

Marshall University

**Marshall Digital Scholar**

---

0236: Fred B. Lambert Papers, 1809-1964

Digitized Manuscript Collection Materials

---

December 2020

## **MS 76 Box 8 Notebook 12 - C&O RR; GV & B&O history**

Fred Bussey Lambert

Follow this and additional works at: [https://mds.marshall.edu/lambert\\_papers](https://mds.marshall.edu/lambert_papers)

---

### **Recommended Citation**

Lambert, Fred Bussey, "MS 76 Box 8 Notebook 12 - C&O RR; GV & B&O history" (2020). *0236: Fred B. Lambert Papers, 1809-1964*.

[https://mds.marshall.edu/lambert\\_papers/412](https://mds.marshall.edu/lambert_papers/412)

This Book is brought to you for free and open access by the Digitized Manuscript Collection Materials at Marshall Digital Scholar. It has been accepted for inclusion in 0236: Fred B. Lambert Papers, 1809-1964 by an authorized administrator of Marshall Digital Scholar. For more information, please contact [zhangj@marshall.edu](mailto:zhangj@marshall.edu).

MS 76  
BX 8  
NBK 12

C&O. R. R., G. V. &  
B & O. History

---

MS 76  
BX 8  
NBK 12

## CHAPTER X.

## BUILDING THE RAILROAD.

Convenience and rapidity of transportation has always had a great deal to do with the growth of communities. While no part of Pleasants County is at a great distance from the Ohio River, yet that steam was not always available, because of the poor roads, and also because navigation was frequently suspended for weeks, or even months by low water or ice. The carrying of live stock was very uncertain, so that as late as the eighties it was customary to drive cattle overland to Pittsburgh and Baltimore. Nevertheless, there were many steam boats on the river, and they seemed to thrive

In the earlier part of the century the boats were given other rather fanciful names, such as Lady Byron, Rambler, Mount Vernon, Magnolia, Lady Madison, and Reaper. Sifewheel boats were most popular in the seventies. Of this type were the Courier, Express, Diurnal, and St. Lawrence, broad of beam and imposing with their high wheel houses, the interiors enameled and gilded so that they indeed resembled floating palaces. There were also fine boats of the stern wheel class such as the Andes, one of the largest on the river, the Mattie Regan and Carrie Brooks. All the tow boats, of course, were stern wheelers.

The fare from St. Marys to Wheeling varied from two to three dollars and this included berth and meals. If, for any reason, the boat was delayed, the passengers were at no extra expense, and it has happened that they have enjoyed the hospitality of the steamboat company for a week, without other charge than the regular fare.

Smaller steam boats linked together the small towns in

2

daily trips, and these could often ply when the larger boats were laid up. One of these was the stern-wheeler, Welcome, a very swift boat, owned and operated by Captain Mike Davis, who resided here for a time. Another was the Scioto, owned by Captain Dillon, which made daylight trips between Marietta and Wheeling. It was a side-wheel boat with two decks, and considered the fastest boat on the river. Captain Dillon took great pride in maintaining his schedule of time; and when in a hurry, would pay no attention to the frantic gesticulations of would be passengers at small landings. On one occasion he made the run from Marietta to St. Marys in one hour and five minutes--a record which, we believe, has never been equalled.

In 1882 came the practical development of the plan of building a railroad from Wheeling down the river to Parkersburg, with the further intention of completing it to Cincinnati, whence its first name of the Wheeling, Parkersburg and Cincinnati railroad. It was to be a continuation of the Pittsburgh, Wheeling and Kentucky railroad, commonly called the Pewiky, designed as a part of the great Pennsylvania system, and linked with that corporation until it was absorbed by the Baltimore & Ohio Company.



## CHAPTER VIII

### THE FIRST SCHOOLS.

Surprisingly little information is to be obtained about the first schools in this county. It is all tradition, and very doubtful at that. Probably here, as well as elsewhere throughout the new Western country, the itinerant school master settled for a few months at a time, interested mainly, in finding fairly good places for eating and sleeping, with plenty of amusement in the way of hunting, fishing, dancing and drinking. Occasionally, but rarely, some of these traveling teachers were fairly well grounded in the rudiments of the Three R's--Readin' Ritin' and Rithra-tic; and still rarer instances have been mentioned of them having a smattering of Latin and Geek. But, always, they were rare penmen making their own quill pens and their own ink.

Under the old Virginia regime, there were no free schools. Teachers were employed by the patrons and paid at the rate of so much per pupil. In the case of poor people, unable to pay the tuition fee the state kindly stepped in and paid their share of the charges; but the children of the poor had to sit apart from the sons and daughters of those who could afford to pay. It may well be supposed that feeling of degradation prevented some children from attending school; and for that reason the percentage of illiteracy in the State was large.

The early log school houses have so often been described that it is needless to repeat the description here. As late as the middle of the decade of 1890, there were two log school houses in the county, one of them being on Henry Camp run. During the

fifties there was a floating school anchored at the head of the Vaucluse Narrows, which was attended in the summer by children from as far up the river as Grape Island.

After the formation of West Virginia as a state Washington district, or township, as it was then called, was divided into three sub-districts. No.1, above the creek, No.2, including the neighborhood about St.Mary's, and No.3, extending to French creek. R.P.Caldwell, a young lawyer, was chosen township clerk in 1865; and from his record we learn that in the school election of that year William E. Bier and E.N.Cooke were elected to serve as school commissioners with John M. Strobel, the member holding over. Mr.Cooke failed to qualify, but Mr.Bier appeared and took the stringent oath required at that time, in the last year of the civil war. Many citizens of the new State had been Southern sympathizers, and apparently, were not yet to be trusted in any form or manner, with the Government in fact under the registration law then in force no one who had aided, abetted, or sympathized with the Confederate States was permitted to vote. About one-third of the voters of West Virginia were thus disfranchised, and remained so until the passing of the Flick amendment in 1871, which not only lifted the ban, but forbade any further registration of voters in this State. The oath then required, and as taken by Mr.Bier is here given:

"I, Wm. E. Bier, do solemnly swear that I will support the constitution of the United States, and the Constitution of the State: that I have never voluntarily borne arms against the United States: that I have voluntarily given no aid or comfort to persons engaged in armed hostility thereto by countenancing, counseling, or encouraging them in the same; that I have not

sought, accepted, nor attempted to exercise the functions of any office, whatever under any authority in hostility to the United States: that I have not yielded a voluntary support to any pretended Government authority, power, or constitution within the United States hostile or inimical thereto, and that I take this obligation freely, without any mental reservation or purpose of evasion.

"W. E. Bier."

For the ensuing term the board elected Mary E. Bailey to teach the school in No.1 at \$25.00 per month; Ben K. Piersol to teach in St.Mary's at \$30.00 per month, and Fanny Cohagen to teach in No.s at \$25 per month.

The town school was located at the corner of Second and Clay Streets, opposite the present railroad station, on ground obtained from Silas Gallaher, the house and lot costing \$400. School in No.1 sub-xistrict was held in the Bethesda church, for which a rental of six dollars per month was paid for six months. It seems that building in No.3 had been used as a school house as the Dye and Cooke school, and it was ordered to purchase half an acre of land from Col.R.T.Parker, on which the house was situate, for the sum of ten dollars, and that Dye and Cookebe allowed ei ht ~~xxx~~ dollars each for the building. E.N.Cooke not taking the oath, the board appointed John F. Taylor to fill the vacancy.

## CHAPTER XXXIX.

The great flood of 1838 is vividly described by Mr. Browne:

"On the 11th of February the river presented such a scene that I can give you but a poor idea of it. Every kind of property that could be floated covered the whole breadth of the river, which rose six feet higher than was ever before known. I feel convinced that 1,000 horses must have floated past, with innumerable stacks of wheat hay, oats, rye, &c, with shocks of corn, warehouses, mills, corn cribs, planks, barrels of flour and whiskey, apples, and so on. My neighbor, Mr. Riggs, lost fifteen head of cattle and 2000 bushels of Indian corn. People had contrived just to endure the highest freshet, but six feet beyond played the devil, and all. It must have ruined hundreds. Lower Wheeling, a very little place lost forty houses, Upper Wheeling, several. x x x The only recompense I have is about one hundred acres of the most choice kind of mud, and between ourselves I do believe that the crops in future will amply repay the value of all the fencing lost."

DEED BOOK 19. Page 365.

We, the undersigned, in pursuance of the Statute in such cases made and provided, do hereby agree to become a corporation for the purpose of constructing and operating a railroad in the State of West Virginia, and do hereby organize by adopting and signing Articles of Incorporation, as follows:

1. The name of the corporation shall be the Guyandotte Railroad Company.

2. The said railroad is to commence on the Ohio River in the County of Cabell at, or near the City of Huntington and is to be constructed on the most practicable route up the Valley of the Four Pole creek, crossing into the Guyandotte River valley at, or south of Barboursville, Cabell County. Thence in a southerly direction up the Guyandotte River Valley to the mouth of Hough's Creek, in Logan County, West Virginia. Also, to construct lateral branches or tramways along the following tributaries of the Guyandotte River, viz: Four Mile creek; Ten Mile creek; Six Mile creek; Nine Mile creek; Fourteen Mile creek; Little Ugly creek; Hamilton's creek; Island creek; Big Buffalo creek and Hughe's creek.

3. The principal office of said Corporation is to be at Barboursville, in the County of Cabell.

4. The said Corporation is to commence on the Fourteenth day of April, 1873, and to continue nine hundred and ninety-nine years.

5. The amount of the capital stock of the said Corporation shall be two hundred and fifty thousand dollars.

6. The names and places of residence of the several persons forming this association for incorporation are as

follows:

|                   |                         |
|-------------------|-------------------------|
| Howell Smith      | Williamsburg, N.Y.      |
| Edward B. Knight, | Charleston, West Va.    |
| O.W.Mather,       | Barboursville, West Va. |
| James H. Ferguson | " "                     |
| Arthur L. Cox,    | Chicago, Ill.           |
| Isaac N. Smith,   | Charleston, West Va.    |
| H. J. Smith,      | Barboursville, West Va. |

7. The capital stock of this corporation shall be divided  
into twenty-five hundred shares, of one hundred dollars each  
and the par value shall be one hundred dollars.

Given under our hands this 14th day of April, 1873.

Howell Smith by  
E.B.Knight, his Atty in fact,  
Edward B. Knight  
O.W.Mather,  
James H. Ferguson,  
Arthur L. Cox,  
H.J.Samuels,  
Isaac N. Smith.

State of West Virginia, Cabell County.

In the Clerk's office of the County Court of said County  
The foregoing certificate of Incorporation of the Guyan-  
dotte Railroad Company was this day presented to me, the Clerk of  
said Court. The same is admitted to record. Given under my hand  
this 14 day of April, 1873.

Jos. S. Miller, Clerk.

DEED BOOK 19. Page 364.

We, the undersigned, in pursuance of the statute in such case made and provided, do hereby agree to become a corporation for the purpose of constructing and operating a railroad in the State of West Virginia, and do hereby organize by adopting and signing Articles of Incorporation, as follows:

I. The name of the corporation shall be the Mud River Railroad Company.

II The said railroad is to commence at, or near Milton in Cabell County, West Virginia, a station of the Chesapeake & Ohio railroad, running thence upon the most practicable route in a southerly direction, up the Valley of Mud River to a point near the mouth of Upton Creek, in Lincoln County, West Virginia, thence crossing into the Valley of Big Ugly creek, a tributary of the Guyandotte River, thence down the valley of the said Big Ugly Creek to its confluence with the Guyandotte River, Also to construct lateral branches up the various tributaries of the aforesaid Mud River.

III. The principal office of such corporation shall be at Hamlin, Lincoln County, West Virginia.

IV. The said corporation is to commence on the 13th day of November, 1873, and to continue nine hundred and ninety-nine years.

V. The amount of the capital stock of the said Corporation shall be One Hundred Thousand dollars.

VI. The name and place of residence of the persons forming this Association for Incorporation are as follows:

John W. Porter, Lincoln County, West Va.

|                   |                          |
|-------------------|--------------------------|
| M. Sanford,       | Lincoln County, West Va. |
| I. V. Sweetland,  | " " "                    |
| J. D. Smith       | " " "                    |
| Charles L. Bowden | " " "                    |
| Arthur L. Cox,    | Chicago, Ill.            |
| Howard Smith      | Brooklyn, N. Y.          |

VII. The capitol stock of this Corporation shall be divided into shares of one hundred dollars each, and the par value shall be one hundred dollars.

Given under our hands this 4th day of December, 1873.

John W. Porter  
M. Sanford  
I. V. Sweetland,  
J. D. Smith,  
Charles L. Bowden,  
Arthur L. Cox,  
Howard Smith.

State of West Virginia, Cabell County, {  
In the Clerk's office of the County Court of said county { SS.

The foregoing certificate of incorporation of the Mud River Railroad Company was was this day presented to me, the Clerk of said Court. The same is admitted to record. Given under my hand this 15th day of December, 1873.

Jos. S. Miller, Clerk.  
By Jno. W. Church, Dept.





THE CHESAPEAKE AND OHIO RAILWAY COMPANY

PASSENGER AND PUBLIC RELATIONS DEPARTMENT  
PRESS RELATIONS DIVISION

LAURA E. ARMITAGE  
PUBLIC RELATIONS REPRESENTATIVE

1302 FIRST & MERCHANTS NATIONAL BANK BLDG.  
RICHMOND 10, VA.

January 16, 1953

Mr. F.B. Lambert,  
Barboursville, W. Va.

Dear Mr. Lambert:

Replying to your January 14 letter, I am sending such material as we have on the Guyandot Valley Railway Company. You will note that this does not go into detail about Mr. Caldwell's activities, other than to leave the impression that he was acting for C&O.

I do not find anything on personnel nor do we have pictures. I wish we did. Maybe you will be more fortunate than we in locating these and share them with us.

With many good wishes,

Cordially,

*Laura E. Armitage*

Laura E. Armitage

## VIRGINIAS RAILWAY AND GUYANDOT VALLEY RAILWAY

Quoted from mss. of Decatur Axtell, C&O Vice President 1891-1918

Under the laws of West Virginia as they were in and about the year 1898 a railway company that by action of its Board of Directors had resolved to build a railway between certain points and had made a survey of its line and filed with the State and County authorities a map of the location and a copy of the resolution of the Board of Directors could hold possession of the line for a reasonable term of years against any other railway company desiring to build a railway between the same points. If within a reasonable period (varying with conditions) actual work of construction should have begun the possession of the line could be held permanently and rights-of-way could be acquired by condemnation.

M.E. Ingalls (C&O president 1888-1900) in his studies of the resources of the country along the C&O was impressed with the great value of the region in W. Va. lying west and south of the main line between New River and Guyandot River all of which region is underlaid with veins of bituminous coal. This territory is drained by many rivers and streams flowing toward the main line of the railway.

Guyandot River runs parallel with Big Sandy River and is but a few miles east of it. A high continuous mountain barrier separating the two rivers constitutes the well-defined western boundary of this wonderful coal bearing region. It extends to and beyond the source of the Guyandot River at the confluence of Winding Gulf and Tommy's Creeks on the south and to within a few miles of the line of the C&O Ry. where it crosses the country from Scary Creek to Huntington on the north and contains an area of approximately 3,000 square miles.

Several veins of coal exist on all parts of this area. These veins vary in thickness from two feet to ten and twelve feet.

In 1898-99 two companies had been incorporated for constructing a railroad up Guyandot River from its mouth to Pineville, about 40 miles above (south of) Logan. One of these companies, the Virginias Ry. Co. had complied with the W. Va. laws and had established its line to Pineville. The other company, the Guyandot Valley Ry. Co., was incorporated March 1, 1890, under the general laws of W. Va. by J.L. Caldwell, a prominent Huntington citizen, and his associates. Mr. Caldwell acquired from the Virginias Ry. Co. its rights to portions of the line it had surveyed wherever it conflicted with the line surveyed by the Guyandot Valley Co.

In this condition of things Mr. Ingalls through H.C. Simms, Esq., (Chief Counsel for C&O in W. Va.) as trustee, purchased for the C&O Ry. Co. by agreement with Mr. Caldwell dated May 12, 1899, the entire capital stock of the Guyandot Valley Ry. Co. and the agreement to retain Mr. Caldwell as president for the period of five years; the C&O Ry. Co. also agreed to construct 20 miles of the road by July 1, 1899, and to continue the extension to Pineville at such time as the C&O directors might determine.

This agreement was confirmed by the Board of Directors May 24, 1899. The company was reorganized April 3, 1899 and the road was completed to Midkiff, 27 miles, July 1, 1901.

It had been the hope and expectation of the incorporators of each of the two mentioned companies to interest a railway system north of the Ohio River in extending a branch by Symmes Creek to the Ohio at or near

Huntington and form a connection with their Guyandot Valley project. Surveys were then being made for the line in Ohio up Symmes Creek.

The surrounding of this territory and insuring its retention for C&O was one object of Mr. Ingalls, along with securing an output of New River coal for immediate transportation and it was with this object in his mind that he recommended to the Board of Directors the building of the Piney Creek Branch and its gradual extension via Winding Gulf Creek and Guyandot River to Pineville to meet there the then contemplated road up the Guyandot from the main line near Huntington.

The Board of Directors approved the objects and the building of the branch up Piney Creek and subsequent extension to Pineville were authorized by resolutions adopted on the 26th of April, 1899.

On Jan. 31, 1900, Mr. Ingalls retired as C&O president. A majority of the Board of Directors retired also. A new board came in.

The members of the new board felt they were not sufficiently advised as to the expediency of continuing the work on Guyandot River and the new president (Geo. W. Stevens) was directed to delay the work and to report further and fully about it.

At a meeting of the executive committee June 26, 1900, the president was authorized to complete 27.91 miles and to cause the Guyandot Valley Co. to increase its capital stock to an amount equal at par to the expenditures in building this much of the road. The executive committee on March 27, 1902, authorized the extension to Logan, the county seat of Logan Co., the Ry. Co. to take the stock of the Guyandot Valley Co. at par for its advances.

On Sept. 10, 1903, the Board of Directors adopted a resolution recommending to the stockholders the merger of the Guyandot Valley with the C&O Ry. Co. and on Oct. 20, 1903 the stockholders adopted a resolution authorizing a merger of the companies under an act of the W. Va. legislature. The merger was effected Oct. 31, 1903. The road was completed to Logan, 66 miles, early in the fall of 1904.

On Dec. 16, 1909, the executive committee authorized the extension of the road to the mouth of Buffalo Creek, 12.6 miles from Logan and also the construction of a branch up Buffalo Creek, 12 miles, to coal and timberlands belonging to Messrs. Coal and Crane with whom a contract had been made by which they guaranteed shipments of timber.

This extension and branch were completed 1911-1912.

LOGAN (formerly Guyandot Branch) Sub-Division  
of Huntington Division

|                                      |              |               |
|--------------------------------------|--------------|---------------|
| Barboursville to Gilbert, W. Va..... | 90.8         | miles         |
| Gilbert to Justice ( Virginian Ry.)  | 4.3          | "             |
|                                      | <u>total</u> | <u>95.1</u> " |

The Logan Sub-Division connects with Kanawha Sub-Division at Barboursville and extends through Logan to Gilbert, a distance of 90.8 miles, of which 53.3 miles is double track. It connects with 15 branch lines 70.8 miles in length and serves coal mines in the Logan field of the Kanawha District.

This line from Barboursville, W. Va., to Craneco, W. Va., was originally known as the Guyandot Branch. Construction of the 94.36 miles was by the Guyandot Valley Ry. Co. and The Chesapeake and Ohio Ry. Co. The line from Barboursville to Midkiff was constructed by the Guyandot Valley Ry. Co. from July 1899 to June 1901; and from Midkiff to Big Creek, from September 1901 to Oct. 1903. These portions were acquired by The Chesapeake and Ohio Ry. Co. by merger which was approved by the stockholders of this Company on Oct. 20, 1903 and for which certificate was issued by the Secretary of State of the State of W. Va. on Oct. 31, 1903.

The C&O built the remainder of the line as follows: from Big Creek to Logan, completed in March 1905; from Logan to Stollings, completed in June 1906; from Stollings to Man, constructed in the period from Nov. 1909 to Jan. 1912; and from Man to Craneco ( now the Buffalo Sub-Division, extending from Man to Pardee, W. Va.) in the period from Oct. 1910 to Jan. 1912.

Extension of the line from Man to Gilbert, 12.05 miles, which portion was known as the Guyandot Extension, was constructed by C&O in the period from July 1916 to Dec. 1921.

Henlawson, W. Va.

Merrill Sub-Division connects with Logan Sub. Div. at Henlawson, (62 miles from Barboursville) and extends 2.5 miles to the end of line

Peach Creek, W. Va.

The yard and sidings at Peach Creek include 34.6 miles of track ( as of 1944) and have a capacity of 2,450 cars. Terminal facilities include coaling station, machine and blacksmith shop, power house, boiler washing plant, roundhouse, water station facilities and other important buildings and appurtenances, including a YMCA building.

Logan, W. Va.

Logan is the junction with Island Creek Sub-Division which extends to Holden, W. Va., 4.6 miles.

Island Creek Sub-Division, formerly Island Creek RR Co., was leased to C&O in 1912 and became a proprietary company in May 1926, when the entire capital stock was purchased; absorbed by deed Dec. 19, 1933.

Stollings, W. Va.

Junction with Dingess Run Sub-Division, extending to Ethel No. 2: 5.6 M

Rum Junction, W. Va., -connects the Logan Sub. Div. with Rum Creek Sub-Div., extending to Slagle, W. Va., 6.6 miles.

Man, W. Va....connection Logan Sub.Div. with Buffalo Sub. Div., extending to Pardee, 12 miles.

Huff Jct., W.Va..connection Logan Sub-Div. with Huff Creek Sub. Div. which extends to Huffswill, W.Va., 2.4 miles.

Wylo, W.Va. where Logan Sub. Div. connects with Elk Creek Sub.Div. which extends to Emmett, W. Va. 1.3 miles.

West Gilbert, W.Va. and Gilbert, W. Va. ..Gilbert is the end of Logan Sub. Div. 90.8 miles from Barboursville.

The C&O operates under trackage rights over the Virginian from Gilbert to Justice, W.Va., 4.25 miles. The trackage contract with Virginian is dated June 15, 1933 and is for a term of one year, thereafter subject to six months written notice of termination by either party.

The Guyandotte Valley R. R. Co.  
Cabell County Records

Deed Bk. 22 p. 341 - Cert. of Incorporation  
Aug. 25, 1881,

Name: "The Guyandotte Valley  
Railroad Company."

"To commence, at, or near the  
mouth of Guyandotte river, and  
to run thence, by the most prac-  
ticable route, to a point, on the  
boundary line, between the State  
of Virginia and West Virginia,  
near the head waters of the  
Big Sandy River, in the County of  
Mc Dowell,"

The principal business office  
to be at the town of Guyan-  
dotte, the Corporation to con-  
tinue perpetually.

Capital stock \$100000 divided  
into shares of \$100 each

Incorporators:

Angus M. Smith, Guilford, N. C.  
John Cotton (Collon?) Kanawha  
Co.



V. A. Gales, Kanawha County -  
D. W. Jenkins, Kanawha Co.  
J. C. Ruby Jr., Kanawha Co.

---

Deed Bk. 56 p. 132.

March 1, 1899.

Corporation formed for the  
purpose of constructing and oper-  
ating a railroad

Name - "The Guyandotte Valley  
Railway Co."

To commence, "at or near the  
City of Huntington, and run by  
the nearest practicable route,  
to a point, at, or near Pineville,  
in the County of Wyoming."

The Principal office to be,  
at Huntington.

The Corporation to continue  
perpetually.

Capital stock \$2000,  
Shares \$100 each.

Stockholders

J. L. Caldwell, John H. Hall,  
C. W. Campbell, H. I. Lovett,  
W. M. Campbell.

The incorporators and their  
successors, and assigns are de-  
clared to be a corporation, etc.

---

Deed Bk. 56 p. 340.

April 17, 1899, the Virginias  
Railway Company relinquished  
as much of their right of way,  
as necessary, for the Guyandotte  
Valley R.R. Co. to use, etc.

Consideration \$1.00.

~~Deed~~<sup>map</sup> recorded in Cabell  
Lincoln, Logan, Mingo, & Wyoming.

---

Deed Bk. 57 p. 486.

Jan. 20, 1900, Benjamin L.  
and America J. Thal made a  
deed to the Co. for right of  
way. 17 a. for \$750.

Herbert S. King, Notary  
Public.

---

Deed Bk. 57 p. 487

Jan. 18, 1900, Peter E. Love & Son  
to Love  
\$1600, for 100 ft. strip  
Co. to build fences, if required  
maintain crossings, etc. Cattle  
guards, crossings, etc. etc.

Herbert S.  
King, Notary

Walton et al.



Deed Bk. 57 p. 519.

Jan. 18, 1900, Adam Huchman  
and Martha A. Huchman, for \$800  
cash deed 100 ft. strip, with \$100  
extra, in case Huchman moves  
a small house and barn  
Joe Q. Price, N.P.

Deed Bk. 57 p. 522.

Jan. 31, 1900, Martha Blume  
deeds Right of Way, to the Co.  
\$700.

Signed by Martha Blume  
A. J. "

Signed in Washington Co. O.

---

Deed Bk. 58 p. 14

Feb. 6, 1900, B. S. Swann &  
Nancy K. Swann  
deeds right of way, etc.

\$700

Geo. J. McComas, Notary

---

Deed Bk. 58 p. 17

Feb. 6-1900, W. A. Swann.

\$483

Deed Bk. 58 p. 20

Jan. 20, 1900, J. G. Hatfield  
for \$700.

Geo. J. McComas, Notary.

---

Deed Bk. 58 p. 22.

Feb. 5, 1900

O. W. Mather

\$150

---

Deed Bk. 58 p. 24

Jan. 31, 1900, Ida McComas -  
\$150

---

Deed Bk. 58 p. 148

Jan. 20, 1900

C. B. & Nancy Stephens, for \$137.50

McComas Dist. (Creed Stephens)

\$137.50

---

Deed Bk. 58 p. 382

Feb. 23, 1900, Godfrey Seiles &  
Mary A. Seiles, \$700.

Deed Bk 58 p. 384.

April 21, 1900.

J. M. Robinson, for \$450.

W. P. Donahue, Notary

Deed Bk. 58 p. 387

Feb. 23, 1900, Rebecca Samuels,

\$60

---

Deed Bk. 23 p 24

Jan. 4, 1882

Guyandotte River and P Logan  
Co. Railroad Co.

To begin at or near the  
mouth of Guyandotte river,  
and run thence, by the most  
practical route, to a point,  
at or near Logan Court House

Principal office to be at  
Charleston

To be in perpetuity.

Capital stock \$1,000,000  
in \$50 shares.

Samuel Bunting, Charles P. Miller  
and Horace J. Subers, ~~Charleston~~.  
Philadelphia, Howell Smith, New York,  
Len Kessler, Charleston.

Deed Bk. 58 p. 410

Feb. 20, 1900, Nellie H. Thornburg,  
Widow, deeds to the G. V. Railway Co.,  
the Right of Way - for \$20

---

Deed Bk. 58 p. 513,

Jan. 18, 1900, John P. and Rebecca  
Malcolm, deed right of way to  
the G. V. Railway Co., for \$1.800  
the Co. to maintain a fence, etc

Deed Bk 58 p. 516

Feb. 23, 1900, Chas H. Miller  
(B'ville Dist) deeds to the G. V.  
Railway Co., for \$1725,

They to maintain fences, etc.

---

Most of the rights of way were secured,  
in 1900, by purchase, but the Company  
condemned, the rights of way through  
the farms of Nicholas Mays, M. E. Pinnell,  
A. J. Smith, Nettie D. Thornburg, Mary G.  
Moss, J. I. Bosher, William Gill, Thos. E.  
Merrill, Lucy Strong, June Q. McKendree,  
M. D. Ferguson, I. J. Gill, and Benj.  
Butcher.

Mos. E. Miller,  
6461 Barboursville  
B., 18

### The G. V. Railroad.

I was rodman and chainman. They had 2-3 surveys, one when I was a small boy.

When it was really built, the survey started July 5, 1899. Possibly 4th or 6th. Surveyed to Logan—about October 18 to 19th October, 1899—the actual location. Work commenced about Feb. 1900. Carpenter

Wright & Co. had general contract ~~the~~ but sublet the lower end—1-2 miles out of B'ville—1st 2 mi to W. H. Slawson, Andrew Burns. — Wogan & Strong Bias,

Reynolds & Sterling were next. Sterling was from Baltimore had next contract to the bridge, at the Seal farm

Gibson & O'Leary & Bros. had next contract starting at the bridge on the Seal farm to next bridge at the Malcolm farm, possibly further

Capt. Gooch of Va. had next contract. His camp was located just below Roach where R.R. crosses. He worked both ways up & down, but I don't know how far.

Then came the main camp of Carpenter Wright & Co.

Somewhere between Trace Cr. & Salt Rock.

Next were Boxley Bros. located about Mile Creek in Lincoln Co.

Next came Reynolds & Sterling had last contract to Midkiff. Carpenter Wrought come in to finish this last part. They had had their camp at the old Dr. Keck ~~job~~ place, & graded up nearly to mo. of Vernatt's Cr. 2-3 east of Midkiff. It was completed to Midkiff about Dec. 1900 or Jan. 1901. Capt. Allen was contractor on stonework.

They started about April 15, 1902 to go on.

Clemon Rosaggi, an Italian & a man named Pete Monotti were stone masons made abutments, culverts & stone piers of bridges. Capt. Allen also did this. Capt. Spencer was a supervisor after the road was built.

Mr. Thomas King was a carpenter foreman on the whole road, but I don't know whether he was on G. V.

The C. & Q. paid us from about April to May, hence they had taken it over. The first train was a C. & Q. train. I have a picture of the first work engine & train.

Bill Donahoe was on the Right of Way on the upper end, I think Ward Fry worked with Donahoe. I continued as rodman on the upper end about April 1902 to Sept. 14, 1903. They were then working from Logan down.

Trains then went to Gill, next to Big Creek about 15 miles below Logan, next to Chapmansville, possibly Gill to Chapmansville.

Other sub-contractors were:

Owens ~~had~~ had first camp beyond Gill. I don't remember who was between Midkiff & Gill.

Charley Berley was at Peck's Mill-Henslawson.

Ross Bros. were next on to Logan, I think.

A work train went to Logan first. I wasn't at Logan when first train went into Logan.

A mixed train ~~now~~ run on lower end mixed train

Capt. Flanagan was killed at West Hamlin. Guy Berley was first conductor on a work train. His engineer was a Mr. Hale of Huntington



His fireman was J. A. Rhodes of  
Huntington.

Leonard Spears & Bill Hedrick, son-in-law of Ike Blake, were the first brakemen, on the first work train.

I left in Sept. 14<sup>th</sup> 1903. I worked last on soundings for the piers & abutments of the bridge at Island Creek, in Logan.

Jim Blume also was a red man, later an instrument man - or level man.

Floyd Alberto - also man on lower end.

Lake Blume was in the surveying corp, for a while. Later he bought ties for the contractors - he received them for " " " "

Major Mc Kendree was chief engineer Jim & Doug French worked - Jim as a Transit man & French was a levelman, on the lower end & a Transit man, on the upper end.

Beamer Davis, son of Alvin worked as a Transit man & levelman. He was storekeeper Kings Dale.

L. G. Allen was rodman later a transit or levelman - in T.

By Wm. Gibson  
G. V. R. R. Jan. 12, 1953,

See John Perry, B'ville.

Chief Engineer, Major Geo. McKendree  
Engineer in Charge - W. H. Gilder,  
Still living in Ashland, Ky

Laying of the track: Gen. Foreman  
Wm. M. Kelly, Barboursville,  
m. Salmon, sister  
of Jean Salmon.

Foreman under Kelly was  
"Ves" Newman

Charles Brightwell, d  
on New River & died

John Perry, B'ville.

Jean Salmon, Time Keeper

Above was construction force

Train Crew

A work train from B'ville

Conductor - Guy W. Berlt of  
Huntington, a son, Garm  
Berlt, Huntington, W. Va.

2 Brakemen - W. M. Kidrick d. N  
family  
Geo. Shearn Sam

## Engine Crew

Arlin Hale - Engineer  
J. D. Rhodes, Fireman.

Section foreman after 1st  
~~10~~ 27 miles was completed to  
10 mile was for

No. 1. J. L. Brightwell  
bro of ~~for~~ Charles  
above to about Mar  
No. 2 Charles Alman.  
to about Walter  
Swann's

No. 3

No. 3 Charles Whitlock  
to about Sheridan

No. 4. Charley Watkins  
of B'ville

Completes to Midkiff.

The grading started about  
1898. Capt. Gooch had several  
miles.

After the track was complete  
to 10 mile, Capt. Spenceer was  
Supervisor of track.

H. A. Allen came in later

had contract for building concrete culverts to take the place of wooden trestles.

The first project was from Barboursville to Minkoff. Then they waited a year or two, then finished to Logan.

The first train that went into Logan was a work train, in charge of Conductor Chas. D. Farrar & Engineer Robt. S. Suedegar, both of Huntington, died long ago.

Some of the early conductors going into Logan were

Charley Turner

John Dunn

Geo. Arnel

Guy Berldt

Ed Hackworth

Harry Taylor.

Wm. Gibson 1905-1916  
then made yardmaster  
at Kenova to 1927,  
then Gen. Yard Master  
at Huntington.

I began work with the C. & O.  
May 1, 1897, as a water boy, on  
an extra force, then worked  
as a section foreman, at Mukky,  
then became ~~section~~ a brakeman  
in 1902, then Conductor 1905,  
yard master 1916, Gen. yard  
master 1937, retired Dec. 31, 1947.  
Officers must retire at 65.

Bonds were voted in Cabell  
County and, I believe, others to  
build this R. R., but I don't  
believe they were ever sold.  
See at C. H.

Herb King bought the  
right of way for the road.

See Fitzpatrick Bn. 37424,  
He was attorney for J. L. Caldwell  
and The C. & O. Co.

C. & O. employees were in it  
from the first.

See recent article in the  
C. & O. magazine, about time  
of Logan Centennial.

Charley Whullock and John Perry  
are only two foremen living.  
1219 Washing  
ton Blvd.

No machinery used in construc-  
tion. Drag Scrapers, dump carts,  
mules, negroes mostly from Virginia.  
The negroes sang

"John Henry" when driving  
spikes

This old hammer killed John Henry  
Can't kill me, can't kill men.

Herb King told a story  
He got Jerry Lambert to go with  
him to help buy right of way  
He knew every body, but stuttered  
He asked him, how people made a  
living. He stuttered badly, and said  
they ~~was~~ fished. Asked what they  
did in summer - he stuttered again  
& said they <sup>can't</sup> didn't fish in winter.

Old Godfrey Sciles, Herb offered  
him \$1000 for the right of way.  
He said he didn't want to  
imped the building of the R.R., but  
I'll give you \$1000 if you'll go  
on the other side of the river and  
not bother my farm.

The living condition was bad  
Timber gone - log huts, dirt  
floors, whole families in one room

---

In the Huntington Advertiser for  
Column 1, <sup>N<sup>o</sup> 4</sup> 1923 on the editorial page  
Oct. 19, among other things, is said:

"It was General Caldwell who conceived  
and executed the idea of penetrating the  
upper stretches of Guyan river, with a  
railroad by which that region would  
gain an outlet, to the markets of the  
world, for its teeming resources, in  
timber and mineral. The railroad after  
it was put into successful operation,  
by General Caldwell, was acquired by the  
Chesapeake and Ohio, and today is one  
of the richest and best paying assets.

The Guyan valley railroad will  
forever stand as one of the towering  
monument to the distinguished Hunt-  
ingtonian's organizing genius, and  
business acumen. The name of Caldwell  
is to the great Guyan coal field what  
the name of James F. Hill is to the  
Northwest.



Huntington Advertiser  
Friday Morning Oct. 19, 1923

p. 1 Col. 1 In part

General Caldwell

"Pioneer Resident and Capitalist etc"

Played Important Role in Building  
Huntington and <sup>Developing</sup> Guyan Valley, died

Thursday (Oct. 18, 1923) will be  
buried at Spring Hill Cemetery, the  
last residence resting place of many  
of his soldier comrades of the Civil War

Funeral at the Caldwell home,  
2:30 P.M. Saturday, by J. Lawton  
Mauze of the First Pres. Ch.

Pall bearers: W.H. Wylie, C. L. Ritter,  
W.H. Hagan, R. L. Archer, Alex. Garred,  
R.R. Smith & C.M. Gohen.

Honorary pall bearers: A. R. Emmet,  
C. M. Gohen, S. N. Biggs, S. A. Northcott,  
Dr. Karl Prichard, Dr. W. J. Moore, J.  
Valentine, H. J. Sholt, Judge J. H. Nul  
J. I. Vinson, H. C. Harvey, J. L. Decker.

Dr. L. V. Hulhaie, Don Clark, Geo. Kiser,  
Arch Hewitt, J. D. Miller, M. Broke,  
C. R. Comer, C. D. Emmons, J. T. Fick,  
H. J. Howrich, A. J. Litz, C. L. Keller  
F. L. Schoero D. C. Schonthal, and H.  
J. Smith.

---

A foremost builder of Hunting  
ton and developer of southern W. Va.  
Selled first at Guyandotte,  
later moved to Huntington.

Born at Elizabeth in what is  
now West County, W. Va., May 20, 1846,  
Son of a native of Steubenville, O.,  
and a lifelong farmer. Educated  
in the rural schools of Ohio, Meigs Co.  
equivalent to a H.S. education  
today

Entered Union ~~to~~ army later in  
1862, while still in his sixteenth year.  
Enlisted in Co. F. 60th Ohio Infantry  
Union forces, and served with distinction  
during the remainder of the  
war.

He was in General U. S. army, participating in the battles of the Wilderness, Spotsylvania, Cold Harbor, and the mine explosion before Petersburg, Va., following which he served with troops in General Grant's right wing through engagements at Weldon Railroad and minor battles until hostilities were ended, at Appomattox.

Following the War, he again came to W. Va., where he represented the Peabody Insurance Co of Wheeling, traveling over the state establishing agencies and settling claims.

In 1869, removed to Guyandotte became a general merchant, dealing in lumber, and developed a big timber business - largest in this part of the country. One of the original incorporators of the 1st Nat. Bk. in 1884. & was chosen President, at the First Meeting of the Directors.

Moved from Guyandotte to  
in 1887. "and his genius for organizing  
came into display again, when he promoted  
and built the Huntington Electric Light  
and Street railway, operating horse drawn,  
cars, which later became one of the  
first electrified street railways in the  
United States."

"Later he organized and built the  
Guyan Valley Railway, a branch <sup>boom</sup> of the  
development of Southern West Virginia  
and now a subsidiary line of  
the Chesapeake and Ohio railway.

"Mr Caldwell's long suit appeared  
to be his uncanny ability, to organize  
and successfully establish a gigantic  
project disposing of it when it was  
operating smoothly, and turning his  
attention to another enterprise.

He was at one time president and  
at the time of his death still a director  
of the Consolidated Light and Railway  
Company, at Republican 100

He held the Presidency of the Runn Coal Co, which owns 30000 acres of coal lands with 20 active mines. He also was secretary and Treasurer of the Logan Cannel Coal Company, Sec and Treas. of the Warehouse Land Co, and Director and member of the Executive Committee of the Huntington Land Co. which owns numerous vacant properties of this city acquired from the estate of the late Collins P. Huntington for \$350000.

He was a Republican - delegate - at large to the Republican Nat. Convention in 1904, and member of the Committee notifying Theodore Roosevelt of his nomination for the Presidency of the United States.

One of the most active members of the Bailey Post G.A.R. Had been Commander of this post more than 10 yrs at the time of his death.

Moved in Kanawha Co. to Miss Mary O. Barron, dau. of a prominent

merchants at Guy and Lotte - m. m. 10/11  
who also had business interests in nearby  
Ohio. She died leaving 6 children

Mrs. William P. H. McFadden of  
Beaumont, Texas.

Mrs. Charles W. Watts.

Forey Dabney Caldwell.

George J. Caldwell.

James Lewis Caldwell Jr.

N. Smith Caldwell

---

The Huntington Advertiser  
Sept. 10, 1904 — (First regular Train  
entered Logan Sept. 9, 1904)  
Guyan Valley opened by New Road  
The First Regular Passenger Train  
Ran to Logan Last Night.

### Great Demonstration

"All along the line, the People  
Cheered the Train — Band Accompanied  
the Officials.

"Logan Court House was attired  
in regular array today, on account  
of the first passenger train entering  
the City.

Never before was there a larger  
demonstration, in this part of the  
state than that given last night  
when the first C. & O. passenger train  
pulled in over the completed Guyan  
Valley Branch. Thousands of people  
thronged to the depot, to see the  
Train, and when the second regular  
band left the Train, and struck up  
a popular tune, there was an out-  
burst

of popular applause which was followed by the deafening roar of cannon.

The initial run over the new branch was made by Train No. 152, in charge of Conductor J. J. Hall, Engineer George Sampson, Fireman William Smith, Brakeman W. B. Martin and Bandmaster N. Vida. The train left the depot, in this city, at 5:15 and, in addition, to the regular list of passengers, it carried to Logan, the Second Regiment Band, and a number of prominent citizens, and railroad officials.

At the different stations along the line, the train stopped, and the band played several pieces.

All along the line, the people came to the stations and greeted the train, which was making the first run into Logan.



When the train arrived this morning, there was another demonstration at Logan and throughout the day, citizens joined in the demonstration, which marked an important epoch, in that enterprising town.

After the demonstration, at the depot, last night, the visiting citizens and railroad officials were escorted to the magnificent new Hotel, at Logan, and a grand ball was given.

One year ago, work on the Guyan Valley Branch, <sup>above</sup> ~~at~~ Midkiff was begun, and through the untiring efforts of Trainmaster Walters and Chief Engineer George Mc Kendree, the work has been pushed to completion.

Captain Winters, upon taking charge of the Guyan Valley Division, as trainmaster, personally superintended the completion of the line, to Logan, and he, like Major Mc Kendree

is proud to say that through  
their efforts, they have delivered  
to the company, a splendidly  
equipped line

The opening up of this territory,  
by the C. & O., means considerable to  
Huntington, and this point will  
become the principal shipping  
center for the country that is  
invaded, by the new line. Likewise  
it will be of great benefit, to  
the <sup>residents</sup> ~~citizens~~ of Logan, and surrounding  
country, as it gives manufacturers  
and coal operators an opportu-  
nity to develop lands that were  
compelled to remain stagnant  
because of the lack of railroad  
and shipping facilities, and the  
lands abundant with water  
resources, have been neglected!

The new station, at Logan, W. Va.  
be in charge of ~~Charles~~ <sup>Charles</sup> York  
Charles

45  
formerly cashier of the C. & O., at  
Cattlettsburg. Mr. York will be assisted  
by his brother, <sup>Claude</sup> Charles York.

---

See p. 256 Wallace - Huntington  
Through Seventy-five years!  
It says the C. & O. took  
over, in 1903. See last  
paragraph, in column 1  
and part of 2nd column.  
It says the road was  
open Sept. 12, 1904.

"The Island Creek railroad  
was completed to Holden and  
put in operation, on Jan. 1,  
1905."

"The bridge across Guyan  
river, to connect with <sup>the</sup> Island  
Creek Railroad with the  
Guyan Valley was finished  
within the month, and the  
Island Creek R. R. was com-  
pleted to Holden, and put  
in operation on Jan. 1, 1905."

(This was by the Island  
Creek Coal Company.)

p. 136 - Guyandotte Valley Railroad

p. 66 - On Oct. 31, 1903, the Guyan  
Valley branch of the C. & O.  
R.R. was completed to  
~~Medkitt~~ and put in operation

Advertiser, Wednesday Evening

Aug. 24, 1904

Death Summary James Thornburg.  
Pioneer Citizen of Huntington Died  
This Morning.

Assisted in Laying Out the City  
of Huntington, and Was County Surveyor  
for a number of years

James Lewis Thornburg. son of  
Solomon (and Mary) Thornburg died  
at 923 Fifth Ave. (His home) this  
morning. Ill more than 3 yrs.  
Contracted a cold Feb. 14th.

b. Oct. 28, 1835

d. Aug 24, 1904

m. Virginia Frances Handley.

son of Sampson? Handley  
was a farmer where he  
learned civil engineering.

Assisted in all the detail work  
in laying out the City of Huntington.  
Then became County Surveyor,  
and laid out surveyed most of  
the Co. roads.

One of the last was the Salt Rock Road. He was also City Engineer and laid out Spring Hill Cemetery. Asked to be buried in Thornburg Cemetery. One of the peculiar coincidences was that he was opposed to family cemeteries, but being the last of his family he requested to be buried there. He was a devoted Methodist.

Incorporator of First Nat Bank  
Funeral to be Friday, by Rev. J. S. Wade  
of Clarksburg a life long friend.

Rev. Ernest Robinson will assist

8 children - 5 living - 3 deceased

Prof. C. L. Thornburg, Lehigh University.

Addie Thornburg

Ruth Thornburg

Mrs. R. E. Vickers

James Harvey Thornburg

48  
Advertiser  
Aug 24, 1904

Capt Spencer nominated for sheriff  
Warren S. Spencer  
Geo. S. Wallace for Pros. Atty -  
Both were elected

Advertiser Sept

N. 1 - Great Gorge on Ohio River  
Hanging Rock to Cered  
People walking on the ice  
Caused by clogging of  
ice chunks here, at the  
wharf boat People walk over on  
ice River closed here the last  
time was Feb. & March 1895.

Dec 19-1903 - C. & O. enjoin  
town of Milton from ~~present~~  
making trains slow down  
Carr. before Judge Woolittle  
Attorneys R. L. Blackwood  
and Loe Marum for the  
Town. Sumner & Enslow  
for C. & O.

Sat. Eve. Dec. 19, 1903 - Death of  
Isaac Crump. Buried in  
Spring Hill. Several children  
Geo Crump, Huntington  
Mrs. J. T. Stewart, Mississippi  
Isaac Crump, Missouri  
Mrs. Walter Davis

Lastly  
Mrs M. V. Newby  
Spring Hill

Statements -  
From the ~~Herald Dispatch~~ Advertiser

Saturday Eve, Sept. 13, 1952

The Logan Centennial came to a close. and the "City of Logan" was 100 years old officially.

It lasted 4 days. It started on Wednesday Sept. 10, 1952.

The "Tracoma" story was unfolded last night. Thursday night and again last night -  
A "Centennial pageant."

"Yesterday, the Centennial City gave a rousing welcome to the Chesapeake and Ohio's antique train which came from Huntington carrying a host of distinguished visitors, to the big celebration. "Old 377" chugged slowly into Logan's C. & O. passenger terminal to the strains of "She'll Be Coming Round the Mountain", and was greeted by thousands of Centennial spectators. The special train had been run by the C. & O., to commemorate the arrival of the first train at Logan back, in 1904.



The engine, "Oed 377," and four old style cars awaiting the scrap heap were re-furbished especially for the memorable special run.

Aboard were Huntington dignitaries, headed by Mayor W. W. Payne, C. & O. Assistant General Superintendent, P. L. Shepherd, C. & O. Vice-President, C. G. Geyer, and other railroad officials, and Centennial royalty with Logan's Mayer, Litz Maguire.

The queen, Miss Mary Lamb of Kistler, with her 14 attendants and Logan City officials had joined the antique train, at Peach Creek, just outside Logan, for the last lap of the journey, to Logan station.

#### Mayors Speak.

The Centennial ~~Logan~~ Special's arrival at Logan's station featured <sup>short</sup> speeches, by Mr. Shepherd and Mr. Geyer of the C. & O., Mayors Payne and Mc Guire, and President Henry Harness of the Logan Centennial Association.

An air show sponsored by the West Virginia Air National Guard was presented over the city yesterday afternoon. The



second performance of the Centennial pageant took place last night, and all Logan square danced and waltzed, in honor of Centennial royalty. It was a big day for the City of Logan.

Logan schools and many business concerns closed their doors during the four day celebration, and the town was packed with guests, who had come to participate, in fun-making. The clock was turned back 100 years, and everybody apparently enjoyed the change of pace from modern times

---

The first train was named "The Spirit of 1904" to commemorate the first train trip in Logan, 48 years previous.

---

"Time can never replace the memory of the moment, as the train drew into the station, the bearded crew resplendent in old-type uniforms, and the Logan High School band struck up that old West Virginia favorite "She'll Be Coming Round the Mountain When She Comes"

"Thousands had gathered to greet the train

Assistant General Superintendent, P. G. Shepherd stepped to the microphone of a ~~Special train~~ train public address system installed in the baggage section of the passenger baggage car, greeted the citizens and then introduced President Henry Harness of the Logan Centennial Association.

Mr. Harness welcomed the visitors on behalf of the Association, and then Logan Mayor, Litz Mc Guire, resplendent in Prince Albert coat, high silk hat, and other features of 1852 garb, welcomed the visitors and congratulated the Centennial Committee, on its splendid work, in the planning of the four day event.

#### Common Interests

Mayor Payne of Huntington spoke of the common interests of the Railroad Company and the cities of Huntington and Logan.

Vice President C. J. Geyer of the C. & O. spoke on behalf of the top management of the

railroad pointing out that the Railroad feels that it is definitely a part of the City of Logan, and of Logan County, and said the C. & Q. hopes to be around to help observe the anniversary of the second hundred years of the City's municipal existence.

Major Charles Yeager of Hamlin was present, the man who won the Collier trophy, for being the first man ever to pilot a plane faster than the speed of sound.

The Huntington delegation included James Brady of the Cabell County Court, Mr. C. A. Hoffman, Thomas Edward Miller, retired C. & Q. employee, who was on the first survey team, when, when the present Guyan Valley Division of the C. & Q. was planned, Manager Don Baker of the Chamber of Commerce, and Mrs. Baker, President Elmer Canterbury of the Chamber, Mayor and Mrs. Payne, Mr. Geyer, Mr. Shepherd, Earl J. Rucker, division superintendent, J. D. <sup>now</sup> Irvin, H. E. Bass, Charley Ross, Smokey Hilburn, Dave Richmond, Worley McCann, all C. & Q. men, and Mayor C. D. Legg of Chapmanville.

A delegation from Logan County also had boarded the train, at Peach Creek, etc.

### Early Coal Days.

The train was taken to Whitman Junction, and turned around in the "Y" there, and returned to the station, where each of the visitors got off the train.

Harry S. Gay, manager of the Gay Coal Company and Coke Company, was in the Peach Creek boarding company. Mr. Gay recalled that when the company, then headed, by his late father, H. S. Gay Sr., shipped the first load of coal out of present Logan County, on the new C & O. line, on Thanksgiving day, 1904, the wagon that brought the coal to the coal car, at Logan, was forded through the waters of the Guyandotte River.

Miss Sharon Gay, daughter of Mr. and Mrs. Gay, is a princess in the Court of the Centennial queen."

Major Yeager was the center of attraction, at the queen's ball in the American Legion armory.

last night, and he continued to hold the spotlight throughout today."

"The man who flew faster than sound", took the controls of the 1904 engine (actually, it was built in 1902) and seemed to be having a lot of fun with the experience."

"Tonight, the second and final performance of the Centennial pageant, "The Wacoona Story" was presented, at Middelburg Park, and the C. & Q. presented a film.

Advertiser Sept. 13, 1952

Sept. 12, 1952

Inners Sept. 11, 1952 - Articles, & pictures

Herald Dispatch Sept. 11, 1952 = Picture

" " Sept. 10, 1952

" " Sept. 4, 1952

Huntington Herald

Dec. 1, 1903

p. 1 Col. 5 & 6

Street Paving by Chas. O. Harrison  
is suspended. 11th St. & 4th  
Ave. He couldn't get curbing  
stones.

Also see

"A Cold Bath", at bottom of p.

Tues. Evening Nov. 24, 1903

Front page

"Gigantic Coal Tippler to  
be located in Huntington to  
handle all Guyan Valley Coals  
Interesting

Nov. 18 p. 1 — 1903

Last column — Carrie Nation

Tues. Eve. Nov. 17, 1903

Guyandotte Suspension  
Bridge

Nov 3, 1903 — Smallpox

## Old Inhabitants Give Reasons for Exceptionally cold Winter.

"Old inhabitants of Cabell County have predicted a long and severe ever since the recent fall of snow, which has not been so early, in many years. They give as reasons that squirrels have completely denuded the forests of nuts, turkeys have breastbones of double strength, evergreen trees have much heavier foliage than usual, turtles and snakes have hibernated, at twice their usual strength, depth, rabbits have extra front teeth, coons have three coats of hair, while shingles on houses have grown a coat of hair or fuzz. These are said to be unfailing signs of coming winter, and the old folks advise people to get ready for it."

Thurs Eve. Dec. 3, 1903—

Harrison Fowler in jail  
for shooting his brother-in-law  
Summer Swann. Nigger Hall, yester-  
day P.M. Harrison was 60 yrs old  
Her 50 yrs. Old friend. He moved to  
Four P.M. but not yet

occurred  
at Inez  
Union  
Soldier  
50 yrs. in m.



The Huntington Herald  
Monday Aug. 22, 1904

pp. 1, Col. 2. Realized

"The coming of the Railroad means prosperity to Logan County, and Logan Town."

The first train on the Guyandot Valley Railway, entered the town of Logan yesterday <sup>Aug. 21 st.</sup> It was a special passenger train, in charge of Conductor C. W. Turner, and had ~~on~~ on board General Manager Doyle, Trainmaster Winters, Assistant Division Superintendent Moriarty, Chief Engineer Scarborough, all of the C. & O., and Captain Wright, of the Contracting firm of Carpenter and Wright, which built the road.

The officers were all pleased with the condition of the road, which is the best branch feeder the C. & O. possesses

One week from today, a regular passenger train will run into Logan and one into Logan from this point.

2.

The completion of this road means  
much to this Huntington, and more to  
the rich valley of the Guyandotte.

# The Huntington Herald

Sept. 17, 1904 - David Burns Sr. d. Sat. night  
Check at  
C. H. about 10 P. M. 8 yrs. old. A  
son David Jr.

He was a C. & O. engineer. Lived  
Cor. 28th St. & 8th Ave. A  
catholic - <sup>Burned in Guyardale Cemetery</sup> 3 children

David Burns Jr

Mrs. John Cowney - 16th St.

Mrs. Eugene Stetow, Cincinnati

p. 8 - Henry M. Ensign left today for Hunts-  
ville, Conn. to his brother's  
funeral, James T. Ensign, who  
was run over & killed, by  
a switch engine, at Acilla,  
Georgia Fri. A. M. - (Sept 16th?)

---

p. 4 - Somewhere the paper of this date  
Last told of a Coal Co. ~~has~~ being  
column formed for G. V. R. R., etc. Thos  
Sept. 17 A. Hull was a member. Find it

From the Huntington Herald

Sept. 17, 1904 p. 2 Col. 1

p. 1 "The Republican National Ticket -"

Col. 1 Theodore Roosevelt for President.

Wm. M. C. Dawson for Governor

p. 2. Col. 2 "Fine Work"

"Big Sandy Extension of N. & W.

pronounced by experts, the finest  
piece of R.R. building in the  
Country.

According to information just  
received here almost half the track  
on the Big Sandy extension of the  
N. & W. is complete & will be  
ready for trains by Sept 29th, 1904

Reg. at Kanawha, the track is  
laid as far as Jemmy's Creek - 14 miles  
work suspended temporarily on western  
end of the line, the bridge across  
Jemmy's Creek not yet ready for the  
rails. On the Kenova end, better  
progress, Soon ready Kenova to F.V. Gay  
20 miles.

When finished, this will be the main line, the Twelve Pole line will then be used as an auxiliary line - same as a double track. See further

Herald

Aug. 24, 1904

p. 1; Col. 4 - Death of J. L.  
~~Caldwell~~ Fine. J. L. Thornburg  
Thornburg.

Aug 31, 1904 - Paper reports Simon  
Alizer nominated for Congress  
against James A. Hughes.  
Nominated by John H. Hall

---

Huntington Dispatch Aug. 24, 1904

p. 1 Col. 5 - A story about Geo  
Savage meeting his <sup>1</sup>/<sub>2</sub> brother Edwin  
Savage.

---

On B. & O. R. R.

The best general history  
is by Edw. Hungerford - "The  
Story of the B. & O. R. R." 1928  
G. P. Putnam's Sons,

New York

p 231 et seq. - gives a  
short account of the  
"Ohio River Railroad."

The B. & O. purchased  
the Ohio River R. R. early  
in July 1901 - at least,  
it finished the transac-  
tion.

It was <sup>promoted &</sup> ~~built~~ <sup>built</sup> by  
Standard Oil Interests.

H. H. Rogers was President  
several years.

Incorporated in 1881  
as the "Wheeling, Parkersburg,  
and Charleston" (its name  
was changed the following year)

actual construction began in 1884, the gangs working south from Benwood. At no time was the road embarrassed for funds, and work progressed rapidly.

On Jan. 16, 1884, operation of the Ohio River Railroad began between Wheeling and Parkersburg, and both these towns had once again the thrills of thirty years before, when the railroad had first come to them.

Point Pleasant was reached late in 1886, first regular trains ran Jan 8, 1887, and within the next twelve months, on to Huntington.



Wheeling Public Library  
Sept. 20, 1946

## The Ohio River

Reuben Gold Thwaites -

"On the Storned Ohio"

A pilgrimage made in  
1894.

Local material in  
Chapter XI p 125-142  
inclusive.

---

Above says Geo. Washington  
surveyed 2000 a. +  
for John Fry where Louisa  
now is in 1770. Look  
this up. 2084 a. -  
first survey in Kentucky.

"A float on the Ohio"  
was an earlier edition of  
this book.

Harry Bennett Abdy -

"On the Ohio"

(about 1915) - Not of much value but some local comment on p. 209 to 211 is some local comment.

---

On the Romance of  
The River see

Ben Lucian Burman -

"Big River to Cross"

The John Day Company

It gives much of  
Steamboat life on The  
Mississippi which, no  
1940. doubt was much like the  
Ohio - Steamboat, Shanty  
boat, Rowboat, Barges,  
Show boats etc

Reuben Gold Thwaites -

Early Western Travels

1748 - 1846 p. 133 (Vol. 1.)

May 23, 1765 - (Croghan's Journal)

"Decamped about five  
in the morning and arrived  
at Big Guyondoll," thence  
proceeded down to Sandy  
River, etc. - No local  
material, but mentions  
the Indian towns at the  
Scioto

See - Ambler - "Transportation  
in the Ohio Valley

The Arthur H. Clark Co  
Hubert - "Ohio River"

Pulman

Wheeling Register -

Jan. 16, 1884 -

On p. 1, Col. 1, & 2 - A  
long article on "Railroads",  
one paragraph of which says:

"Aside from the roads  
mentioned, Senator Camden  
has almost completed a line  
between Wheeling and Parkers-  
burg which we show on this  
map. The cars will be running  
on it within thirty days, after  
such weather comes as will  
make it possible to go ahead  
with the work of construction.  
This road will open up a  
valuable portion of Marshall  
and wood both of which  
are penetrated by the Bal-  
timore and Ohio railroad,  
and will in addition give  
Wetzel, Tyler, and Pleasant  
Counties rail communication  
with the cities of the country."

On the next page is an  
Editorial — "More Railroads  
Wanted in West Virginia"  
but not a word about  
the Ohio River R.R.

<sup>U. & Q. R. R.</sup>  
The Guyandotte Independent  
in following issues

April 6, 1871 - p. 2 Col. 2.

April 8, 1871 - p. 2 Col. 1 - An  
Editorial on Huntington  
and Chicago. Note also  
"A Proclamation by The  
Governor" on the Flick  
Amendment.

April 20, 1871 - p. 3 - "Change"

" 27, 1871 - p. 2 Col. 3.

" " p. 3 - " 2 - Short  
paragraphs.

May 18, 1871 - p. 2 Col. 3.

p. 3 Col. 3.

May 25, 1871 p. 2 Col. 2, 3 & 4.

" p. 3 Col. 1 - Short  
paragraph.

June 1, 1871 p. 1 Col. 3.

June 15, 1871 - p. 2 Col. 2.

Also an ad. in Col.

# The Flick Amendment

April 8, 1871 p. 2

" 20 " p. 2

" 27 " p. 2 Col. 2. } Same,  
" " " p. 2 " " } only one

" " ~~p. 2~~ p. 3 - Timber, rafts,  
etc. Col. 1

Timber industry

May 11 p. 3.

C. & O. R. R. Corin.

June 15, 1871 - p. 2 Col. 1

" " - p. 3 Col. 1 -

a short paragraph  
(also "Big Well".

Also Col. 2 "Cemetery"

July 6, 1871 p. 2 Col. 3.

Also <sup>col 5</sup> see on P. S.

Smith "An Old Citizen"

Also Col 4 - The City  
of Huntington, etc.

p. 3 Col. 1

p. 2 Col. 3.

p. 3 Col. 1. 4 - Bottom.

July 20, 1871 -

p. 3 Col. 1, near bottom

July 27, 1871 p. 1 - "The Guyan  
dotte Bar" - on river  
conditions.

p. 3 Col 3 - Col John  
Everett's death.



C. & O. R. R. cont

Aug. 3, 1871 - "Huntington" p. 2  
Col. 3. Also p. 2 Col 3  
"Coming R. R."

Aug. 10, 1871 - p. 3 Col. 1 -  
Circuit Court - An  
murder of John Thomas  
Moore by David Stratton  
Jury disagreed.  
Col. 2 p. 3. Huntington  
Col 3 p. 3 Osley's Gap.  
Col 1 p. 3 Hurricane Bridge  
Affray.  
Col 3 p. 3 - Two marriages

Aug. 17, 1871 - p. 1 Col 4. Top.  
A parody - "The Mule  
that stood on a Steam  
Boat's Deck."  
p. 2 Col 1. - Editorial  
" " 2 - Huntington, etc.  
" " 3 - Brevities  
p. 3 Col 1 - "The first  
Locomotive" Bottom

C. & O. R. R. cont.

Aug. 24, 1871 -

p. 1 Col. 7 - "Communicated -  
p. 3 Col 2 - "Today the tracks  
of the C. & O.", etc.

p. 3 Col 3 - Marshall College

p. 3 " " - Several items.

Aug. 31, 1871

p. 2 Col. 1 - Editorial on  
C. & O., etc.

p. 2 col 6 - See ad -  
"The City of Hunting-  
ton"

p. 3 Col 1 - Items.

Sept. 6, 1871 - p. 2 Col 2 -  
"Huntington"

Sept. 21, 1871 Col. 6 p. 1 - The C. &  
O. R. R. - Fine - from  
the Greenbrier Inde-  
pendent

p. 2 - Democratic con-  
vention. mentions  
Test oath.

C & Q. By

Norris

About 1881-2, they began to burn coal instead of wood on the engines. The engines were very small, & cars to 10 to 15 tons — 4 wheels. No break ~~sets~~ then. No break wheels, ~~no~~ Broke by a lever on which the brakeman would put his foot on the lever and shove down.

A track ran out 17th St. to the river. Later on the freight depot was at 10th St. The freight & passengers were loaded on boats at the foot of 17th St. — B. J. Enos, Fleetwood, (Ohio No. 4?)

(Clayborn Mc Pherson Curtis of Va. was father of a Mr. Wm. Gratton Curtis in a bed in same ward assisted in this story. He came to Huntington

(He says he was a car inspector) Mr. Curtis came from near Staunton, Augusta County.

In the early C. & O. employed all kinds of labor, colored

Langhorne and Langhorne were contractors for a three miles long <sup>tunnel</sup> from Sandstone? to let the New River, rather to change most of the water through to run the Power Co's plant.

When Huntington & Emmons were coming down selecting the route, they rode horses as far as they could, then had to walk. At one place they wished to cross New River, found an old man with a Joe Boat. He agreed to set them across the river but told them that on account of the rocks, he couldn't go straight across. At last he landed them, and Huntington expected him to

He told them that since it was quite a job, he would charge them 50¢. They were astounded, but gave him \$1.00. He thought it might cost him \$15 to \$20, but the man didn't hold him up.

A Guyandotte story says Huntington was in Guyandotte and hitched up his horse. It got loose, and got on the side walk. Some one had him fixed. As a result he moved the depot from Guyandotte, and some said put the shops where they are. (This story is probably jumbled.)

Wm. F. Hile was an operator in Guyandotte, later agent. He m. ——— Ensign, dau. of Eli Ensign. Later he was Agent at the B. & O. depot. He became traveling agent for the B. & O.

By Adrian L. Harris  
b. Aug. 15, 1856.

In the early days about 1880,  
the trains had no dining cars  
but stopped at hotels—

The Hotel Perkins, at Hinton  
run by Will Hawk &  
Elcon E. Harris my brother  
Kanawha Falls also run  
by same parties & at  
same time.

They had another hotel  
at Winchester where my  
brother spent most of  
his time & Hawk spent  
most of his time at  
Hinton & Kan. Falls.

Trains allowed 20 min.  
for meals.

Engines fired with wood.  
open set things afire.  
Large smoke stacks.

B. W. Foster, a brother-in-law  
to C. P. Huntington.

Huntington gave him the  
Chatterbox R.R., later known  
as the Big Sandy - made him  
President of it. They lived  
close neighbor to me. He  
ran the Foster Hd. Co. He  
donated the home for the  
Old Ladies Home. Mrs. Foster  
was very democratic. Their  
home was the S. W. cor. of  
6th Ave. & 11th Street. No  
children. His wife was a fine  
old woman. Wouldn't spend  
a dime for any luxury for  
herself. Went to bed before  
dark to keep from paying  
for a light. Wore an old  
dress & hat. Very intelligent  
& liberal with others. On one oc-  
casion she sent & paid expenses  
for a boy who was run over by



When I came here 17th St.  
was the end of the road.  
Freight & passengers were trans-  
ferred at 17th to the boats,  
by an elevator. They had a  
conveyer to run it down  
to the boats - Boston.

Freelwood, Andes, Ohio No. 4. etc.  
Sometimes assisted by the B.  
I. Enos. Geo. Bay had other  
boats as well as most of these.

Heber Rice (father of E. L. &  
Will Rice & Ellen m. — Stephen)  
~~Chauncey~~ <sup>cey</sup> Bossinger (~~a young~~)

— Alberson, Tom Palmer  
(bro to A. B.), Albert Cox (<sup>not bro to me</sup> got  
well, but d. in 2-3 years)  
were all killed by a boiler  
explosion (about 1881) at  
this elevator.



Later the C. & O. His father, at one  
time was a sweeper, for the C. & O.  
shops - swept up the trash.

He bought the right of way  
to the Chatteroy R.R., of which  
B. W. Foster, bro-in-law of  
C. P. Huntington became President"

## The G. V. R. R.

"The old timers often talked of getting a R. R. here. Henry J. Samuels was Judge here. The 1873 effort failed - they couldn't raise the money. J. L. Caldwell of Huntington, was the promoter. I saw the first train. It came to Logan, Aug. 17, 1904. It stopped at Midkiff.

The C. & O. built the road from here up.

In 1890, J. L. Caldwell became interested, in Logan County lands purchasing several very large tracts up to 200000 - to 1900.

In 1906, <sup>heirs</sup> ~~had~~ disposed of all his Logan County holdings. His last deal was to the Paytona ~~Lumber~~ Lumber Co., in 1910.

In 1873, the Guyandotte Railroad Company was incorporated to begin on the Ohio River, at Huntington, and to be constructed on the most practicable route, up the Valley of the Four Pole Creek, crossing into the Guyandotte river valley, at or south of Barboursville, Cabell County, thence, in a southerly direction up the Guyandotte river, to the mouth of Hough's (Huffs) Creek,

Jack Hall was the first passenger conductor. "Rosum" Williams, of Huntington was fireman. The train came in Aug. 17, 1904, when "Webb" <sup>Wm. Guy United</sup> was 20 years old. He became a passenger brakeman, in 1907, freight conductor in 1911, yardmaster, in 1921, and is still yardmaster, at Peach Creek.

I was a passenger conductor 36 years. I ran one passenger train 27 years. Wm. Guy United, of Logan, was one of my brakemen. I was born July 9, 1872. He was a son of Oliver and Harriet Ellis Conley, and a grandson of Thomas Jefferson Conley, of Pulaski Co. Va., who was in the Indian fight on the Island, and the fifth man to come to Logan County. See the Logan Democrat.

85  
J. L. Caldwell

In 1890, James L. Caldwell became interested in Logan County lands purchasing several very large tracts up to 200000 acres — to 1910.

His wife was Mary O. B. Caldwell.

In 1936, his heirs disposed of all his Logan County holdings. His last deed was to Peytona Lumber Co — 1911

---

In 1873, The Guyandotte Railroad Company was incorporated to begin ~~at~~ on the Ohio River, at Huntington, and to be constructed on the most practicable route up the Valley of the Four Poll Creek crossing into the Guyandotte river valley at or south of Barboursville, Cabell County, thence in a southerly direction up the Guyan River valley to the mouth of Hough's Creek.

in Logan County, West Virginia  
Also To construct lateral branches  
or trainways along the following  
tributaries of the Guyandotte river  
Viz: Four Mile Creek, Ten Mile  
Creek; Six Mile Creek; Nine  
Mile Creek; Fourteen Mile Creek;  
Little Ugly Creek; Hamilton's Creek;  
Big Ugly Creek; Hart's Creek;  
Big Creek; Limestone Creek;  
Island Creek; Big Buffalo  
Creek, and Hough's Creek."  
The principal office to be  
at Barboursville;

"The said Corporation is  
To commence on the fourteenth  
day of April, 1873, and to  
continue nine hundred and  
ninety-nine years (99 years?)

Isaac N. Smith, Charleston  
H. J. Samuel, Barboursville

\$250000 capital.

Signed by Howard Smith?  
Williamsburg, Va.  
Edmund B. Knight, Charleston, W. Va.  
O. W. Mather, Barboursville  
James H. Ferguson.



The capital stock to be  
divided into 2500 shares,  
\$100 each, par value \$100.

Signed April 14, 1873.

Recorded in Logan Co

April 16, 1873 at 12 M.

H. Hager, Clerk.