NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

WARNING

Limited archeological information has been redacted

THE LOCATION OF THIS PROPERTY IS RESTRICTED INFORMATION. THIS DOCUMENTATION MAY BE REPRODUCED ONLY WITH THE CHIEF OF REGISTRATION'S PERMISSION.

'WHEN PHOTOCOPYING OR OTHERWISE REPRODUCING THIS DOCUMENT, BE CERTAIN TO COVER ALL LOCATION INFORMATION, INCLUDING THE ADDRESS BLOCKS, VERBAL BOUNDARY DESCRIPTION, UTM COORDINATES, MAPS OR ANY SECTIONS IN THE TEXT DESCRIBING LOCATION.

Property Name _ Harpers Ferry NHP (Boundary Increase)

State:__West Virginia/Virginia

County:_Jefferson/Loudon_

Reference Number: __16000238_____

Multiple Context (if applicable):

WARNING

This file may contain material **that must be withheld** because it is **restricted** under one or more Federal laws and regulations. All or some of those noted below may apply. Additionally, other federal laws and program requirements may limit public access to information in these files.

1) The National Historic Preservation Act of 1966, as amended, Section 304[16 U.S.C. 470w-3(a), confidentiality of the location of sensitive historic resources; 16 U.S.C. 470w-3(b), Access Determination; 16 U.S.C. 470w-3(c), Consultation with the Advisory Council];
2) The Archaeological Resources Protection Act of 1979, as amended [Public Law 96-95; 16 U.S.C. 470aa-mm; with special attention to Section 9 subsections a and b in their entirety];
3) The National Parks Omnibus Act of 1988, Section 207 (1 and 2);
4) 36 CFR 800.6(5) and 36 CFR800.11(c);
5) Department of the Interior Departmental Manual (519 DM 2);
6) National Park Service Management Policies 2006, Section 5.1.1;
7) Director's Order 28, Section 5a;

Information in these files that may be restricted can include, but is not limited to, such things as: locations of archeological sites; locations of features within archeological sites; types of artifacts and their recovered locations; the existence of and/or the locations of excavated and unexcavated human remains; photos, maps and text that incudes sensitive archeological or cultural information; specific or general information of a sensitive cultural nature such as information about religious ceremonies; rock art or other cultural items; creation stories; or properties associated with such things.

Please note that Section 304 (c), [16 U.S.C. 470w-3(c)], 36 CFR 800.6(5), and 36 CFR 800.11 (c) require consultation with the Advisory Council on Historic Preservation on reaching determinations of withholding. Further, 36 CFR 800.6(5), and 36 CFR 800.11 (c) specify including the views of the SHPO/THPO, Indian tribes and Native Hawaiian organizations, related to the confidentiality concern in reaching determinations of withholding.

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National Register of Historic Places
National Park Service

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Harpers Ferry National Historical Park (Boundary Increase)

Other names/site number: United States Armory Musket Factory; United States Armory Woodland; School House Ridge; Murphy-Chambers Farm; B&O Railroad Harpers Ferry Station

Name of related multiple property listing:

_____

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: _____

City or town: Harpers Ferry State: West Virginia/Virginia County: Jefferson/Loudoun

Not For Publication: [X] Vicinity: [X]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

_X_ national **___ statewide** **___ local**

Applicable National Register Criteria:

_X_ A **_X_ B** **_X_ C** **_X_ D**

_____

Signature of certifying official/Title: **Date**

_____

State or Federal agency/bureau or Tribal Government

In my opinion, the property _X_ meets ___ does not meet the National Register criteria.

Julie V. Langan 1-29-15

Signature of commenting official: **Date**

Director, Virginia Department of Historic Resources

Title : **State or Federal agency/bureau or Tribal Government**

16-238

NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

RECEIVED 2280
NOV 27 2015
Nat. Register of Historic Places
National Park Service

Rec'd 134 ER

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RECEIVED 2280
MAR 25 2016
Nat. Register of Historic Places
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1. Name of Property

Historic name: Harpers Ferry National Historical Park (Boundary Increase)

Other names/site number: United States Armory Musket Factory; United States Armory; Woodland; School House Ridge; Murphy-Chambers Farm; B&O Railroad Harpers Ferry Station

Name of related multiple property listing:

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: _____

City or town: Harpers Ferry State: West Virginia/Virginia County: Jefferson/Loudoun

Not For Publication: [x] Vicinity: [x]

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In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X **national** ___ **statewide** X **local**

Applicable National Register Criteria:

X **A** X **B** X **C** X **D**

FPO 3/21/2016

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

In my opinion, the property ✓ meets ___ does not meet the National Register criteria.

Susan M Pierce 7/15/14

Signature of commenting official: **Date**

DEPUTY STATE HISTORIC PRESERVATION OFFICER

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

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

Private: ☐

Public – Local ☐

Public – State ☐

Public – Federal X

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

by Barbara Wyatt 5-10-16

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☐

Public – State ☐

Public – Federal ☒

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☒

Site ☐

Structure ☐

Object ☐

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

Contributing	Noncontributing	
6	8	buildings
20	2	sites
8	5	structures
2	1	objects
36	15	Total

Number of contributing resources previously listed in the National Register 8[1]

6. Function or Use
Historic Functions
(Enter categories from instructions.)
DEFENSE/military facility
DEFENSE/battle site
DOMESTIC/single dwelling
AGRICULTURAL/SUBSISTENCE/agricultural outbuilding
AGRICULTURAL/SUBSISTENCE/storage
FUNERARY/Cemetery
INDUSTRY/PROCESSING/EXTRACTION/processing site
TRANSPORTATION/rail-related
RECREATION AND CULTURE/monument/marker

Current Functions
(Enter categories from instructions.)
RECREATION AND CULTURE/outdoor recreation
LANDSCAPE/national park
TRANSPORTATION/rail-related
RECREATION AND CULTURE/monument/marker

[1] The Warehouse and the Smith and Forging Shop of the United States Musket Factory were counted as separate resources in the 1979 Harpers Ferry Historic District. For the purposes of this addendum, the resources are part of one contributing site (46JF518).

7. Description

Architectural Classification
(Enter categories from instructions.)
Other: No style
LATE VICTORIAN: Queen Anne

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Wood, Stone

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

EXPLANATION OF BOUNDARY INCREASE

Harpers Ferry National Historical Park (HAFE) was administratively listed in the National Register of Historic Places in 1966. In 1974 the original 1944 enabling legislation establishing the Harpers Ferry National Monument was amended to facilitate the expansion of the official park boundary to an unspecified limit not to exceed 2,000 acres. The legislation successfully expanded the park boundaries beyond West Virginia to include additional nearby lands in both Maryland and Virginia.

In 1980 legislation increased the acreage within the official park boundary with additional land to the east, on the Virginia side of the Shenandoah River. Following the expansion, a formal National Register Nomination Form for HAFE was prepared and accepted in 1980-1981.[2] After further property acquisitions, a Multiple Property Documentation Form (MPD) was completed in 1999 and expanded the historic context to include "Black Education in the Harpers Ferry/Bolivar area from 1864-1955" and

[2] Charles Snell and Barry Mackintosh, *National Register Nomination Harpers Ferry National Historical Park*, 1979, 7-20.

"Patterns of Community Development in the post-Civil War Harpers Ferry Area, 1865-1955."[3] As part of the MPD, National Register forms were prepared for nine properties that had recently been acquired by HAFE. The MPD and National Register forms were accepted by the National Register as additional documentation.

In 2004 a boundary adjustment to HAFE was approved by Congress and signed into law, at which time acreage managed by the National Park Service (NPS) was officially included within the boundaries of the park. Newly acquired NPS lands that are part of a historical park are automatically listed in the National Register, but formal inventory and evaluation is required to determine which resources and areas contribute to the park's eligibility and how. The purpose of this National Register addendum is to provide information on five additional properties that have been added to the boundaries of HAFE since 1999: the United States Armory Musket Factory, Armory Woodland, School House Ridge, Murphy-Chambers Farm, and Baltimore & Ohio Railroad, Harpers Ferry Station. These properties are briefly described below.

1. **United States Armory Musket Factory**. In 2001 CSX Transportation Inc. (CSX) conveyed approximately 6 acres of the former Armory Musket Factory site to NPS. The 6 acres are encumbered by two easements facilitating the continued use of the area adjacent to the southern Potomac River bridge abutment as a railroad maintenance and staging area for CSX. This 6-acre property adjoins 48.18 acres of the former Musket Factory previously acquired by NPS and previously documented in a 2000 National Register Nomination that was accepted as additional documentation.[4] Following the acquisition of the 6 acres, a portion of the site underwent a multi-year archeological investigation. This boundary increase documentation focuses on the newly acquired 6 acres and provides an updated description and significance of the Musket Factory based on the recent archeological investigations. Several resources within the Musket Factory were previously listed in the National Register as contributing resources to the Harpers Ferry Historic District.[5]

2. **United States Armory Woodland**. The Armory Woodland encompasses approximately 700 acres in Loudoun Heights and straddles the Virginia-West Virginia border above the town of Harpers Ferry. The Armory Woodland consists of four tracts totaling 500 acres that NPS acquired in 2004 and approximately 200 acres that were included in the 1981 National Register boundaries of HAFE. This boundary increase documentation provides information on the known archeological sites located in the Armory Woodland and the significance of the Woodland as it relates to United States Armory operations and the Civil War.

3. **School House Ridge**. The School House Ridge property comprises two areas: School House Ridge North and School House Ridge South (also known as the Allstadt Farm). NPS currently

[3] Paula S. Reed, PhD. and Edith B. Wallace, "Historic Properties of Harpers Ferry National Historical Park," National Register of Historic Places Multiple Property Documentation Form, 1999.
[4] Edith Wallace, *National Register Nomination Form for the Harpers Ferry Hydroelectric Plant* (Hagerstown, MD: Paula S. Reed and Associates 2000).
[5] In 1979 the Town of Harpers Ferry prepared a National Register Nomination to officially document the resources comprising the Harpers Ferry Historic District. The nomination included all properties within the town limits, excluding HAFE property. This nomination was amended with Additional Documentation in 2012. Several resources that were subsequently acquired by HAFE were included in the 1979 nomination. These resources are identified in Section 7 below.

manages 307.38 acres on School House Ridge South, which is part of a property acquired by the Department of the Interior in 1991 and initially administered by the United States Fish and Wildlife Service (USFWS). The School House Ridge North property is 304.73 acres and was acquired by NPS in 2004 through a partnership with the Trust for Public Land and the Civil War Preservation Trust. This boundary increase documentation provides a description of the property and its significance related to the Civil War and the Battle of Harpers Ferry in 1862 and its association with the historic context of Patterns of Community Development in the Post-Civil War Harpers Ferry era.

4. **Murphy-Chambers Farm**. In 2001 the Trust for Public Land purchased the 95-acre Murphy-Chambers Farm and in 2002 transferred the property to NPS. A formal study has not been completed on the entire property; however, an archeological investigation is currently underway. This boundary increase documentation provides a description of the above-ground resources on the property and its significance related to the Battle of Harpers Ferry in 1862.

5. **Baltimore & Ohio Railroad, Harpers Ferry Station**. This station was listed in the National Register in 1979 as a contributing resource to the Harpers Ferry Historic District and was previously owned by CSX. In 2001 NPS acquired the station, which sits on the 6-acre Musket Factory site. The building underwent a rehabilitation/restoration project in 2004-2007. This boundary increase documentation provides an updated description of the property and its significance.

Narrative Description

NOTE ON REDACTED INFORMATION: Portions of the text that appear in ***bold italics*** are descriptive information for sensitive archeological sites and, under the authority of Section 304 of the National Historic Preservation Act, should be redacted before the document is released to the public.

UNITED STATES ARMORY MUSKET FACTORY

SUMMARY DESCRIPTION

The United States Armory Musket Factory[6] sits along the southwest bank of the Potomac River, near the confluence of the Potomac and Shenandoah rivers at the base of a ridge forming the Blue Ridge Geological Province. Dramatic topography surrounds the site, including three distinct landforms: Maryland Heights at 1,448 feet above the river to the north, Loudoun Heights at 1,175 feet above the river to the south, and Bolivar Heights at 668 feet above the river to the west. This National Register update includes approximately 6 acres of the United States Armory Musket Factory, which historically occupied over 70 acres along the Potomac River. The site sits adjacent to the town of Harpers Ferry and is part of the area referred to as Lower Town.

[6] In the associated Cultural Landscape Report, this property is known as the United States Armory and Potomac Riverfront. Allison A. Crosbie and Andrew Lee, *Cultural Landscape Report for the United States Armory and Potomac Waterfront* (Boston: Olmsted Center for Landscape Preservation, National Park Service, 2009).

Since its initial establishment in 1799, the Musket Factory site has experienced episodic periods of development. The most dramatic changes to the site are the result of multiple enlargements of the factory grounds, the destruction and abandonment of the complex during the Civil War, and the utilization of the abandoned property by the Baltimore & Ohio Railroad Company (B&O) and other industries. Recent changes to the property include the clearing of trees and new interpretation of the site following the 2001 NPS acquisition and a multi-year archeological study.

As it stands today, the Musket Factory retains little above-ground integrity. Most of the Musket Factory's structures were destroyed by the end of the Civil War, and the original topography was substantially altered by the realignment and construction of the B&O railroad embankment in 1892. Although the majority of the above-ground features associated with the site have been lost over time, the remaining landscape features and below-ground resources illustrate the Musket Factory site's various periods of development.

Below-ground resources that contribute to the Musket Factory are the sites of the Warehouse and the Smith and Forging Shop. Contributing above-ground resources include a stone river wall, remnants of the canal and tailraces that served the armory, and the John Brown Memorial. Non-contributing resources were built as part of the interpretation of the site by NPS and include wooden steps that lead down to the site and a wooden platform that holds utility equipment.[7]

NARRATIVE DESCRIPTION

Historically the United States Armory at Harpers Ferry included three distinct areas: the Arsenal, the Rifle Factory, and the Musket Factory. The Arsenal covered 1 acre near the confluence of the Potomac and Shenandoah rivers, the Rifle Factory sat on a 13-acre site along the Shenandoah River, and the Musket Factory occupied 72 acres along the southwestern shore of the Potomac River. The primary buildings of the Musket Factory were concentrated on the eastern end of the site, adjacent to the Arsenal.

After a massive improvement program in the 1840s, the Musket Factory consisted of approximately 20 brick buildings arranged in two rows aligned parallel with the river. Buildings and structures included various forging, smith, and annealing shops as well as warehouses, storage areas for raw materials, and offices. A central street separated the rows of buildings. Along the southern row of buildings was a canal, which provided water power to the Musket Factory complex. Historical images and illustrations of the Musket Factory indicate that most of the ground surface was paved and that pedestrian paths through the area consisted of flagstone walks.

Trying to prevent the Confederates from taking over the Armory, Federal troops set fire to the Armory buildings in April 1861, and the buildings deteriorated further throughout the Civil War. By the end the war, only shells of the buildings remained standing. Floods furthered the damage to the property in 1870, 1877, 1889, and 1896.

An elevated railroad trestle, built by the B&O in 1832, stood along the river's edge and continued the length of the Musket Factory site. In 1892 the railroad received title to a portion of the former Musket

[7] For further information on associated landscape features (such as vegetation) not listed in the following resource description and list, please refer to the relevant Cultural Landscape Report. Allison A. Crosbie and Andrew Lee, *Cultural Landscape Report for the United States Armory and Potomac Waterfront* (Boston: Olmsted Center for Landscape Preservation, National Park Service, 2009).

Factory site, allowing the company to change the original alignment of the bridge and tracks. The new alignment bisected the former Musket Factory site and covered the foundations of many of the buildings with a 20-foot-high embankment. The site was also altered by the construction of the passenger station in 1894 along the eastern end of the site. Additional realignments and the moving of the passenger station between 1930 and 1932 further changed the site. Running parallel to Potomac Street, the embankments and passenger station physically and visually separate the Musket Factory site from the town of Harpers Ferry. The embankments and passenger station also divide the Musket Factory site into two sections that are currently referred to as the Upper (west) and Lower (east) Armory Grounds.

In the early twentieth century the now abandoned Lower Armory Grounds were reclaimed for recreational and tourism purposes. The B&O began promoting tourism in Harpers Ferry, and as part of the promotion of the historical attractions in the town, the B&O created a park-like setting on the site of the former Musket Factory. The railroad constructed stone foundations to mark the locations of the former Armory buildings (which are not completely accurate), and interpretive signs were erected. Around 1960 maintenance activities ceased on the former Musket Factory grounds and the area slowly began to be re-forested. After prolonged discussions and negotiations with CSX (the ultimate successor company to the B&O), the NPS acquired the property in 2001 for inclusion in HAFE.[8]

Lower Armory Grounds

The Lower Armory Grounds comprises the area along the east side of the passenger station, with Potomac Street serving as its southern boundary. The railroad embankment runs parallel to the street and curves around the west side of the site, adjacent to the station (see B&O Railroad Harpers Ferry Station description, below). A gravel access road leads from Potomac Street to the top of the railroad embankment on the eastern end of the site. Wood fencing along the top of the embankment on the east side of the gravel road separates the site from the CSX easement/staging area. A gravel footpath travels along the top of the railroad embankment, providing pedestrian access. Remnants of the railroad tracks, no longer in use, parallel the south side of the footpath. The John Brown Memorial (erected in 1894) stands on the west side of the gravel road and the south side of the footpath on the top of the embankment, marking the original site of John Brown's Fort (the former Armory Engine House). Historically John Brown's Fort sat a lower elevation, now below the 1892 railroad embankment.

Along the north side of the embankment and accessible from the gravel footpath are wooden stairs leading down to the Musket Factory site. The site comprises a level, grassy area that includes several interpretive signs. The foundations of Musket Factory buildings are outlined with ropes tied between metal stakes. Temporary wooden fencing encloses the southwestern section of the site. A stone river wall and mature trees line the shore. On the eastern end of the site, a large break in the wall indicates the location of a former boat ramp used during the Armory era. A gravel drive, adjacent to the boat ramp, leads to the CSX easement property.

Upper Armory Grounds

Compared with the Lower Armory Grounds, the Upper Armory Grounds are primarily wooded and overgrown with brush. CSX railroad tracks form the southern and southeastern boundaries of the site, and

[8] Mia T. Parsons, ed., *Investigations of the Harpers Ferry Armory Warehouse and Smith and Forging Shop, 46JF518*, (Harpers Ferry, WV: Harpers Ferry National Historical Park Archeology Program, 2011); Crosbie and Lee.

a stone embankment wall parallels the shore. The Harpers Ferry Hydroelectric Plant, the site of the former Rolling Mill, borders the western end of the site. A gravel parking lot, now overgrown, is on the eastern side of the hydroelectric plant. Remnants of the canal wall are visible along the railroad berm.

Previous Investigations

The Lower Armory Grounds of the United States Musket Factory underwent a multi-year archeological investigation by the Harpers Ferry Archeological Program between 2005 and 2007. The overall goal of the investigation was to conduct systematic, scientific research to locate, document, and evaluate archeological resources on the Musket Factory grounds. Specific goals were to identify the locations of the 1845-1848 Smiths Shops and the circa 1841 Warehouse of the Musket Factory, landscape features of the Musket Factory, and their associated artifacts to determine the level of archeological integrity of the site and to provide analysis of the site's historical use. During the investigation archeologists uncovered foundations and associated architectural features at these buildings, as well as features associated with site utilities, landscaping, and waste disposal. These features exhibited a remarkable level of preservation.[9] Follow-up excavations were conducted in 2011-2012 to learn more about the prehistory of the site and the early nineteenth-century armory.[10]

United States Musket Factory Site Features

Harpers Ferry Armory Warehouse and Smith and Forging Shop Site (46JF518)
Date: Late Archaic (2500-1200 BC) to Early Woodland (1200-500 BC),
Early Nineteenth to Early Twentieth Centuries
1 Contributing Site (The Warehouse and Smith and Forging Shop were previously listed as two separate resources as part of the Harpers Ferry Historic District and the Harpers Ferry National Historical Park)

The Harpers Ferry Armory Warehouse and Smith and Forging Shop Site consists of approximately 3 acres of the lower armory grounds. The site primarily contains the features of a warehouse, constructed in 1841-1843, and a Smith and Forging Shop, built in 1845-1848 as part of the Musket Factory.

The Musket Factory Warehouse was constructed between 1841 and 1843 and was one of the physically and architecturally significant structures built as part of the Armory in the decades leading up to the Civil War. The warehouse stood at the eastern end of the northern row of Musket Factory workshops, adjacent to the Potomac River wall, the Armory boat ramp, and the Musket Factory entrance. The construction of the building required extensive site work, including the extension of the stone river wall eastward and considerable filling behind the wall.

Maj. John Symington, Superintendent of the United States Armory at Harpers Ferry, described the new warehouse in his first annual report of operations, July 1, 1844, to June 30, 1845, as follows:

> A store-house of brick, on stone foundations, 93 ½ by 30 10/12 feet, two stories high, and covered with slate. The two floors of this building have been fitted up with frames, racks, and shelves suitable for

[9] Parsons, xvi.
[10] Darlene Hassler Godwin and Justin Ebersole, *Archeological Investigation of the Armory Street, Lower Armory Grounds, Harpers Ferry Armory, 46JF518*, draft (Harpers Ferry, WV: Harpers Ferry National Historical Park Archeology Program, 2013).

exhibiting the different varieties of stores deposited, the heavy articles on the lower floor, including all the sizes of iron and steel in separate lots.[11]

Recent archeological investigations uncovered the foundations of the 1840s Warehouse as well as the stone footprints placed on the surface above the building's foundations by the B&O. Overall, the features uncovered during site excavations were fairly well preserved. The realignment of the B&O railroad tracks on the site in the late nineteenth century had the potential to severely impact the Musket Factory structures, and although this affected the integrity of the stratigraphy in many areas, in most cases only minor intrusion of the historic features was found. Evidence of the B&O era is documented in several blocks of warehouse excavations in the form of a contrived ghosting or foot-printing of the structure built on the surface just above the Musket Factory-era foundations. The actual foundations of the warehouse are recorded throughout the site. The majority of disruptions to the site occurred as a result of the major overhaul of the Musket Factory during the 1840s building program, during episodes of filling and grading of the grounds for expansion purposes, or as a result of grading to improve the ground surface after flooding and extensive use over time. In addition to affecting the integrity of the stratigraphy, these actions also shaped the preservation of archeological features.[12] The Warehouse was listed in the National Register in 1979 as a contributing resource to the Harpers Ferry Historic District. In 1981 the resource was listed as a contributing resource to HAFE; however, it was not located on NPS property at that time.[13]

The Smith and Forging Shop at the Armory was designed as part of the improvements made by Armory superintendent Maj. John Symington. The shop replaced three older shops and contained forges where gunsmiths worked to make component parts for firearms. One of the most significant features of the Smith and Forging Shop was its 90-foot-tall smokestack. The stack connected to a horizontal flue that expelled the smoke from the forge fires inside the shop. Although this down-draft system was experimental and innovative for the time, historical documentation proves that it was not very effective.

Constructed between 1845 and 1848, the Shop measured 280 feet long by 35.5 feet wide and was the "largest single building erected" on the Armory Grounds.[14] The Shop consisted of three sections: a two-story central office with symmetrical, one-story wings attached to either side. Like many of the buildings in the Musket Factory, the Smith and Forging Shop was a brick structure set on a stone foundation. Other architectural elements, such as the sills, cornice, and coping, were also of stone. A series of arched windows and doors divided the façade on all four sides, with three arches on the east and west elevations and 25 arches along the north and south elevations. An effort was made to make the building as fireproof as possible: the gabled roof was covered in sheet iron and the window and door frames were made of cast iron.

Archeological investigations discovered the foundations of the structure and its flue. Evidence of the early, pre-1840s Musket Factory was recorded along with a great deal of evidence of the Civil War occupation of the site as a supply depot. No forges or related machinery were found, but this lack of material was expected with the knowledge that the Armory had been raided and most useful materials were taken by the Confederates to southern armories. Additionally, following the Civil War, some Armory materials and equipment were sold, and some was salvaged by local residents.

[11] Public Documents, Serial No. 470, Document No. 1, 6/30/1845, 419, found in Parsons, 118-119.
[12] Parsons, 141.
[13] Snell and Mackintosh, 7-20.
[14] Charles Snell, "Historic Structures and Grounds Report for the U.S. Musket Factory, 1859-1861, U.S. Armory at Harpers Ferry, Virginia, Historical Data Section," 188, found in Parsons, 123.

Many of the architectural features were recorded in a good state of preservation. Traces of street and walkway materials were not as intact. The amount of construction and destruction that took place on this site was detrimental to stratigraphic integrity, but the massive foundations and interior utility features of the building survived.[15] The Smith and Forging Shop was listed in 1979 as a contributing resource to the Harpers Ferry Historic District. In 1981 the resource was listed as a contributing resource to HAFE; however, it was not located on NPS property at that time.[16]

Recent archeological investigations also examined deeper deposits on the Musket Factory site. Excavations provided evidence from the earliest armory period, including "Potomac Street" (not to be confused with present-day Potomac Street), which historically ran down the center of the Armory with two rows of factory buildings on each side. Portions of the street were found in several areas with compacted stone on top of a prepared sandy surface. Deeper deposits provided evidence of the activities of three smith shops (circa 1808-1809) that occupied the site. Prehistoric artifacts were encountered just below the earliest armory deposits with a date range of Early Woodland (1200-500 BC) to possibly Late Archaic (2500-1200 BC). Only two areas on the site contained undisturbed prehistoric deposits.[17]

River Wall (LCS ID 045495)[18]
Date: 1840-1843
1 Contributing Structure (previously listed, Harpers Ferry Historic District)

The B&O constructed this stone river wall between 1840 and 1843 to reinforce the 1832 railroad trestle. Running the length of the Musket Factory site for approximately 1,380 feet, the wall rises about 15 feet above the low-water level of the Potomac and is 4.5 feet thick. Along the wall are eight culverts that historically held the tail races from the Armory Canal. The wall was damaged by Confederate troops in 1861, and in 1892 the B&O altered the wall during the realignment of the railroad. This structure was listed in the National Register in 1980 as a contributing resource to HAFE.[19]

United States Armory Canal (LCS ID 048492)
Date: 1799
1 Contributing Structure (previously listed, Harpers Ferry Historic district)

This canal served the Armory and extended from the dam west of the Rolling Mill approximately 1 mile east along the southern side of the Armory. The western section of the canal remains extant; however, the majority of the canal was filled as part of the realignment of the B&O in 1892. Portions of the canal still stand in the Upper Armory Grounds. This structure was listed in the National Register in 1979 as a contributing resource to HAFE.[20]

[15] Parsons, 123-124, 167-168.
[16] Snell and Mackintosh, 7-20.
[17] Parsons, 378-379.
[18] LCS stands for "List of Classified Structures," the primary computerized database containing information about historic and prehistoric structures that NPS owns or in which NPS has plans to acquire any legal interest.
[19] Snell and Mackintosh, 7-21.
[20] Snell and Mackintosh, 7-21.

John Brown Memorial (LCS ID 045505)
Date: 1894
1 Contributing Object

Marking the original site of the John Brown's Fort (the Armory Engine House), the John Brown Memorial sits on top of the railroad embankment in the Lower Armory, southeast of the train station. The memorial consists of a gray limestone obelisk measuring 6 feet tall that sits on a four-tier base. On the northern side of the memorial the words "John Browns Fort" are carved into the base. Frederick Douglass established this memorial obelisk at Harpers Ferry in 1894 in an effort to commemorate the deeds of John Brown.[21]

Boat Landing
Date: circa 1811
1 Contributing Structure

The boat landing at the Musket Factory stands at the southeastern end of the site, adjacent to the Arsenal. The landing consists of an unpaved break in the stone river wall and was built circa 1811.[22] Iron hardware associated with the boat landing is extant in the river wall.

Utility Access Platform
Date: 2004-2007
1 Non-Contributing Structure

This utility access platform is located on the eastern side of the train station parking lot and is built into the side of the 1892 embankment. Wooden steps lead down to the platform from the parking lot. The platform and steps were constructed circa 2004-2007 and are non-contributing because they were constructed outside the period of significance.

Wooden Access Steps
Date: 2004
1 Non-Contributing Structure

Constructed in 2004, these wooden steps stand along the gravel path on the top of the railroad embankment. The steps lead down to the Musket Factory site and riverfront. The steps are non-contributing because they were constructed outside the period of significance.

Integrity

The Musket Factory retains little above-ground integrity as a result of the demolition of the factory's buildings and the loss of many of the site features over time. Above-ground features that remain extant include the stone river wall and remnants of the Armory canal, which help illustrate the layout and function of the Musket Factory.

Since there have been many periods of construction and land-use change over time at the Musket Factory site, expectations for intact deposits and widespread integrity were not high. However, many other sites

[21] Crosbie and Lee, 159.
[22] Crosbie and Lee, 29.

throughout Harpers Ferry first thought to have been obliterated by later development have been found in a nearly pristine state of conservation, as they were basically capped by modern additions. Archeological studies found evidence of site disturbance during the historical use of the Musket Factory, the manufacturing period during the Civil War, and through the first quarter of the twentieth century. Despite these disturbances, some areas of the site exhibit remarkable stratigraphic integrity related to the Musket Factory-era operations. In these areas the artifacts and associated features provide a new layer of interpretation for the site.[23]

[23] Parsons, 379.

UNITED STATES ARMORY WOODLAND

SUMMARY DESCRIPTION

The United States Armory Woodland [Armory Woodland] is located on the western side of Loudoun Heights overlooking the towns of Harpers Ferry and Bolivar. Straddling the Virginia-West Virginia border, the property consists of four tracts totaling approximately 500 acres that NPS acquired in 2004 and approximately 200 acres that were included in the 1980 National Register Nomination of HAFE (Tract 105-02). Tract 109-01, consisting of 26 acres, and Tract 109-02, consisting of 377.3 acres, are known as the Werner Tract. Tract 109-10, 11.4 acres, and Tract 109-11, 85.7 acres, were transferred to HAFE from the Appalachian National Scenic Trail. The Armory Woodland was acquired by the U.S. Government by 1813 to supply fuel, both wood and charcoal, for the nearby Armory. The lands within HAFE that were historically part of the Armory Woodland comprise over one-half of the original 1,395-acre area. The remaining acres are part of the Appalachian National Scenic Trail corridor or are privately owned.

The Armory Woodland contains sites that are related to the production of charcoal for the Armory in Harpers Ferry during the first half of the nineteenth century and Civil War encampment sites that were most likely occupied by Union troops in 1862. Remnants from these two themes are evident in the form of charcoal hearths and road traces and the stone walls, hearths, foundations, and platforms of Civil War-era encampments.

NARRATIVE DESCRIPTION

[The following narrative was written with the help of Andrew S. Lee, Land Management Specialist at HAFE.]

Setting

The Armory Woodland comprises approximately 700 acres located on the west side of Loudoun Heights, which is the northernmost peak of the Blue Ridge Mountains in Jefferson County, West Virginia, and Loudoun County, Virginia. This steep, forested ridge overlooks the towns of Harpers Ferry and Bolivar at the confluence of the Shenandoah and Potomac rivers. The Armory Woodland is a significant addition to the nineteenth-century cultural landscape managed by NPS. In addition to its historical significance, which dates from 1809 to 1862, the property provides a vegetative buffer for the southern edge of the park.

Physical Characteristics

Because of its proximity to the Armory at Harpers Ferry, the Armory Woodland was recognized early on as a convenient source of fuel for use in the Armory's forges and stoves. While in use from 1809 to 1861, the Armory Woodland was covered with a hardwood forest and likely was characterized by trees of mixed ages, the product of rotating harvesting methods. Presently, the site contains remains associated with the nineteenth-century charcoaling industry that supported the Armory, including charcoal hearths and a system of roadways for transporting forest products.

Four charcoal hearth sites have been documented in the Armory Woodland; however, additional unrecorded hearths are known to exist within its boundaries. None of the hearths are identical, but they exhibit similar characteristics. The hearths are typically elliptical or semi-circular in shape and are built into hillsides to form a level surface. Road traces usually enter into the hearths and link them to the larger road system, evidenced by traces. Although the hearths often differ in size, configuration, and state of preservation, generally they are easily identified by their cleared, level surfaces.

The Armory Woodland is situated north of Chestnut Hill Road, the route used to access the site from Harpers Ferry. Nineteenth-century maps illustrate domestic occupation along this road, which was historically known as Pipertown Road. Residents living along the road and in its vicinity are known to have worked as charcoal colliers or laborers in the Armory Woodland. A domestic site located in the Armory Woodland and along Chestnut Hill Road contains ruins of stone walls, foundations, and a spring, and remains as evidence of people living and working in the vicinity of the woodland.

The Armory Woodland also contains military fortifications and encampments from the Civil War, the result of its topographic prominence above the strategically important town of Harpers Ferry. The three fortifications are believed to have been built by Confederate troops in May 1861, but they were never completed because the rebel forces abandoned Harpers Ferry in June of the same year. Union troops took over the blockhouses shortly thereafter; however, no substantial force occupied the area around the blockhouses until 1862. Although there is a scarcity of historical records and physical descriptions of the encampments, previous research strongly suggests that they date to the Federal occupation in the fall and early winter of 1862. The encampment features include dry-laid stone walls and foundations, stone alignments, and tent platforms. Nine identified encampments are within the boundaries of the Armory Woodland.

A portion of the Armory Woodland was briefly used as a peach orchard in the early twentieth century, and bulldozed roadways associated with a subdivision and development plan appeared in the mid-1990s. The site is at present entirely forested. Trails, including the Appalachian Trail, travel through and adjacent to the Armory Woodland, but there is limited access to the property. The sites and structural ruins of the charcoal hearths and encampments remain as evidence of its nineteenth-century use.

Previous Studies

The area of Loudoun Heights and the Armory Woodland has been the subject of several studies. A 1959 research report by Philip Smith, Jr. explored the history of Loudoun Heights from 1813 to 1880.[24] It particularly discussed the property's use as the woodland for the United States Armory in Harpers Ferry and the problems the government encountered with squatters on the property. Although the report did not include a resource survey or archeological investigation, it provides an extensive historical background of the Woodland.

The 1980 National Register Nomination Form for HAFE includes a 216-acre portion of Loudoun Heights that was part of the original 1,395-acre woodland used by the Harpers Ferry Armory until 1861.[25]

[24] Philip Smith, Jr., *History of Loudoun Heights: 1813-1880* (Harpers Ferry, WV: Harpers Ferry National Monument, 1959).
[25] Snell and Mackintosh, *Harpers Ferry National Historical Park Historic District*, National Register of Historic Places Nomination Form, 1980.

In 1992 an archeological and historic resource study was completed for Loudoun Heights by Susan E. Winter and Dennis E. Frye.[26] The purpose of the study was to combine historical documentation and archeological data with survey and site evaluation. Winter and Frye extensively detailed the occupation of Loudoun Heights by Confederate and Union troops during 1861 and 1862. Archeological fieldwork was conducted in 1988 and included the documentation of surface remains in the Armory Woodland. The project included no archeological excavation, only the recording of surface features. The study identified seven encampments located in Tract 105-11 and one encampment located in Tract 109-01. The report also included information on domestic occupation and sites in Loudoun Heights.

In February 2011 The Louis Berger Group, Inc. (Louis Berger), completed an archeological survey for the proposed Potomac-Appalachian Transmission Highline (PATH) 765kV transmission line within the boundaries of the park.[27] Within HAFE, the portion of the existing and new right-of-way measured 1,000x500 feet. The purpose of the fieldwork was to provide a 100 percent inventory of all archeological resources in the right-of-way. The archeological fieldwork consisted of surface reconnaissance, shovel testing at a 50-foot interval, and metal detecting of the area of potential effect within HAFE boundaries. During this survey two sites (46JF539 and 46JF540) associated with the charcoal manufacturing for Harpers Ferry Armory were identified in HAFE and are included in the nominated property.

Other surface features on the Armory Woodland have been identified with the help of Andrew Lee of NPS and Mike Jenkins, a local resident.

United States Army Woodland Site Features

Charcoal Manufacturing Site 46JF539
Date: Early to Mid-Nineteenth Century
1 Contributing Site

Site 46JF539 contains the remains of a mid-nineteenth-century charcoal manufacturing area for the Harpers Ferry Armory. Measuring 1,000x330 feet, it is located on the southern portion of Tract 109-02 near the Bear Pond Road and consists of two charcoal hearths and a road trace that connects the two. The charcoal hearths are manifested as circular pits excavated into the surface. The hearths range from 50 to 60 feet in diameter and are less than 3.3 feet in depth. They are located on transition areas from steep slopes to more moderate slopes. The uphill side of each hearth was cut and the dirt transferred to the downhill side to create the sides of the pit for the hearth. The roads provided access to and from the charcoal hearths. One of the hearths associated with this site is located on private property and is not within the boundaries of the NPS Armory Woodland property.

[26] Susan E. Winter and Dennis E. Frye, *Loudoun Heights: Archeological and Historical Resources Study* (Washington, DC: Regional Archeology Program, National Capital Region, National Park Service, 1992).
[27] Brad M. Duplantis and Stuart J. Fiedel, *Archaeological Survey as Part of a Cultural Resources Survey for the Proposed Potomac-Appalachian Transmission Highline 765kV Transmission Line, Harpers Ferry National Historical Park, Jefferson County, West Virginia* (Richmond, VA: The Louis Berger Group, Inc., 2011).

Charcoal Manufacturing Site 46JF540
Date: Date: Early to Mid-Nineteenth Century
1 Contributing site

Site 46JF540, measuring 1,400x230 feet, consists of three charcoal hearths and a trace that connects them. It is located in the southern portion of Tract 109-02. The charcoal hearths are circular pits excavated into the surface. The hearths range from 50 to 70 feet in diameter and are less than 3.3 feet in depth. They are located on transition areas from steep slopes to more moderate slopes. The uphill side of each hearth was cut and the dirt transferred to the downhill side to create the sides of the pit for the hearth. The roads provided access to and from the charcoal hearths. One of the hearths is located within the boundaries of the adjacent Appalachian National Scenic Trail property.

Charcoal Hearth 1
Date: Early to Mid-Nineteenth Century
1 Contributing Site

Charcoal Hearth 1 is located in Tract 109-02 close to Civil War Encampment 9 (see below). Typical of most charcoal hearths on the property, Charcoal Hearth 1 is a shallow, circular depression. The embankment platform around the eastern edge is partially intact.

Charcoal Hearth 2
Date: Early to Mid-Nineteenth Century
1 Contributing Site

Charcoal Hearth 2 stands in Tract 109-02. The site is evidenced by a flat, circular depression with an intact embankment along its eastern edge.

Civil War Encampment Area 1
Date: circa 1861-1862
1 Contributing Site
1 Contributing Structure (LCS ID 045488) (previously listed, Harpers Ferry National Historical Park)

[redacted] The only above-surface feature recorded in Encampment Area 1 is the ruins of a blockhouse (Blockhouse 1). The fortification consists of a three-sided dry-laid foundation measuring 25x25 feet and is open on the west side. The interior stone walls of the blockhouse form straight edges; the exterior walls are stepped. The southern wall measures 7 feet in width and the northern wall is 5 feet. Col. Thomas J. "Stonewall" Jackson ordered the blockhouses constructed in May 1861 to protect the CSA garrison at Harpers Ferry. Begun prior to June 14, 1861, they were improved by Union troops in the fall of 1862.[28] The blockhouse was recorded in the 1981 National Register Nomination Form as a contributing structure and is listed in the park's LCS (LCS ID 045488).

Civil War Encampment Area 2

[28] Winter and Frye, 72.

Date: circa 1862
1 Contributing Site

[redacted] It includes 20 features with no apparent formal layout. The dimensions of the five rectangular depressions and four rectangular platforms suggest that the area was used for wedge tents (9x7 feet). The stone hearths attached to the platforms indicate an occupation that likely extended into a period of colder weather. Four stone hut foundations in Encampment Area 2 also suggest that this area was used for winter quarters. This encampment may have been used by a section of Battery K, 1st New York Artillery, which posted on the crest in the fall of 1862.[29]

Civil War Encampment Area 3
Date: circa 1861-1862
1 Contributing Site
1 Contributing Structure (LCD ID 045489) (previously listed, Harpers Ferry National Historical Park)

[redacted] The campground consists of stone hut foundations, tent platforms, and stone alignments. The majority of the identified shelter sites (nine out of 12) are stone hut foundations. Like Encampment Area 1, Campground Area 2 does not have a clearly defined layout.[30]

Encampment Area 3 is also the site of a blockhouse (Blockhouse 2). This fortification consists of a dry-laid foundation with interior dimensions of 24x24 feet and an interior height of approximately 3.5 feet. The walls measure about 3.5 feet thick. The site lies on the eastern edge of a hillcrest. The northern wall has collapsed; however, portions of the eastern and western walls are intact.[31] The blockhouse was recorded in the 1981 National Register Nomination Form as a contributing structure and is listed in the park's LCS (LCD ID 045489).

Civil War Encampment Area 4
Date: circa 1861-1862
1 Contributing Site

[redacted] The 1992 study identified 54 site features at Encampment Area 4, half of which are stone hut foundations, suggesting a winter encampment at the site. The majority of the three-sided huts are aligned to protect against northern winds. The absence of hearths suggests that the encampment relied on stoves for heat. The site may have been the location of a Union signal station.[32]

[29] Winter and Frye, 73.
[30] Winter and Frye, 73-74.
[31] Description of the blockhouse was taken from the NPS List of Classified Structures (LCS).
[32] Winter and Frye, 74-75.

Civil War Encampment Area 5
Date: circa 1861-1862
1 Contributing Site

[redacted] Encampment Area 5 consists of seven evenly spaced, symmetrical stone piles. Each pile roughly measures 5 feet in diameter and forms a pattern across the northeastern face of the crest resembling an upside down numeral 2. The meaning of the formation is unknown, but it could have been used to help site artillery from Maryland Heights, north of Harpers Ferry.[33]

Civil War Encampment Area 6
Date: circa 1861-1862
1 Contributing Site

[redacted] The encampment consists of two rows of parallel rectangular platforms. The dimensions of the platforms (9x7 feet) suggest wedge tents. No other form of shelter appears to have been located at this encampment. Stone hearths adjoin most of the platforms. The small size of the encampment, its isolated location, and its organization suggest that a small unit was encamped there. The site also includes several rectangular holes cut into the mountain's subsurface, suggesting the location of a log foundation or structure.[34]

Civil War Encampment Area 7
Date: circa 1862
1 Contributing Site
1 Contributing Structure (LCS ID 045490) (previously listed, Harpers Ferry National Historical Park)

[redacted] The encampment is the largest of the identified encampments in the Armory Woodland and contains nearly four times as many features as the largest encampment identified in Maryland Heights. Over 40 percent of the identified features are rectangular platforms for wedge tents, and the majority are organized in 15 symmetrical rows. The number 15 suggests that the 28th Pennsylvania Infantry may have camped here in October 1862, as it contained 15 companies. Encampment Area 7 also encompasses two large platforms that may have served as the foundation for dining halls or barracks. The 1992 study identified 20 three-sided stone hut foundations and 28 four-sided stone hut foundations at the encampment.[35]

Encampment Area 7 also contains the ruins of a blockhouse (Blockhouse 3). This fortification consists of a four-sided foundation measuring 25x25 feet. The walls measure 2.5 to 4 feet in width and 2 to 5 feet in height. The southwestern corner stands 5 feet high. The center of the north wall has a 5-foot-wide gap, possibly representing an entryway. The ruin is located at the highest point in Encampment Area 7.[36] The blockhouse was recorded in the 1981 National Register Nomination Form as a contributing structure and is listed in the park's LCS (LCS ID 045490).

[33] Winter and Frye, 75.
[34] Winter and Frye, 75.
[35] Winter and Frye, 77.
[36] Description of the blockhouse was taken from the NPS LCS.

Civil War Encampment Area 8
Date: circa 1861-1862
1 Contributing Site

[redacted]
Although the rugged, stone-laden surface suggests an undesirable location for an encampment, 22 three-sided hut foundations indicate that the area was used as an encampment. The encampment also features a 60-foot wall that is 5 feet high that was constructed with rubble infill and facing on both sides.[37]

Civil War Encampment Area 9
Date: circa 1861-1862
1 Contributing Site

[redacted] It primarily consists of 29 tent platforms. Each of the platforms measures approximately 10x10 feet. The platforms are evenly spaced and oriented in three or four well-defined rows.

Bear Pond Road
Date: Early to Mid-Nineteenth Century
1 Contributing Structure

Remnants of the Bear Pond Road are visible along the southwestern boundary of Tract 109-02. The path of the road is discernible by a linear, trench-like depression. The road trace travels along the southwestern boundary of the parcel and continues east, outside the boundaries of HAFE. The nineteenth-century road historically led to Bear Pond, located on the western side of the crest, and to the Bear Pond Gap, a crossing in the mountain that provided access to Loudoun County, Virginia, and points beyond. The road played an important role in the operation of the charcoal industry at the Armory Woodland.

Domestic Site
Date: Early to Mid-Nineteenth Century
1 Contributing Site

[redacted]
The site, which measures approximately 250 feet east-west by 400 feet north-south (or 2.3 acres), contains a series of terraces that suggest small-area agricultural activities. There are numerous stone fence/wall alignments that delineate one area from another, although specific uses are difficult to differentiate.

One feature exhibits a pit/depression, which may be the remains of a root cellar or other subterranean storage space. It is located at a discernible break in a stone wall, as if the break was once an entrance. Another notable feature is a water source in the form of a natural spring, located near the southern boundary of the site. A trough-like feature formed by parallel, closely set rock walls channels the water down the slope.

[37] Winter and Frye, 78.

A well-defined road bed runs parallel to the slope of the mountain, more or less bisecting the site, although it is unclear whether this road dates to the historical occupation of the site or was the product of a later aborted development attempt. Another road, more characteristic of the charcoaling road traces documented elsewhere on the mountain, leads from the southeastern corner of the site diagonally across the slope and up the mountain.

A review of historical maps of this area reveals two names associated with the site that offer a starting point for more in-depth study, although further research is required to confirm the identities of the site's occupants. A map published in 1852 depicts the name "J. Tacey"; however, the 1850 U.S. census indicates that George Tacey, age 49, lived on the property with his wife Eliza and their five children.[38] Tacey was granted permission to live within the boundaries of the Armory Woodland by Maj. William H. Bell, Superintendent of the United States Armory at Harpers Ferry (see below).[39] An 1863 Civil War map of Harpers Ferry illustrates a cluster of three buildings on Tacey's property, which was surrounded by a fence.[40]

An 1883 map of the vicinity depicts the name "Geo. T. Staub."[41] U.S. Census records indicate that George Staub was 50 years old in 1880, a white laborer, and lived with his wife Francis and their five children.[42] A newspaper account in December 1899 is titled: "Fire at Pipertown Above Harpers Ferry. Residence of George Staub Gone. Invalid Wife, 77, Perished."[43]

Boundary Stone
Date: circa 1820-1860
1 Contributing Object

This resource is a stone marker demarcating the boundary of the Armory Woodland property acquired by the federal government from Fernando Fairfax by 1813. A survey of the property was completed in 1811, just before the government acquired the right to harvest the timber; however, by the 1820s the government was having problems with both squatters and trespassers on the property and added these markers as a means to identify federal lands.

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[38] S. Howell Brown, *Map of Jefferson County, Virginia,* 1852, on file, Library of Congress, Washington, DC; United States Bureau of the Census [U.S. Census], *Seventh Census of the United States, 1850* (National Archives and Records Administration [NARA], Microfilm Publication M432, 1009 rolls); Records of the Bureau of the Census, Record Group 29 (Washington, DC: NARA, accessed online at www.ancestry.com).
[39] P. Smith, 11.
[40] John E. Weyss, *Military map showing the topographical features of the country adjacent to Harper's Ferry Va.: including Maryland, Loudoun, and Bolivar Heights, and portions of South and Short Mountains, with the positions of the defensive works: also the junction of the Potomac & Shenandoah Rivers, and their passage through the Blue Ridge / surveyed from August 3d to Sept. 30th, 1863 under the direction of Capt. N. Michler, Corps of Engrs. U.S. Army; by Major John E. Weyss, principal assistant, Engineer Department, Army of the Potomac*, on file, Library of Congress, Washington, DC.
[41] S. Howell Brown, *Map of Jefferson County, West Virginia*, 1883, on file at the Library of Congress, Washington, DC.
[42] U.S. Census, *Tenth Census of the United States, 1880* (NARA microfilm publication T9, 1,454 rolls); Records of the Bureau of the Census, Record Group 29 (Washington, DC: NARA0.
[43] "Fire at Pipertown Above Harpers Ferry. Residence of George Staub Gone. Invalid Wife, 77, Perished," *Spirit of Jefferson*, Jefferson County, WV (December 5, 1899).

[redacted] The stone rests directly on the ground and consists of a piece of solid granite measuring approximately 1 foot wide and 1 foot high. The stone tapers irregularly toward the top and has "US" carved on one face. The stone was most likely put in place between 1820 and 1860, when the government was beginning to enforce its rights to the Woodland.

Nineteenth-Century Road Traces
Date: Early to Mid-Nineteenth Century
1 Contributing Structure

Numerous nineteenth-century road traces traverse the Armory Woodland and illustrate the use of the property as a wood and charcoal source for the United States Armory. Smaller roads connected the charcoal hearths and fed into larger roads, which led down the mountain to the Armory. Other roads served as crossing points and provided access to the eastern and western sides of the mountain. The road traces are evidenced by linear depressions in the landscape. Some road traces have eroded because of runoff and are identifiable by deep cuts leading down the mountain.

Modern Twentieth-Century Road Traces
Date: circa 1970
1 Non-Contributing Structure

Modern road traces on Tract 109-02 follow the plans for a residential subdivision planned in the late 1970s. The road traces are evidenced by cuts in the landscape and fill piles along the edges. The roads were never paved or completed, as the subdivision never materialized. The road traces do not contribute to the significance of the Armory Woodland and were constructed outside the period of significance.

Integrity

Threats to the encampments in Tract 105-11 have occurred since the 1920s because the Appalachian Trail is located nearby along the crest. Hikers used the fortifications and encampment ruins as modern-day shelters, campsites, and fire pits, and often displaced stones within the original foundations. Relic hunters and all-terrain vehicles further endangered the resources. As a result of these threats, the Appalachian Trail was moved from the crest of the ridge to the plateau on the mountain's northern side in 1986. An additional 3,000 feet of the main trail was moved from the crest as part of the construction of a footbridge across the Potomac River in 1985.[44] A subdivision development plan in the mid-1990s resulted in several modern road traces in Tracts 109-01 and 109-02, evidenced by cleared paths roughly the width of a bulldozer. The roads were never paved and the subdivision plans were abandoned, thus the traces have started to erode and are often hidden by vegetation.

Despite these intrusions, the Armory Woodland's relative isolation, steep terrain, limited access, and federal government ownership have all combined to help maintain the location and setting of the property and has limited the disturbance of potential archeological sites. These factors have also resulted in a good state of preservation for the property's resources, which display significant levels of workmanship, feeling, and association. Therefore the Armory Woodland possesses sufficient integrity to convey the

[44] Winter and Frye, 1.

property's historical character as a group of features and the archeological potential associated with the nineteenth-century industrial and military history of Harpers Ferry.

SCHOOL HOUSE RIDGE

SUMMARY DESCRIPTION

The School House Ridge property is a 612-acre tract located approximately 2 miles west of the town of Harpers Ferry in Jefferson County, West Virginia. U.S. Route 340 bisects the property into two sections generally known as School House Ridge North (three parcels) and School House Ridge South[45] (two parcels). The ridge is named for a nineteenth-century one-story stone schoolhouse that stood near the Harpers Ferry-Charles Town Turnpike; the school was destroyed during the Civil War.

The School House Ridge landform extends from the Potomac River south to the town of Millville, West Virginia. The property's unique natural landscape and geology have played a significant role in shaping its history. Bolivar Heights, previously listed in the National Register and as part of HAFE (1980), is a parallel mountain ridge to the east. During the Battle of Harpers Ferry in September 1862, these two ridges served as significant Confederate and Union army positions.

The School House Ridge property contains several elements that contribute to areas of significance associated with Civil War and the Battle of Harpers Ferry as well as patterns in community development in post-Civil War Harpers Ferry. These elements include the John Allstadt Farm, the Moler Barn Foundation and Family Cemetery, and the Standard Lime & Stone Company Housing site. Several non-contributing elements are also present within the boundaries of the School House Ridge property that date outside the property's period of significance. In general, these elements do not detract from the property's ability to convey its historical appearance or significance. These elements include the Harpers Ferry Caverns and Jellystone Campground and the recently constructed park comfort stations.[46]

NARRATIVE DESCRIPTION

Location and Setting

The School House Ridge property exhibits the gently undulating topography characteristic of the northern Shenandoah Valley. Known primarily for the agricultural richness of its soil and highly productive cropland, the geological properties of the region's underlying limestone bedrock have also led to the formation of caves, such as the Harpers Ferry Caverns located in the northwest portion of the School House Ridge property. In addition to the formation of caves, the presence of high-grade dolomite limestone on the southernmost portion of School House Ridge led to the industrial exploitation of mineral resources there. The Standard Lime & Stone Company incorporated in 1880 and operated a quarry from 1901 until 1978 in nearby Millville.

In addition to the topography and natural resources, the area's transportation network has influenced the development of the School House Ridge historical landscape. Today, the property is bisected by the heavily traveled U.S. Route 340. Originally constructed in the 1920s, this road was widened into a four-lane divided highway in 1977 and is currently one of the region's major transportation arteries. The

[45] This property is called the Allstadt Farm in its associated Cultural Landscape Inventory (CLI) but is known as School House Ridge South by the park. Jeffrey C. Everett, *Cultural Landscape Inventory, Allstadt Farm* (Department of the Interior, National Park Service, National Capital Region Cultural Landscape Programs, 2005).
[46] For further information on associated landscape features (such as vegetation) not listed in the following resource description and list, please refer to the relevant Cultural Landscape Inventories].

current highway route follows the approximate path of the Smithfield, Charles Town, and Harpers Ferry Turnpike, which was established in 1831. Another significant transportation route in the area is West Virginia State Route 27 (WV 27), which runs north-south between School House Ridge and Bolivar Heights. South of its intersection with U.S. Route 340 the roadway is known as "Millville Road" and leads to the town of Millville and the historic Keyes Ferry site on the Shenandoah River. North of its intersection with U.S. Route 340, the road is called "Bakerton Road" and leads to the Potomac River and the site of the old Keep Tryst Furnace, which is an eighteenth-century iron ore forge. The historic Jacob Allstadt's House and Ordinary (listed in the National Register in 1985) is located at the intersection of these two major roads, just east of the nominated property. It was while living in that house (the Ordinary) that John H. Allstadt, his son John Thomas, and several of his slaves were taken as hostages and taken to the Armory in Harpers Ferry during John Brown's Raid of 1859.[47]

On the west side of the crossroads and within the nominated property boundaries is the prominent landscape feature of School House Hill or Ridge, so named as the site of one of the region's earliest schools. Built circa 1848, the school was destroyed during the Civil War. The schoolhouse, a popular rendezvous point for the Confederate cavalry, was reportedly destroyed by shots from the Naval Battery and the 100-pounder Battery on Maryland Heights. In 1916 a two-story house, standing today on the U.S. Customs and Border Patrol property that borders the nominated property on the west, was built on or near the site of the old schoolhouse. Commonly referred to today as "School House Ridge," the property probably acquired its name during the Civil War when Jedediah Hotchkiss, a cartographer for the Army of Northern Virginia, depicted the area as "School-House Hill" on one of his maps. Other Confederate commanders also used this name in their official battle reports.[48]

The elements contained in the School House Ridge North parcels are the Moler Barn Foundation, the Ott House, and the Harpers Ferry Caverns and the former Jellystone Campground. Part of the landscape in this section of the property comprises the western half of the former Prospect Hill Farm, owned by the Moler family in the eighteenth and nineteenth centuries.[49] The elements contained in the School House Ridge South parcels include the site of the Allstadt Farm and the ruins of the John Hall Allstadt stone house, the Henkel House, the Jennie Thompson Barn and Chicken House, and the Standard Lime & Stone Company Housing Site.

[Preparer's Note: The following descriptions of the School House Ridge property are taken largely from Jeffrey C. Everett, *Cultural Landscape Inventory, Allstadt Farm* (Department of the Interior, National Park Service, National Capital Region Cultural Landscapes Program, 2005) and Emily Donaldson, *Cultural Landscape Inventory, School House Ridge North, Draft* (Department of the Interior, National Park Service, National Capital Region Cultural Landscapes Program, 2008). These resources were field-checked in 2013.]

[47] Amanda J. Griffith, "Historic Resources Report: Jackson's Right Flank/School House Ridge (Draft)" (Department of the Interior, National Park Service, Harpers Ferry National Historical Park, 2003), 7.
[48] *Farmers Advocate* (April 21, 1906), 2; *Spirit of Jefferson* (November 21, 1916), 3; Everett, , Part 3A, 4.
[49] Emily Donaldson, Cultural Landscape Inventory, School House Ridge North, (Department of the Interior, National Park Service, National Capital Region Cultural Landscapes Program, 2008), 2.

School House Ridge North Site Features

Moler Barn Foundation
Date: Late Eighteenth-Early Nineteenth Centuries
1 Contributing Site

The three parcels that currently comprise School House Ridge North once formed a single farm owned by John Moler during the late eighteenth and early nineteenth centuries. After John Moler died in 1807, his farm was split between his two sons, John and Daniel. Daniel Moler's Farm was known as Prospect Hill, and the western half of the property was included in the National Register Nomination for Bolivar Heights/School House Ridge Skirmish Site.[50] In 1868 Daniel Moler auctioned off his farm, which then totaled 266 acres. The property was purchased by Samuel Howell Brown, who retained ownership of the property until 1876.[51]

The Moler Barn Foundation is located [redacted] near the southeastern corner of the School House Ridge North tract. The structure likely dates to the late eighteenth century or to the early nineteenth century, when the property was owned and farmed first by Jacob Moler and then by his brother, John Moler III, and then Daniel Moler. The Moler family grew wheat, corn, and other crops and likely kept horses and other livestock. The barn was used into the twentieth century and contains one addition as evidenced by a concrete platform on the east end of the barn. According to a former resident of the property, a horse barn was built of logs on the foundations of the old Moler barn. The barn, used by the Fritts family, burned down in 1946, leaving behind only limestone and cement remnants.[52] At present, only the stone walls of the foundation remain and the immediate area is overgrown by vegetation.

Measuring approximately 40x55 feet, the barn was built in the style of the common Pennsylvania German bank barn and was sited into the hillside with a stone and earthen ramp on the north wall to access the upper level. The three-sided foundation is open to the south, so that the lower level, where livestock was kept, would have been open to the low-hanging winter sun. The foundation walls, 1.5 to 2 feet thick, are constructed of cut limestone blocks and are 8 to 12 feet tall. Two window openings, though somewhat deteriorated, are evident on the both the eastern and western walls. Extant at the time of the Battle of Harpers Ferry (1862), the Moler Barn Foundation is a contributing element to the School House Ridge property.

Moler Family Cemetery
Date: 1807-1907
1 Contributing Site

[redacted] Although not readily apparent on all sides, the cemetery appears at one time to have been surrounded by a very low stone wall, or perhaps an enclosure of a single course of unshaped fieldstone. The area of enclosure measures 36x50 feet. The interior contains a half dozen medium-sized

[50] Edith Wallace, *Bolivar Heights/School House Ridge Skirmish Site National Register of Historic Places Nomination Form* (Hagerstown, MD: Paula S. Reed and Associates), 2001.
[51] Donaldson, 19-20.
[52] Donaldson, 25, 57-58.

trees and is largely free of weeds and underbrush. The ground surface is covered with grass, and a few ornamental plantings are present.

The cemetery holds 22 marked graves; the inscribed names are Moler (17), Taylor (3), Mileus (1), and Stephenson (1). Many of the interments are marked with both headstones and footstones. The burial dates span well over 100 years, and the cemetery contains the graves of many of the family members who lived on the farm. The inscriptions were recorded by the Jefferson County Historical Society in 1934.[53] The cemetery is currently maintained by two descendants of the Moler family, although previous neglect has resulted in some damage to its overall condition. There has been noticeable groundhog burrowing, and several tombstones have been upended and subsequently leaned against nearby trees. Some stones are broken and a few are partially buried. As an element that would have been present during the Battle of Harpers Ferry, the Moler Family Cemetery is a contributing element to the School House Ridge property.

Harpers Ferry Caverns and Jellystone Campground
Date: 1973
2 Non-Contributing Sites
3 Non-Contributing Buildings
2 Non-Contributing Structures

The Harpers Ferry Caverns and former Jellystone Campground are located in the northwest corner of the School House Ridge North tract. As noted, the geology of the region has led to the formation of numerous natural caverns, and approximately one-half mile north of the nominated property is the John Brown Cave, once touted as a potential rival to the more famous Virginia cave, Luray Caverns. The Harpers Ferry Caverns were discovered in 1882 by E.H. Dick on the property then owned by Rudolph Rau.[54] Although efforts to promote the Harpers Ferry Caverns as tourist attractions were made as early as the 1880s, no significant commercial development was realized until 1973, when a Jellystone Camp Resort franchise was constructed on the School House Ridge property. By the time it closed in 1978, the facilities had grown to include a lodge building, bath house, swimming pool, tennis courts, miniature golf course, and over 300 campsites.[55]

At present, the old Jellystone Campground complex is overgrown with vegetation and the buildings and sites that remain suffer from various stages of deterioration and collapse. Although the campground is in derelict condition and was not present on the landscape during the period of significance, the complex should be evaluated for eligibility for the National Register when it reaches 50 years of age. The caverns and campground may be significant for their associations to the region's long history of tourism and recreation.

Cavern Entrance
The cavern entrance building is constructed of wood and in ruinous condition. It is located just north of the caverns.

[53] *Farmers Advocate* (November 17, 1934), 7; "Tombstone Inscriptions III," *Magazine of the Jefferson County Historical Society* XXVIII (December 1962), 41-59.
[55] Donaldson, 20.
[55] Donaldson, 53-54.

Cavern Exit
The cavern exit building is constructed of wood with collapsed walls and a severely deteriorated staircase leading down into the caverns. It is located just south of the caverns.

Lodge
The lodge is a rectangular wood-frame building with a side-gable roof. The roof of one of its northern rooms has collapsed. It is located off the main driveway into the old campground, near the western perimeter of the School House Ridge North property.

Pavilion
This building, once used for storing recreational equipment, is located southwest of the lodge.

Upper Bathhouse
This building was used by guests as a bathhouse. It is constructed of concrete-block walls with concrete floors and is located south of the lodge, on the edge of the western parking hookup area.

Lower Bathhouse
This building was used by guests as a bathhouse. It is constructed of concrete-block walls with concrete floors, and is located southeast of the lodge, on the edge of the eastern parking hookup area.[56]

Pool Site
The former swimming pool, located north of the lodge, has been filled in and paved with poured concrete. The former pump house associated with the pool has been demolished.

Tennis Courts Site
The tennis courts are located southeast of the main lodge building and are severely deteriorated.

Ott House
Date: 1965
1 Non-Contributing Building

The portion of the Moler's farm that ran along the western side of Bakerton Road was purchased in 1922 by John E. Fritts. In 1926 Fritts added 190 acres to this farm, which was later known as the Ott Farm. Fritts was an enterprising farmer; in 1930 one of the local papers reported that he had completed "the most modern dairy barn in Jefferson County."[57] Following the death of John Fritts in 1943, the eastern portion of the Fritts Farm passed to his son Robert Fritts, and the portion known presently as Tract 102-34 and part of Parcel 37.1 became the property of his daughter Blanche E. Ott and her husband Elmer A. Ott.[58] The north-running axis made by the current rerouted path of Bakerton Road (WV 27) where it leaves U.S. Route 340 divided the two tracts. This same route also once served as the driveway to the old John Moler Farm. The family dairy barn was located on the parcel retained by Blanche Ott.

During the 1940s the Blanche Ott property continued to function as a dairy farm and supplied milk to a nearby prison. However, over time the task of meeting the increasingly rigid regulations for milk preparation and delivery became too expensive to continue, and Elmer A. Ott converted the dairy barn to

[56] Donaldson, 93.
[57] Donaldson, 55.
[58] Donaldson, 58.

accommodate beef farming. Other nearby farms were also leased and operated as part of his new enterprise. Robert Fritts inherited the strip of land running along the western side of Bakerton Road and also farmed, but he allowed more woodland growth to occur on his land than his sister did.[59]

The Ott House, constructed in 1965 by Blanche E. Ott and her husband, stands on the foundations of an old frame house that may have been the original Moler homestead, also known as the Poplar Cottage.[14] The Ott House, located at 35 Bakerton Road, is a one-story brick dwelling covered by a side-facing gable roof of asphalt shingles. A large exterior brick chimney is located on the east end of the house. The four-bay front (south) porch is protected by a front-facing gable roof that is supported by metal supports set on a concrete and brick foundation. At present, all window openings are boarded over. A one-story shed-roofed addition projects from the rear of the house. It is set on a concrete foundation and is clad with weatherboard siding. A rear doorway, currently boarded over, is located on the northern end of the addition. Access to the basement is located on the eastern side of the small addition. The barn associated with the Ott property was completely destroyed by fire in 2010 and no above-ground evidence of the structure remains. The Ott House, which is not yet 50 years of age and built outside the period of significance, is a non-contributing element to the School House Ridge property.

North Park Comfort Station
Date: 2010
1 Non-Contributing Building

In 2010 a comfort station was added to the School House Ridge North property for the convenience of park visitors. The station and an associated parking lot are located north of the Jellystone Campground access road, just west of Bakerton Road (WV 27). The one-story concrete building is covered by a concrete-shingle front-gable roof. Horizontal single-pane windows are located high on the exterior wall. The building holds two restroom areas that are accessed by metal flush doors located on the building's eastern end. Large metal ventilators project through the roof. The Park Comfort Station, which is not yet 50 years of age, is a non-contributing element to the School House Ridge property.

School House Ridge South Site Features

John Hall Allstadt House Ruin
Date: circa 1838-1875
1 Contributing Site
1 Contributing Structure

The ruins of the John Hall Allstadt House are located at the end of a gravel lane leading west from Millville Road (WV 27) and sit slightly below the ridgeline of the southern end of School House Ridge. The interior and much of the exterior of the house was destroyed by fire in 1986, and the entire structure has deteriorated much since then, with only portions of the walls and a few interior details remaining. The house was a two-and-one-half-story three-bay-wide stone dwelling covered by a side-facing gable roof of slate shingles with brick exterior chimneys at either end. Piles of collapsed stones and bricks have been removed, and the ruins have been stabilized. Invasive vegetation that could threaten the stability of the

[59] Donaldson, 59.

ruins has been cleared away, and the interior floor plane has been filled with gravel as a maintenance measure.[60]

Two possible construction periods have been identified for the Allstadt House. A potential construction date between 1838 and 1851 has been proposed since it is assumed that John H. Allstadt was the builder of the house and he inherited the land after his father Jacob's death in 1821.[61] This earlier construction date is supported by notices that appeared from December 1843 to March 1844 in the *Virginia Free Press* announcing that John Hall Allstadt and his cousin Jacob Allstadt were selling their household and farming implements and demanding payment for debts owed to them, adding that "one and probably both will leave the State." The property sales were to take place at their residences, which were both reported to be "near the road leading from Halltown to the mill now occupied by Mr. James W. Osbourn."[62] In the end John Hall Allstadt did not leave the state. In fact, less than a year later he purchased 35 acres of land from his cousin. By 1857, just prior to the outbreak of the Civil War, John Hall Allstadt owned all but 150 acres of the School House Ridge property south of the turnpike.[63] Allstadt continued to amass land and eventually owned 734 acres in this area.

A later construction period estimated to be between 1872 and 1875 has also been proposed for the house. This date is based primarily on documentary evidence in the form of newspaper accounts, land tax records, maps, and biographical information about John Hall Allstadt. In 1872 it was reported that John Hall Allstadt held another public sale of his personal property and that he began renting out his farm located near the tollgate on the Charles Town-Harpers Ferry Turnpike. The farm for rent refers to the Jacob Allstadt House where he had resided since 1857 (and where he was taken hostage during John Brown's Raid in 1859). Then in 1875, reporting on improvements made in the local area, the newspaper stated that Allstadt's "commodious residence" had been "completed."[64] This post-bellum date of construction for the John Hall Allstadt House is also supported by cartographic evidence. A dwelling does not appear on any of the antebellum maps or plats depicting Allstadt land or any of the detailed Civil War maps of the area. The first map to show the house is an 1883 map of the county by surveyor S. Howell Brown.

The earlier construction date is supported by the use of the Greek Revival style, which was popular during the first part of the nineteenth century. However, the conservative nature of Shenandoah Valley builders in adopting popular architectural styles has been advanced as one explanation for the later expression of the style. It is also possible that construction of the house began prior to the war when the style was more in vogue, was interrupted by the outbreak of the Civil War, and was completed in the 1870s.[65] The earlier construction date would mean that the John H. Allstadt House is a pre-Civil War building that would have been extant at the time of the battle.

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[60] Griffith, 32, 34. Descriptions of structures on HAFE NPS property derived from information and photographs in "Appendix," *Final Draft Report of Archeological and Historical Investigations for the Proposed MARS II Facility: Harpers Ferry, West Virginia* (DSC Package NCR 323-42), 35-55; Jill A. Chappel, West Virginia Historic Property Inventory Forms (Unpublished Drafts, 1991); Wiltshire, 13, 42-78; Cosey, 329 (as cited in Griffith).
[61] Everett, Part3b:11-12
[62] *Virginia Free Press* (December 14, 1843), 3, (February 22, 1844) 3.
[63] Griffith, 4-6. Of the 150 acres Allstadt did not own, Isaac Chapline and Isaac N. Carter each owned approximately 54 acres on the southern end of the property and William Lucas owned 42 acres along Flowing Springs Run.
[64] Virginia Free Press (April 17, 1875), 3.
[65] Everett, Part3b:12.

Jacob "Furl" and Susan Allstadt Henkle Farm
Date: circa 1906
1 Contributing Building
1 Contributing Site

Southwest of the John H. Allstadt House is what remains of the Jacob "Furl" and Susan Allstadt Henkle Farm. The primary resource is a two-story balloon-frame structure, sheathed in German lap siding, that dates to the early twentieth century. The dwelling is a typical two-story three-bay frame I-house that is covered by a side-facing gable roof clad in standing-seam metal with a projecting ell on the rear. The house is set on a stone foundation. No window sashes or doors are extant. A single brick chimney is located on the southern end of the house.

According to an Allstadt descendant, the house was constructed in 1906 or soon thereafter for Jacob "Furl" Henkle. The house may have been a wedding gift given by Susan Allstadt Henkle to her son, who up until that time had been living in the old John H. Allstadt house with his mother and siblings. Jacob is listed as a farmer in the 1920 census, evidently taking over the operation upon his father's death. After his mother's death in 1920, Jacob moved off the property and purchased his own farm near Shepherdstown.[66] Following the sale of Susan Henkle's land to the Standard Lime & Stone Company, the house was leased to tenants who worked on the Standard Farm. It is unknown precisely when the house was abandoned, but evidently the last tenant resided there until the 1950s.

The ruins of several buildings associated with the Henkle farmhouse are also present. A barn, silo, milk house, and corncrib utilized from the 1920s to the 1950s are all located between the farmhouse and the stone house. The barn has collapsed upon itself and lies as a pile of rubble at present. Originally, it was a three-story wooden building with a corrugated-metal gambrel roof. The framing was of milled heavy timbers connected with mortise-and-tenon joinery and wire nails. The exterior was beaded tongue-and-groove boards, and the foundation was composed of poured concrete. The interior of the barn featured a central hay mow/drive with a raised hay storage floor on the eastern side of the mow. An enclosed granary/storage space was located on the western side of the barn, and a narrow passage along the far western end of the barn led into the connecting silo. Additional hay storage space was in the third level located above the granary/storage space and passageway on the main floor. The eastern side of the barn housed an animal shelter and granary below the hay storage area. A silo is located on the northwestern corner of the barn and was constructed of poured concrete and concrete block. Because of the durable construction materials, this structure is still standing relatively intact with the exception of the missing roof. The corncrib, now in ruins, was a 14x20-foot building of milled lumber with a standing-seam metal gable roof.[67]

Standard Lime & Stone Company Housing Site
Date: circa 1912
3 Contributing Buildings
1 Contributing Site

Although the quarry and much of the Standard Lime & Stone Company's plant was located on property adjacent to the School House Ridge property, there was a domestic sphere that straddled both properties

[66] Griffith, 21.
[67] Griffith, 36-37.

and consisted of company-owned dwellings and two churches.[68] According to local historian James L. "Dixie" Wiltshire, a former employee of the Standard Lime & Stone Company, a total of 79 houses once stood on the land owned by the company—95 percent of which were company-owned. Wiltshire said that a number of the houses were built around 1912. According to an unpublished manuscript written by a local resident, as well as a 1991 Historic American Engineering Record (HAER) report, the houses on School House Ridge were likely designed by Preston S. Millard and C.D. Carter, who also designed the company's houses at Bakerton, West Virginia.[69]

The vernacular frame-constructed houses sit on combination fieldstone/concrete foundations and have a crawlspace below. Siding treatments vary, either shiplap wood siding or asbestos tiles. During the 1940s many of the houses were clad with stucco. The dwellings are all similar in design and plan, consisting of a two-story three-bay gable-roofed main block and a single-story ell at the rear.

In addition to the workers' houses, the School House Ridge property contained two dwellings associated with the upper management (foremen) of the company, although only one of the houses is extant. Constructed in the 1920s, both were larger than the workers' houses. The two houses were located farther up the hill and overlooked the workers' houses and the quarry. The foremen's houses were also stylistically different, with brick tiles and architectural features reflecting the Four Square style. The integrity of the architectural resources once associated with the Standard Lime & Stone Company diminished dramatically beginning in the 1950s as the houses became obsolete and modern transportation allowed employees to live farther from the work site.

Many of the buildings that once housed the industrial activities of the Standard Lime & Stone Company were not investigated in detail for this boundary increase since they are located on an adjacent parcel that is privately owned. This adjacent parcel and remaining industrial buildings were documented in 1991 by HAER.[70] Largely demolished in the 1980s, the Standard Lime & Stone Company Site essentially consisted of three areas. The first consisted of a quarrying and refractory operation, where stone was crushed and burned in lime kilns. The quarry and kiln had existed since at least 1883, and came under the ownership of the Standard Lime and Stone Company around 1901. The last group of kilns was installed circa 1928-1937, and quarrying and refractory operations continued on the site until 1974. The second area was the rock wool (mineral insulation) plant, which was constructed circa 1930-1933, and discontinued operations in 1949. Finally, the P32 (magnesium oxide) plant was constructed circa 1938-1939, and ceased operations in 1957 or 1958. Most of the aforementioned buildings were ruins by 1991.

Although approximately 10 workers' houses and one church were historically located on HAFE's School House Ridge property, currently only three houses remain extant. Evidence of other houses remains in the vicinity in the form of foundations and piles of rubble. In addition, a number of associated outbuildings are still standing, including garages, workshops, smokehouses, chicken houses, hog houses, and outhouses. All of these resources, however, are in poor or ruinous condition.

No testing has been completed to date; however, archeological resources associated with these resources undoubtedly exist on the property. For the purposes of this documentation, the Standard Lime & Stone Company Housing Site contains three contributing buildings (the three houses that remain extant) and one

[68] Larsen and Johnson, 24.
[69] Everett, Part 3b:14; Jill A. Chappell, Standard Lime & Stone Quarry, Millville, Jefferson County, West Virginia (Historic American Engineering Record, WV-49, 1991).
[70] Chappell, 1991.

larger contributing site that contains evidence of buildings, structures, and other resources that are no longer extant or in poor or ruinous condition.

House No. 10
House No. 10 is a two-story brick tile American foursquare house with a pyramidal roof and a front center hip dormer featuring paired windows topped with flat brick arch lintels. The windows on the side elevations are single with brick flat arch lintels and stone sills. A rear two-story frame addition with shed roofs is not original to the house. The house has a side exterior chimney on the north elevation. Originally the house featured a hipped roof front porch that was supported by wooden columns on brick piers, which has collapsed.

House No. 2
House No. 2 is a two-story three-bay wood-frame house with a stone and concrete foundation. It has a side-gable corrugated standing-seam metal roof and a rear ell with a shed roof. The house is clad in stucco, added by the company circa 1942, which covers the original wood shiplap siding. Interior brick chimneys are located on the south and north elevations and an exterior brick chimney is located on the rear ell. Originally, the house had sash windows and a shed-roof front porch with square wooden posts. The porch has collapsed.

House No. 1
House No. 1 is a two-story three-bay frame house with a stone and concrete foundation and a side-gable corrugated standing-seam metal roof. The exterior is clad in stucco, added to the building circa 1942, that covers the original wood shiplap siding. An interior brick chimney is located on the north elevation and an exterior brick chimney is located on the south elevation. A one-story shed-roof ell with a corrugated metal roof is located on the rear of the building. A shed-roof addition is attached to the rear of the ell (west elevation). Originally, the house featured sash windows and a shed-roof front porch with turned wooden posts. The porch has collapsed.[71]

Jennie L. Thompson Barn and Chicken House
Date: circa 1906
1 Contributing Building
1 Contributing Structure

This one-story frame barn and chicken house, located in the southeastern corner of the School House Ridge property near Millville, probably dates to the first quarter of the twentieth century. The barn is a tall one-story frame structure clad with vertical board siding and covered by a metal-clad gable roof. A shed lean-to is located on the side of the barn. The chicken house is also of frame construction and is covered by a metal-clad shed roof. Both buildings are in fair condition.

Jennie L. Thompson, who owned these resources, operated a boarding house for single workers at the Standard Lime & Stone Company.[72] In 1906 Thompson purchased 60 acres from James Miller, who had purchased the farm that same year from the Lucas family.[73] Although Thompson owned the property in fee simple, the Standard Lime & Stone Company owned the mineral rights on the property. In 1984

[71] Griffith, 37-48
[72] It is assumed that the former boarding house is located on property outside the jurisdiction of the Harpers Ferry National Historical Park, Everett, Part 3b:14.
[73] Everett, Part 3b:5; Griffith, 22.

Martin-Marietta Corporation, who had acquired the mineral rights from the Standard Lime & Stone Company, acquired a fee simple interest in the property. Ultimately, the property was conveyed to the Department of the Interior in 1991 along with the acreage immediately to the north that was previously part of the Allstadt Farm.[74]

South Park Comfort Station
Date: 2010
1 Non-Contributing Building

A comfort station and its associated parking lot are located south of the Allstadt House Ruins. The building, constructed in 2010, is identical to the station located on the School House Ridge North parcel. It is a one-story standard-design concrete structure covered by a concrete-shingle front-facing gable roof. The building holds two restroom areas that are accessed by flush metal doors. Two large metal ventilators project through the roof. The Park Comfort Station, which is not yet 50 years of age, is a non-contributing element to the School House Ridge property.

Integrity

Following the Civil War, School House Ridge remained a predominantly undeveloped area used primarily for agricultural purposes. The School House Ridge property includes substantial portions of land that were formerly parts of the Lucas, Allstadt, and Moler family farms. Many of the boundary lines and field divisions evident today were present during the period of significance and are visible on nineteenth-century maps and in modern aerial photographs. Managed by HAFE, agricultural use of the property continues through the Park's Agricultural Use Program, whereby small grains, row crops, and hay are rotated consistent with the historical use pattern.

Historical maps and other historical data indicate that the present-day ratio of woodlands to cleared areas on School House Ridge remains fairly consistent with the historical patterns of vegetation. From about 1850 until about 1880, agricultural census records indicate that approximately 80 percent of the land in this area was used for crops and pasture and 20 percent remained as woodlots. During the Battle of Harpers Ferry in 1862, the ridgetop portions of the site remained largely unimproved, as described by Confederate commanders who submitted official reports that described the ridge as wooded. The current ratio of wooded versus cleared land is approximately 60 percent to 40 percent. Overall, the School House Ridge site retains its integrity in terms of its vegetation, although natural forest succession is evident in areas where plowing or other domestic activity has been discontinued in recent decades. This is particularly true around buildings and structures that are abandoned and in ruins.

In addition to the battlefield landscape itself, three resources contribute to the landscape's significance and retain sufficient integrity to convey that significance. An analysis of the extant buildings on the School House Ridge property reveals that the John Hall Allstadt House, the Moler Barn, and the Moler Family Cemetery were extant features during the 1862 Battle of Harpers Ferry, which is the seminal event from which the property derives its primary historical significance.

School House Ridge retains good overall integrity to convey its appearance at the time of the Battle of Harpers Ferry and its use for industrial purposes following the Civil War. Continued agricultural use of

[74] Everett, Part 3b:14.

the property has maintained the overall feeling and setting of the land, including agricultural fields, wooded areas, and unpaved farm lanes. The vegetation on School House Ridge at present is characterized mainly by agricultural crops and has changed little since the period of significance. During the Civil War the Allstadts and Molers planted mostly wheat, corn, and hay, as farmers in the area continue to do, and wooden fence lines were shadowed by rows of trees that in some cases survive today. Patches of woods also recall historical woodlots, whose existence during the Civil War was noted in historical accounts.

Views from the School House Ridge property and various smaller outcroppings to the east have also remained relatively unchanged since the Civil War. The integrity of these views is lessened only somewhat by the slightly increased number of field divisions since the period of significance, as well as the greater density of woodlands visible on Bolivar Heights. The lines of trees marking the field divisions of today in some cases also block the clear views artillery would have had looking east from near the crest of School House Ridge. However, it is important to note that none of these impacts on the views and vistas of the site are permanent or irreversible. For the most part, School House Ridge has retained its rolling, open topography and appears as it would have during the period of significance. The broad, expansive slopes of the ridge, marked by an unpredictable series of dips and hidden pockets, were fundamental to the military use of this area during the Civil War. The varied landscape aided both sides in protecting troops as well as elevating artillery lines above the valleys below, in particular the one that follows Bakerton Road.[75]

Although large tracts of the surrounding farmland have been subdivided and developed in response to suburbanization pressures, the School House Ridge property is mostly free from modern intrusions. The existing buildings and features that were not present during the period of significance do not greatly diminish the site's integrity in terms of feeling and association and tend to blend into the rural character of the area. Because the property has few modern intrusions, it is possible to visualize a landscape frozen in time, as if farmers and quarry workers had suddenly abandoned their posts and left. Typical of communities in the northern Shenandoah Valley, agriculture was not replaced but rather supplemented with industrial activities in the late nineteenth and early twentieth centuries. Thus, School House Ridge conveys a sense of a nineteenth-century agricultural landscape as it appeared during the Civil War, as well as a twentieth-century industrial landscape.

[75] Donaldson, 71.

MURPHY-CHAMBERS FARM

SUMMARY DESCRIPTION

The Murphy-Chambers Farm property covers 95 acres on a high, open bluff above the Shenandoah River 2 miles upriver (west) from its confluence with the Potomac River. The property is on a landform known as Bolivar Heights, which is a ridge that extends 1.7 miles from the Potomac River on the northeast (ridge crest of 600 feet) to the Shenandoah River on the southwest (ridge crest of 500 feet). The Murphy-Chambers Farm overlooks School House Ridge to the west and has a commanding view of the Bull Falls rapids on the Shenandoah River to the south.

As part of HAFE, the Murphy-Chambers Farm property contains three resources that contribute to its historical significance and integrity: the remnants of Union earthworks erected during the last months of the Civil War, the Murphy Farm House, and the John Brown Fort foundation site. A non-contributing commemorative boulder and bronze tablet erected circa 2006 lists Murphy family members and significant historical dates associated with the Civil War and later civil rights pilgrimages. At present, the property is leased to a farmer as part of the park's Agricultural Use Program and used for the cultivation of hay, maintaining an agrarian appearance and perpetuating the site's long history of agricultural use.

The property includes the original Chambers Farm (approximately 50 acres) and additional acreage acquired by Alexander Murphy in the late nineteenth century. The Chambers ownership of the farm extended from 1848 to 1866, and the Murphy ownership extended from 1869 to 2001. The property includes a farmhouse built in 1869 by Alexander Murphy that was likely constructed on foundations of the original Chambers house. The property also includes the site of the reconstructed John Brown Fort, which was the U.S. Armory building where the militant abolitionist barricaded himself during his ill-fated 1859 raid at nearby Harpers Ferry. The fort was moved from its original site and displayed near the World's Columbian Exposition in Chicago between 1892 and 1893. In 1895 the building was returned to Harpers Ferry and erected on a stone foundation on a 5-acre parcel on the Murphy Farm. The fort building was removed in 1910, but its former location on the farm is denoted by a stone and brick foundation.

NARRATIVE DESCRIPTION

Murphy-Chambers Farm Site Features

Union Earthworks
Date: 1864
2 Contributing Structures

The earthworks on the Murphy-Chambers Farm consist of two associated structures—an artillery redoubt and a rifle trench. Constructed by troops of Maj. General Philip H. Sheridan in August 1864, these earthworks were part of a larger defensive network, located at the extreme left of the Union positions on Bolivar Heights. The earthen redoubt is boomerang-shaped and open to the rear. It is 80 feet in length on one wing and 60 feet on the other. Built of mounded earth and capable of accommodating six cannons, it is 20 feet wide and 3 to 4 feet tall. A 10-foot-wide exterior ditch is evident, indicating that the earthwork was made by excavating earth from outside the structure. The associated rifle trench is approximately 150 feet down the steep slope in front of the redoubt and is approximately 3 feet wide. The trench extends 250

feet to the edge of a ravine to the west. These works were never attacked. Despite the reforestation of the immediate area since the Civil War, both sections are in good condition.

Murphy Farm House
Date: circa 1869
1 Contributing Building

The Murphy Farm House, constructed around 1869, is located on the northeastern portion of the site and is accessed by a gravel driveway extending from the end of Murphy Lane. The house, set in the midst of the open field, consists of two sections of nearly equal size that were not built simultaneously. The western section (front) currently serves as the main block and is two stories high and three bays wide. Built in the early twentieth century, its form reflects the characteristics of the American Foursquare type. It measures 24x28 feet and has a three-quarter length basement that is accessible from the exterior by an areaway on the south side of the house. Set on a stone foundation, the western block is covered with clapboard siding and is covered by a pyramidal roof with a central brick chimney. The main entrance door is located on the west elevation, which features a large single stone slab step. This phyllite (or Harpers shale) stone is 9 feet long, 3 feet wide, and 5 inches thick, and exhibits some chisel marks.

The eastern block (rear) of the house is also two stories tall, though not quite equal in height to the rest of the building. Its dimensions are 23x14.75 feet, but an enclosed porch on the north side increases the actual footprint to 23x24 feet. Like the western block, it is set on a stone foundation and is clad with clapboard siding. Unlike the front section of the house, however, the rear section is covered by a low, unevenly pitched gable roof of standing-seam metal. A stone and brick chimney on the east elevation measures 5x3 feet at its base. At 6 feet in height, the brick portion of the chimney tapers to a 2.25-foot-wide pargeted stack. Although not evident from the exterior, part of the framework of the eastern block is of log construction.

An exact construction sequence for the current Murphy Farm house has not been determined. From all appearances, however, the eastern (rear) block pre-dates the western (front) block.. Records indicate the that a one-and-one-half-story dwelling occupied by Edmond Chambers was destroyed during the Civil War. Beginning in 1862, about 20 Union officers under Col. John W. Geary's command boarded at the house, which, as Chambers later wrote, "forced my family back in the back building. I complained to him and he told me to take my family away and he would have my property apraised [*sic*] and if it was destroyed the government would pay me for it."[76] A staunch Unionist and armory worker, Chambers moved to Bridesburg, Pennsylvania, to continue work as an armorer. He later testified: "When I came back it was all destroyed… [The farm] was a perfect prairie when I got back. There was nothing there anywhere."[77]

An agent assigned to investigate the case summarized Edmond Chambers's war claim:

> In the early part of the winter of 1862, the 14th Regt. Penn. Cavalry encamped in the neighborhood of and on the farm of my claimant, and while there destroyed and carried away the fences of the farm and the wood-work of the different buildings, as well as the bricks in the chimneys and linings of the buildings. In this manner, fences, beams, rafters, flooring win[dow] frames, doors,

[76] National Archives and Records Administration [NARA], Record Group 92, Office of the Quartermaster General [OQMG], Book 131, 797-900, letter of March 6, 1888, E.H. Chambers to Sec. of War.
[77] NARA, RG 26, OQMG, Book B [1861-1889], 479-535.

> and in fact all the materials contained in the buildings were used; a portion for fire wood, and the remainder for various building purposes, quarters for the men, bake-house, etc.[78]

In an accompanying itemized list, the farmhouse was described as a "1 ½-story proper dwelling house." Specific damages amounting to $1,115.00 were sought for 5 bed stands, 3 wash stands, 1 desk, 1 bookcase, the contents of the cellar, the kitchen and its contents, doors and shutters, and a large amount of bricks that were taken from "*in the houses.*" Very little seems to have survived the soldiers' scavenging, as the house and various outbuildings were said to have been stripped down and carried off "even to the shingles."[79]

Whether the term "back building" that Chambers used to describe his family's temporary living arrangement referred to a detached kitchen or whether it referred to a secondary dwelling or some type of agricultural building is not clear. Judging from his descriptions of the extent of the damages to the farm, however, it seems very likely that this building was, like the main house, completely dismantled and did not survive to form the east block of the current house. Supporting this contention is Chambers statement, "When the war closed I had no house to move in with my little children…." The east block of the current house may, however, sit on a foundation dating to the original Chambers Farm.

When Alexander Murphy purchased the farm in 1869 from John G. Cockrell, the property was advertised as having "improvements new and comfortable." And again, in 1912, a local newspaper reported that Murphy completed unspecified improvements to the farm, possibly referring to the construction of the western block of the house.[80] Such an enlargement may have been made necessary to accommodate the family of Alexander's son, William, who moved to the farm in 1910. The Foursquare form and architectural style of the west block also reflect an architecturally popular form of the late nineteenth and early twentieth centuries.

Architecturally, it is clear that the present-day Murphy Farm house was built in two stages. It is assumed that the eastern block corresponds to new construction on the site in circa 1869 and the western block corresponds to an addition made circa 1912. The house is in good condition.

<u>John Brown Fort Foundation</u>
Date: circa 1848
1 Contributing Site

The former United States Armory engine house, which is presently known as the John Brown Fort, was constructed in 1848. At present, the one-story brick structure is located in the Lower Town of Harpers Ferry. When the fort was located on the Murphy Farm, it stood near the southeastern edge of the open field on the foundations of an older agricultural outbuilding, most likely a springhouse.

The John Brown Fort Foundation Site located on the Murphy-Chambers Farm is rectangular and measures 34x22 feet with phyllite stone walls 1.5 feet thick. The fort building was moved and rebuilt on the farm in 1895 and remained there until 1910. A stabilization project carried out by the NPS's Historic Preservation Training Center in March 2006 resulted in the foundation site's current appearance. The stabilization project included archeological monitoring and documentation, salvaging stones, resetting

[78] NARA, RG 92, OQMG, Book 131, 797-900.
[79] NARA, RG 26, OQMG, Book B, 1871, letter of April 23, 1888.
[80] *Spirit of Jefferson*, August 17, 1869, 3, col. 1; *Virginia Free Press*, August 1, 1912, 5, col. 4.

stone coping with mortar, differentiating the openings of all fenestrations with courses of brick, and infilling the interior with gravel. As a result of this work, the foundation is in good condition.

Murphy Farm Commemorative Boulder and Tablet
Date: 2006
1 Non-Contributing Object

This commemorative marker, erected circa 2006, is located at the end of the Murphy's Farm Trail about 750 yards south of the trailhead parking area on Murphy Road. The marker bears a bronze plaque that lists the names and dates of several Murphy family members, historical events associated with the Civil War that took place on the farm, and postwar pilgrimage dates. The plaque narrative commends the Murphy family for their generosity in allowing visitors to come to the farm over many decades. The marker is non-contributing since it was built outside the period of significance.

Integrity

In 1999 developers sought to construct "Murphy's Landing" on the Murphy-Chambers Farm—a development consisting of 188 houses, a sewage treatment plant, and a 130-foot water tower. Various preservation groups were alarmed at the prospect of this development, and the proposed development failed to materialize. In 2001 the Trust for Public Land purchased the Murphy Farm and in 2002 it was turned over to NPS.

In 2004, in partnership with NPS, the Citizens Conservation Corps of West Virginia undertook a stabilization-type project at the Murphy Farm House. The team made repairs to the leaking roof; replaced six rotted window sills; stabilized a step; repaired, replaced, and painted siding; capped an open cistern/well; enclosed a porch; and plastered and painted portions of the interior.

The Murphy-Chambers Farm possesses good overall integrity. It retains its location and includes the original 50 acres of the Chambers Farm. Although the appearance of the farmhouse has changed since the periods of significance, the orientation of the present farmhouse on the landscape is believed to be the same, which provides visitors with a sense of the appearance of the farm during the Civil War. The property is undeveloped and free of modern intrusions and thus maintains feeling and association, and the continued use of the site as a farm enhances those qualities. The site therefore retains the character-defining features to convey the significance of the historical events that transpired at the site.

BALTIMORE & OHIO RAILROAD, HARPERS FERRY STATION

SUMMARY DESCRIPTION

The Baltimore & Ohio Railroad, Harpers Ferry Station was built in 1894 and is a one-story depot with a prominent two-story signal tower. Designed by the B&O's principal architect E. Francis Baldwin, the station was previously located on a large open platform between the junction of the B&O's Main and Valley lines. In 1931 the station was relocated approximately 700 feet northwest to its present location when the railroad company realigned the tracks of its main line and constructed a new railroad bridge. As rail passenger traffic declined in the 1930s, the condition of the station began to slowly deteriorate.

By 1999 physical conditions had deteriorated to the point that the National Trust for Historic Preservation and the Great American Station Foundation designated the depot one of the "Top 10 Most Endangered Stations in America." In 2001 NPS acquired the depot and parking lot for HAFE. An associated waiting shelter and pedestrian tunnel under the tracks remained the property of CSX. Recognizing its historic nature and its continued importance within the regional transportation network, NPS undertook a $2.2 million restoration and rehabilitation of the station between 2003 and 2007. As a result of this project, the exterior of the station currently exhibits its post-move 1931 appearance and most of its character-defining features have been restored.

The Harpers Ferry Station was previously listed in the National Register of Historic Places as a contributing resource to the Harpers Ferry Historic District in 1979.[81] It was documented by a HAER survey in 2003.[82]

NARRATIVE DESCRIPTION

Setting

The Baltimore & Ohio Railroad, Harpers Ferry Station stands in the Lower Town of HAFE. Railroad tracks on the north side of the station cross the Potomac River via the 1931 deck-plate girder railroad bridge to the east and run west following the Potomac River. The station sits on a triangular site created by the railroad tracks and Potomac Street, which creates the southern boundary. An asphalt parking area comprises the western and southern sections of the site. Metal lamp posts and light fixtures are located around the train station and parking lot and were installed as replacement in kind circa 1950. The United States Armory Musket Factory site is located on the eastern and western sides of the station. Adjacent to the station is a 20-foot-high embankment that is a remnant of the 1892 realignment.

[81] Harpers Ferry Planning Commission, Harpers Ferry Historic District National Register Nomination Form (1978), accessed online at http://www.wvculture.org/shpo/nr/pdf/jefferson/79002584.pdf.
[82] Andrew Lee, Historical Background Report, Baltimore & Ohio Railroad Harpers Ferry Station (Historic American Buildings Survey, No. WV-86, 2003).

Baltimore & Ohio Harpers Ferry Station Site Features

Harpers Ferry Station
Date: 1894
1 Contributing Building (previously listed, Harpers Ferry Historic District)

Built in 1894, the Harpers Ferry Station is a one-story wood-frame building with an integrated two-story signal tower on its eastern end. Attached to the east elevation of the building is the one-story subway shelter (owned and maintained by CSX), which provides access to the accompanying waiting shelter on the opposite side of the tracks. The modest building was built to the specifications of the B&O's standardized plans for passenger stations and designed by architect E. Francis Baldwin.

Standing on a poured concrete foundation, the building has a prominent hip-on-gable roof of slate shingles, and its exterior walls are clad in weatherboard siding. The roof's wide overhanging eaves have exposed rafter tails and are supported by wood brackets. Further distinguishing the roof is a ridge roll and a boxed metal cornice that conceals the building's pole gutters. An interior brick chimney rises above the roof and stands flush with the west elevation of the tower. A hipped dormer pierces the roof on the north elevation.

The north and south elevations are asymmetrically fenestrated with single- and double-leaf paneled doors with three-light transoms and four-over-one and six-over-one wood-sash double-hung windows. The south elevation has two double-leaf doors on its western end that originally opened to the express and baggage rooms. On the eastern side of the doors are three windows and a single-leaf door that led into the men's waiting room. Toward the center of the elevation is a single-leaf door to the ticket office. Two windows and a single-leaf door to the women's waiting room pierce the eastern end of the building. A small rectangular wood casement window lights the easternmost bay.

On the north elevation the doors leading to the express and baggage rooms and the men's waiting room on the western end are identical to the south elevation. East of the men's waiting room door are two windows. A single-leaf door east of the windows provides access to the ticket office. Between the ticket office door and the door to the women's waiting room are three windows. The two easternmost bays hold two windows.

The west elevation of the building is pierced by two six-over-two wood-sash double-hung windows. The east elevation has a single-leaf four-paneled door with a three-light transom. Along the north side of the door is a stair that leads up to a passage on the roof and to the tower.

The signal tower has a slate-shingle pyramidal roof with overhanging eaves. Like the first story of the building, it is clad in weatherboard siding. The north and east elevations of the upper level of the tower are lit by triple six-over-six wood-sash double-hung windows. The south elevation has two six-over-six wood-sash double-hung windows, and a single-leaf two-paneled door, accessed by a set of exterior wooden stairs, provides access to the office area in the tower. A three-light transom caps the door. Two six-over-six wood-sash double-hung widows flank the chimney on the west elevation.

For the most part, the interior of the building has been restored to its historical configuration and is divided into an express room, a baggage room, a men's waiting room, a ticket office, and a women's waiting room. The express room has been renovated as a public restroom. The rooms all have wood floors

and high hipped ceilings supported by exposed chamfered rafters. The walls and ceilings are covered in beadboard, and all of the rooms have base moldings, molded chair rails, and wall cornices. The doors and windows are ornamented by reeded casing with bulls-eye corner blocks. The women's waiting room features a brick fireplace with a semi-circular arched opening.

B&O Railroad Embankment
1 contributing structure

Constructed in 1892 by the B&O, the railroad embankment stands adjacent to the Harpers Ferry Station at the eastern and southern edges of the adjacent Musket Factory site within the Lower Armory Grounds. It was constructed in part with fill from the tunnel excavation through Maryland Heights, across the Potomac River. A battered dry-laid rubble retaining wall lines the south side of the embankment along Potomac Street.

NPS Restoration and Rehabilitation/Integrity

Between 2003 and 2007, most of the station's exterior character-defining features were restored to their 1931 post-move appearance. To provide structural stability, the entire building was lifted with hydraulic jacks to allow excavation of a crawl space and the installation of a concrete foundation. The interlock tower, which had been removed from the building between 1950 and 1951, was reconstructed with its original pyramidal slate roof and exterior stair with solid stair rail. The 1930s-era brick chimney was extended to its original height. Reconstruction of the tower returned an overall sense of proportion to the station by reintroducing the overall massing of the building and its visual presence when seen from a distance.

In addition to the reconstruction of the tower and chimney, the dormer on the north elevation was restored and the entire roof was re-slated. Pole gutters, 30 brackets, and six box-protected down spouts were restored and tied into a new drainage system designed to prevent moisture and water penetration. The station's exterior clapboard siding, doors, and windows were repaired or replaced in kind. Nearly 300 paint samples, from the exterior and interior, were removed and studied to investigate the history of the painted finishes of the building, and the 1931 color scheme of red brown/dark brown was reintroduced. Repairs were also made to the asphalt paving surrounding the station.

NPS plans for the interior of the station were drawn up to enable adaptive reuse with an open floor plan that preserved historic fabric whenever possible and complied with the Americans with Disabilities Act. A heating, ventilation, and air conditioning system was installed in the crawl space of the basement. Water, electrical, and plumbing utilities were upgraded to meet current standards and codes. Contaminated flooring was replaced, and missing or deteriorated doors, windows, and beadboard were replaced or repaired as necessary. The distinctive hipped ceiling and chamfered rafters were restored, and the decorative brick fireplace in the former women's waiting room was reconstructed based on original drawings.

The current floor plan of the Harpers Ferry station has been recreated to reflect its 114-year old historical use as a rail passenger station. Because spatial needs associated with waiting and shipping uses have diminished, the former women's waiting room and the baggage areas of the station are currently used for educational and interpretive purposes. Character-defining spaces and features of the 1931 post-move period have been preserved and in some cases recreated. All of the work, both interior and exterior, was performed consistent with the Secretary of the Interior's standards and guidelines for the treatment of historic properties.

INVENTORY OF RESOURCES

RESOURCE NAME	LOCATION	CLASSIFICATION	STATUS
Warehouse and Smith Forging Shop Site (46JF518)	U.S. Musket Factory	Site	Previously Listed
River Wall (LCS ID 045495)	U.S. Musket Factory	Structure	Previously Listed
U.S. Armory Canal (LCS ID 048492)	U.S. Musket Factory	Structure	Previously Listed
John Brown Memorial (LCS ID 045505)	U.S. Musket Factory	Object	Contributing
Boat Landing	U.S. Musket Factory	Structure	Contributing
Utility Access Platform	U.S. Musket Factory	Structure	Non-Contributing
Wooden Access Steps	U.S. Musket Factory	Structure	Non-Contributing
Charcoal Manufacturing Site (46JF539)	Armory Woodland	Site	Contributing
Charcoal Manufacturing Site (46JF540)	Amory Woodland	Site	Contributing
Charcoal Hearth 1	Amory Woodland	Site	Contributing
Charcoal Hearth 2	Amory Woodland	Site	Contributing
Civil War Encampment Area 1	Armory Woodland	Site	Contributing
Blockhouse 1	Armory Woodland	Structure	Previously Listed
Civil War Encampment Area 2	Armory Woodland	Site	Contributing
Civil War Encampment Area 3	Armory Woodland	Site	Contributing
Blockhouse 2	Armory Woodland	Structure	Previously Listed
Civil War Encampment Area 4	Armory Woodland	Site	Contributing
Civil War Encampment Area 5	Armory Woodland	Site	Contributing
Civil War Encampment Area 6	Armory Woodland	Site	Contributing
Civil War Encampment Area 7	Armory Woodland	Site	Contributing
Blockhouse 3	Armory Woodland	Structure	Previously Listed
Civil War Encampment Area 8	Armory Woodland	Site	Contributing
Civil War Encampment Area 9	Armory Woodland	Site	Contributing
Bear Pond Road	Armory Woodland	Structure	Contributing

RESOURCE NAME	LOCATION	CLASSIFICATION	STATUS
Domestic Site	Armory Woodland	Site	Contributing
Boundary Stone	Armory Woodland	Object	Contributing
Nineteenth-Century Road Traces	Armory Woodland	Structure	Contributing
Modern Twentieth-Century Road Traces	Armory Woodland	Structure	Non-Contributing
John Hall Allstadt House Ruin	School House Ridge	Site	Contributing
John Hall Allstadt House Well	School House Ridge	Structure	Contributing
Moler Barn Foundation	School House Ridge	Site	Contributing
Moler Cemetery	School House Ridge	Site	Contributing
Park Comfort Station (North)	School House Ridge	Building	Non-Contributing
Park Comfort Station (South)	School House Ridge	Building	Non-Contributing
Harpers Ferry Caverns Entrance	School House Ridge	Structure	Non-Contributing
Harpers Ferry Caverns Exit	School House Ridge	Structure	Non-Contributing
Jellystone Campground Lodge	School House Ridge	Building	Non-Contributing
Jellystone Campground Pavilion	School House Ridge	Building	Non-Contributing
Jellystone Campground Upper Bathhouse	School House Ridge	Building	Non-Contributing
Jellystone Campground Lower Bathhouse	School House Ridge	Building	Non-Contributing
Jellystone Campground Pool	School House Ridge	Site	Non-Contributing
Jellystone Campground Tennis Courts	School House Ridge	Site	Non-Contributing
Ott House	School House Ridge	Building	Non-Contributing
Jacob "Furl" and Susan Allstadt Henkle Farm House	School House Ridge	Building	Contributing
Allstadt Henkle Farm Outbuildings Ruins	School House Ridge	Site	Contributing
Jennie Thompson Barn	School House Ridge	Building	Contributing
Jennie Thompson Chicken House	School House Ridge	Structure	Contributing
Standard Lime & Stone Company Housing Site	School House Ridge	Site	Contributing

RESOURCE NAME	LOCATION	CLASSIFICATION	STATUS
Standard Lime & Stone Company House No. 10	School House Ridge	Building	Contributing
Standard Lime & Stone Company House No. 2	School House Ridge	Building	Contributing
Standard Lime & Stone Company House No. 1	School House Ridge	Building	Contributing
Union Earthworks 1	Murphy-Chambers Farm	Structure	Contributing
Union Earthworks 2	Murphy-Chambers Farm	Structure	Contributing
Murphy Farm House	Murphy-Chambers Farm	Building	Contributing
John Brown Fort Foundation	Murphy-Chambers Farm	Site	Contributing
Murphy Farm Commemorative Boulder and Tablet	Murphy-Chambers Farm	Object	Non-Contributing
Passenger Station	B&O Railroad Station	Building	Previously Listed
Railroad Embankments	B&O Railroad Station	Structure	Contributing

8. Statement of Significance

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

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

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

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ARCHEOLOGY
INDUSTRY
MILITARY
POLITICS/GOVERNMENT
TRANSPORTATION
SOCIAL HISTORY

Period of Significance
1796-1955

Significant Dates
1799, 1859, 1861
1862, 1865, 1809
1894, 1906, 1932

Significant Person
(Complete only if Criterion B is marked above.)
John Brown

Cultural Affiliation

Architect/Builder
N/A

Statement of Significance Summary Paragraph

The Harpers Ferry National Historical Park (HAFE) Nomination Update and Boundary Increase, 2014, is eligible for the National Register of Historic Places under National Register Criteria A, B, C, and D, for national and local significance in the areas of archeology, industry, military, politics/government, social history, and transportation. To date, associated historic contexts established for HAFE are (1) Black Education in the Harpers Ferry/Bolivar area from 1864 to 1955, (2) Patterns of Community Development in the post-Civil War Harpers Ferry area, 1865-1955, (3) Development of Harpers Ferry as a Transportation/Communication Link, (4) Industrial Development of Water Power, and (5) Harpers Ferry in the Civil War.[83] Properties that are included in this boundary increase are all associated with one or more of these historic contexts.

With this update, HAFE's period of national significance is established as beginning in 1796, when the United States government first purchased property for an armory at Harpers Ferry, and ends in 1865 when the government decided not to reestablish the armory after the Civil War. The period of local significance begins in 1809 when the Armory Woodlot began its use for the charcoal industry ends in 1955 with the closure of Storer College after desegregation. Ongoing and future studies and the further development of historic contexts may necessitate the expansion and/or revision of the significance statement and period of significance.

UNITED STATES ARMORY MUSKET FACTORY

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

The United States Armory Musket Factory site is significant in American history for its association with historical events beginning with the late eighteenth-century establishment of the United States Armory. HAFE generally, and the Musket Factory specifically, are of national significance as the setting of the abolitionist John Brown's failed 1859 raid on the United States Armory, which is widely accepted as a critical precursor to the 1861 outbreak of the American Civil War.[84]

Under Criterion A the United States Armory Musket Factory at Harpers Ferry is nationally significant in the areas of military and political events for its important role in the early development of the federal government and military. The Musket Factory was critical in supplying arms for the War of 1812, the Mexican-American War (1846-1848), and the Civil War (1861-1865). Under Criterion B the Musket Factory is nationally significant in the area of social history for its association with the productive life of John Brown, who was memorialized on the site in 1894 by a group of African Americans led by Frederick Douglass. The Musket Factory is also nationally significant under Criterion D since the site preserves archeological sites that have yielded and have the further potential to yield information regarding the Musket Factory during the nineteenth century.

Musket Factory's period of national significance begins in 1796, when the federal government purchased property for the establishment of an armory, and ends in 1865, when the U.S. government decided not to reestablish the armory because of the destruction caused by the Civil War. Significant dates include 1799, when construction on the Musket Factory commenced, and 1859, the year of John Brown's Raid.

[83] Reed and Wallace, 1999.
[84] Crosbie and Lee, 144.

Under local and regional significance, the Musket Factory site likely meets Criterion D for its potential to provide information relative to prehistoric and Native American habitation at the confluence of the Potomac and Shenandoah rivers. The 2005-2007 archeological study identified a prehistoric artifact assemblage on the Lower Armory Grounds of the Musket Factory site with a date range of Early Woodland (1200-500 BC) to possibly Late Archaic (2500-1200 BC). Follow-up excavations conducted in 2011 and 2012 identified additional data about prehistoric components of the Musket Factory site, but the results have not been published to date. Should the investigations locate intact, dateable deposits that are associated with the property's identified areas of significance, these sites should be evaluated for their potential to contribute to the significance of HAFE.

[Preparer's Note: Through the National Park Service's Cultural Landscape Inventory (CLI) process, The cultural landscape of the United States Musket Factory (known as the United States Armory and Potomac Riverfront cultural landscape in its associated CLR), was determined locally significant under National Register Criterion A for its association with the history of the economics of post-Civil War industry. The CLR covered a larger portion of the Musket Factory, and resources related to this theme are not located in the boundary increase area. These resources were documented in a National Register Form in 2001.[85] Thus this area of significance is not discussed below.[86]]

NARRATIVE STATEMENT OF SIGNIFICANCE

Criterion A, Politics/Government and Military

The political climate in the years following the Revolutionary War caused American leaders to recognize the importance of eliminating the fledgling country's dependence on European arms and establishing a well-armed military. Consequently the federal government established two armories in 1794, one at Springfield, Massachusetts, and one at Harpers Ferry. George Washington, an advocate of the industrial and transportation potential of the Potomac River, chose Harpers Ferry as the site for the new armory because of its natural resources. Not only did its location on the Potomac and Shenandoah rivers provide the needed water power and transportation routes, but the surrounding topography of the Blue Ridge offered protection from potential attacks and the surrounding forests supplied necessary fuel for the forges.

Washington also envisioned the new armory as a catalyst for the growth and security of the new Federal City being planned in Washington, D.C. Despite questions surrounding the suitability of the Harpers Ferry site, the government purchased a 125-acre parcel of land bounded by the Potomac and Shenandoah rivers in 1796. Construction started on the "United States Armory and Arsenal at Harpers Ferry" in 1799, and full-scale production of weapons began in 1802. By 1816 the annual production of arms averaged

[85] Edith Wallace, Hydroelectric Power Plant National Register of Historic Places Registration Form (Hagerstown, MD: Paula S. Reed and Associates 2000).

[86] The historic context of the Musket Factory and the United States Armory at Harpers Ferry is fully established in the reports *The U.S. Armory at Harpers Ferry, Historic Resource Study* (2004); *The Cultural Landscape Report for the United States Armory and Potomac Waterfront* (2009); and *Archeological Investigations of the Harpers Ferry Armory Warehouse and Smith and Forging Shop, 46JF518* (2011). The significance of the adjacent Harpers Ferry Power & Light Hydroelectric plant is detailed in a 2000 National Register Form, which was accepted as additional documentation; Edith Wallace, *Hydroelectric Power Plant National Register of Historic Places Registration Form* (Hagerstown, MD: Paula S. Reed and Associates 2000).

around 10,000.[87] Meeting the goal of eliminating the country's dependence on foreign weapons, the Armory at Harpers Ferry went on to manufacture over 29,500 arms over the course of two years in support of the War of 1812.

In 1803 Capt. Meriwether Lewis traveled to Harpers Ferry to gather supplies prior to his journey west as part of the Corps of Discovery, commonly known as the Lewis and Clark Expedition (1804-1806). Part of the success of the mission depended upon the preparedness of the unit. The Armory at Harpers Ferry, established only a few years prior, played an important role in meeting the supply needs of the expedition. Of the items acquired at the Armory, Lewis was most interested in a collapsible iron boat frame, an idea conceived of jointly by Lewis and Thomas Jefferson. Intended to allow Lewis and his men a ready way to portage around the Great Falls of the Missouri River and any other falls the Corps might encounter along the western journey, the boat was designed to be easily portable and assembled. When needed, the boat would be covered with animal hides and sealed with pitch.[88]

Over the following decades the armory suffered from insufficient water power, mismanagement, and inadequate funding. Under the auspices of Superintendent of the Armory Maj. John Symington, major improvements were made to the Musket Factory during the mid-1840s. These efforts to rebuild the infrastructure at the Armory coincided with the Mexican-American War. As was the case in 1799 and again before the War of 1812, war or the threat of war led Congress to earmark large sums of money for national defense. In May 1846 the United States declared war on Mexico, and for the two years of the conflict, Congress readily designated large amounts of money to make repairs and improvements to the Amory at Harpers Ferry.

Benefiting from the large influx of funds, 30 buildings were added to the Armory during Symington's tenure. Many of the new structures were built at the Musket Factory along the Potomac riverfront as part of Symington's master plan for transforming the Armory into a modern facility.[89] In addition to new workshops, 121 new machines were installed, the Armory Canal was enlarged, and heavier machinery, including the installation of new Boyden turbines, was completed. The new buildings consisted of brick superstructures erected on heavy stone foundations with cast-iron framing, sheet-iron or slate-covered roofs, and large arched portals and windows. In 1802 the Armory employed just 25 men; by 1859 the workforce had grown to about 400.[90]

On October 16, 1859, the Amory at Harpers Ferry was thrust into the national spotlight. The sensation caused by John Brown's attack on the arsenal and its effects on an already polarized nation had lasting consequences. Brown's raid began when he and his 21 followers seized the B&O Railroad bridge across the Potomac River and overpowered the watchman at the front gate of the Armory. A small contingent of men was then sent to secure the arsenal, the Shenandoah River bridge, and the Rifle Factory, as others were sent to take hostages. Less than two days later, Brown, the remaining raiders, and a handful of the hostages were cornered in the small brick building that served as the Armory's fire engine house. Brown was captured and later hanged for treason. For the Armory the raid hastened the end of all arms manufacturing at Harpers Ferry.

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[87] National Park Service, Harpers Ferry National Historical Site, "Harpers Ferry Arsenal and Armory," accessed online at http://www.nps.gov/hafe/historyculture/harpers-ferry-armory-and-arsenal.htm.
[88] Parsons, 15-17.
[89] Parsons, 43-44.
[90] National Park Service, "Harpers Ferry Arsenal and Armory."

Very little damage was sustained by the Armory buildings during John Brown's Raid, but the war that Brown helped spark less than two years later ultimately led to the destruction and abandonment of the facility. On April 17, 1861, the Virginia Convention met in a secret session and formally adopted an Ordinance of Secession. Among the first acts of war by Virginia was to send several companies of militia to capture the Armory at Harpers Ferry to obtain valuable stores of arms and equipment for Confederate use. The day after the Convention, on April 18, 1861, Virginia troops began converging in numbers, preparing to march on Harpers Ferry. Learning of the plan, Union soldiers set fire to the Arsenal and set bundles of combustible material on fire in some of the Musket Factory's principal workshops. When the smoke cleared, the two Arsenal buildings had been destroyed; however, Confederates salvaged a significant amount of materials, machines, and tools from the Musket Factory and shipped them to Southern manufacturing centers.

The capture of the Armory represented a significant early victory for the South. Between 1861 and 1865, control of the Armory and the town of Harpers Ferry changed eight times between Confederate and Union forces. During Union occupation the land surrounding the burned out shells of the Musket Factory was used as a staging ground for quartermasters' and commissary supplies. It also served as a convenient place for accommodating the tents, wagon trains, and horses of a large number of soldiers and other military personnel. By the time the Civil War ended in 1865, most of the Armory buildings had been destroyed along with other industries and dwellings in the town. Owing to the magnitude of destruction, the United States government chose not to re-establish the Armory at Harpers Ferry.[91]

Criterion B, Social/Humanitarian

John Brown dedicated his life to the abolition of slavery, and his efforts marked a decisive break in the non-violent resistance practiced by most abolitionists in the years leading up to the Civil War. Prior to his attack of the Armory at Harpers Ferry, Brown's resistance of proslavery forces in Kansas in 1856 brought him national attention. Over the next three years Brown collected money from wealthy abolitionists with the ultimate goal of liberating slaves through revolution. To further his mission Brown decided to capture the arsenal at Harpers Ferry to gain much needed weapons.

From the Kennedy farm 5 miles away in Maryland, Brown gathered weapons, supplies, and supporters during the summer of 1859. On the evening of October 16, Brown set off with his men for Harpers Ferry. After crossing the Potomac River, the party seized the watchmen at the Armory and sent out men to round up hostages and liberate slaves.

On Monday morning, October 17, armory workers discovered Brown and his men barricaded in the buildings. By noon militia had arrived from Charles Town and surrounded the armory. With no means of escape, Brown's party and their hostages took refuge in the armory's engine house, later known as John Brown's Fort. By Monday afternoon, authorities in Washington ordered Col. Robert E. Lee to Harpers Ferry with a force of Marines to capture Brown and his men. On the morning of October 18, the marines stormed the engine house, killing many of the raiders and capturing Brown.[92]

Brown was brought to trial in Charles Town a week later and indicted for conspiring with slaves to commit treason and murder. In court Brown stated that he "never did intend murder, or treason, or the destruction of property, or to excite or incite Slaves to rebellion, or to make insurrection." Brown

[91] Parsons, 51-57; Crosbie and Lee, 147.
[92] Snell and Macintosh, 8-4, 8-5.

defended his actions as righteous and said "to have interfered as I have done—In behalf of His despised poor, was not wrong but right."[93] Brown was convicted, sentenced to death, and was hanged on December 2, 1859. John Brown's raid on the armory at Harpers Ferry has been widely accepted as a critical precursor to the 1861 outbreak of the Civil War.

In 1894 a group of African Americans led by Frederick Douglass raised money to commemorate John Brown's efforts at Harpers Ferry. A year later a stone obelisk was erected on the site of the original location of John Brown's Fort.[94]

Criterion D, Historic-Non-Aboriginal

[Preparer's Note: The following information is taken from Mia T. Parsons, ed., *Archeological Investigations of the Harpers Ferry Armory Warehouse and Smith and Forging Shop, 46JF518* (Harpers Ferry, West Virginia: Harpers Ferry National Historical Park Archeology Program, 2011).]

Archeological investigations at the Warehouse and Smith and Forging Shop sites at the Musket Factory were completed between 2005 and 2007. The study area included approximately 3 acres on the east side of the Harpers Ferry Station, currently referred to as the Lower Armory Grounds. The Upper Armory Grounds were not included in the study.

The majority of what was historically the Musket Factory is currently covered by a 20-foot-high railroad embankment. Accessible areas at the Lower and Upper Armory grounds have elevated archeological significance as the information they hold is vital to the analysis and interpretation of this nationally significant resource. Archeological investigations at the Lower Armory Grounds indicate that this part of the Musket Factory complex contains important archeological deposits dating from the poorly understood prehistoric use of Harpers Ferry through the post-Civil War abandonment of the site. The site may also hold archeological evidence to clarify intervening occupation periods, such as the early Musket Factory operations, its overhaul in the 1840s, and the Civil War.

The archeological investigations revealed specific information on two adjacent Musket Factory buildings constructed during a major restructuring of the facility: the circa 1841 warehouse and the 1845-1848 Smith and Forging Shop. Within the Musket Factory, these buildings were located near the eastern end in the vicinity of the formal entrance of the Musket Factory. Archeologists uncovered foundations and associated architectural features at these buildings, as well as features relating to site utilities, landscaping, and waste disposal, all of which exhibited a remarkable level of preservation.

Twenty features were uncovered at the site of the 1841 Warehouse. Excavations unearthed two corners of the structure and confirmed that the structure's basement was filled with quarry spall around 1849, a detail discovered during the historical research. In addition, the excavations revealed the dimensions of the structure and other details, such as a lightning protection system, drainage features, and site preparation.

[93] The Gilder Lehrman Institute of American History, *John Brown's Final Speech, 1859*, accessed online September 8, 2014, at http://www.gilderlehrman.org/history-by-era/failure-compromise/resources/john-brown%E2%80%99s-final-speech-1859.
[94] Crosbie and Lee, 89.

Other features identified at the warehouse site include layers of industrial by-products and other deeper soil anomalies that are associated with the earliest forging shops of the Musket Factory, which predate the 1841 Warehouse and the Smith and Forging Shop. Evidence of a street surface with a wagon rut and a posthole at the rear or river side of the warehouse provided information on circulation patterns within the Musket Factory. A stone wall on the river side of the warehouse is believed to predate the structure and may confirm a vague reference in the Armory records of a river wall constructed in 1819-1820. A tailrace feature, depicted on historical maps and described in Armory documents, was also explored during the 1841 Warehouse excavations.

At the Smith and Forging Shop site, archeologists succeeded in locating the eastern corners of the structure's East Wing and the intersections of the center room with both the East and West wings. Excavations revealed that the stone and brick of the foundations were well preserved and that the foundations of the eastern end of the structure consisted of stepped piers that extended to an unknown depth. The difference in the structure's foundation types is believed to be a result of a change in the composition of the soil along its north-south axis. At this location the natural soil meets deep fill that was added around 1837 to extend the Musket Factory grounds toward the Potomac River.

Within the Smith and Forging Shop's interior archeologists discovered remnants of herringbone-pattern brick floors and a horizontal flue that was used to convey air and water to the forges and exhaust smoke through a 90-foot-tall chimney stack. Excavation in the East Wing showed that the pipes in the flue had been removed, most likely at the outbreak of the Civil War, when Confederates raided the factory and removed machinery and materials to ship them to Southern armories. In the central room of the complex, the pipes were left intact. Other information gleaned from this feature includes a large collection of artifacts that were essentially swept into the flue when the building was used by the Union Quartermaster during Sheridan's 1864 Shenandoah Valley Campaign.

Examination of deeper deposits at the Smith and Forging Shop site led to the identification of a street (historically called "Potomac Street," not to be confused with present-day Potomac Street), verifying historical records and maps depicting this street as a 70-foot-wide thoroughfare running down the center of the Armory with two rows of factory buildings on each side. The street served as a cap protecting deeper strata from subsequent development of the site. Evidence of activities from the earliest Armory period was preserved, as artifacts from three smith shops (circa 1808-1809) that occupied the site was found, including gunflint debitage. Prehistoric artifacts were discovered below the earliest armory deposits and 68 prehistoric artifacts were collected across the site. The date range for this assemblage is Early Woodland (1200-500 BC) to possibly Late Archaic (2500-1200 BC). Only two areas contained undisturbed prehistoric deposits.

Tens of thousands of artifacts were collected during the investigation and can be organized into three main periods of use: Prehistoric (Late Archaic and Early Woodland), the Armory Factory production period, and the Quartermaster's occupation during the Civil War. Although there is evidence of site disturbance during the historical use of the factory, from the production period through the first quarter of the twentieth century, some areas of the site exhibit remarkable stratigraphic integrity. In these areas the artifacts and associated features provide a new layer of interpretation for the site.

The research potential, as well as potential for future excavations, is vast. During past archeological investigations at HAFE, very few prehistoric levels were discovered in undisturbed contexts. The discovery of intact prehistoric deposits at the Armory site is therefore a valuable addition to the park's

record of the prehistoric landscape, as well as local Native American material culture extant along the Potomac River shore.

Research Questions

The archeological investigation of the Lower Armory Grounds has provided information on the use of the Musket Factory as an advanced Quartermaster's Depot for the Union Army during the Civil War. This information is invaluable in understanding the use of the buildings over time and the overall impact of the Civil War upon the Armory and the town of Harpers Ferry. However, further research and excavation are necessary to better understand the roles of these buildings in this portion of the Armory yard.

Further review of historical documents could provide a better understanding of the Quartermaster's and Ordnance Department's roles as well as their storage techniques. Future archeological excavations can be directed by very specific research questions pertaining to locating storage and trash deposits.

Additional excavations at various locations in the interior and exterior portions of the Musket Factory buildings could provide more comparable data to better understand the entire site. Excavations at building corners, within entryways, and between buildings could provide data on both the trash deposits and the settling caused by the fill beneath portions of the buildings. Excavations conducted at the Engine and Guard House foundations, a known Ordnance Storage building, could potentially provide information on use and distribution patterns. This information could be compared and related to the Warehouse and Smith and Forging Shop sites.

Other questions remain on the location of possible dumps, privies, and cisterns associated with the Quartermaster's Depot. For example, was all the trash simply being thrown into the river or was some of it dumped in one of the empty, burned-out buildings in the western portion of the Musket Factory grounds? Were these empty buildings used to house troops in makeshift tents and huts? Were the horses, horse equipment, and blacksmiths housed in the western portion of the yard? Where were cattle kept and where was the slaughterhouse? Why are there so few military artifacts inside the buildings?

The impact of the Civil War is a crucial part of the archeological story of the Armory at Harpers Ferry. It is because of the war that the Federal armory was essentially destroyed to such an extent that it was never used as a center of production again. The occupation of the Federal Quartermaster's Department at the Armory Grounds left a unique mark and in many ways was a negative impact on the earlier Armory features. Therefore future excavations and interpretations will continue to explore and provide information on the occupation of the Quartermaster's Depot at the Armory.[95]

[95] Parsons, 374-380.

ARMORY WOODLAND

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

Between 1809 and 1861, the United States Armory at Harpers Ferry used the Armory Woodland on Loudoun Heights as its primary source of wood and charcoal. In fall and early winter 1862, Union troops built and occupied encampments on Loudoun Heights. These sites, including the encampments in the Armory Woodland, remain as some of the best-preserved encampments in the National Park System.[96]

The Armory Woodland is locally significant under Criterion A in the area of military events and industry for its association with the charcoal industry that supplied fuel to the United States Armory in Harpers Ferry. Beginning in 1809, the Woodland Tract became one of the primary sources of wood and charcoal for the Armory. Extant charcoal hearths and road traces on the property illustrate this important nineteenth-century industry and its association with the United States Armory.

The Armory Woodland also possesses local significance under Criterion A in the area of military events as the site of Civil War encampments and blockhouses used by Union and Confederate troops. The property contains nine identified sites with intact features that are characteristic of Civil War-era encampments, which were built and used by the Union Army. The property also features the remains of three blockhouses built by the Confederate Army in 1861.

The Armory Woodland is locally significant under Criterion D for its archeological potential to provide information on Industry/Processing/Extraction themes in the Upper Piedmont and Valley regions of West Virginia. At the time of this addendum, only two sites have undergone a Phase II archeological study. Future studies could identify the information potential for additional sites as well as the previously identified Civil War encampments.

The period of significance for the Armory Woodland begins in 1809, which marks the year of the initial contract between the Federal government and Ferdinando Fairfax and the use of the land as a woodland for the Harpers Ferry Armory. The period of significance ends in 1862, the year in which Federal troops abandoned the encampments located in the Armory Woodland. Significant dates include 1809, the year of the initial contract between the Federal government and Ferdinando Fairfax and the use of the land as a woodland for the Harpers Ferry Armory; 1861, the year the Confederate troops built the blockhouses; and 1862, when Union troops occupied the encampments.

NARRATIVE STATEMENT OF SIGNIFICANCE

Criterion A and D: Industry, Military, and Archeology/Non-Aboriginal

Industry: Charcoal Production

Charcoal is made by burning wood in a low-oxygen atmosphere. Until recently this was done by covering large piles of burning wood with dirt, leaving only a few holes for air supply. At the Armory Woodland the process began with clearing an area with a diameter of 30 to 40 feet, and banking soil around the

[96] Winter and Frye, xi.

edges of the open site.[97] Timbers were piled up on the embankment according to specific procedures, resulting in a large, circular mound of timber approximately 20 to 30 feet in diameter and 5 to 15 feet high. The wood pile was covered with dirt, leaves, and brush, and then burned under constant supervision for 10 to 14 days. The collier who tended the hearth regularly adjusted the air flow to keep the fire burning correctly, "jumping" the fire to put on more earth if it blazed up, and opening up more holes if it grew too cool. When the fire had burned long enough — which could take up to a couple of weeks depending on the size of the wood pile — the fire was doused with water or more earth. The pile was then raked to extract the usable charcoal pieces from the dirt and ash, and the charcoal was loaded into baskets or barrels to be hauled down the mountain.

Archeologically, charcoal hearths manifest as shallow, circular depressions, 15 to 60 feet in diameter. Occasionally the embankment platform around the edge is still partially intact. The soil inside the depression and for several feet around its perimeter is black, and small pieces of charcoal and burned wood are present.

Information gained from the investigations of the charcoal hearths in nearby Maryland Heights, located north of Harpers Ferry and primarily associated with the Antietam Iron Works, aids in the understanding of similar hearths and roads in the Armory Woodland. Maryland Heights contains 57 charcoal hearths averaging 38 feet long and 28 feet wide. Here, charcoal hearths were located along the "flanks of the mountain" with the dirt moved to the front of the hearth to create a level surface. The hearths were constructed close to the timber source and in a precise manner. As Frye and Frye note, "good hearths improved with age because of an accumulation of charcoal dust and tar that aided the next burning."[98] Sled roads connected the wood lots to the charcoal hearths and allowed laborers to drag cut timber to the hearths. Charcoal was transported on wagon roads from hearth to hearth and to the iron works.[99] Typically the charcoal hearths were located 2 to 5 miles from a furnace.

Although the Harpers Ferry Armory originally hired wood cutters who lived in houses constructed for them, by the 1820s and 1830s the work of cutting the wood, hauling it, and transforming it into charcoal was contracted to individuals who furnished the workers. At least some of the time, these workers lived in temporary camps in the forest while tending charcoal hearths. These temporary shelters are known as colliers' huts, and they were typically small, impermanent structures with crude stone hearths at one end. It is likely that many of the colliers and other laborers working in the Armory Woodland lived close to the woodland and the hearths, such as along Pipertown Road (Chestnut Hill Road).

Military: United States Armory at Harpers Ferry and the Armory Woodland

Following the establishment of the United States Armory at Harpers Ferry in 1794, the government contracted with Ferdinando Fairfax, who owned woodland on Loudoun Heights, located above the town of Harpers Ferry on the south side of the Potomac and Shenandoah rivers. The 1809 contract allowed the government to cut 1,400 cords of wood for use at the Armory at the cost of $1,400. The wood heated the

[97] Jackson Kemper III, "American Charcoal Making in the Era of the Cold-Blast Furnace," *The Regional Review,* National Park Service, Region One V(1):3-14 (2000), available online at <http://www.nps.gov/history/history/online_books/popular/14/ps14-1.htm>; Walter Landgraf, *Charcoal Hearth Model: Steps in Building the Pile* (Madison, Connecticut: Town of Madison, Rockland Preserve), available online at <http://www.madisonct.org/rocklandpreserve/guides/Rockland%20Charcoal%20Brochure%20Final.pdf>.
[98] Frye and Frye, 22.
[99] Frye and Frye, 36, 375.

shops of the Armory as well as the houses of its workers, and charcoal fueled the smelting of iron in the Armory's furnaces.[100]

When choosing the woodland site, the government specifically considered its advantageous location near Bear Pond Road, which crossed the mountain from Loudoun County, Virginia, into Jefferson County (then Virginia, now West Virginia) at Bear Pond Gap and led down the mountain to Harpers Ferry. In April 1811 Samuel Annin, the Paymaster of the Armory, wrote to the Secretary of War expressing his opinion on purchasing the woodland:

> I have viewed Mr. Fairfax's mountain and am of opinion it would be advisable to purchase to a road crossing the mountain on the west side of a place called the Bear Pond 2 or 4 miles distant from the Potomac. . . my reason for extending the west line so far on the ridge, is to include a piece of woodland (the best on the tract about a half a mile square) adjoining a pond and is a very convenient place for coaling, there being a tolerable road down the mountain that the coal can be taken in wagons to the river Shenandoah. . . ."[101]

By 1813 the Armory had purchased the perpetual right to harvest timber from 1,395 5/8 acres of the mountains on Loudoun Heights; this land would remain within the government's possession until 1880 and became known as the Woodland Tract. At nearby Maryland Heights, for example, the charcoal industry flourished from 1810 to the early 1840s. Approximately 150 to 240 bushels of charcoal were necessary to produce a ton of iron, and it is estimated that 1 acre of timber produced 500 to 600 bushels of charcoal.[102] The continual harvest of timber from the mountains south of the Shenandoah River resulted in the near exhaustion of the northern slopes by the 1850s, a problem exacerbated by a forest fire in 1851.[103] To counteract the loss of useable wood from the northern segment of Loudoun Heights, the southern segments became a primary source of timber while trees matured in the northern areas.

An 1842 tariff reduced the cost of imported iron and ultimately caused domestic iron producers to abandon charcoal and shift to the less costly coke (processed soft coal) to reduce fuel costs. At Harpers Ferry the need for firewood had decreased by 1856, when the Armory Superintendent was authorized by the government to furnish workers at cost with a supply of coal to use in their homes. Despite the decrease in charcoal and wood use at the Armory, wood continued to be harvested and delivered to the Armory until 1861.

Roads were present in the Armory Woodland as early as 1811, and were used by trespassers and illegal timber harvesters.[104] The incidences of trespassing became so great that in 1829 warnings against the action were posted in the local newspapers, and in 1849 the Armory employed a "caretaker and overseer" or "supervisor of the public woodland" for the area.[105] The problem continued, and in 1854 the Superintendent of the Armory submitted a list of squatters and trespassers for government prosecution. This list included three people who were guilty of trespass and 19 others who illegally occupied lands within the tract. The Superintendent deemed that "All of these people use the timber & other wood belonging to the U. States on this tract of land without other restraint, than is offered by the vigilance and

[100] P. Smith, 1.
[101] P. Smith, 2.
[102] Susan W. Frye and Dennis E. Frye, *Maryland Heights: Archeological and Historical Resources Study* (Washington, DC: Regional Archeology Program, National Capital Region, Occasional Report No. 2, 1989), 74.
[103] P. Smith, 8.
[104] P. Smith, 16.
[105] P. Smith, 10.

care of McSherry [the supervisor of public woodlands]."[106] It was later deemed too expensive to prosecute the squatters, and the government was "compelled to either let the squatters remain or to compensate them for the buildings they had erected on the woodland tract."[107] In 1860 five squatters remained. In response to the trespassers, the federal government erected stone markers along the boundaries of the Armory Woodland between 1820 and 1860 to delineate the property's ownership.

On the list of trespassers living on the government's property was George Tacey. Nineteenth-century maps indicate that Tacey lived along Chestnut Hill Road within the boundaries of the Armory Woodland and what is now Tract 109-02 as late as 1852 (see Domestic Site 1, above). At that time the western side of Chestnut Hill Road, then known as Pipertown Road, was lined with several residences and farms, located on land that was leased or sold by Ferdinando Fairfax. The road served as the western boundary of the Armory Woodland. The 1850 census lists George Tacey, laborer, living on the property with his wife Eliza and their children.[108] Although Tacey was living within the Armory Woodland, the government permitted him to stay. In 1854 Maj. William H. Bell, Superintendent of the Harpers Ferry Armory, sent to the Ordnance Department a list of names of people who had trespassed on the government woodland tract. He wrote: "The list…is of persons who occupy the ground with houses in which they reside, none of whom as I am informed had permission from the proper authorities except the single case of George Tacey, the circumstances of which can be hereafter communicated when needed."[109]

Military: Civil War Encampments on Loudoun Heights and the Armory Woodland

With slopes reaching around 900 feet above the Potomac and Shenandoah rivers, Loudoun Heights, which includes the Armory Woodland, provided an advantageous defensive position for both Confederate and Union troops during their occupation of Harpers Ferry during the Civil War. Roads located within the woodland and used for the charcoaling industry made Loudoun Heights accessible. Troops occupied Loudoun Heights during two particular periods. The first occurred in 1861. Between May and mid-June 1861, Confederate forces held the mountain. Confederates built three infantry blockhouses on Loudoun Heights, but only one was completed before the Confederate evacuation of Harpers Ferry on June 14, 1861. Less than two months later, Companies A, B, C, and E of the 12th New York Infantry took possession of the blockhouses and remained on Loudoun Heights through mid-August 1861.

The second occupation period took place between September and October 1862. On September 13, Maj. Gen. John G. Walker seized Loudoun Heights without opposition as part of Stonewall Jackson's siege and capture of Harpers Ferry. The following day Walker and his troops bombarded the Union garrison with five rifled cannon situated on the crest of Loudoun Heights. By September 15 the Union army had surrendered, and that evening Walker and his troops abandoned Loudoun Heights. Two days later, at Antietam, Walker's men participated in the bloodiest single day in American history.

After the Union Army's victory at Antietam on September 17 and General Lee's subsequent retreat across the Potomac, General McClellan moved quickly to reoccupy Harpers Ferry. By September 21 the first Union troops had arrived at Harpers Ferry, and the next day McClellan ordered the occupation of

[106] P. Smith, 11-12.
[107] P. Smith, 11-12.
[108] U.S. Census, 1850.
[109] P. Smith, 8-9.

Loudoun Heights.[110] Although extensive fortifications on Loudoun Heights were proposed by General McClellan in October 1862, they were never constructed because of objections from the War Department. Maryland Heights, located north of Loudoun Heights across the Potomac River, became the site of several Union blockhouses and was viewed as a more suitable location as it sat at a higher elevation.[111]

Between September 23 and October 28, 1862, the 2nd Division of the Union XII Corps, consisting of over 2,400 soldiers, lived in encampments on Loudoun Heights. Although it is certain that the troops camped on the Heights in 1862, the exact locations of all of the encampments are unknown and no maps or documents detailing their location have been found. Little is known about the quarters that were used by the troops, with the exception of Kane's brigade, which is detailed in historical records. Thus the "archeological remains of the 1862 fall encampments provide the best evidence of the Union Army's occupation of Loudoun Heights."[112]

Historical documentation suggests that the encampments of the 2nd Division were located in three general areas: a plateau near the western base of the Heights known as the Niswarner Farm, a plateau at the eastern base of Loudoun Heights, and the crest of the Heights. Of these three possibilities, the encampment on the plateau at the eastern base of the Heights is supported by the most historical documentation. The 2nd Division was reorganized in late October 1862, and a newly designated 2nd Brigade, under the command of Brig. Gen. Thomas S. Kane, set up camp on the plateau. Instruction for the camp's construction was recorded in General Orders #57, issued from General Kane's headquarters on November 13, 1862:

> The regiments of the brigade will at once construct huts on the most favorable grounds to be found in the rear of their present encampments. The wood upon the ground must be left standing as far as practicable. A number of "A" tents to be issued to your regiment will be used for roofing the huts...[113]

Although descriptions of the Loudoun Heights encampments at the time of their inhabitation do not exist, some idea of their configuration is provided by historical narratives of the encampments on nearby Maryland Heights in the fall and winter of 1862, other records, and the remains of the Loudoun Heights encampments themselves. On Maryland Heights shelters ranged from primitive brush canopies to more sophisticated log structures. The variance among the encampment remains on Loudoun Heights suggests that, like Maryland Heights, there was no standard configuration or construction of the encampments and the differences in style, size, and materials of the quarters illustrate the resourcefulness of the troops.

For the most part, tents, particularly Sibley tents, were the primary shelter inhabited by infantry regiments on the mountain. Union soldiers were regularly supplied with tents. At the start of the war most units were issued large, multi-person tents that had to be carried in wagons. There were several varieties of these large tents, of which the most common were the teepee-like Sibley tent, 18 feet in diameter, and the rectangular wall tent. As the war went on, these large tents were more and more replaced with smaller

[110] Winter and Frye, 17-20, 36.
[111] Frye and Frye, 17, 36.
[112] Winter and Frye, 36-37.
[113] Winter and Frye, 26.

shelter tents, also known as "dog tents," the forerunners of the twentieth-century "pup tents."[114] Heavy artillery units resided in huts or cabins that were weatherized for the harsh winds and low temperatures of winter weather.[115]

Although tents by themselves would not leave behind much archeological evidence, soldiers often improved them in ways that leave traces. Sometimes spaces were cleared and leveled on which to place the tents, and at longer-term camps the tents were sometimes raised onto platforms. On sites that have not been plowed since the war, these platforms are sometimes visible and can be mapped. Sometimes shallow ditches were dug to keep water from running into the tent. It was common to raise a tent by building low wooden walls, which "doubled the interior space of a tent, tripled the comfort of the inhabitants," and also helped to keep out rainwater.[116] For these foundations, logs were laid on their sides, as in a log cabin, but sometimes they were stood on end, with one end sunk into the earth. This was called "stockading." Some of these improved tents also had chimneys and wooden floors. Union soldier Louis Holt of the 14th Massachusetts Heavy Artillery, stationed on Maryland Heights in October 1862, wrote that his Sibley tent had been "fixed up to suit us. . . [We] have got it stockade with logs we dug a trench as large round as the tent and set logs up on end planted them solid in the earth and filled the cracks with mud and then set the tent upon it."[117]

Huts were also among the most common residence type for soldiers and were commonly constructed of rough logs with stone and mud chimneys. Inhabitants of Maryland Heights in the fall and winter of 1862 built huts as a more substantial alternative to tents. One such cabin was described by Frederick Wild of Alexander's Baltimore Battery of Light Artillery:

> Our little group of five built our cabin on the brow of a hill, we dug down about three feet and leveled a space of about eight by ten feet, the sides were built of logs and the chinks filled in with clay; the roof was laid with saplings covered with earth which we dug while leveling the space. We made stove out of a piece of heavy sheet iron picked up in the ruins of the old arsenal at Harpers Ferry and enjoyed many delicious meals cooked on it.[118]

Although written descriptions of the encampments at Loudoun Heights are not known to exist, a circa 1862 woodcut engraving of "The Encampment of Gen. Bank's Corps on Loudon [*sic*] Heights, Overlooking Harper's Ferry, VA" illustrates a tented encampment structure. The engraving depicts a dry-laid stone foundation with an A-shaped tent-canvas roof. A stone chimney and hearth are attached to the structure.[119]

The 1992 study on the encampments on Tracts 105-10 and 105-11 of Loudoun Heights revealed eight campsites located near the crest and an additional encampment has been identified on Tract 109-02. Typical features found on these sites include rectangular platforms, hut foundations, stone alignments,

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[114] Dean E. Nelson, "'Right Nice Little House[s]': Impermanent Camp Architecture of the American Civil War," *Perspectives in Vernacular Architecture*, Camille Wells, ed. (Harrisonburg, VA: Vernacular Architecture Forum, 1982), 81.
[115] Frye and Frye, 179.
[116] Nelson, 81.
[117] Frye and Frye, 179.
[118] Frye and Frye, 180.
[119] This illustration has been credited to an 1862 November issue of *Harper's Weekly*, but a recent search of *Harper's Weekly* and *Harper's Monthly* did not find the engraving. It is most likely from a similar publication.

stone concentrations, and hearths.[120] Compared with Maryland Heights, where 13 encampments have been identified, the Loudoun Heights campsites have retained a larger number of features. Union soldiers occupied the Maryland Heights encampments for almost three years, and alterations within the encampments occurred with each new infantry regiment or artillery unit that lived in the camps. Since the camps on Loudoun Heights were occupied for such a short period of time, they "illustrate a specific time – the Federal tenure on the mountain from September – October 1862."[121]

Archeology: Research Questions

The United States Armory at Harpers Ferry was a nationally important industrial/military facility during the Antebellum and Civil War periods. Previous archeological studies have identified sites in the Armory Woodland that have the potential to provide important information on nineteenth-century military and industrial activities.

Cursory studies and archeological investigations have identified several charcoal hearths in the Armory Woodland. In their study of Maryland Heights, Frye and Frye stressed the significance of the charcoal hearths (mainly associated with the Antietam Iron Works), and emphasized that "charcoal manufacturing occupied a critical role in the operation of all antebellum charcoal furnaces and forges....Additional comparative studies from other ironworking establishments would lead to an even better understanding of the role of the iron-making industry in the exploitation and development of marginal, mountainous areas."[122] Although no previous archeological survey has been conducted in the Armory Woodland, archeologically, the charcoal industry manifests at Maryland Heights as 57 charcoal hearths and 23 miles of charcoal roads, i.e., traces.[123] The charcoal hearths and roads in the Amory Woodland have the potential to provide information on the role of the Armory Woodland in the larger context of the United States Armory at Harpers Ferry. They also have the potential to provide information on the workers, or colliers, who built and operated the charcoal hearths. Further study could also identify the presence, or lack thereof, of collier huts.

The 1988 archeological investigations of Loudoun Heights identified over 400 features associated with Civil War encampments in the Armory Woodland. Although Union troops occupied Loudoun Heights for only five weeks, the number of encampment features exceeds those identified within the 13 Maryland Heights encampments. The reason for the larger number of features in Loudoun Heights is unknown, particularly because troops occupied the Maryland Heights encampments for almost three years.

Additional comparison between the encampments in Maryland Heights and Loudoun Heights showed that Camp 7 in Loudoun Heights is four times the size of the largest encampment in Maryland Heights. In terms of above-ground features, Camp 7 is currently the largest extant Civil War encampment within the boundary of HAFE. As mentioned above, the encampments in Loudoun Heights also illustrate use within a single time period, unlike those in Maryland Heights, which experienced various occupations and were therefore altered during their use.

Although the camps in the Armory Woodland are better preserved than the Maryland Heights encampments, the historical record for the Civil War camps on Loudoun Heights is very limited. Specific

[120] Winter and Frye, 71.
[121] Winter and Frye, 72.
[122] Frye and Frye, 50-51.
[123] Frye and Frye, 375.

maps, official records, and diary descriptions identify precise locations of regimental camps on Maryland Heights; however, no similar documents have been found for the camps in the Armory Woodland. Thus it has not been possible to link the campgrounds to specific units during the Union occupation in the fall of 1862.[124]

Further archeological studies have the potential to provide information on the use and occupation of the encampments and blockhouses during the Civil War. Questions include what units occupied these sites, how the camps were organized, and what types of shelters were built. Some of this information was gathered from the above-ground features, but additional in-depth investigations could further aid in their analysis. What is learned from these sites could not only be applied to the encampments and Civil War activities in Harpers Ferry but also to understanding encampments in other locations.

SCHOOL HOUSE RIDGE

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

School House Ridge is significant in three distinct areas of history. On a national level the property meets Criterion A in the area of social history because of its association with John Brown's Raid on Harpers Ferry, an event that profoundly impacted the issues of slavery and secession at the national level. The historic landscape of the School House Ridge property is also nationally significant under Criterion A in the area of Military History for its association with the Civil War Battle of Harpers Ferry that took place at this location between September 13 and 15, 1862. On a local level School House Ridge is significant under Criterion A for its association with patterns of community development in Harpers Ferry in the post-Civil War era, particularly in the area of industry.

The period of significance for the School House Ridge begins in 1861, the beginning of military engagements in Harpers Ferry, and ends in 1945, when production at the Standard Lime & Stone Company began to decrease following the end of World War II.

The School House Ridge property likely possesses significance under Criterion D for its archeological potential; however, only limited archeological investigations have been undertaken on the property. Should investigations occur in the future that locate intact, dateable deposits that are associated with the identified areas of significance, these sites should be evaluated for their potential to contribute to the significance of HAFE.

[Preparer's Note: Through the National Park Service's Cultural Landscape Inventory (CLI) process, the cultural landscape of School House Ridge North has been determined locally significant under Criterion A for its association with the agricultural development of the Shenandoah Valley with a period of significance of 1780 to 1868. The cultural landscape of School House Ridge South (known as the Allstadt Farm in its associated CLI) it has also been determined locally significant under Criterion A for its association with the agricultural history of the Shenandoah Valley during the nineteenth century with a period of significance beginning in 1793 and ending in 1957 While the respective CLIs explore the general agricultural use of the properties beginning in the eighteenth century, they do not contain a fully developed historic context on the agriculture in the Shenandoah Valley to determine how these farms are significant within this historic context. It is recommended that an agricultural context, particularly for the

[124] Winter and Frye, 71, 129-130.

era prior to the Civil War, be developed for Harpers Ferry to accurately evaluate these properties, and other properties in the area, within this important historic context.

The CLI for School House Ridge North has the period of significance of the property ending in 1957 when P32 operation on the property ceased. However, quarrying and refractory operations continued through 1974. The year 1945 marks the year that the general operations at the Standard Lime and Stone Company began to decline, ultimately leading to its closure in 1974. Therefore the period of significance for the School House Ridge properties, for the purposes of this boundary expansion, begins in 1861 for its significance with the Civil War and extends to 1945, when the production at the Standard Lime & Stone Company began to decline. This context is associated with the historic context of Patterns of Community Development in the post-Civil War Harpers Ferry area, 1865-1955, established in the 2000 Multiple Property Documentation Form.]

NARRATIVE STATEMENT OF SIGNIFICANCE

Criterion A: Military

[Preparer's Note: The following narrative describing the events of the Battle of Harpers Ferry is largely taken from Griffith's Historic Resources Report: Jackson's Right Flank/School House Ridge (2004) and Everett's Cultural Landscape Inventory: Allstadt Farm (2005).]

Strategically located on the border between North and South, Jefferson County became the scene of numerous military engagements throughout the Civil War, including several that occurred on or near School House Ridge. On October 16, 1861, Confederate horseman Lt. Col. Turner Ashby led an attack against Union troops under Col. John W. Geary, who were attempting to seize wheat stored in Harpers Ferry.[125] On April 5, 1865, just south of the Allstadt Farm at Keyes' Switch (present-day Millville), Confederate Col. John Singleton Mosby's Partisan Rangers attacked the Loudoun Rangers, who were federal cavalry recruited primarily from Loudoun County's pro-Union populace.[126] However, the most significant engagement to involve School House Ridge occurred in September 1862 and is known as the Battle of Harpers Ferry.

Jackson and School House Ridge

Following Special Orders No. 191 from Confederate Gen. Robert E. Lee, Stonewall Jackson was sent with three brigades, totaling almost 23,000 men, to seize and capture the Union stronghold at Harpers Ferry in 1862. Brig. Gen. John G. Walker commanded one brigade of Jackson's troops and approached Harpers Ferry from the south at Loudoun Heights. Walker found the ridge unguarded by Union troops and had heavy artillery moved on top of the heights by September 14. Maj. Gen. Lafayette McLaws commanded the second division of Jackson's men and advanced on Harpers Ferry from the north at Maryland Heights, which at 1,448 feet was the highest ridge overlooking the town. McLaws realized "if we gained possession of the heights, the town was no longer tenable to them." Unlike the situation at Loudoun Heights, McLaws found Maryland Heights occupied by Union soldiers and thus took longer to take the position than expected. Although days behind schedule, McLaws's infantry eventually drove

[125] U.S. War Department, War of the Rebellion Official Records of the Union and Confederate Armies [O.R.], Series I, Volume V (1887), as cited in Everett, Part 2b,1.
[126] Everett, Part 2b,1.

4,600 Union troops from Maryland Heights on September 14 and successfully secured the position for the Confederates.[127]

Jackson's brigade, the largest of the three, marched from Frederick through Middletown, Boonsboro, and Williamsport, Maryland, to Martinsburg, Virginia, hoping to direct the only Union escape route out of Martinsburg back through Harpers Ferry. Gen. Julius White was in charge of the Union garrison in Martinsburg, and on September 12, after receiving word of Jackson's approaching division, he and his force of 2,500 retreated directly to Harpers Ferry, as Jackson had planned. Upon arriving in the town, White waived his rank and placed himself directly under the command of Col. Dixon Miles, the Union commander at Harpers Ferry. That same day, Jackson entered Martinsburg and easily captured the town, including the B&O Railroad. Jackson then began his advance on Harpers Ferry from the rear and planned to set his artillery to "drive the enemy" into extinction. [128] Jackson positioned his men along School House Ridge, west of Bolivar Heights, and across both sides of the Harpers Ferry Turnpike and onto the Allstadt Farm.

Realizing he was surrounded by Confederate divisions, Colonel Miles sent instructions to inform General McClellan that Harpers Ferry would be forced to surrender if no reinforcements came within 48 hours. McClellan had been following Lee's charge into the North and subsequently reached Frederick on September 12. On the afternoon of September 13, he found a misplaced copy of Lee's Special Orders 191 (known as the "Lost Dispatch"), which alerted him of the impending situation in Harpers Ferry. McClellan soon made plans to march toward the town to "catch [the rebels] in their own trap, cut the enemy in two, and beat him in detail." Despite the Union general's plans to counter all of Jackson's positions and bring relief to Miles, he did not send out reinforcements until the next morning. Meanwhile, in Harpers Ferry the mood of the Union forces was low because many troops believed they "were beaten and that we would all be captured next day." Each man was given 80 rounds of ammunition in preparation for the next day's battle.[129]

The Battle of Harpers Ferry

On September 14 Gen. Richard S. Ewell's division of Jackson's brigade, commanded by Brig. Gen. A.R. Lawton, arrived at School House Ridge and began planting artillery along the ridgeline. The divisions of Col. Marcellus Douglass (Lawton's original brigade) and Brig. Gens. Jubal Early, Harry T. Hays, and A.P. Hill all camped along the ridge and the Charles Town-Harpers Ferry Turnpike on the afternoon of September 14. Jackson sent word to Walker and McLaws that he believed Harpers Ferry to be "completely invested. I shall summon surrender. Should he [Miles] refuse I shall give him twenty-four hours to remove non-combatants, and then carry out the place by assault. Do not fire unless forced to." Walker knew that time was of the essence and that Jackson could not afford to wait on Miles's surrender. From his vantage point he was aware that a battle was taking place on South Mountain in Maryland and knew reinforcements were en route to Harpers Ferry. Walker believed McClellan would arrive in the area before 24 hours were up and that Jackson needed to act immediately. Thus, on the afternoon of September 14, Walker moved troops to the front of Loudoun Heights and provoked fire from Union forces in Harpers Ferry. The Union fire thus allowed Walker to fire back from his position without disobeying

[127] Griffith, 9.
[128] Griffith, 9-10.
[129] Griffith, 10.

Jackson's orders. Seeing Walker firing upon the town, McLaws began his assault upon Harpers Ferry from his perch on Maryland Heights.[130]

Jackson soon received a message warning him of McClellan's advance toward Harpers Ferry. He realized that Walker and McLaws's fire would not be the means to the end of the battle at Harpers Ferry. Jackson began ordering movements from his divisions along School House Ridge to attack Union troops on Bolivar Heights. He ordered five batteries from A.P. Hill's division to attack the town from the southwest. Using School House Ridge for cover, Hill advanced to the Shenandoah River with protection of artillery fire from Lawton and Brig. Gen. Isaac Trimble, who were positioned along the west side of Bloomery Road (present-day WV 27). That night, Lawton and Trimbles's brigades camped on the Allstadt Farm and prepared to assault the southern sector of Bolivar Heights from School House Ridge, while Hill continued toward the town from the bluffs of the Shenandoah River. Before advancing, Hill "shelled the woods over which my route lay [and] moved obliquely to my right until I struck the Shenandoah." Hill recalled his movement down the Shenandoah River:

> I discovered an eminence crowning the extreme left of the enemy's line, bare of all earthwork, the only obstacles being abates of fallen timber. The enemy occupied this hill with infantry, but no artillery. Pender, Archer, and Brockenbrough [brigade commanders in Hill's division] were directed to gain the crest of the hill before mentioned. Thomas followed as a reserve. General Pender, with Thomas in support, moved his brigade to within 150 yards of the works, and were sheltered as much as possible from the fire of the enemy.[131]

Moving artillery under cover of night, Hill's six brigades successfully planted artillery 1,000 yards from an unexposed Union flank on Bolivar Heights and reported confidently that the "fate of Harpers Ferry was sealed."[132]

The next morning, General Ewell's division (commanded by Lawton) began to advance toward Harpers Ferry in three columns, one along the Charles Town-Harpers Ferry Turnpike and the others on each side of the road. Trimble and Lawton were positioned east of the turnpike and west of Bloomery Road. Confederate Gen. Jubal Early described the advance to School House Ridge:

> [The] division advanced to the woods on School House Hill, in line, in the following order: Lawton and Trimble's brigades were formed in line of battle on the right [east] of the turnpike; Hays' brigade on the left of it, and my own brigade in rear of Lawton's; and in this matter the whole advance to the woods without opposition, thus getting possession of this hill, which fronted Bolivar Heights, and was in easy range for artillery.[133]

The division then placed batteries along the top of School House Ridge and prepared to attack Harpers Ferry from the west. Situated between School House Ridge and Bolivar Heights, Lawton ordered his troops to open fire and concentrate on the Union batteries of Rigby and Potts. Proceeding down School House Ridge, across the Allstadt Farm, and along the Winchester & Potomac Railroad and the west bank of the Shenandoah River, Hill's men managed to slip around the Federals and advanced upon Bolivar Heights. Using the cover of darkness, Hill's artillery positioned themselves within 1,000 yards of the enemy on the high ground overlooking the exposed Union position. Hill's division continued to advance

[130] Griffith, 11.
[131] U.S. Department of War, O.R., Series I, Volume 19, Part I, 980, as cited in Griffith, 11.
[132] Griffith, 11.
[133] O.R., 965-967, as cited in Griffith, 13.

during the random Union fire and eventually placed two batteries on Bolivar Heights for close-range fire. Within five minutes of Hill's advance, Federal troops surrendered.[134] General Jackson relayed his account of the movement and advances of his right flank:

> At dawn, September 15, General Lawton advanced his division to the front of the woods [on School House Hill]...and moved by flank to the bottom between School-House Hill and Bolivar Heights, to support the advance of Major General Hill. Lieutenant Colonel [R.L.] Walker opened a rapid enfilade fire from all his batteries at about 1,000 yards range. Batteries on School-House Hill attacked the enemy's lines in front. In an hour the enemy's fire seemed to be silenced, and the batteries of General Hill were ordered to cease their fire, which was the signal for storming the works. General Pender had commenced his advance, when the enemy again opening, Pender and Crenshaw moved forward their batteries and poured a rapid fire into the enemy. The white flag was now displayed.[135]

After a council of war meeting, commanding officers of the Union army decided to surrender around 9:00 a.m. At the meeting "Colonel [Dixon] Miles turned pale, knowing he should not surrender...glanced around and replied 'there is no relief in sight,' with this he pulled a white handkerchief out of his pocket [and] waved it at the enemy." Second-in-command Brig. Gen. Julius White made the final surrender arrangements after a stray Confederate shell exploded and mortally wounded Colonel Miles minutes after the surrender. The Confederates succeeded in capturing over 12,700 Union troops, 13,000 small arms, and 47 pieces of artillery.[136]

Jackson's advance on Harpers Ferry by way of School House Ridge and Bolivar Heights proved pivotal for the Confederate victory over Union forces. The artillery position held by Jackson's right flank on John Hall Allstadt's farm by Ewell, on the east side of the Charles Town-Harpers Ferry Turnpike, and the attack it made from the southwest were central to the Confederate success. This stunning Confederate victory was evidence of Jackson's tactical genius. Unable to savor their victory, Jackson's corps had to hurriedly make their way across the Potomac to support the rest of Lee's army, which was making a stand at Antietam.

Confederate forces held Harpers Ferry for only a few days after Jackson's siege. Jackson left A.P. Hill in charge of the prisoners at Harpers Ferry, but after final surrender arrangements were made, Hill also left to join Confederate troops rallying at Antietam. After Antietam, General Lee withdrew his assault of the North and again crossed the Potomac on September 18. Confederate troops in Harpers Ferry pulled out and joined Lee on his way south.

Harpers Ferry continued to be an integral position during the Civil War and changed hands between the North and South several times. The last battle of the Civil War in Jefferson County took place at Keyes' Switch (Millville) between Baylor's Company H of Mosby's Partisan Rangers and the Union Loudoun Rangers on April 5, 1865, four days before Lee's surrender at Appomattox.[137]

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[134] Everett, Part 2b, 2.
[135] O.R., 954, as cited in Griffith, 13.
[136] Griffith, 15.
[137] Griffith, 15.

Criterion A: Social History

Although John Brown's Raid primarily took place at the armory in Harpers Ferry, the raiding party embarked on the evening of October 16 with the intent of taking prominent local citizens hostage and enlisting their slaves to join the uprising. Col. Lewis Washington, great-grandnephew of George Washington, was one of the prisoners, and after stopping at Washington's house, raiders made their way to the Allstadt Farm, which was conveniently located along the Harpers Ferry Turnpike. Both John Allstadt and his son, John Thomas Allstadt, were taken prisoner and confined in the armory's engine house in Harpers Ferry. Two slaves died in the raid, one belonging to Colonel Washington and the other to John Hall Allstadt. It is unclear whether the slaves were being held prisoner by Brown's men or if they had joined the insurrection.[138]

Criterion A: Industry

The Standard Lime & Stone Company was based in Baltimore and purchased land in the vicinity of the Allstadt Farm for the purposes of operating a limestone quarry. Incorporated in 1888, the Standard Lime & Stone Company was owned by the Baker family, who were innovators in the limestone industry. The Millville quarry opened in 1901 and focused on the production of dolomite limestone, used to line furnaces in steel mills because of its head-resistant properties. The dolomite limestone produced at the Millville quarry contained few impurities and was said to be the finest in the country. The limestone quarried at the site was shipped via the B&O Railroad to Pittsburgh for use in its steel manufacturing industries. By 1922 the company essential owned 528 acres of the approximately 732 acres of land that John Hall Allstadt owned at the time of his death (not counting the land his wife had inherited).

Although a number of quarries operated in the Millville area, Standard Lime & Stone was the largest with approximately 636 employees. In addition to its quarrying and refractory operation, the company also had a "rock wool" plant, which opened around 1933. Also known as mineral wool, rock wool is a fire-resistant insulation that is used in building construction to prevent the spread of fire. The company built a "P32" magnesium oxide plant around 1938-1939, which entailed enriching the quarried dolomite with magnesium.

The refractory, rock wool, and P32 plants were all located on the east side of present-day WV 27, outside HAFE boundaries. On the east side of the road and on the former Standard Lime & Stone Company property were approximately 79 worker houses. A number of Italian-American immigrants came to work and live in Millville, bringing ethnic diversity to the area. The company had a baseball team, complete with its own ball field, and Catholic and Episcopal chapels constructed close to the workers' residences. "In essence, the Standard Lime and Stone Company and the other two quarries transformed the sleepy hamlet of Keyes Switch into the bustling town of Millville." After the end of World War II in 1945, production at the Standard Lime & Stone Company decreased. The rock wool plant closed in 1949, and the P32 operation ceased around 1957-1958 when the Baker family sold the business. Quarrying and the refractory operation continued on the property until 1974.[139]

[138] Everett, 2b-8
[139] Everett, 2b-9

MURPHY-CHAMBERS FARM

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

The Murphy-Chambers property is nationally significant under Criterion A in the area of Military History for the role it played in the Battle of Harpers Ferry (September 13-15, 1862).[140] The property is significant as the site where Confederate Gen. A.P. Hill's division of 3,000 men marched to and deployed on the night of September 14, 1862. This proved to be a critical flanking maneuver of the Battle of Harpers Ferry, during which General Stonewall Jackson invaded and captured the town in 1862. The property is also the site of an intact portion of the Union fortifications erected in 1864 that overlook the Shenandoah River valley.

The Murphy-Chambers Farm is also nationally significant under Criterion A in the areas of Social History and Ethnic Heritage (Black) as the former site of the John Brown Fort. The fort was moved from Harpers Ferry for exhibition at the Columbian Exposition in Chicago in 1891. It was moved and rebuilt on the Murphy-Chambers Farm in 1895, and between 1895 and 1910 numerous civil rights groups made pilgrimages to the site, including the National League of Colored Women and the Niagara Movement. The latter group was a forerunner to later civil rights organizations, including the National Association for the Advancement of Colored People (NAACP). Significant individuals to visit the site included W.E.B. Du Bois, who spoke at the Niagara Movement's second visit to the fort. The farm and fort site were places of inspiration for many, and while in this location, the fort served as a significant symbol in the struggle for racial equality.

The Murphy-Chambers Farm also meets Criterion D for its archeological potential to shed light on the historical events that took place at this property during its period of significance. An archeological survey and inventory project commenced in 2013, but the results have not been published to date. These investigations may confirm or supplement the already noted archeological significance of the Murphy-Chambers Farm.

As a property associated with the HAFE historic context of the Civil War, the Murphy-Chambers Farm possesses significance on a national level in all three identified areas of significance. The period of significance is 1862, the year of the Battle of Harpers Ferry, to 1910, the year John Brown's Fort was removed from the property. Significant dates associated with the property include September 12-15, 1862, which relate to the siege of the Battle of Harpers Ferry; the period of August 1864 to April 1865, when the Union earthworks were established; and August 17, 1906, which was the date of the Du Bois address.

The Murphy-Chambers Farm retains its agricultural character and is reflective of its historical appearance during its period of significance. Significant views from the property, including those toward the Lower Town of Harpers Ferry, Loudoun Heights, and Bolivar Heights, are intact because of the rural setting as well as the expansion of HAFE.

[140] Snell and Mackintosh.

NARRATIVE STATEMENT OF SIGNIFICANCE

Criterion A: Military

Union Earthworks

When the Confederates attacked and captured Harpers Ferry in September 1862, the result was the largest surrender of U.S. forces to occur during the Civil War. The Union reoccupied Harpers Ferry after September 1862 and immediately strengthened fortifications on Maryland Heights and Loudoun Heights overlooking the town. In 1864 Harpers Ferry became the base of operations for Union Gen. Philip Sheridan's Shenandoah Valley Campaign.[141]

In 1864 Sheridan made an effort to ensure that the Confederates would not skirt through the Shenandoah River valley undetected, as they had done on three previous instances during the war. Union forces erected a series of redoubts atop Bolivar Heights overlooking the river and the B&O Railroad. Redoubts were used as part of fixed positions intended for extended periods of occupation and had sloped fronts to deter enemy assaults and withstand artillery assaults. Sheridan's defensive line extended from the Charles Town Turnpike to the Shenandoah River. The battery on the present property, a triangular earthwork open at the rear, was at the extreme left (south) end of this line. As part of the Harpers Ferry fortification, five other redoubts were constructed along the 2-mile line with each holding as many as six cannon.

Murphy-Chambers Farm

Edmund H. Chambers, who worked at the Armory in Harpers Ferry, bought his 50-acre farm in 1848 and lived there with his family until the onset of the Civil War. Although Chambers was a staunch Unionist, Union forces confiscated his farm in 1862, forcing the family from their home. Chambers moved to Bridesburg, Pennsylvania, and continued to work as an armorer manufacturing guns for the U.S. government. Beginning in 1862, about 20 Union officers under Col. John W. Geary's command boarded at the house, which the Chambers family was forced to vacate. After living temporarily in a "back building," the family left the farm. The U.S. Army arranged for an appraisal of the farm in the event of damage. When Edmond Chambers returned to the farm after the war, he found it completely destroyed. It is unclear whether the "back building" the family used as temporary living arrangements before leaving the farm referred to a detached kitchen, a secondary dwelling, or some type of agricultural building; in any case it probably did not survive. It does not appear that the Chambers family ever received compensation. As late as 1888, Chambers wrote to the Secretary of War, still attempting to receive payment for his loss. "I am now very poor and am eighty years old. I am the son of a Revolutionary soldier…and I think I have a very good record."[142] Chambers died in 1890.

After the interruption caused by the war, the property was once again farmed. A new farmhouse was built by local businessman and farmer Alexander Murphy, who purchased the Chambers property in 1869 from John G. Cockrell. Murphy acquired additional acreage from Cockrell and other neighboring landowners, enlarging the farm to approximately its present-day size with a 27.75-acre purchase in 1896. The Murphy family owned the property for the next 132 years, during which time it remained largely unchanged. In 2002 the Trust for Public Land, a preservation group, purchased the Murphy Farm from the remaining Murphy heirs and transferred the property to NPS for inclusion in HAFE.

[141] Reed and Wallace, 1999.
[142] Chambers, 1888.

Criterion A: Social History and Ethnic Heritage (Black)

John Brown Fort

[Please see the Musket Factory history for a discussion of the events of John Brown's Raid on Harpers Ferry in 1859.]

From 1895 to 1910, the Murphy Farm was the site of the "John Brown Fort," the former U.S. Armory building in which the militant abolitionist barricaded himself during his ill-fated 1859 raid at nearby Harpers Ferry. The fort, removed from its original site at the Armory, was on display in Chicago during the 1893 World Columbian Exposition but was brought back to Harpers Ferry owing to the efforts of an activist reporter named Kate Field. In 1895 Murphy and his wife deeded 5 acres for the fort to be re-assembled on their farm. The fort stood near the southeastern edge of his field on the foundations of an older agricultural outbuilding, most likely a springhouse.

When the John Brown Fort was reassembled on the Murphy Farm in November 1895, it required the purchase of an additional 8,000 bricks to complete the reconstruction. Whether the fort was reconstructed true to its original form probably did not matter as much as the fact that the fort had made a return to Harpers Ferry. Some difficulty had been experienced in securing a site for the fort. There was local resistance to the idea, partly because of the unfounded rumor that the bodies of John Brown and his fellow raiders would be exhumed and re-interred in a common grave at the restored fort. Finally, Alexander Murphy convinced Kate Field that his property would be a suitable site for the fort. To prepare the site, the spring was drained. The Armory Yard Gates were also moved to the Murphy Farm site.[143]

The fort soon became a pilgrimage site for African-Americans and attracted many people who wished to pay homage to the ideals of John Brown. In July 1896 the National League of Colored Women met in Washington, D.C. and took a day trip to the John Brown Fort on the Murphy Farm. This group, led by Mary Church Terrell, "is the first known occurrence of African Americans explicitly embracing the fort as a symbol of their struggle for freedom and equality."[144]

Eventually the number of visitors to the site caused Murphy to hire a caretaker to maintain the building. Visitors reportedly climbed over fences and littered the fields, and carriages trampled Murphy's crops. Although Field verbally agreed to reimburse Murphy for his expenses, she died suddenly in 1896, leaving no estate to provide money for the upkeep of the fort. Eventually Murphy was able to repurchase the 5 acres from Field's estate in 1901-1902. Following his reacquisition of the property and the fort, he dismissed the caretaker, planted the surrounding field with crops, and used the fort as grain barracks.[145]

On August 15, 1906, the Niagara Movement, led by author and scholar W.E.B. Du Bois, held its first meeting at Storer College, which was a school founded in Harpers Ferry after the Civil War for African-American students. Attendees at the meeting walked from the college to the Murphy Farm and to the fort. This walk was recreated by descendants of the original Niagara Movement in 2006.[146]

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[143] Fairbairn, 32-33, 35.
[144] Paul A. Shackel, *Memory in Black and White: Race, Commemoration, and the Post-Bellum Landscape* (Lanham, MD: Alta Mira Press, 2003), 66.
[145] Shackel, 66.
[146] National Parks Conservation Association, "100-Year Civil Rights Milestone Celebrated at Harpers Ferry National Park" (2006).

The fort remained on Murphy's farm until 1910, when the trustees of Storer College acquired it and moved it to the campus on Camp Hill. In 1968, after the school had closed, the fort was moved back into Harpers Ferry less than 200 feet from its original location.

BALTIMORE & OHIO RAILROAD, HARPERS FERRY STATION

STATEMENT OF SIGNIFICANCE SUMMARY PARAGRAPH

The Harpers Ferry Station is locally and regionally significant under Criterion A for its association with the importance of transportation in Harpers Ferry, West Virginia, during the nineteenth and twentieth centuries. The Harpers Ferry Station is locally significant under Criterion C for its architecture as an excellent and well-preserved example of a late nineteenth-century standard design passenger station built by the B&O and designed by architect E. Francis Baldwin. The period of significance begins in 1894, the year the station was constructed, and ends in 1932, when the B&O made the last major improvements to the railroad at Harpers Ferry.

NARRATIVE STATEMENT OF SIGNIFICANCE

Criterion A: Transportation

[Preparer's Note: The following information is taken from Andrew Lee's *Historical Background Report, Baltimore & Ohio Railroad Harpers Ferry Station* (HABS No. WV-86, 24, 2003).]

Established in 1827, the B&O Railroad was the country's first commercial long-distance railroad. Its initial goal was to build a railroad from Baltimore to Wheeling on the Ohio River. Essentially built in three stages, construction began in 1828 and reached Harpers Ferry in 1834. A dispute with the railroad's major competitor, the Chesapeake & Ohio Canal, over the right-of-way between Point of Rocks, Maryland, and Harpers Ferry forced the B&O to an alignment and river crossing that were less than ideal.

In early December 1834 the B&O completed the line to the Maryland side of the Potomac River opposite Harpers Ferry. A new bridge to carry the railroad across the Potomac River was necessary; however, because of a bend in the river, the entrance to the bridge from the Maryland shore had to be placed where the railroad, the Harpers Ferry Turnpike, and the C&O canal were crowded together on the narrow space below Maryland Heights. This arrangement prevented a gradual curve of the tracks onto the bridge and required the bridge to be built at practically a right angle to the river. Once across the river, the B&O planned to connect with the Winchester & Potomac Railroad (W&P). By 1838 the B&O was ready to resume construction to Cumberland, Maryland, and points west. The W&P, however, refused to grant the B&O the necessary track rights. Consequently the B&O had to use the south bank of the Potomac River for its western route. The resulting alignment required crossing through the United States Armory, which stood on the south bank of the Potomac River, the construction of an elevated track and trestle, and another sharp curve from the railroad bridge.

The ongoing problems with the railroad bridge across the Potomac and the alignment of the tracks in Harpers Ferry prompted a major improvement project beginning in the summer of 1892. As locomotive weights and speeds increased, the bridge and the curve of the tracks at both approaches became not only obsolete but dangerous. The primary components of the plan for the Harpers Ferry improvements were the construction of a tunnel through Maryland Heights, the replacement of the old bridge with a modern

double track steel bridge, the realignment of the road bed to run through the Armory grounds on top of a 20-foot-high embankment, and the erection of a new company-owned passenger station. When completed two years later, these improvements brought the most physical changes to the town since the Civil War.

By the mid-1920s the increase of freight train weights and speeds made it difficult and expensive to brake trains through the broad curves of the 1894 realignment. Thus the B&O began a second round of improvements to the main line at Harpers Ferry, beginning in the 1930s. Similar to the improvements in the 1890s, the project involved a new Potomac River bridge, tunnel work, and realignment of the main line and Valley Branch junction. Rather than build a brand-new passenger station, the budget-conscious B&O kept the passenger station and moved it to its current location. The move prompted several changes to the floor plan that more or less resulted in the building's current configuration.

The 1930-31 improvements were the B&O's last major alterations to the railroad at Harpers Ferry. Shortly after the relocation of the Harpers Ferry Station in 1932, the B&O started a slow decline that reflected the general health of the entire railroad industry across the country. The increase in government regulations in addition to new modes of transportation, the airplane and the automobile, precipitated the decline. The Great Depression furthered the problem; passenger revenue dropped from $18.5 million in 1930 to $10.6 million in 1940.

The American entrance into World War II brought a brief upturn to the railroad's financial situation when the government began using the railroads to transfer troops and supplies. Harpers Ferry particularly experienced a resurgence of rail traffic during the war years as the number of daily trains doubled. After the war the B&O was able to pay off most of its pre-war debts; however, the decline in passenger ridership continued to plague the company's revenue. Consequently the company cut down on service areas and demolished all non-essential facilities. In 1950 virtually all of the company's frame stations and passenger shelters between Baltimore and Point of Rocks, Maryland, were razed. Although the B&O spared the Harpers Ferry Station, between 1950 and 1951 the tower on the station was removed after the interlocking controls were moved from the tower to the agent's office inside the station.

In 1968 the Chesapeake & Ohio (C&O) merged with the B&O and in 1980 the company became part of the CSX Corporation. In 2001 NPS acquired the train station and former armory grounds site from CSX. The station currently provides weekday commuter service on the Maryland Rail Commuter's (MARC) Brunswick line and daily passenger service on Amtrak's Capitol Limited line between Washington and Chicago. Historical photographs and information on the history of the building and Harpers Ferry are displayed on the walls of the waiting areas.

Criterion C: Architecture

Baltimore-based architect E. Francis Baldwin served as the principal designer of the B&O's Harpers Ferry Station. Although not formally trained, Baldwin apprenticed at the Baltimore firm of Niernsee & Nielson during the 1860s. Over the course of his 50-year career, Baldwin partnered with other architects in addition to working independently. His body of work reveals a diverse portfolio of clients and building types, including churches, banks, office buildings, warehouses, public buildings, hospitals, schools, clubs, residences, and railroad stations. Although his work was primarily concentrated in Baltimore, Baldwin designed buildings in other states, including New York, Pennsylvania, Virginia, Ohio, and Georgia.

The B&O was Baldwin's main client, and by 1894, the time of the construction of the Harpers Ferry Station, he had worked as an architect for the B&O for almost 20 years. In 1883 Baldwin formed a partnership with his former draftsman Josias Pennington, and the two collaborated on designs until Baldwin's death in 1916. Together, Baldwin and Pennington designed several prominent B&O buildings in downtown Baltimore, including the company's headquarters building, the Camden Yards Warehouse, and the Mount Clare Roundhouse. During the 1880s Baldwin also designed several ornate passenger stations for the B&O, including stations at Laurel and Hyattsville, Maryland. The buildings designed by Baldwin during this time period reflected the popular styles of the Victorian era, particularly the Queen Anne style. Characteristic of the style, the stations featured steep gabled roofs with decorative brackets, bay and oriel windows, and colored glass window accents.

By the 1890s the B&O's financial struggles lessened the attention placed on architecture. Major improvements to the line, including the tunnel and bridge at Harpers Ferry, left fewer financial resources to dedicate to elaborately designed stations. Railroad strikes, the nationwide economic panic of 1893, and the ensuing depression all contributed to the B&O's financial problems.

Baldwin responded to the B&O's need for frugality with more modestly sized, less ornate designs and developed standardized plans for passenger stations, which is illustrated in the design of the Harpers Ferry Station. The use of standardized plans was not unique to the B&O, as many railroad companies used standard designs for stations during the late nineteenth century. The phenomenon, a product of the industrial age, allowed companies to use machine-sawn wood and interchangeable parts to build railroad depots and stations quickly and economically. The companies customized the designs for each location and often added simple architectural detailing to give each station a unique aspect. The overall standardized designs, however, allowed the railroad companies to create their own distinctive architectural look that its customers could easily identify.

In addition to Harpers Ferry, several rural and suburban stations followed Baldwin's standardized plan, including Landsdowne, St. Denis, and Morgan, Maryland. Along with Harpers Ferry, these stations shared characteristics such as wood-frame construction, overhanging roof eaves with simple brackets, and dormers. A 1919 survey of B&O properties states that, with a few exceptions, the Harpers Ferry station is "similar to [building] Type W-4."[147] In its current rehabilitated state the Harpers Ferry Station stands as an excellent example of a standardized passenger station built by the B&O around the turn of the twentieth century.

[147] Lee, 24.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
__X__ previously listed in the National Register
__X__previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
__X__recorded by Historic American Engineering Record # _WV-49_____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X__ State Historic Preservation Office
____ Other State agency
_X__ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

UNITED STATES MUSKET FACTORY

Acreage of Property _Approximately 6 acres_

Coordinates

1.	39.323862	-77.729406
2.	39.323279	-77.729482
3.	39.323277	-77.729791
4.	39.324935	-77.732455
5.	39.324521	-77.730856
6.	39.324450	-77.730878
7.	39.324390	-77.730264
8.	39.325715	-77.732262
9.	39.324688	-77.730933
10.	39.325089	-77.732412
11.	39.325598	-77.733274
12.	39.325685	-77.733170
13.	39.325361	-77.732599

VERBAL BOUNDARY DESCRIPTION

For the purposes of this Additional Documentation, the boundaries of the United States Armory Musket Factory consist of approximately six acres of Tracts 106-28 and 106-07 (shown on the accompanying map) that was acquired by NPS in 2001. The boundary excludes the easement property held by CSX that bounds the eastern end of the site. Potomac Street serves as the southern boundary of the Lower Armory Grounds, and the CSX railroad tracks are the southern boundary of the Upper Armory Grounds. Bounding the western end of the Musket Factory site is the former Harpers Ferry Hydroelectric Plant. The

Potomac River forms the northern boundary. The limits of the property are depicted on the accompanying maps entitled "Musket Factory Boundary" drawn to a scale of 1" = 200'.

BOUNDARY JUSTIFICATION

The boundaries of the Musket Factory coincide with the approximately six-acre parcel acquired by NPS in 2001 from CSX. The property includes resources that were historically associated with the United States Armory Musket Factory at Harpers Ferry.

ARMORY WOODLAND

Acreage of Property _approximately700 acres_

Coordinates

1.	39.316488	-77.724016
2.	39.305497	-77.738075
3.	39.306426	-77.742126
4.	39.301388	-77.744627
5.	39.277176	-77.754566
6.	39.283615	-77.759046
7.	39.292991	-77.756268
8.	39.305147	-77.750306
9.	39.314003	-77.742096
10.	39.319737	-77.733963
11.	39.321556	-77.724266

Boundary Description

The Armory Woodland consists of Tracts 105-10, 105-11, 109-1, and 109-2 in their entirety and approximately 200 acres within Tract 105-02. The limits of the property are depicted on the accompanying maps entitled "Armory Woodland" drawn to a scale of 1" = 200'.

Boundary Justification

Historically, Tracts 105-10, 105-11, 109-1, and 109-2 were all part of the Armory Woodland, which was used to supply charcoal and wood to the United States Armory at Harpers Ferry and became the site of fortifications and encampments during the Civil War. A large portion of the original woodlot was included in the 1981 National Register Nomination of Harpers Ferry and is known as Loudoun Heights. Tracts 105-10, 105-11, 109-1, and 109-2, acquired by HAFE in 2004, are associated with the significance of HAFE and are currently managed by NPS. Along with the approximately 200 acres in Tract 105-02 that were previously included within the National Register boundaries of the Harpers Ferry National Historical Site and historically part of the Armory Woodland, these tracts encompass over half of the original 1,395-acre Armory Woodland.

SCHOOL HOUSE RIDGE

Acreage of Property Approximately 612 acres

Coordinates

1.	39.329445	-77.767692
2.	39.327596	-77.765208
3.	39.320814	-77.769314
4.	39.317502	-77.775043
5.	39.317639	-77.778141
6.	39.317212	-77.781886
7.	39.325337	-77.778882
8.	39.331017	-77.776057
9.	39.316838	-77.775300
10.	39.315257	-77.775812
11.	39.313913	-77.780437
12.	39.309013	-77.776462
13.	39.303825	-77.781843
14.	39.297284	-77.783218
15.	39.295231	-77.784428
16.	39.298447	-77.787903
17.	39.294412	-77.790180
18.	39.306258	-77.789418
19.	39.305167	-77.784984
20.	39.315957	-77.782324

Verbal Boundary Description

The School House Ridge site consists of approximately 612 acres composed of five individual parcels. U.S. Route 340 runs east-west through the property, dividing it into two nearly equal areas (School House Ridge North, School House Ridge South). North of U.S. Route 340, the nominated property consists of three tracts: Tract 102-34 (70.74 acres as described in Jefferson County Deed Book 1016:675), Tract 102-31 (56 acres as described in Jefferson County Deed Book 974:434), and Tract 102-33 (176.32 acres as described in Jefferson County Deed Book 961:219). South of U.S. Route 340, the nominated property consists of two tracts: Tract 108-05 (267.46 acres as described in Jefferson County Deed Book 694:540 as the remainder of Tract 44), and Tract 108-01 (37.31 acres as described in Jefferson County Deed Book 403:603). The limits of the property are depicted on the accompanying maps entitled "School House Ridge Boundary" drawn to a scale of 1" = 200'.

Boundary Justification

The boundary of the School House Ridge property conforms to the legal boundaries of the individual tracts making up School House Ridge at the time they were obtained for inclusion into HAFE and as listed above. North of U.S. Route 340, the boundary outlines three parcels that once formed a single farm owned by John Moler III that was later divided between his two sons during the Civil War. South of U.S. Route 340, the boundary delineates the western half of the historic John Hall Allstadt farm. Within this boundary the nominated property contains all of the artillery positions of Confederate forces during the Battle of Harpers Ferry, skirmishing troop positions, and existing landscape features that preserve the property's historical integrity. The eastern boundary is contiguous with the current HAFE boundary.

MURPHY-CHAMBERS FARM

Acreage of Property _Approximately 95 acres_

Coordinates

1.	39.315939	-77.761896
2.	39.313482	-77.758357
3.	39.308248	-77.759693
4.	39.307149	-77.763182
5.	39.307689	-77.767327
6.	39.311287	-77.765335
7.	39.310633	-77.763587
8.	39.314978	-77.763

Verbal Boundary Description

For the purposes of this Additional Documentation, the boundaries of the Murphy-Chambers Farm consist of approximately 95 acres of Tract 103-43. The limits of the property are depicted on the accompanying maps entitled "Murphy-Chambers Farm Boundary" drawn to a scale of 1" = 200'.

Boundary Justification

The boundary coincides with the legal description of the site when it was acquired by NPS. On the south and east sides, the boundary is adjacent to lands already included in HAFE and more or less coincides with the edge of the cleared fields on a high bluff above the Shenandoah River. Murphy Road is the boundary to the north. To the west the boundary, although it reflects the result of a 1999 land swap between the Murphy family and the adjacent KOA Campground facility, preserves an equivalent land area and includes the 1864 fortifications that were constructed on the Chambers Farm. In this configuration the boundary includes all the significant property that was historically associated with the farm.

BALTIMORE & OHIO RAILROAD HARPERS FERRY STATION

Acreage of Property less than 1 acre

Coordinates

1. 39.324507 -77.731022

Verbal Boundary Description

The limits of the nominated property overlap with the boundaries of the United States Armory Musket Factory (see above). The boundaries include the B&O Railroad Station, the parking lot to the south, and the adjacent railroad embankment to the east.

Boundary Justification

The boundary comprises the property acquired by NPS in 2001 that is associated with the significance of the B&O Railroad Station at Harpers Ferry.

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11. Form Prepared By

name/title: Patti Kuhn
organization: The Louis Berger Group
street & number: 1250 23rd Street NW
city or town: Washington state: DC zip code: 20037
e-mail pkuhn@louisberger.com
telephone: 202-303-2665
date: October 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

All photographs are common to:
Name of Property: Harpers Ferry National Historical Park (HAFE)
City or Vicinity: Harpers Ferry
County: Jefferson/Loudoun **State:** West Virginia/Virginia
Photographer: Patti Kuhn
Date Photographed: April 2013
Location of Digital Images: HAFE

1 of 38 WV_Jefferson County_HAFE_0001
View of Lower Armory Grounds, U.S. Armory Musket Factory, Looking Northwest

2 of 38 WV_Jefferson County_HAFE_0002
View of Boat Landing, U.S. Armory Musket Factory, Lower Armory Grounds, Looking Northeast

3 of 38 WV_Jefferson County_HAFE_0003
View of John Brown's Fort Memorial, U.S. Armory Musket Factory, Looking Southwest

4 of 38 WV_Jefferson County_HAFE_0004
View of U.S. Armory Musket Factory, Lower Armory Grounds, Looking Southeast

5 of 38 WV_Jefferson County_HAFE_0005
View of Remnants of Canal Wall, U.S. Armory Musket Factory, Upper Armory Grounds, Looking Southeast

6 of 38 WV_Jefferson County_HAFE_0006
View of River Wall, U.S. Armory Musket Factory, Upper Armory Grounds, Looking Southeast

7 of 38 WV_Jefferson County_HAFE_0007
View of Bear Pond Road, Armory Woodland, Looking Northeast

8 of 38 WV_Jefferson County_HAFE_0008
View of Domestic Site 1, Northern Edge Stone Wall, Armory Woodland, Looking West

9 of 38 WV_Jefferson County_HAFE_0009
View of Domestic Site 1 Spring, Armory Woodland, Looking East

10 of 38 WV_Jefferson County_HAFE_0010
View of Encampment 8, Stone Wall, Armory Woodland, Looking West

11 of 38 WV_Jefferson County_HAFE_0011
View of Encampment 9, Tent Platforms, Armory Woodland, Looking West

12 of 38 WV_Jefferson County_HAFE_00012
View of Hearth 2, Armory Woodland, Looking Northeast

13 of 38 VA_Loudoun County_HAFE _0013
View of Blockhouse 2, Armory Woodland, Looking South

14 of 38 VA_Loudoun County_HAFE_0014
View of Boundary Stone, Armory Woodland, Looking West

15 of 38 WV_JeffersonCounty_HAFE_0015
Moler Barn, School House Ridge, Looking Northeast

16 of 38 WV_JeffersonCounty_HAFE_0016
Moler Barn, School House Ridge, Looking Northwest

17 of 38 WV_JeffersonCounty_HAFE_0017
Moler Cemetery, School House Ridge, Looking Northwest

18 of 38 WV_JeffersonCounty_HAFE_0018
Ott House, School House Ridge, Looking Northwest

19 of 38 WV_JeffersonCounty_HAFE_0019
Jellystone Lodge, Looking South

20 of 38 WV_JeffersonCounty_HAFE_0020
Comfort Station, School House Ridge (North), Looking North

21 of 38 WV_JeffersonCounty_HAFE_0021
Allstadt House Ruins, School House Ridge (South), Looking West

22 of 38 WV_JeffersonCounty_HAFE_0022
Henkle House, School House Ridge (South), Looking West

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Henkle Dairy Barn, School House Ridge (South), Looking Southwest

24 of 38 WV_JeffersonCounty_HAFE_0024
Jennie Thompson Barn, School House Ridge (South), Looking Northwest

25 of 38 WV_JeffersonCounty_HAFE_0025
Standard Lime & Stone Co. House #1, School House Ridge (South), Looking Southwest

26 of 38 WV_JeffersonCounty_HAFE_0026
View of Union Redoubt Showing Curve of Fortification, Murphy-Chambers Farm, Looking West

27 of 38 WV_JeffersonCounty_HAFE_0027
View of Union Redoubt Position, Overlooking Shenandoah River, Murphy-Chambers Farm, Looking Southwest

28 of 38 WV_JeffersonCounty_HAFE_0028
View of the Shenandoah River from the Murphy-Chambers Farm Property, Looking South

29 of 38 WV_JeffersonCounty_HAFE_0029
View of Front Section of Murphy Farmhouse, Murphy-Chambers Farm, Looking Northeast

30 of 38 WV_JeffersonCounty_HAFE_0030
Oblique View of Murphy Farmhouse Showing Rear Block, Murphy-Chamber Farm, Looking Northwest

31 of 38 WV_JeffersonCounty_HAFE_0031
Foundation Wall at John Brown's Fort Site on the Murphy-Chambers Farm, Looking Northeast

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Murphy Farm Commemorative Boulder and Tablet, Looking Northeast

33 of 38 WV_JeffersonCounty_HAFE_0033
View of B&O Station, Looking Northwest

34 of 38 WV_JeffersonCounty_HAFE_0034
View of B&O Station, Looking Southwest

35 of 38 37 WV_JeffersonCounty_HAFE_0035
View of B&O Station, Looking Southeast

36 of 38 WV_JeffersonCounty_HAFE_0036
View of B&O Station, 1892 Embankment, Looking Southeast

37 of 38 WV_JeffersonCounty_HAFE_0037
View of B&O Station, Interior, Former Express and Baggage Rooms

38 of 38 WV_JeffersonCounty_HAFE_0038
View of B&O Station, Interior, Women's Waiting Room

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 6

Photo 7

Photo 8

Photo 9

Photo 10

Photo 11

Photo 12

Photo 13

Photo 14

Photo 15

Photo 16

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Photo 22

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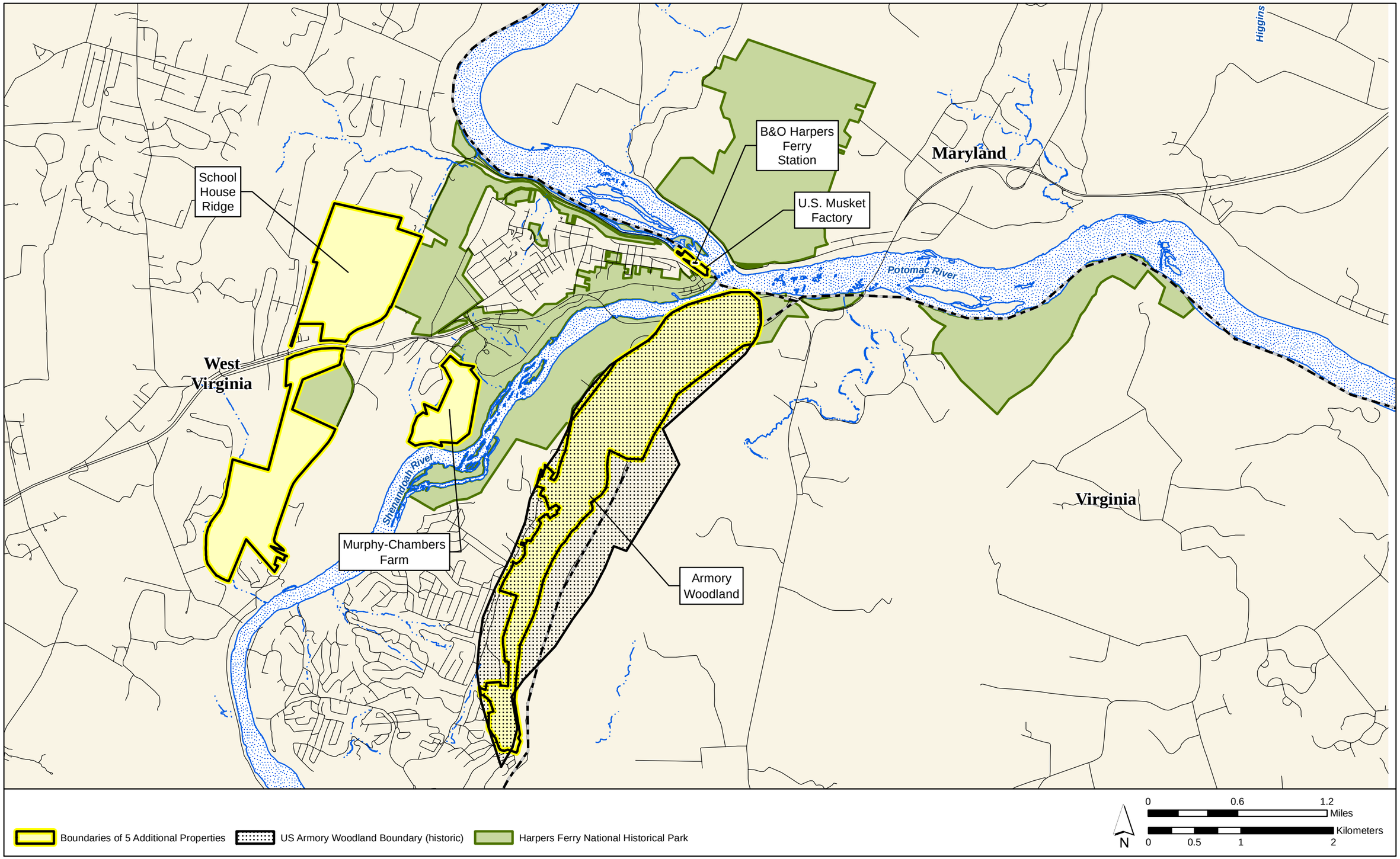
Photo 34

Photo 35

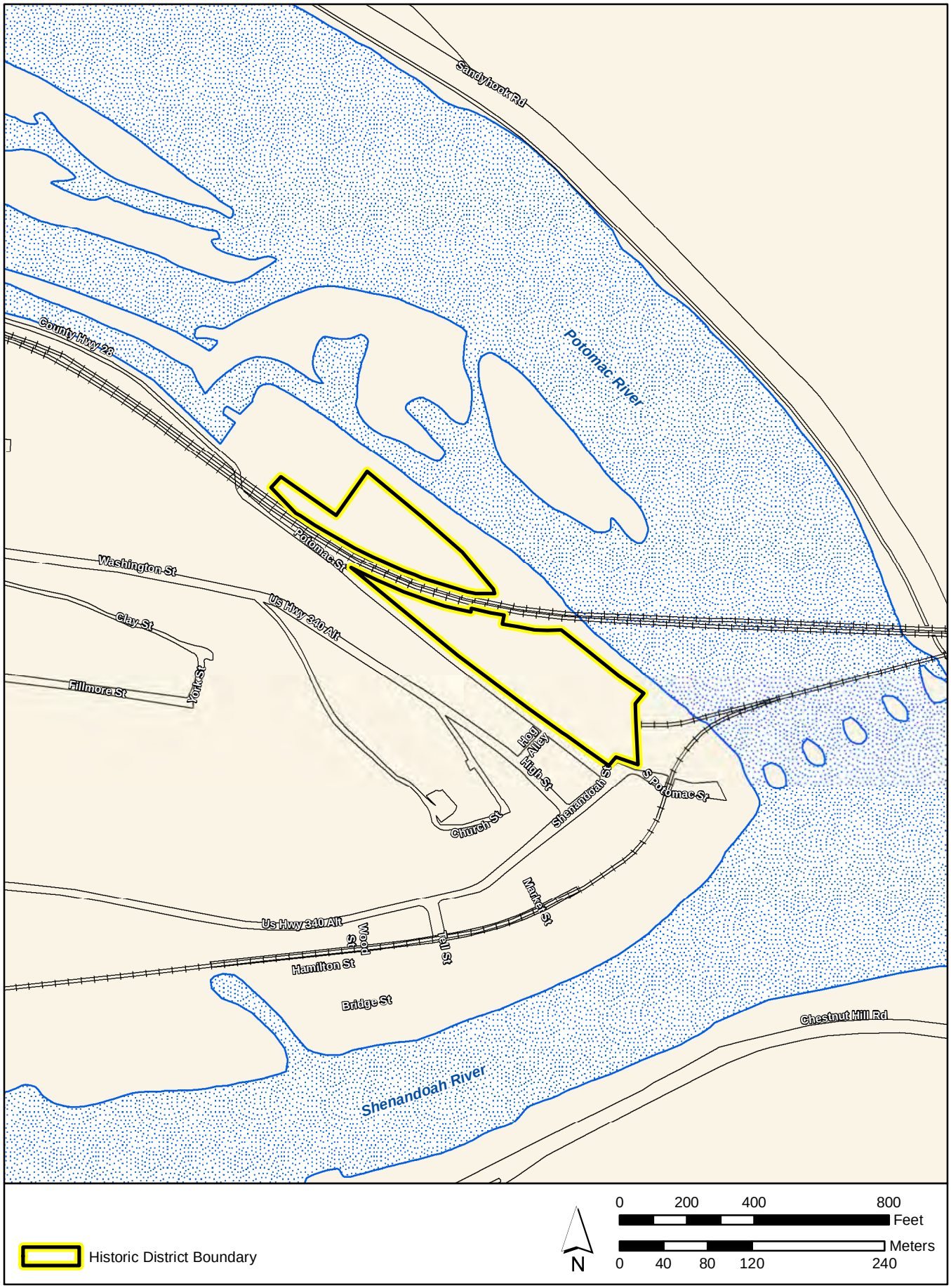
Photo 36

Photo 37

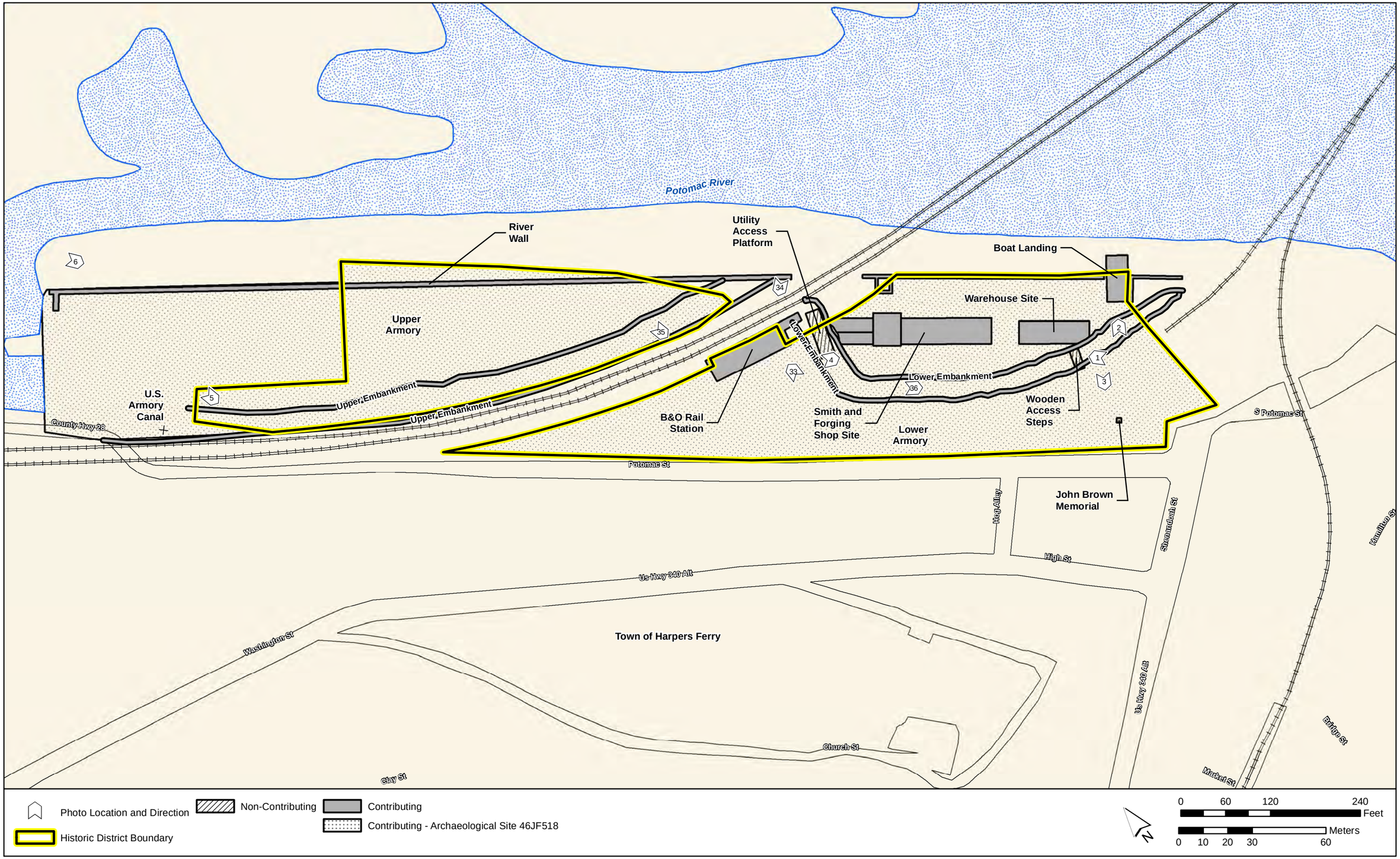
Photo 38



Harpers Ferry National Historical Park

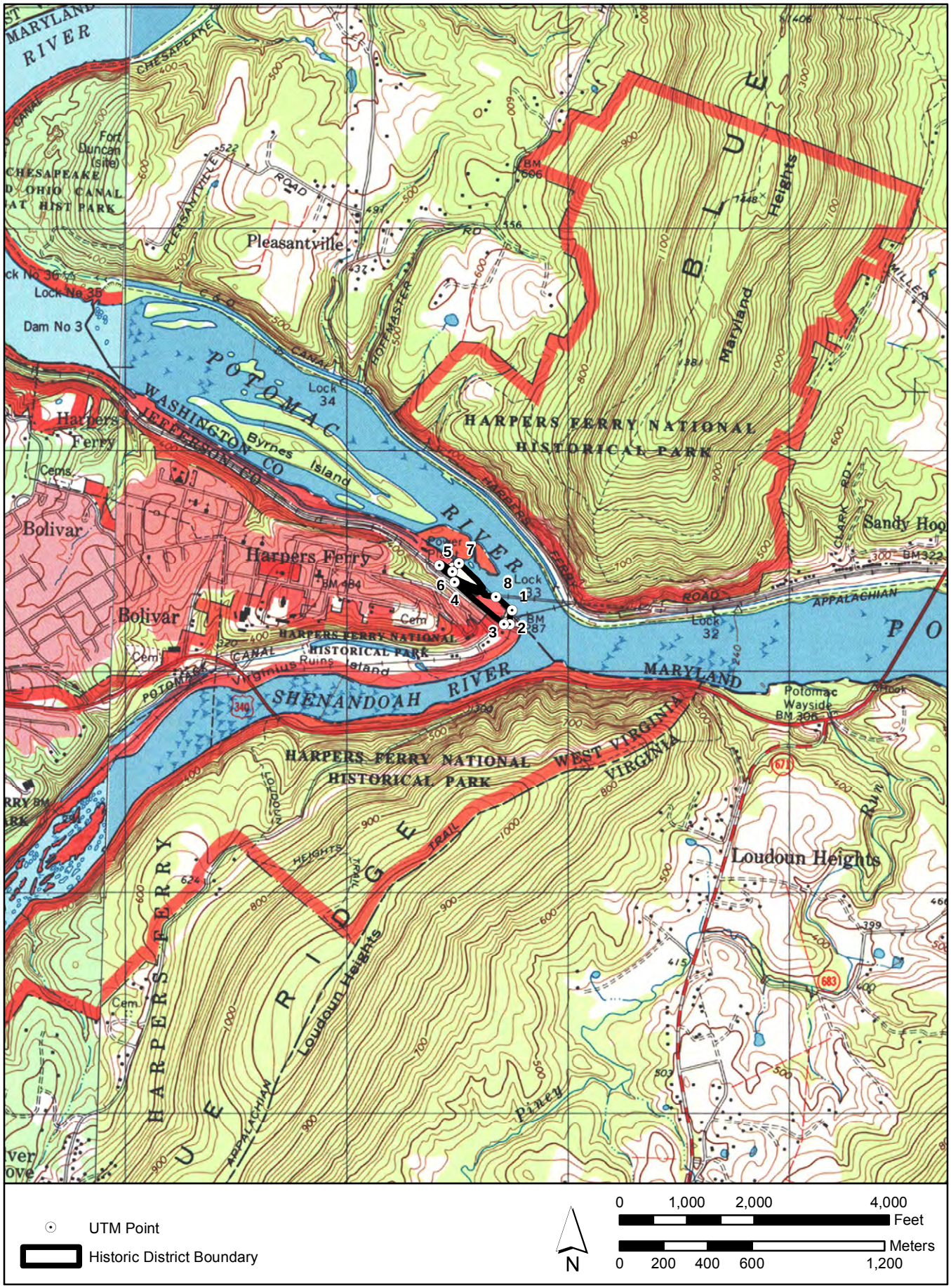


U.S. Armory Musket Factory and B&O Harpers Ferry Station, Location



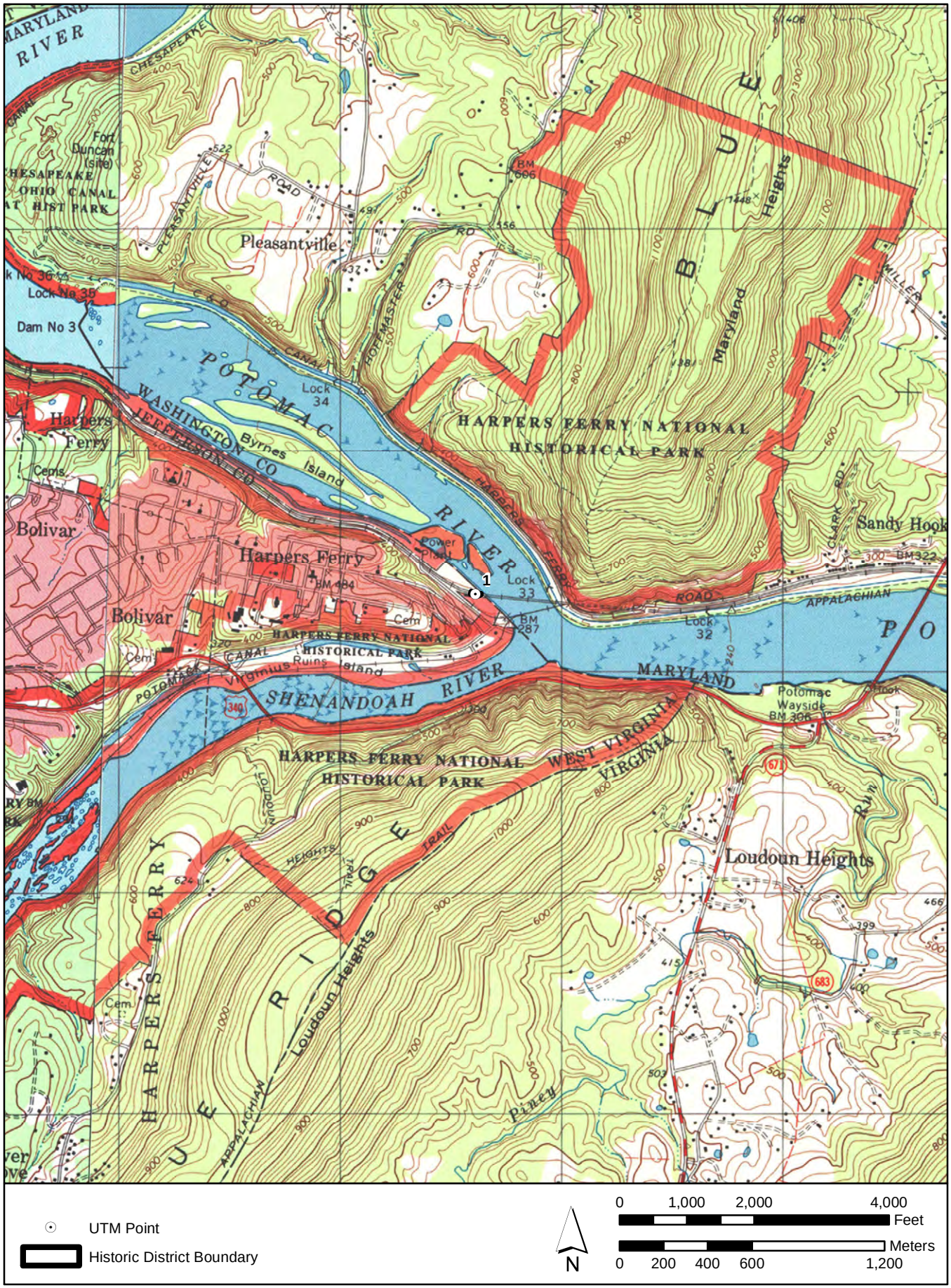
U.S. Armory Musket Factory and B&O Harpers Ferry Station

U.S. Armory Musket Factory [ESRI Bing Maps Hybrid 2011]

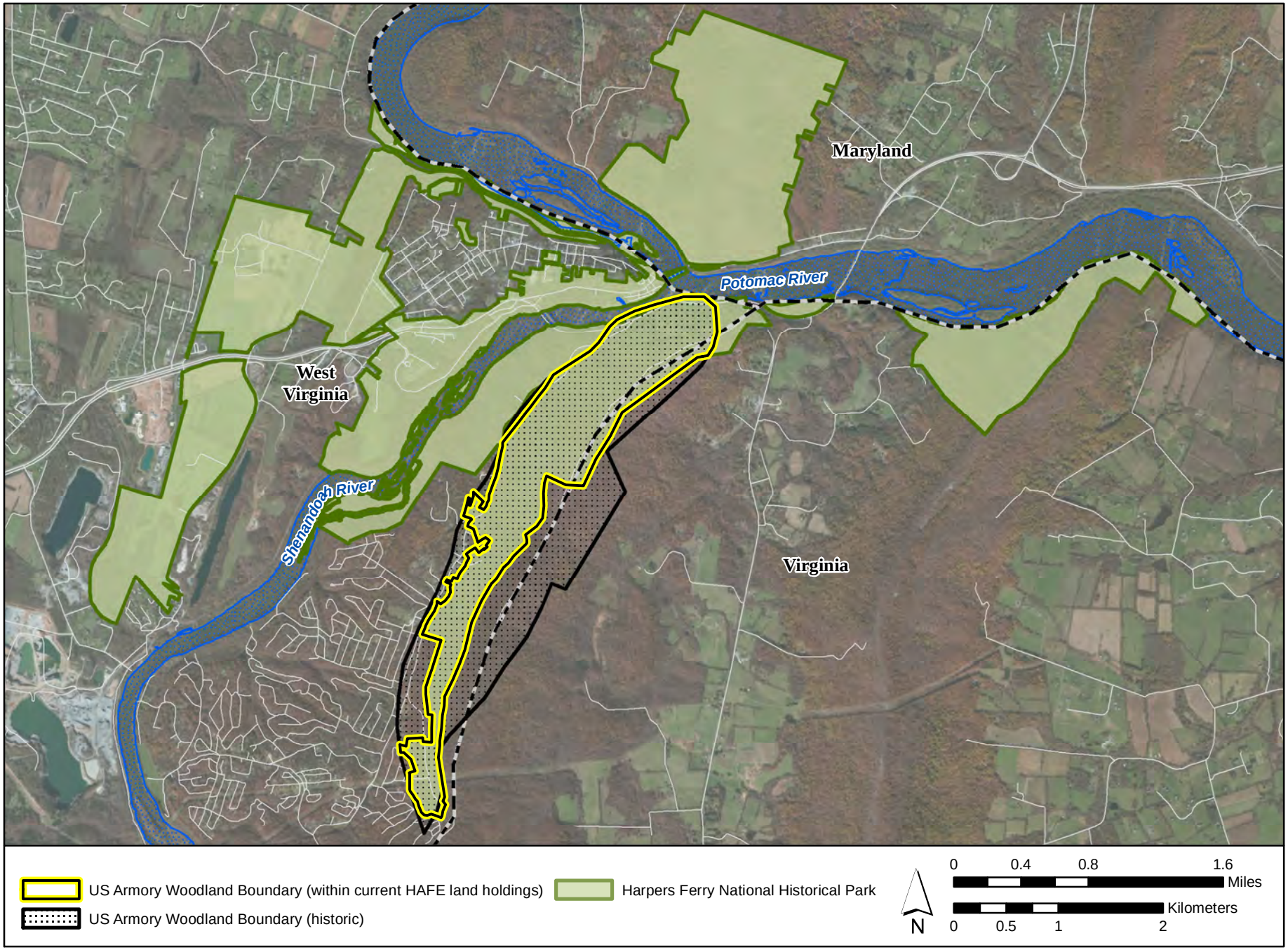


U.S. Armory Musket Factory [USGS Harpers Ferry, WV-VA-MD 1996, Charles Town, WV-VA-MD 1997]

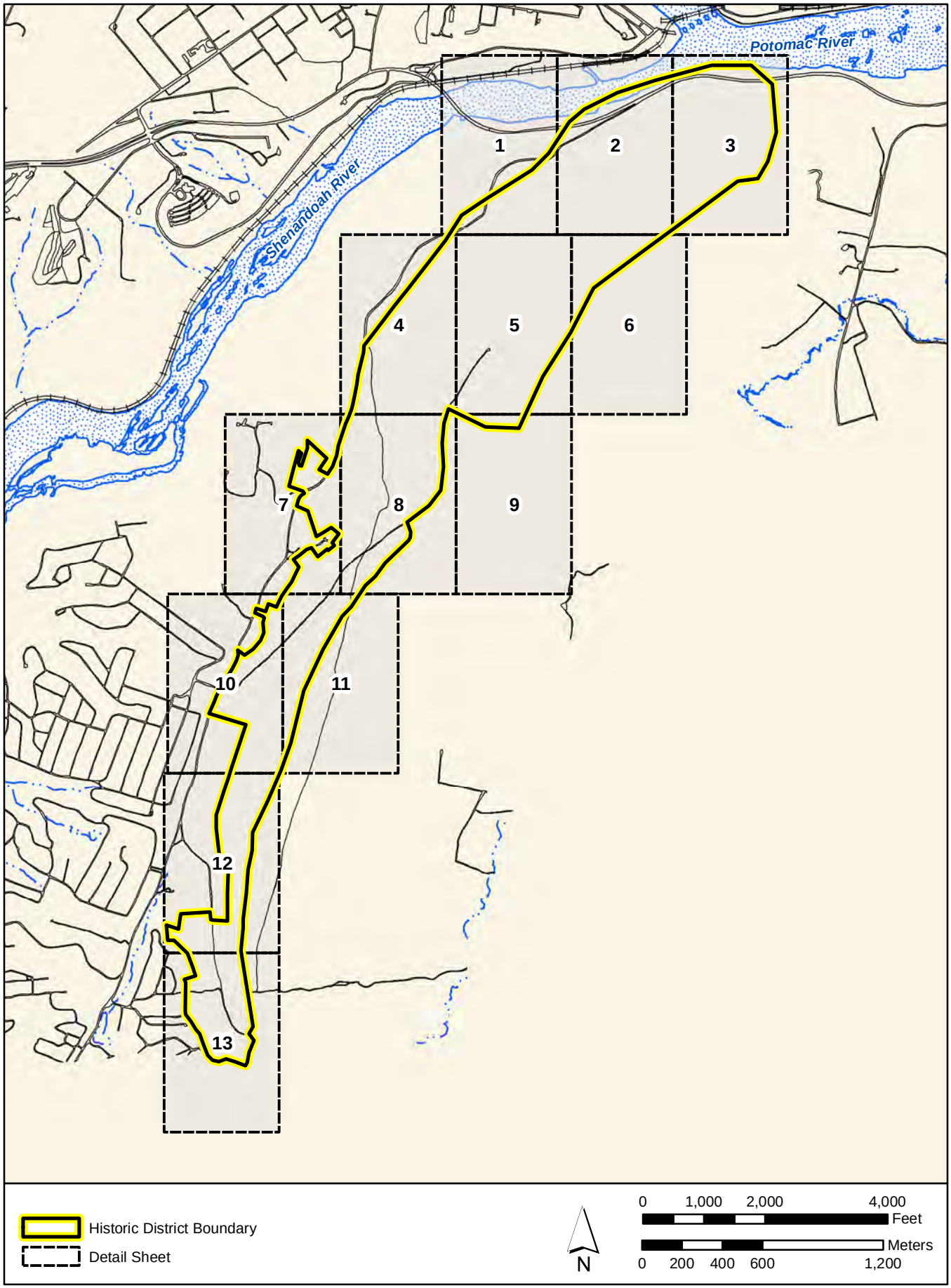
B&O Harpers Ferry Station [ESRI Bing Maps Hybrid 2011]



B&O Harpers Ferry Station [USGS Harpers Ferry, WV-VA-MD 1996, Charles Town, WV-VA-MD 1997]

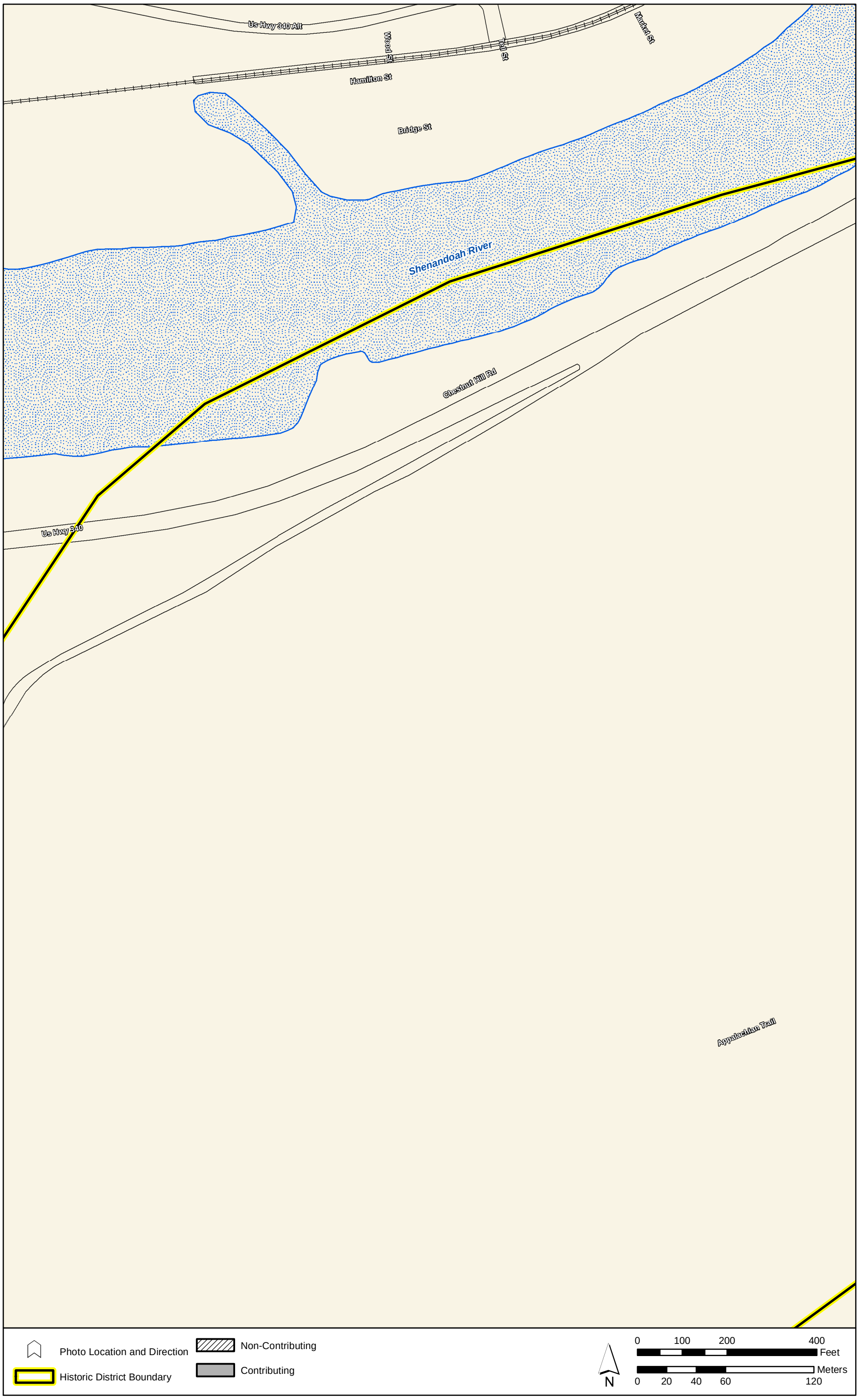


Harpers Ferry National Historical Park

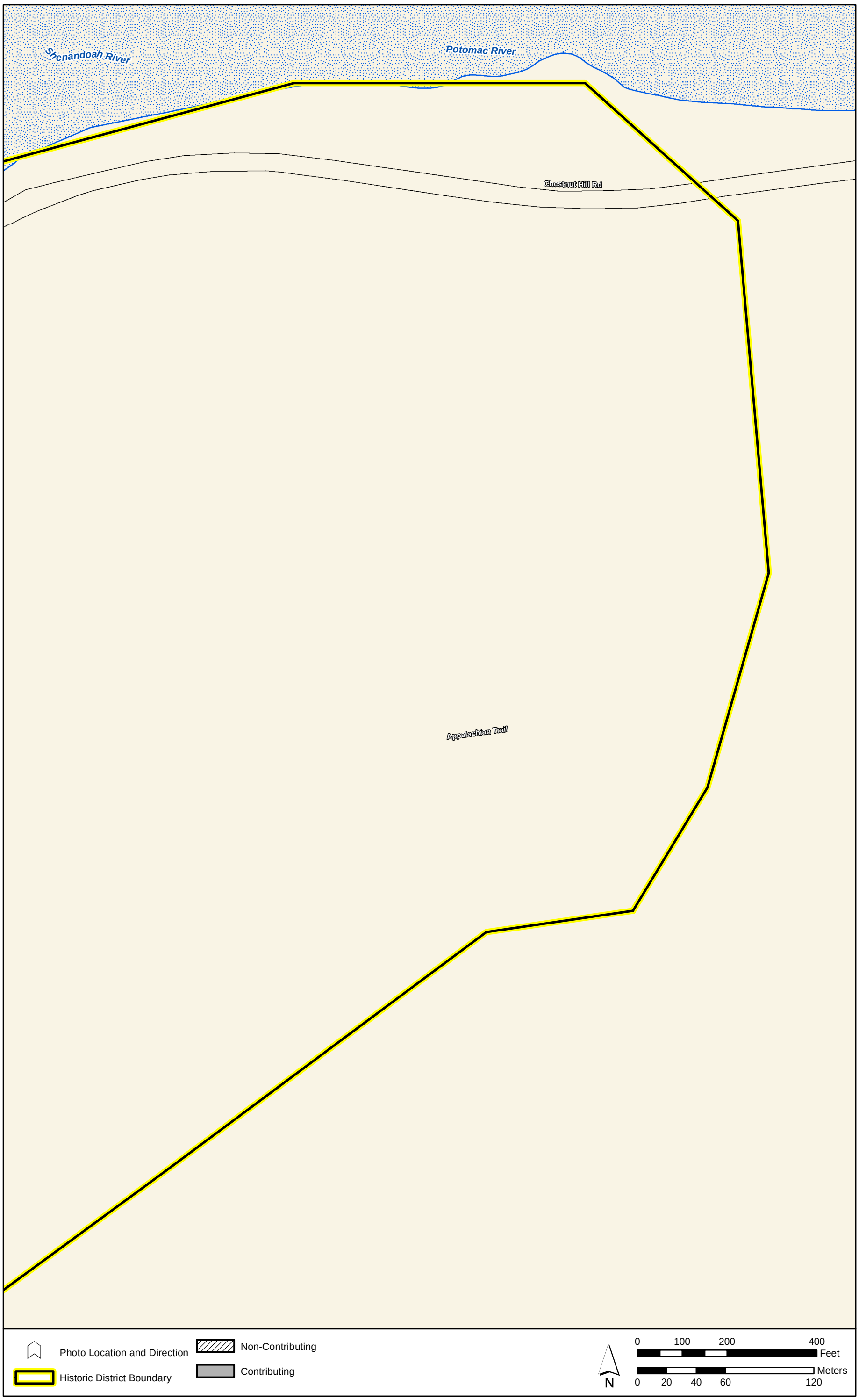


Armory Woodland, Index Sheet

Armory Woodland, Sheet 1



Armory Woodland, Sheet 2



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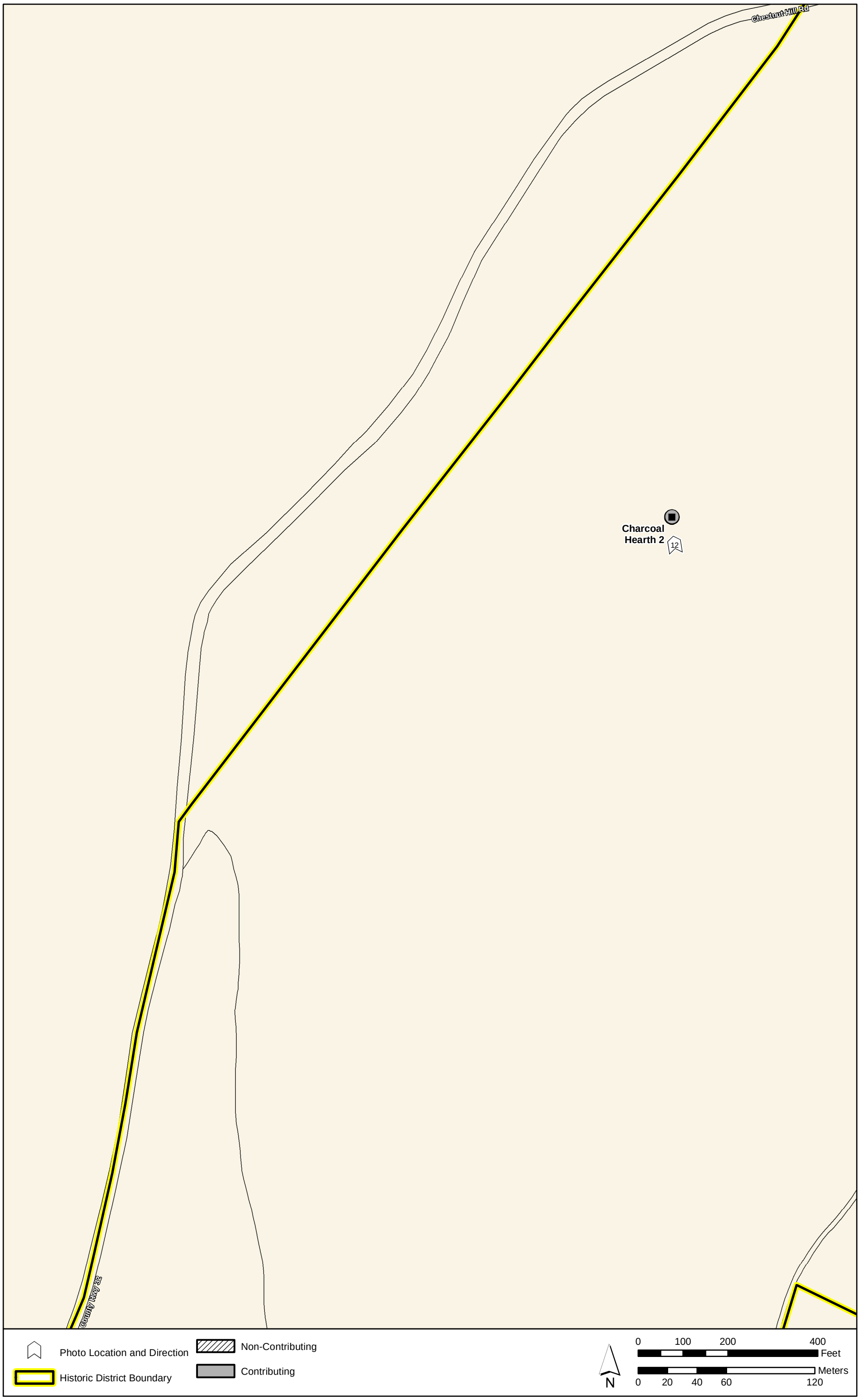

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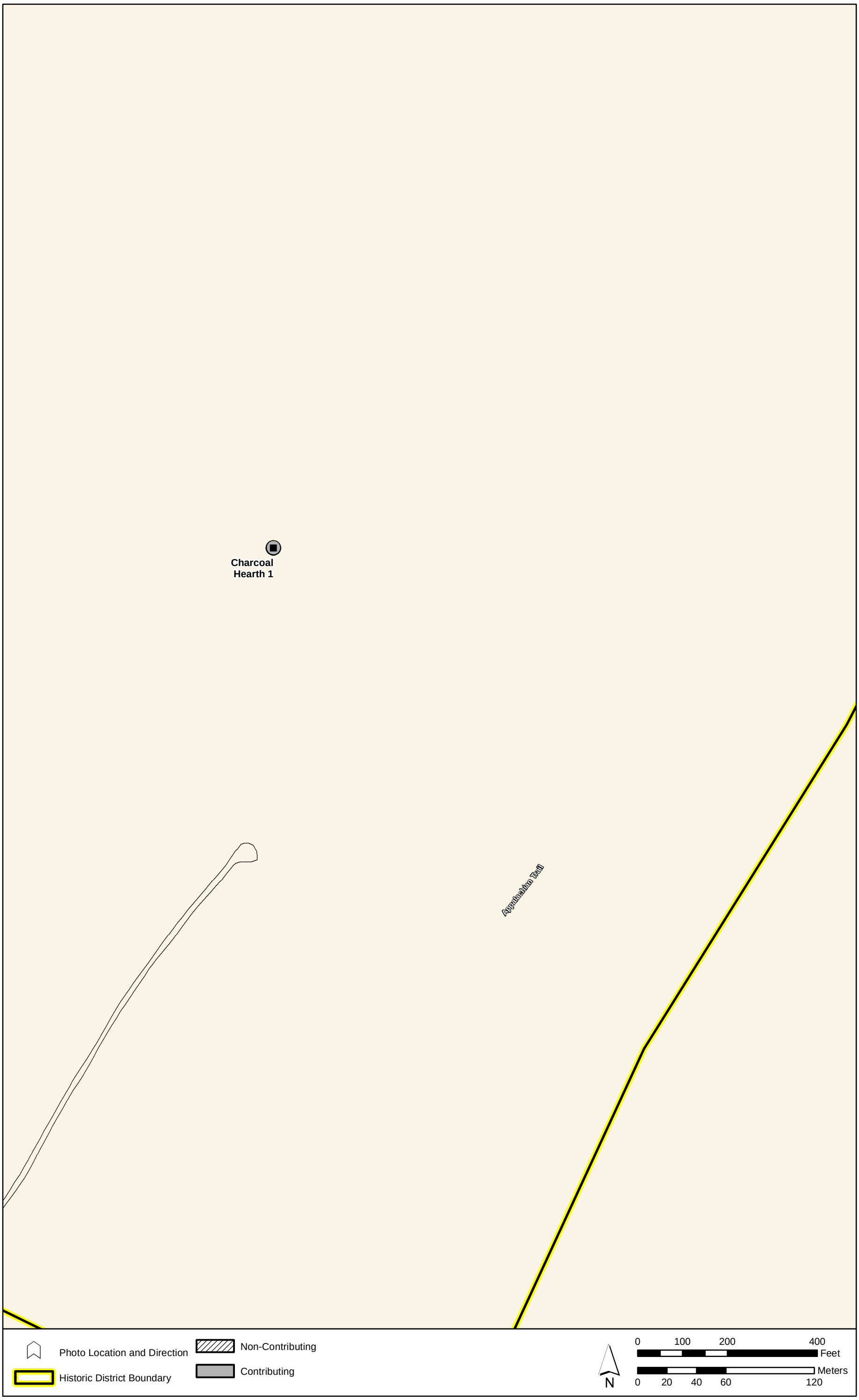

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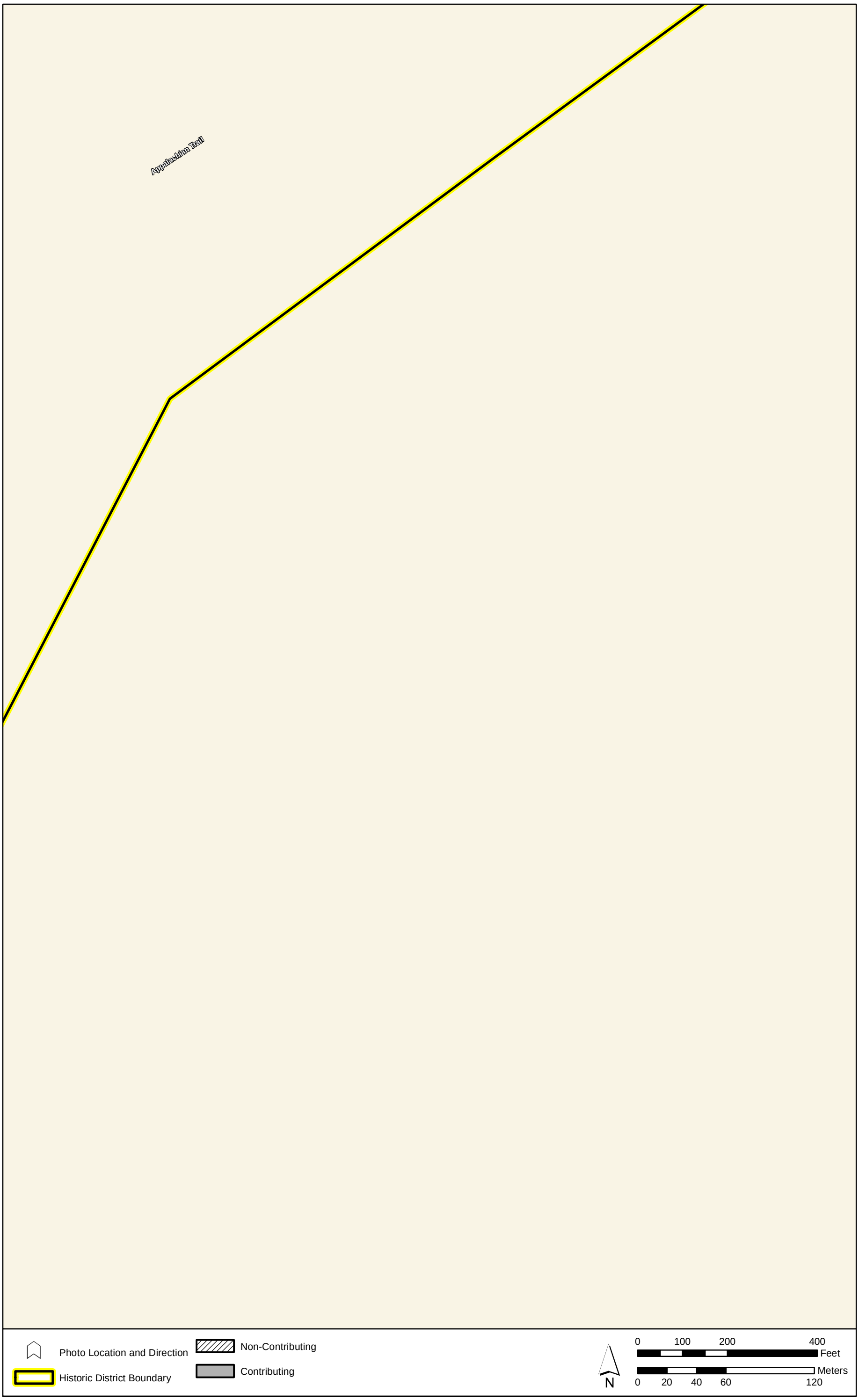

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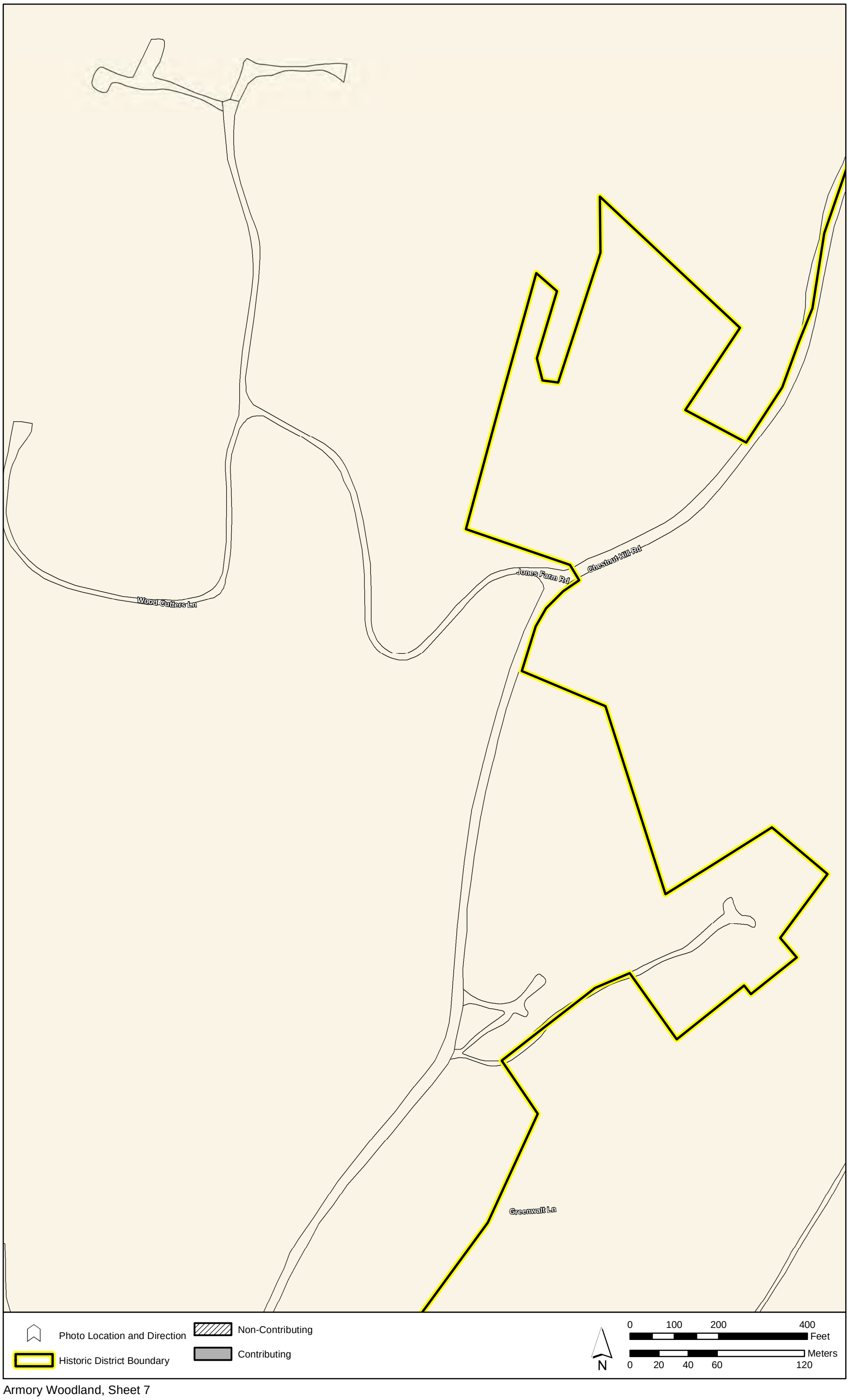

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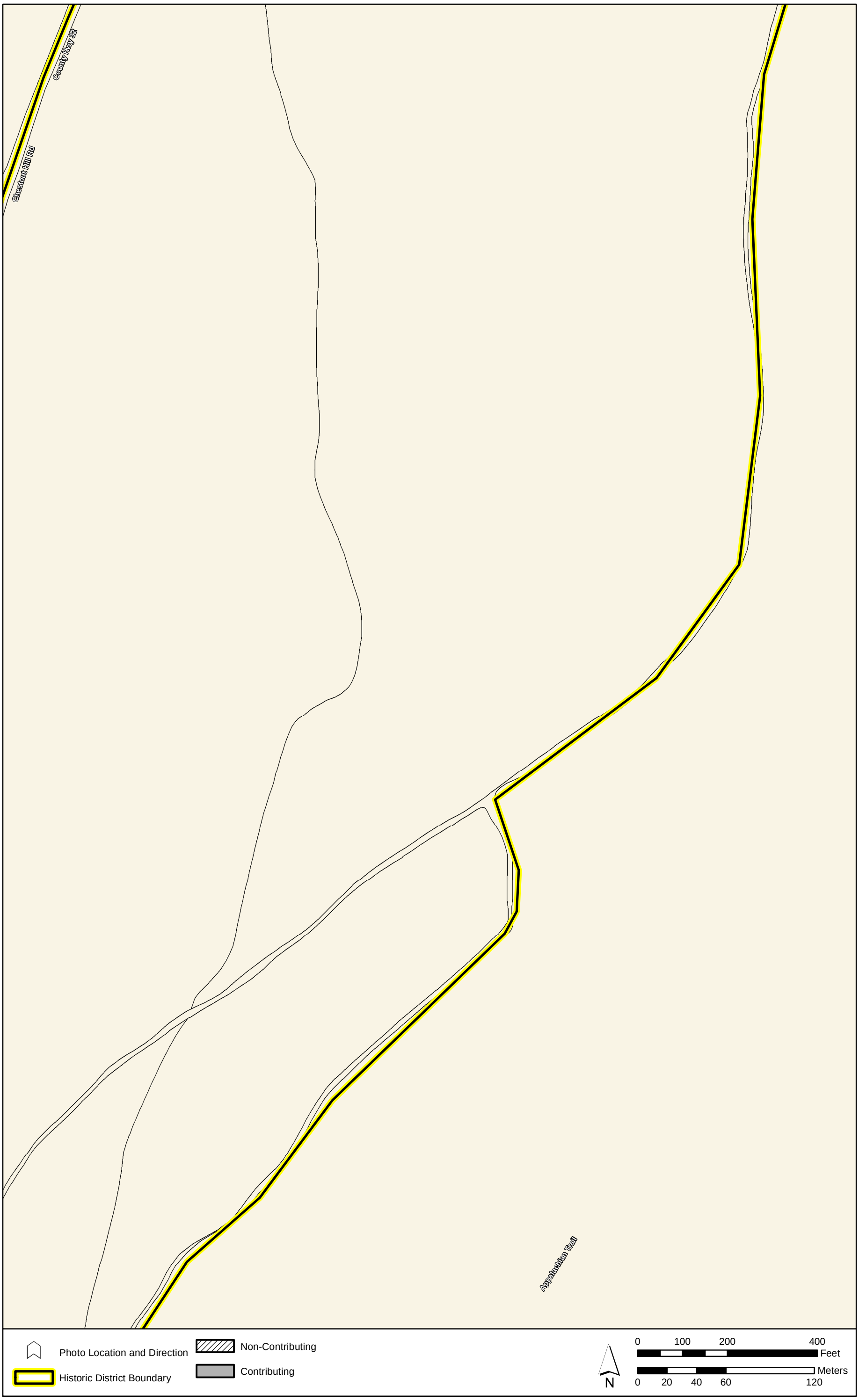

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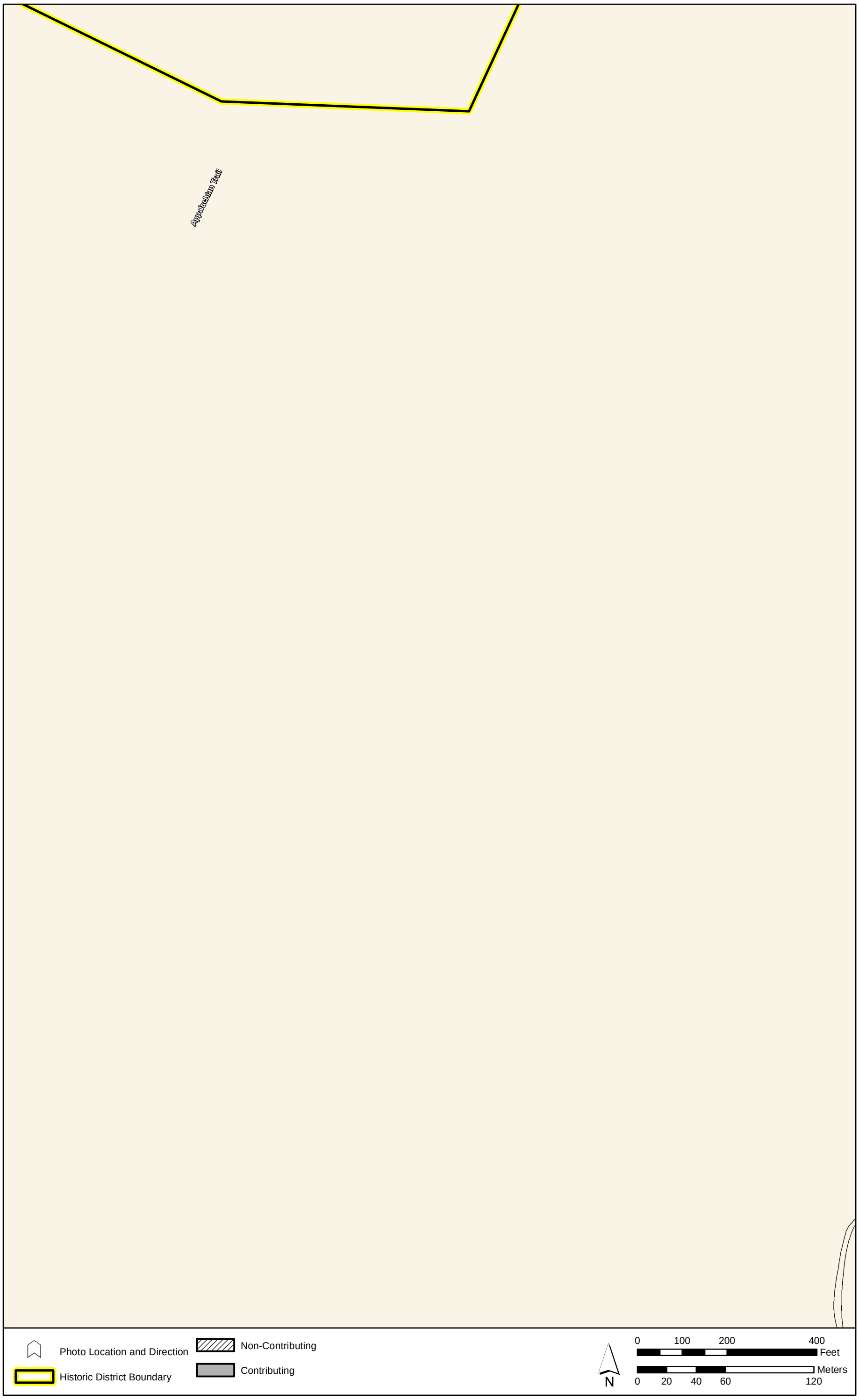

Armory Woodland, Sheet 9

Armory Woodland, Sheet 10

Armory Woodland, Sheet 11

Armory Woodland, Sheet 12

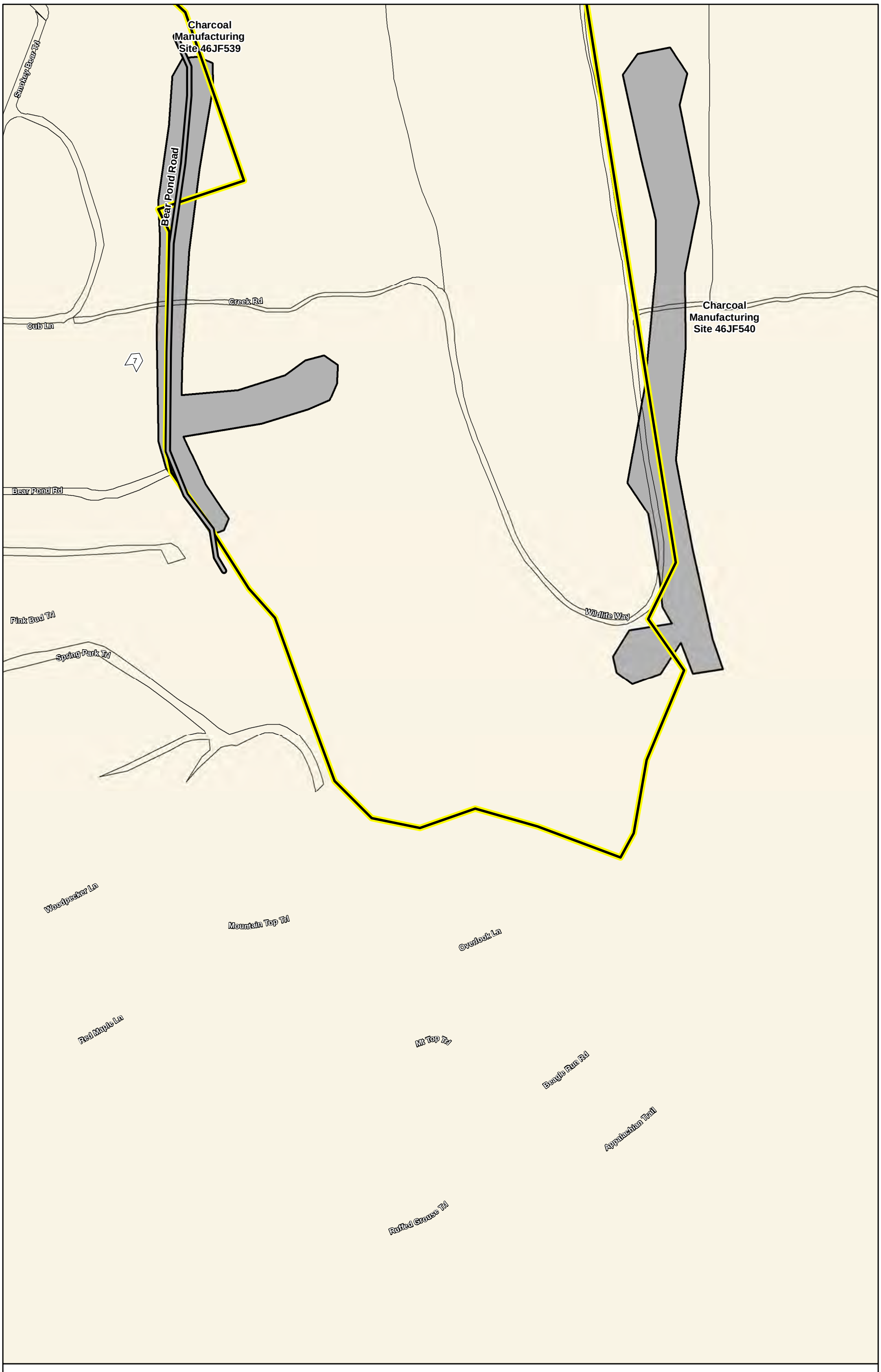

Photo Location and Direction

Historic District Boundary

Non-Contributing

Contributing

N

0 100 200 400 Feet

0 20 40 60 120 Meters

Armory Woodland, Sheet 13

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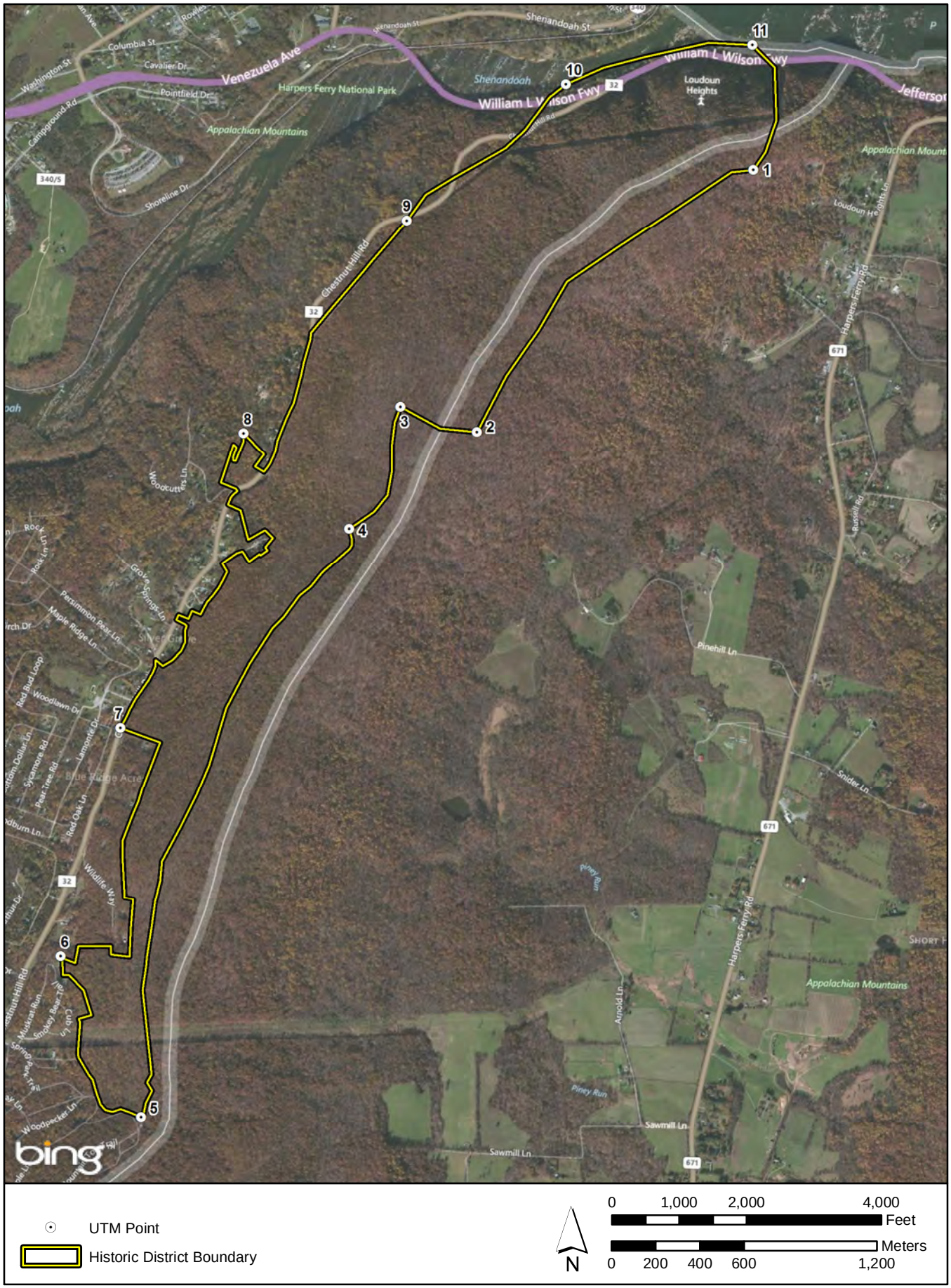
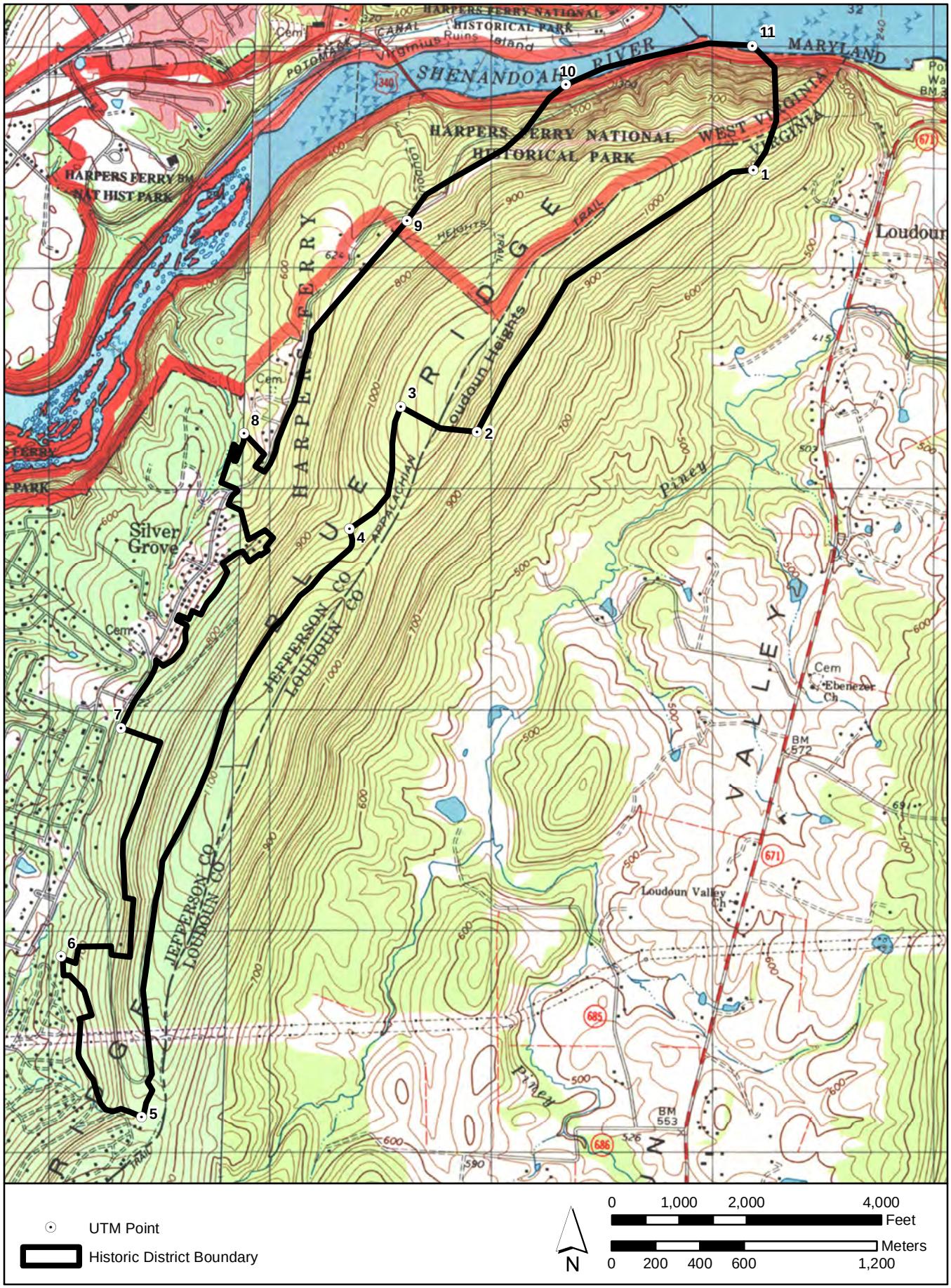
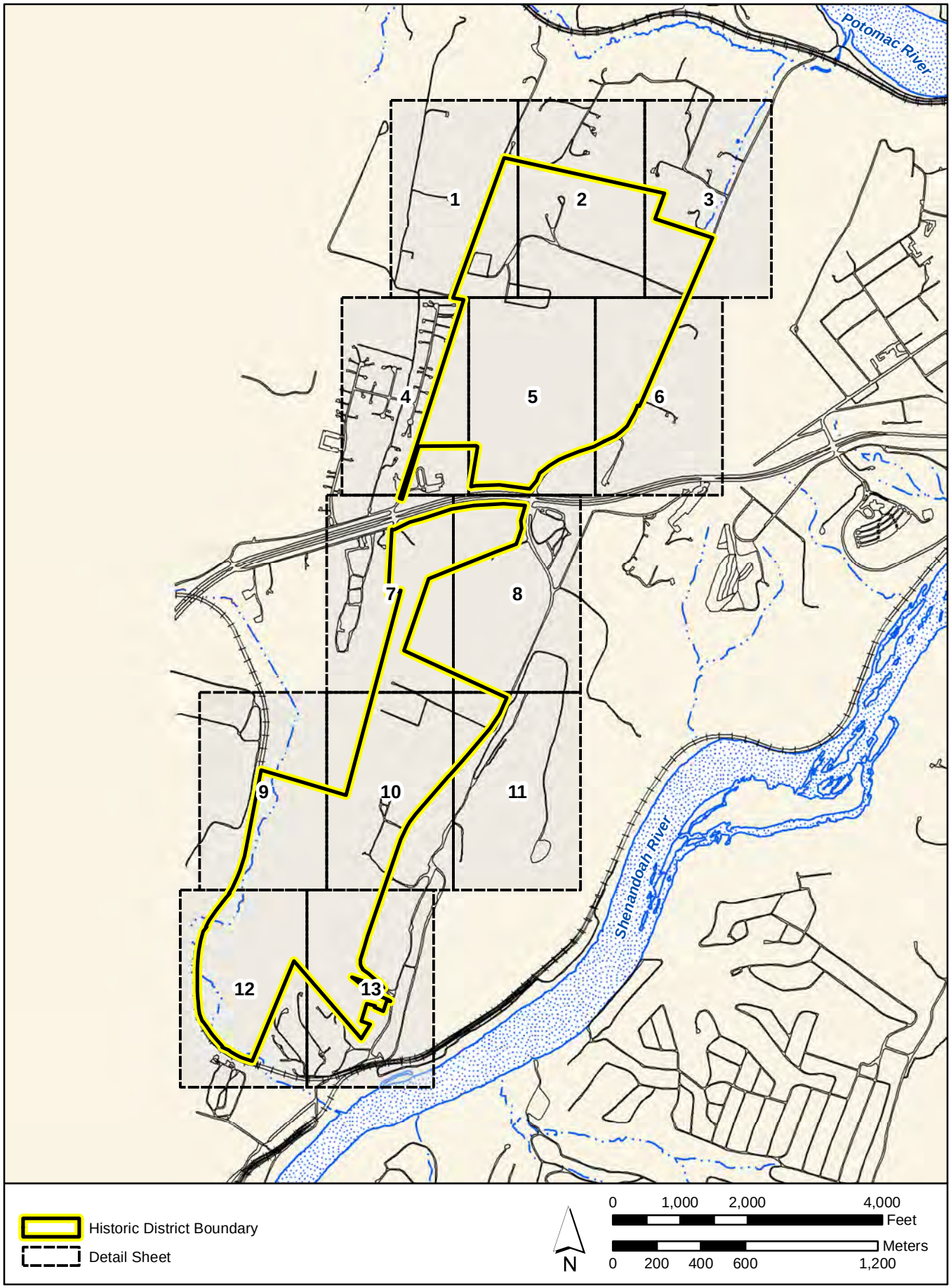


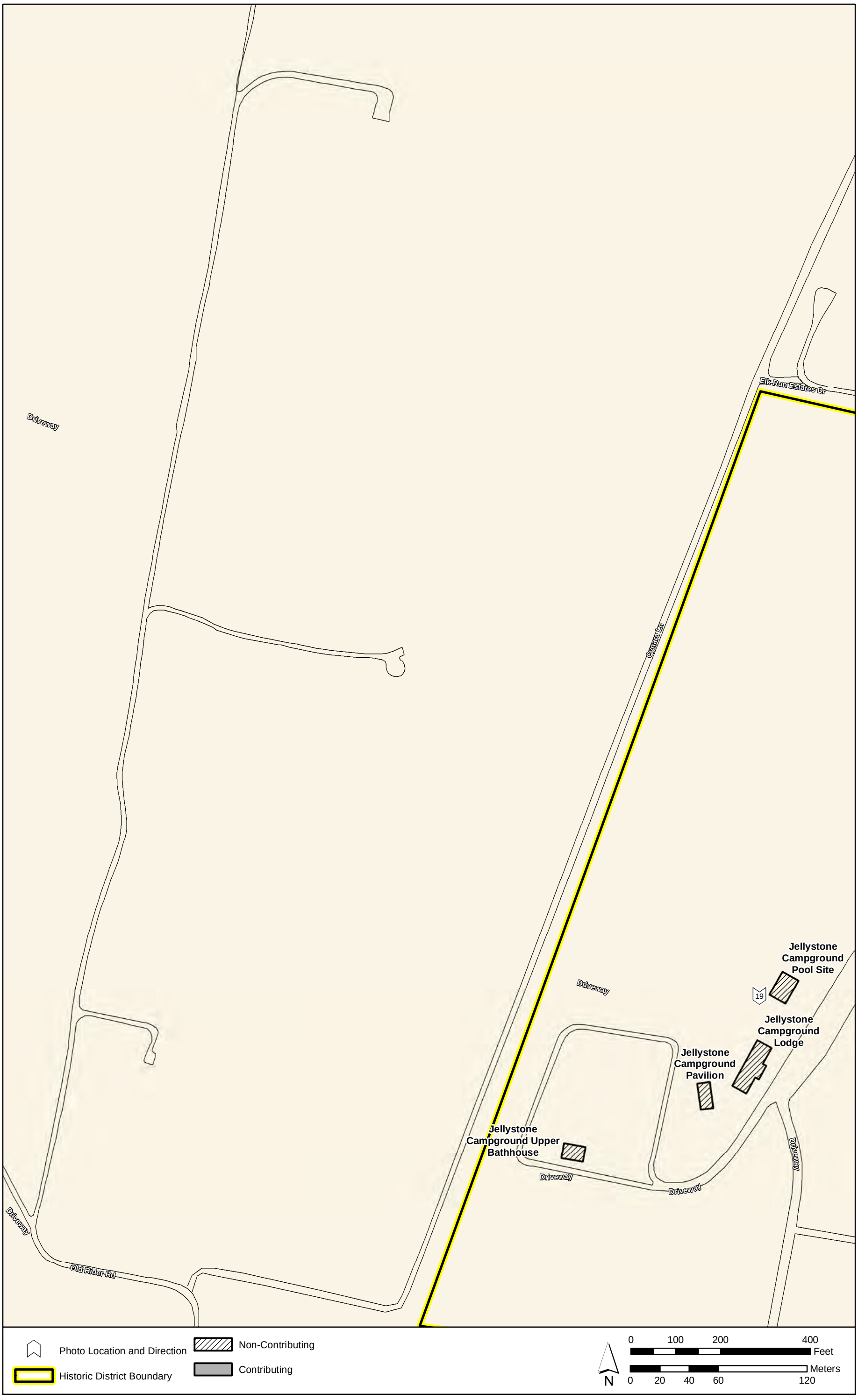
Armory Woodland [ESRI Bing Maps Hybrid 2011]



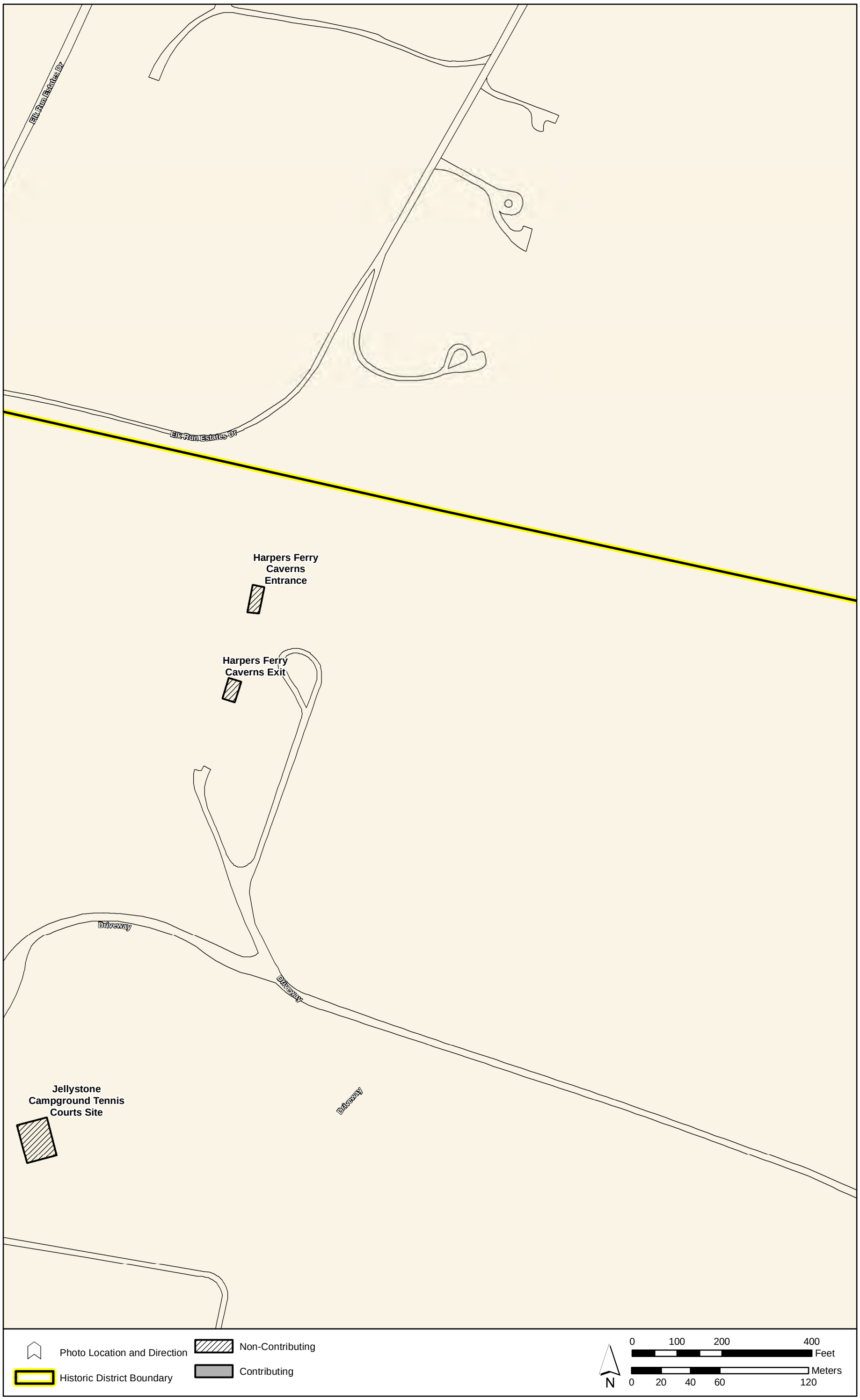
Armory Woodland [USGS Harpers Ferry, WV-VA-MD 1996, Charles Town, WV-VA-MD 1997]



School House Ridge, Index Sheet



School House Ridge, Sheet 1

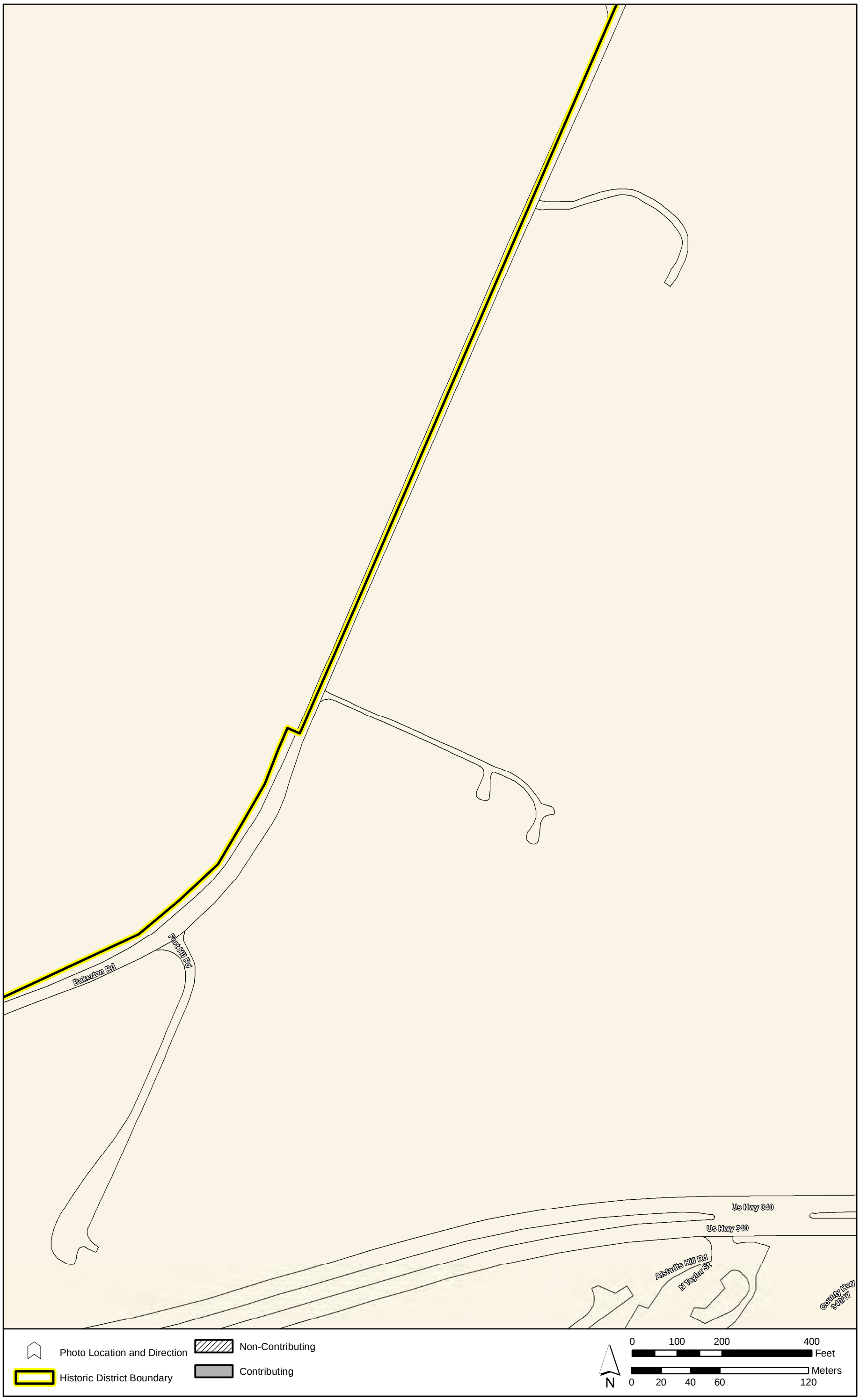


School House Ridge, Sheet 2

School House Ridge, Sheet 3

School House Ridge, Sheet 4

School House Ridge, Sheet 5



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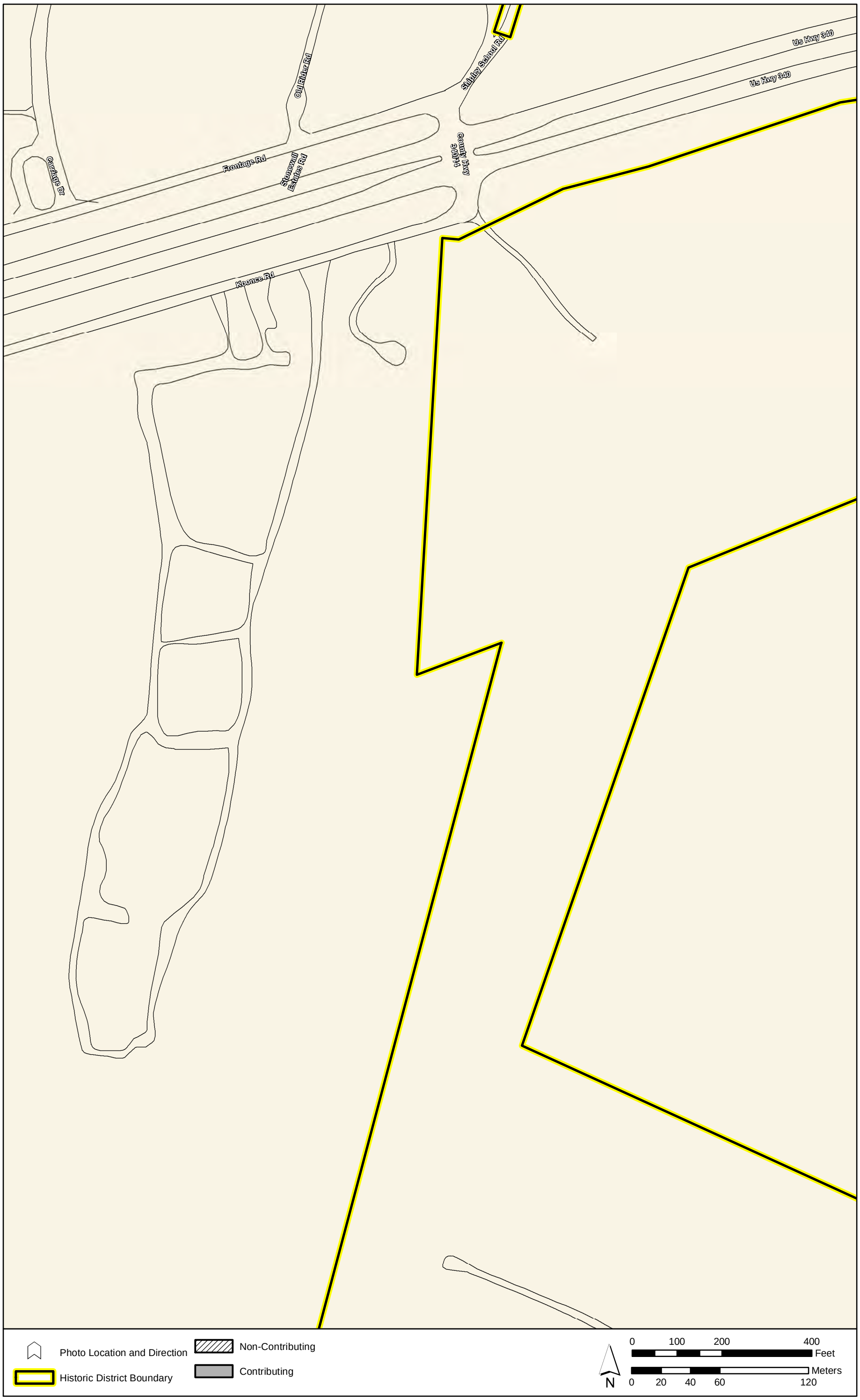
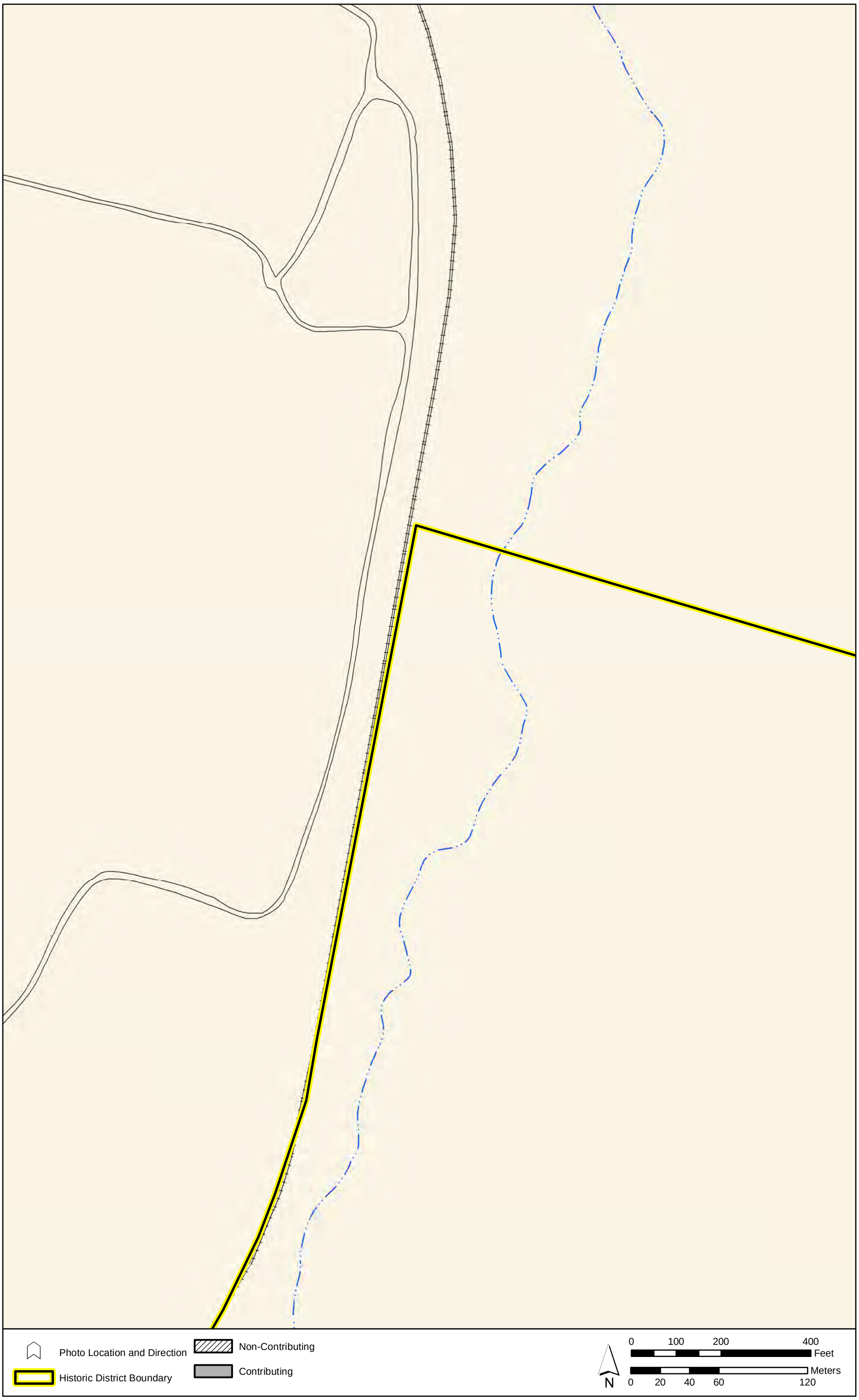


School House Ridge, Sheet 7

School House Ridge, Sheet 8



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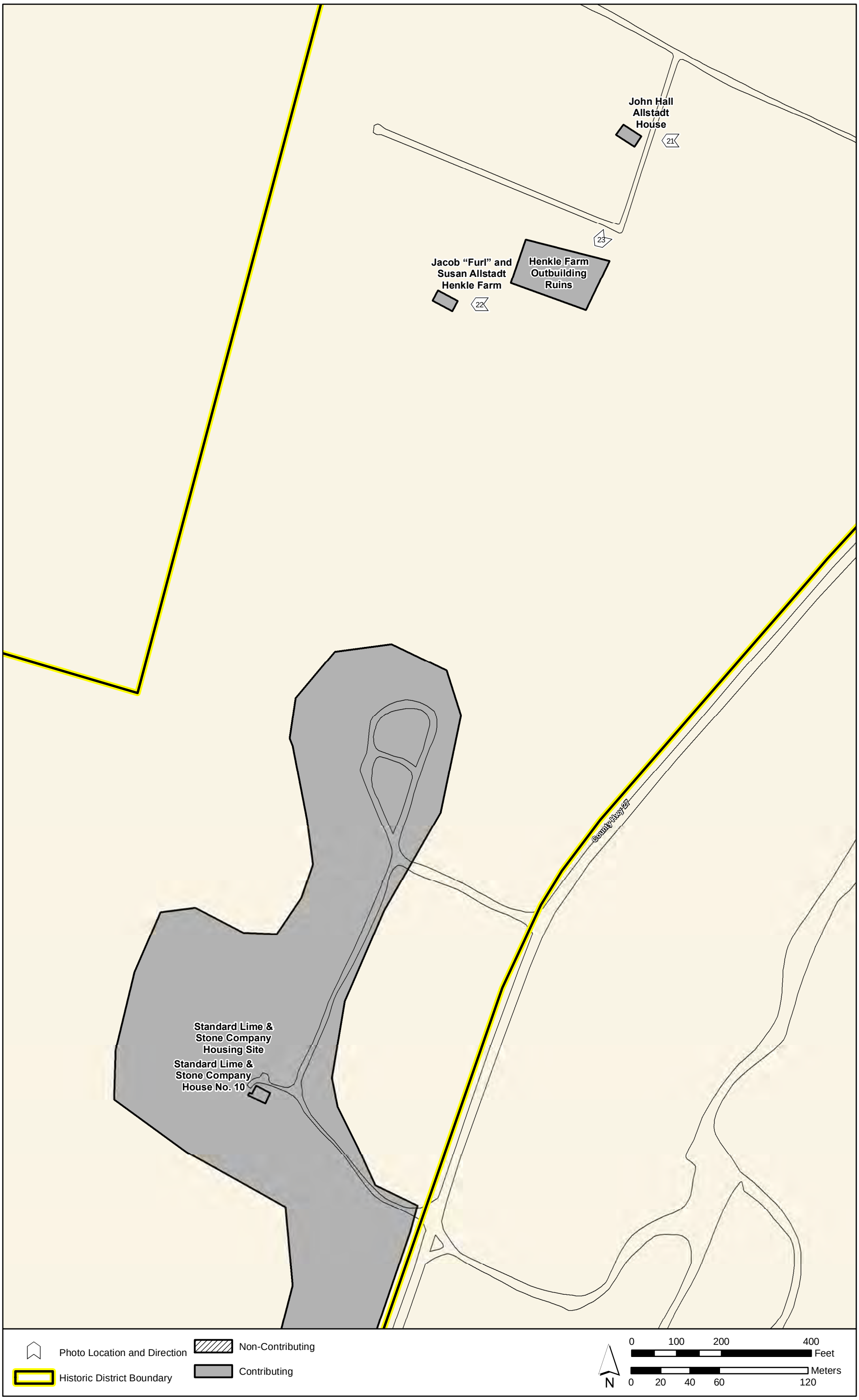

School House Ridge, Sheet 10

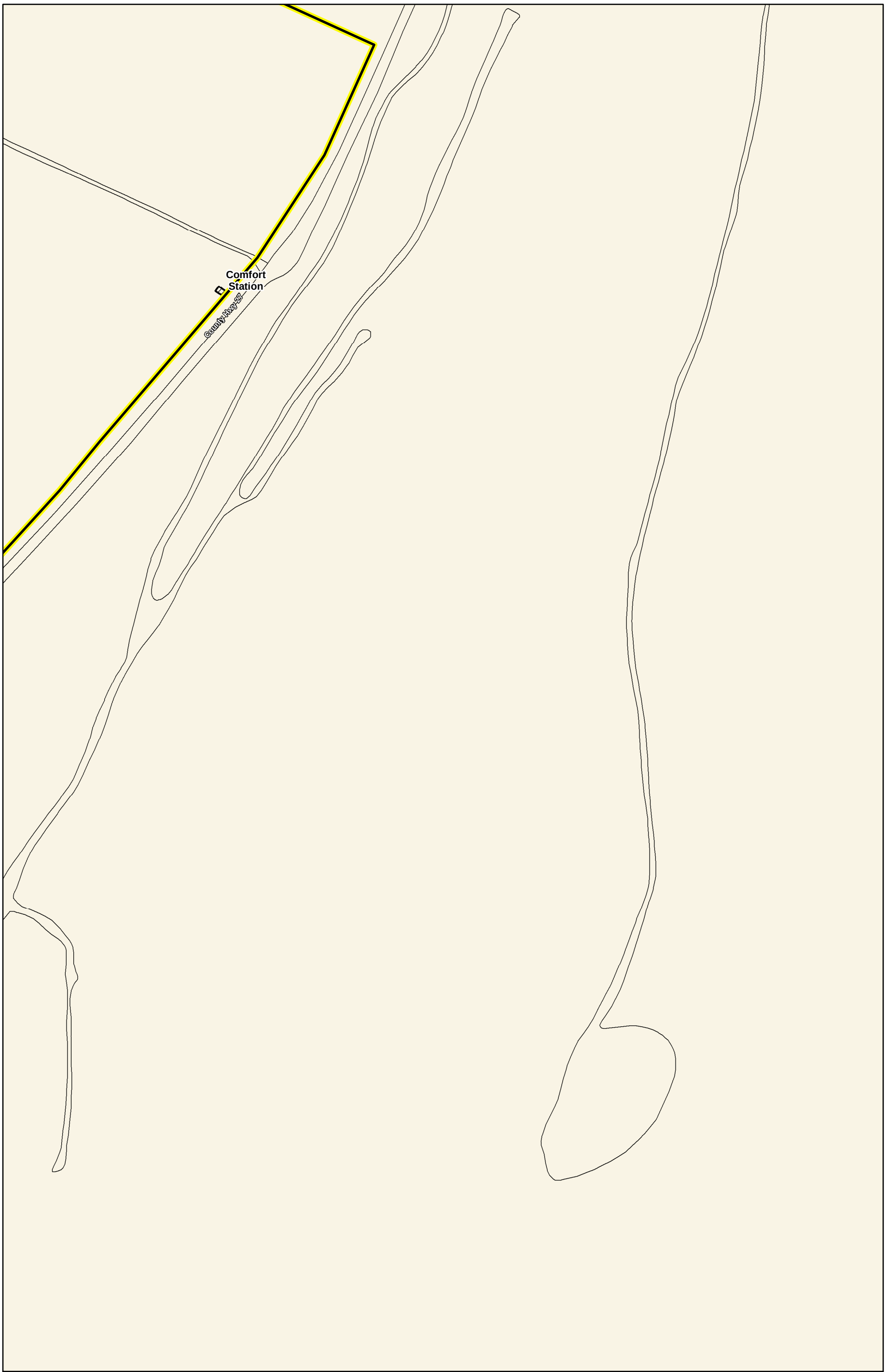

Photo Location and Direction
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Contributing
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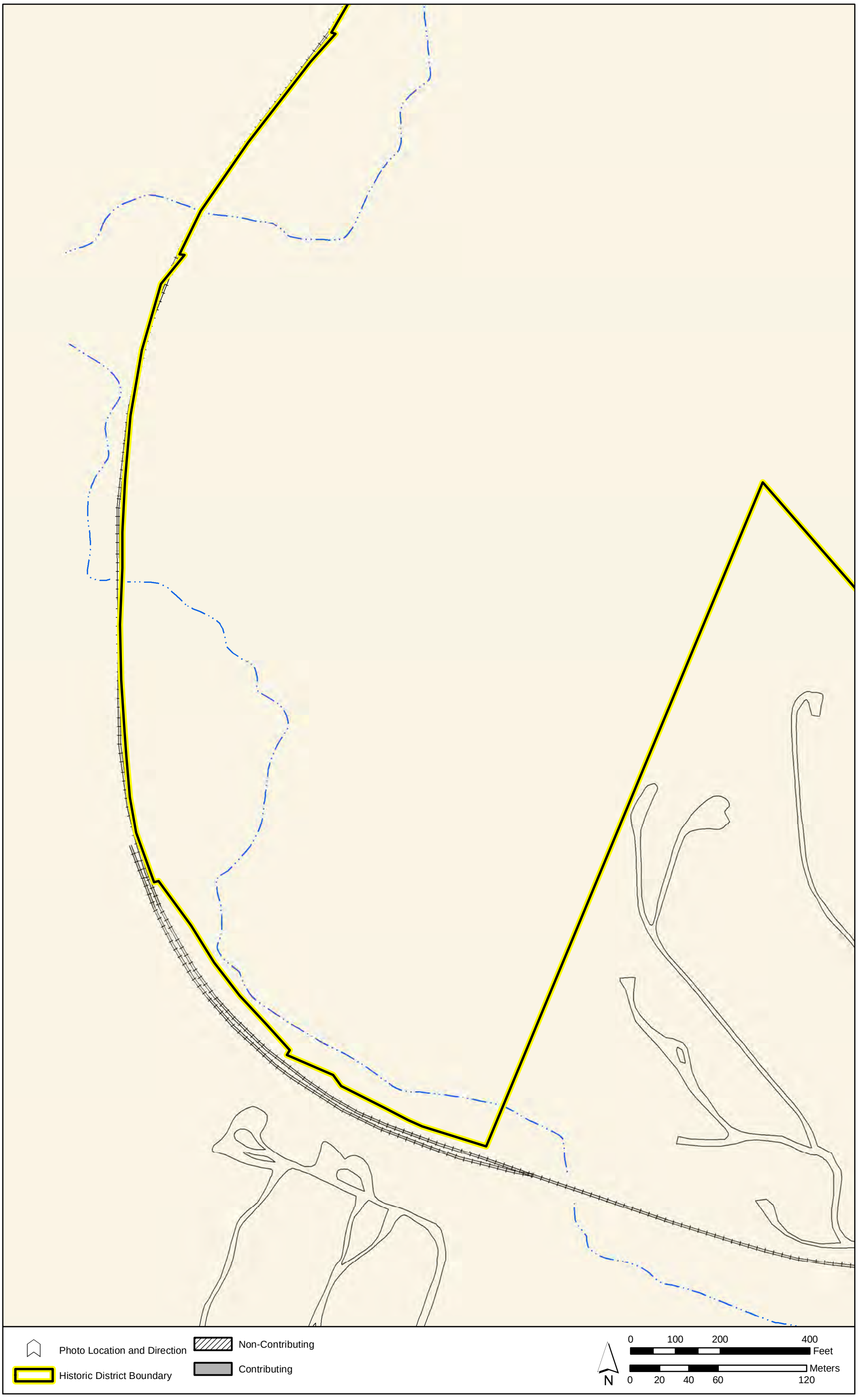
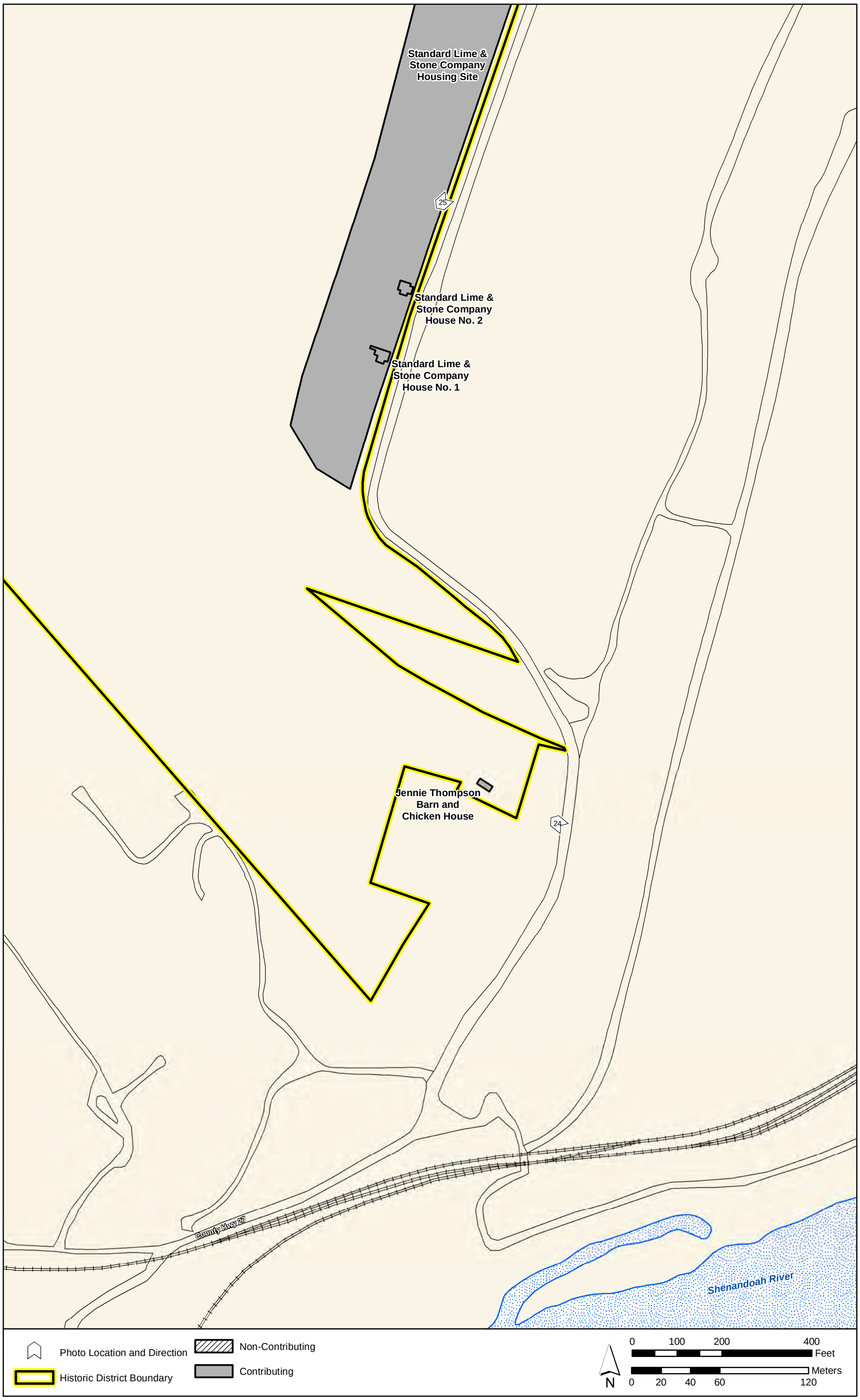
0 20 40 60 120 Meters

School House Ridge, Sheet 11



School House Ridge, Sheet 12



School House Ridge, Sheet 13

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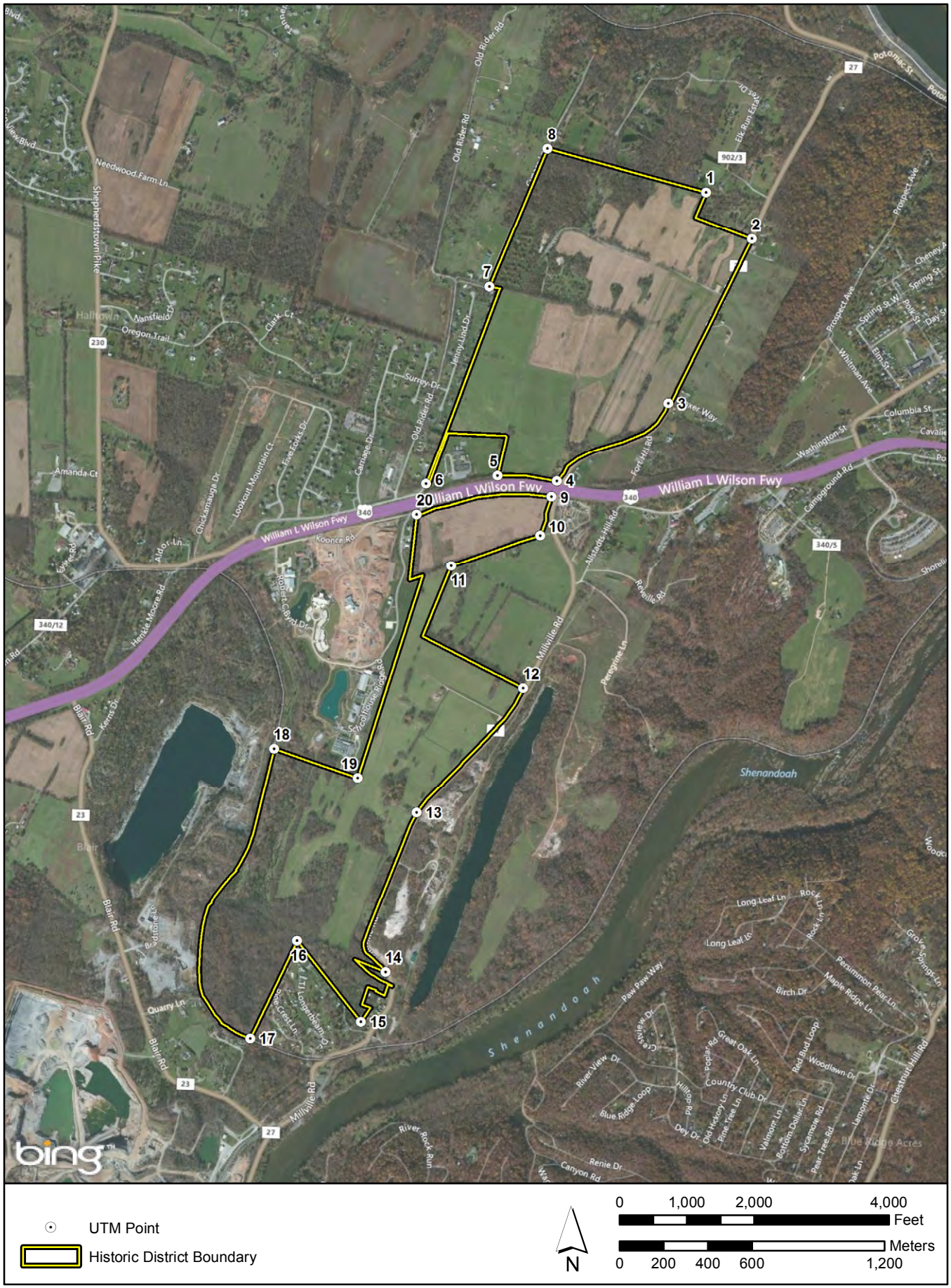
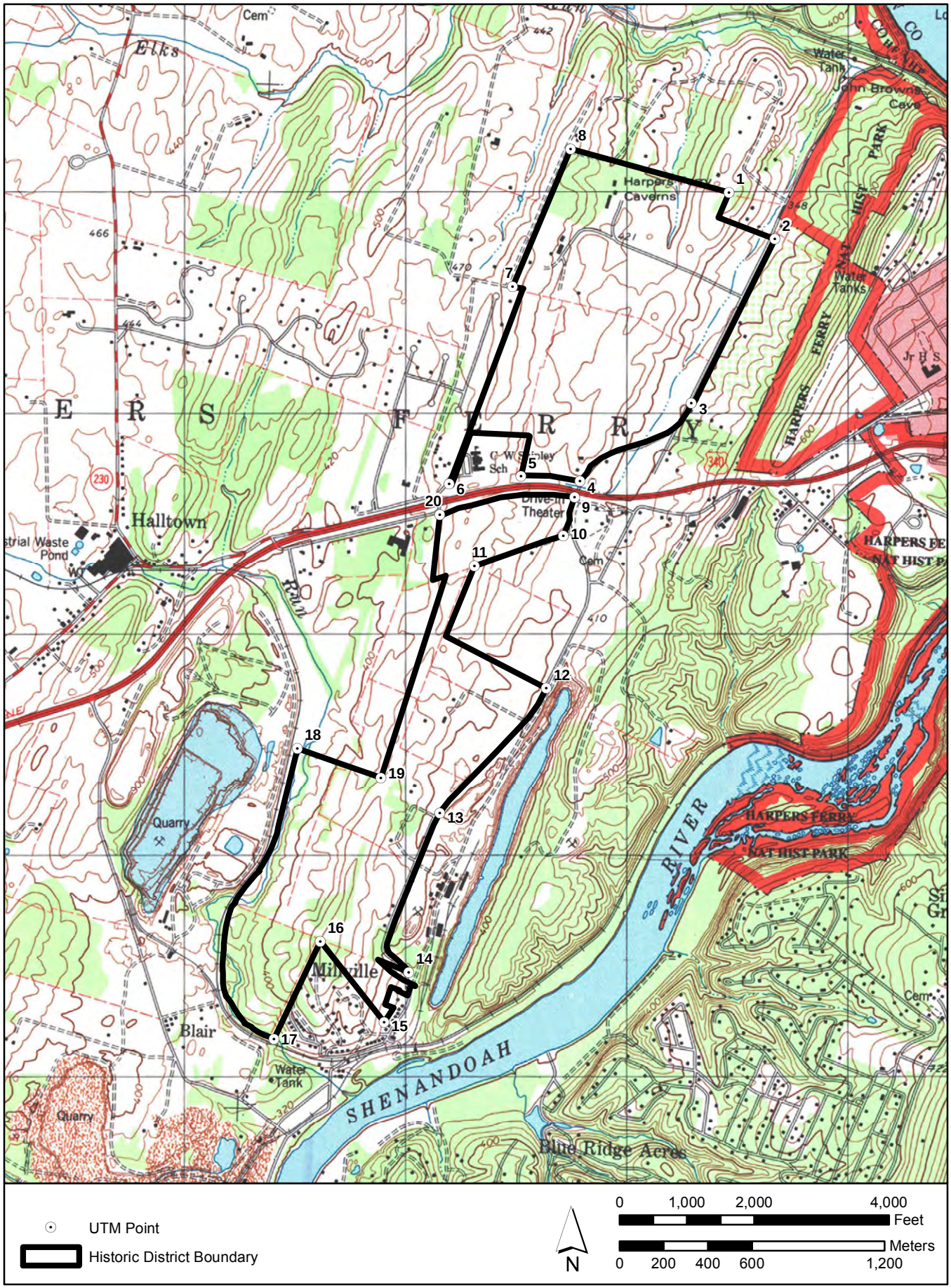
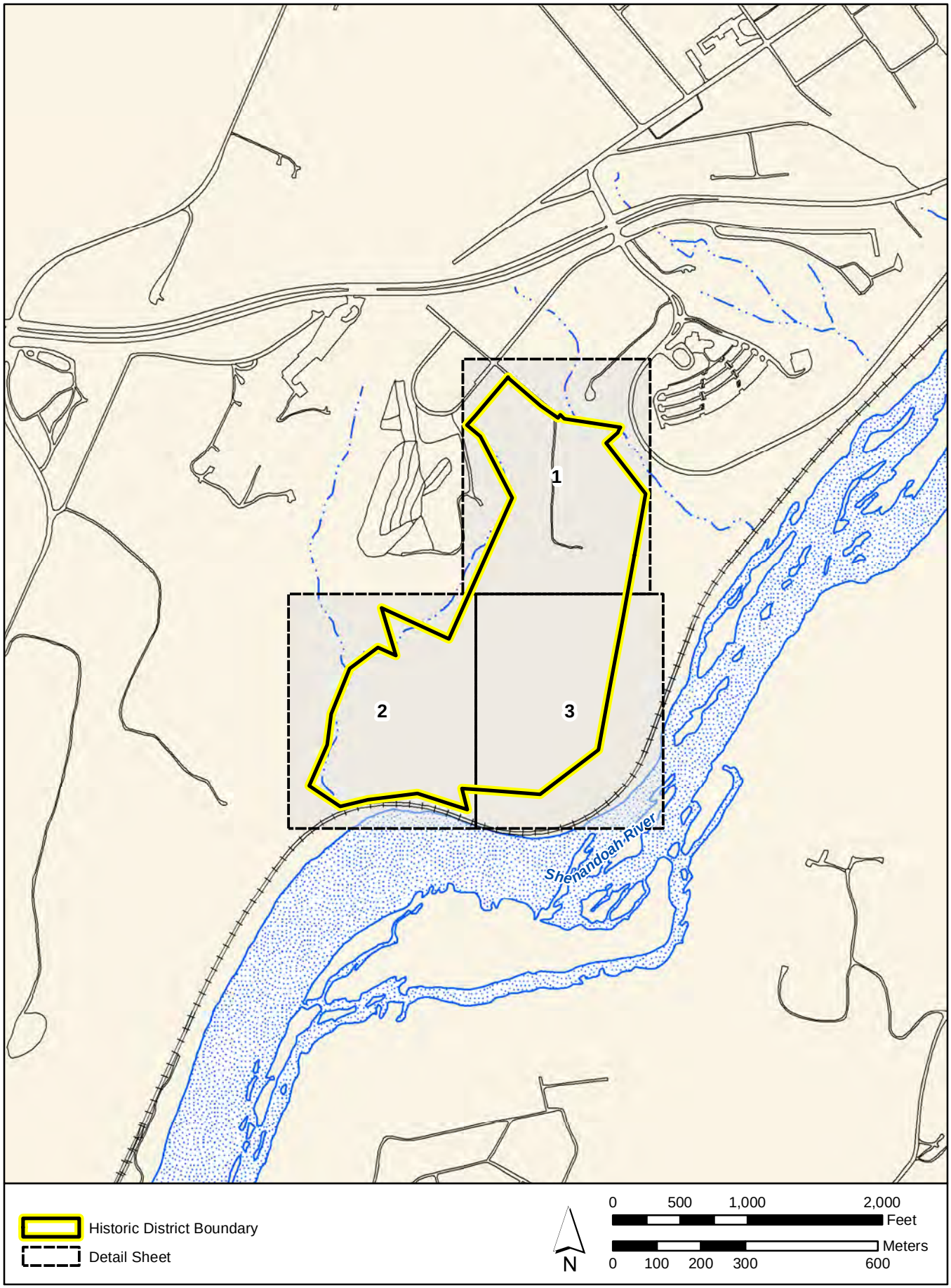


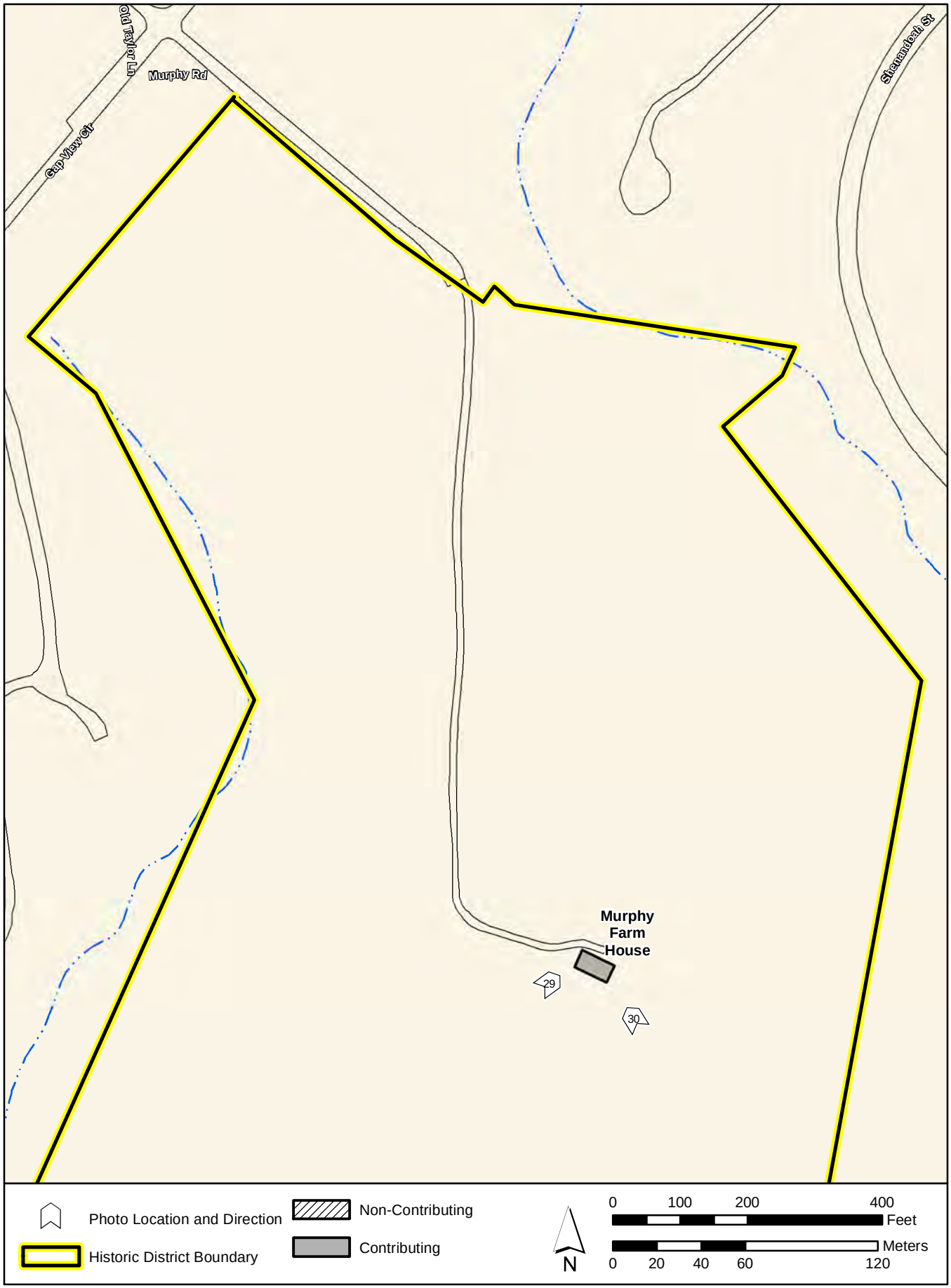
School House Ridge [ESRI Bing Maps Hybrid 2011]



School House Ridge [USGS Charles Town, WV-VA-MD 1997]

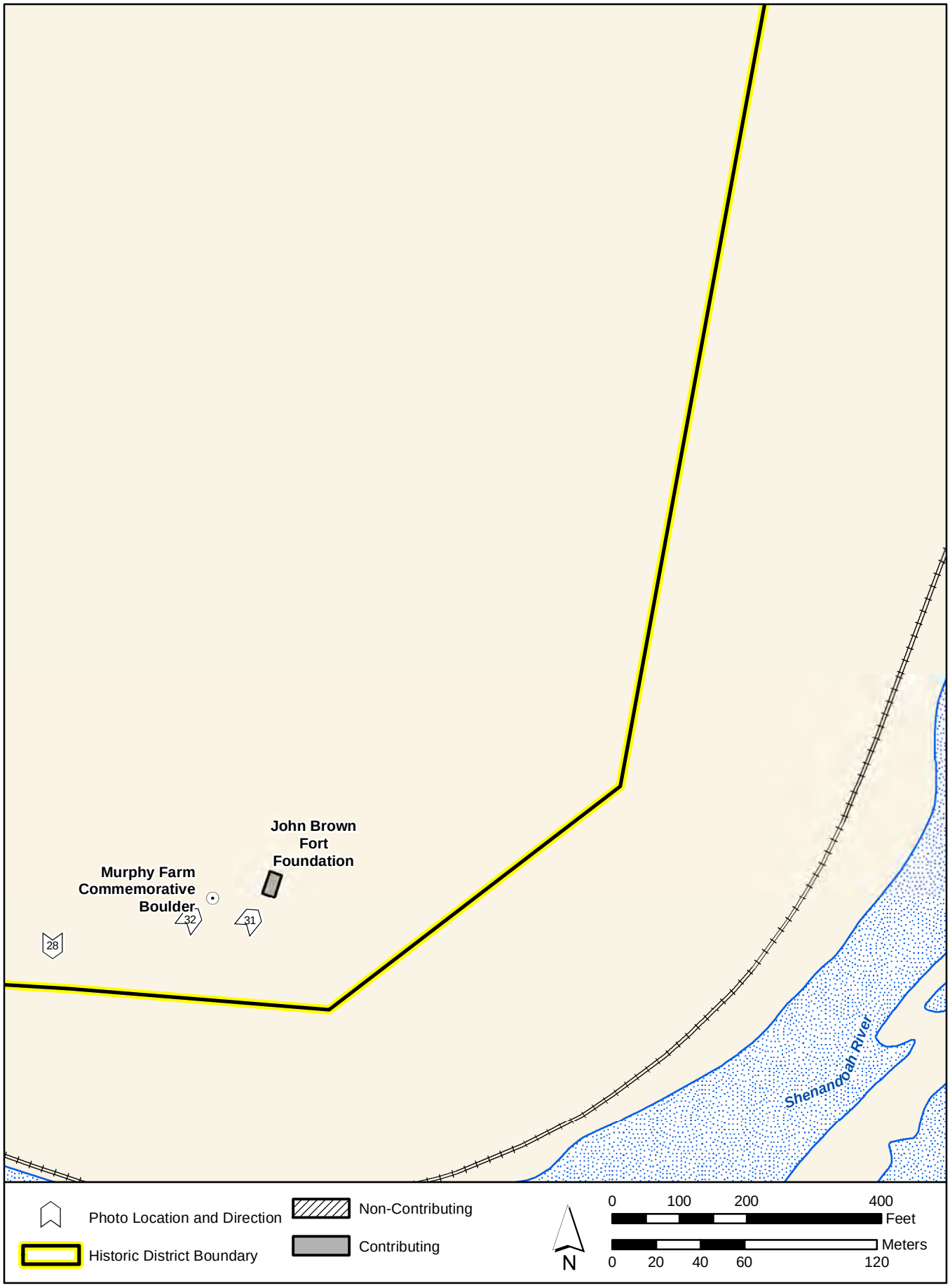


Murphy-Chambers Farm, Index Sheet



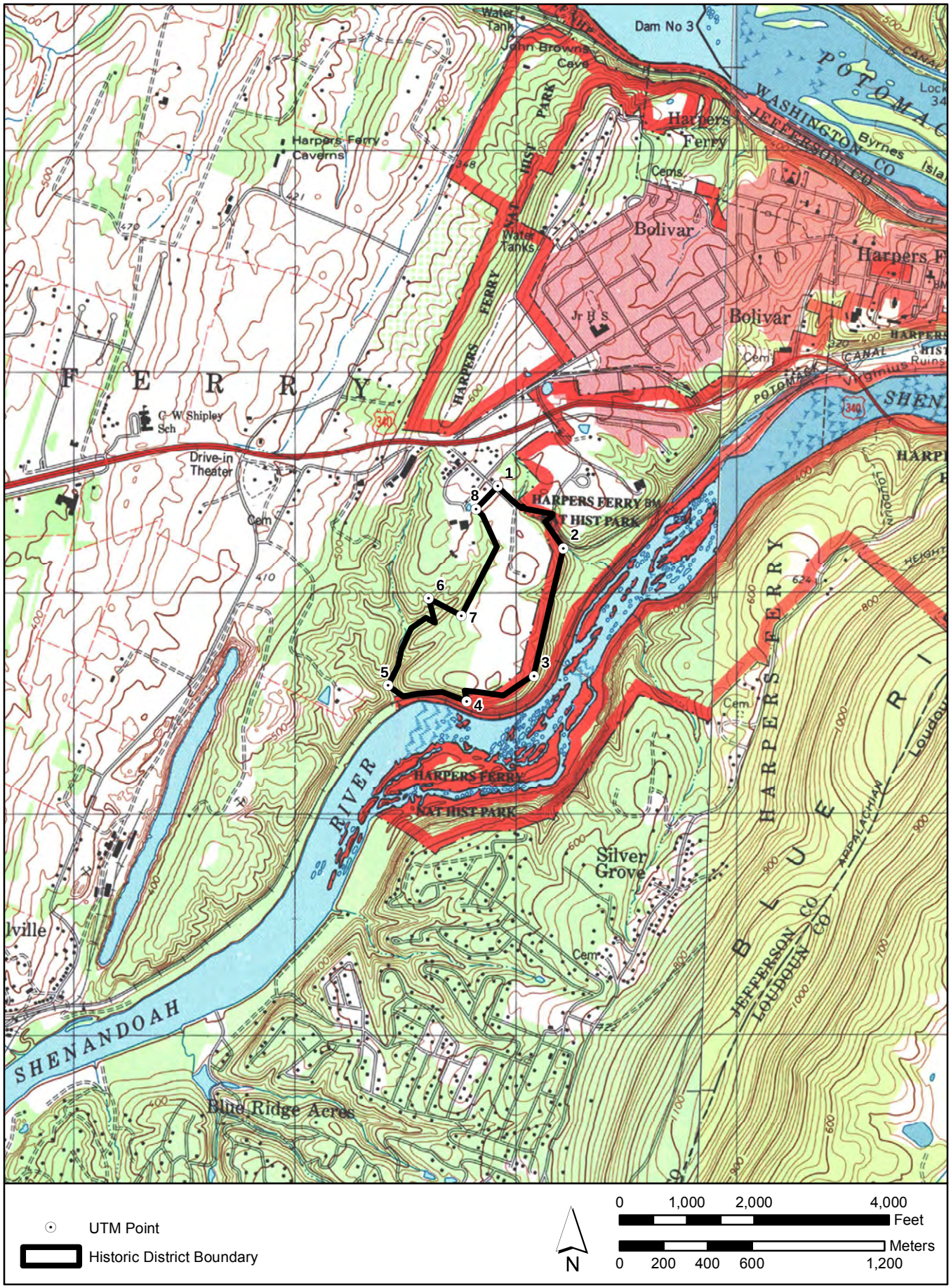
Murphy-Chambers Farm, Sheet 1

Murphy-Chambers Farm, Sheet 2



Murphy-Chambers Farm, Sheet 3

Murphy-Chambers Farm [ESRI Bing Maps Hybrid 2011]



Murphy-Chambers Farm [USGS Harpers Ferry, WV-VA-MD 1996, Charles Town, WV-VA-MD 1997]

JOHN BROWNS FORT

35 BAKERTON RD

No

BUS LANE

The Murphy Farm
Established 1869
Alexander Murphy 1840 - 1931
Mollie M. Murphy 1869 - 1945
Mary Murphy 1834 - 1908
William J. Murphy 1872 - 1931
Historical Events on the Farm:
Battle of Harpers Ferry
September 13-15, 1862
General Philip Sheridan's Fortifications
August 1864 to April 1865
Site of John Brown Fort
1895-1910
Pilgrimage of the
Colored Women's League of Washington, D.C.
July 1896
The Second Niagara Movement
John Brown Day
Pilgrimage to John Brown's Fort
August 17, 1906
In memory of Alexander and Mary Murphy, who were instrumental in the preservation of John Brown's Fort, and to each generation of their descendents, who have recognized the importance of conserving Murphy Farm.
Successive generations of the Murphy family have welcomed citizens from across the nation to the farm to reflect upon the historical events that have figured so prominently in our nation's history.

WAITING ROOM

WAITING ROOM

WAITING ROOM
HARPERS FERRY

REST
ROOMS
BEING
CLEANED

MASS MEETING
PIC-NIC
ISLAND
PARK
B. & O. R. R.