LCS Structure Approved
Treatment Cost:**

**Landscape Approved
Treatment Cost:**

Cost Date:

Level of Estimate:

Cost Estimator:

Explanatory Description:

Stabilization Costs

LCS Structure Stabilization Cost:

Landscape Stabilization Costs:

Cost Date:

Level Of Estimate:

Cost Estimator:

Explanatory Description:

Documentation Assessment and Checklist

Documentation Assessment:

Appendix

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Publisher: West Virginia Institute of Technology
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Citation Title: General Management Plan, New River Gorge National River, West Virginia
Year of Publication: 1982
Source Name: CRBIB
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Citation Type: Narrative
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Gerald Sieflaff, Suzanne Stutzman, A. Whit Watkins, Charles Wood.

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Year of Publication: 1991
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Citation Title: Panorama of Fayette County
Year of Publication: 1985
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Citation Author: Clifford, Leon, Pat Esmond, Eunic Edors, Mike
Hunter, Joe L. Kennedy, Kimball E. Koch, Paul Lee,
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Citation Title: Teays - New River Gorge National River, West
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Source Name: CRBIB
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Citation Author: Fenton, Jim
Citation Title: Environmental Factors, Settlement Patterns, and Prehistoric Occupation in the Allegheny Plateau: Some lessons learned
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Citation Author: Jones, David H., R.B. Atkinson, and J. Cairns, Jr.
Citation Title: Accidental Wetlands as Novel Resources of Relic Coal Mining Operations
Year of Publication: 1995
Publisher: Center for Environmental and Hazardous Materials Studies, Virginia Tech
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Citation Author: Land and Community Associates for EDAW, Inc.
Citation Title: Cultural Landscape Report, Grandview, New River Gorge National River, West Virginia
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Garrett, Carol McNulty-Huffman, Greg Schuster, Steve
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Citation Title: Development Concept Plan / Interpretive Prospectus -
Middle Gorge, New River Gorge, National River, West
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Citation Author: Werner, Eberhard
Citation Title: Geological Factors in the Early Settlement of the New,
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Citation Type: Narrative
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Supplemental Information

Title: New River Gorge National River, Trails Illustrated - Topographic Map
by National Geographic.

Description:

Title: oral interview - Andy Steel

Description: The fieldteam conducted an oral interview with Andy Steel (GIS mapping specialist with the New River Gorge NR park staff) on September 17, 2003.

Title: oral interview - Katy Miller

Description: The fieldteam conducted an oral interview with Katy Miller (librarian with the New River Gorge NR park staff) on September 18, 2003.

Title: USGS Quad maps: Fayetteville, Thurmond, Winona, Meadow Creek,
Meadow Lane, Hinton, W.VA. - 1969, Revised 1976, 1:24,000.

Description:
