

***Springfield Railroad Underpass Project  
Hampshire County  
State Project # S314-SBV-RR-6.50  
Federal Project # N/A  
FR#: 15-479-HM***



***HISTORIC DOCUMENTATION***

***July 2015***

***West Virginia  
Department of Transportation  
Division of Highways  
Engineering Division  
Environmental Section  
(304) 558-2885***

*HISTORIC DOCUMENTATION*  
*SPRINGFIELD RAILROAD UNDERPASS BRIDGE*

Location: West Virginia State Route 28 and Abernathy Run  
Springfield  
Hampshire County  
West Virginia

USGS Springfield Quadrangle

Date of Construction: circa 1880

Builder: South Branch Railroad Company

Present Owner: West Virginia State Rail Authority  
120 Water Plant Drive  
Moorefield, WV 26836

Present Use: Railroad Bridge

Significance: The Springfield Railroad Underpass is significant on the local level with a period of significance 1890 to 1952.

Project Information: The project has been undertaken due to the poor condition of the Underpass bridge. Any future deterioration of the underpass bridge will result in its closure, the existing underpass warrants replacement. The documentation was undertaken in July 2015 in accordance with a Memorandum of Agreement among the West Virginia Department of Transportation and West Virginia State Historic Preservation Office. These measures are required prior to replacement of this National Register eligible structure.

Sondra L. Mullins, Structural Historian  
West Virginia Division of Highways  
Charleston, WV 25301  
July 10, 2015

### BALTIMORE & OHIO RAILROAD HISTORY



The Baltimore and Ohio Railroad Company (B & O) was chartered on February 28, 1827 by businessmen from Baltimore, Maryland. The goal of the businessmen was to ensure that traffic was not lost to the proposed Chesapeake & Ohio Canal. By the end of the 19<sup>th</sup> century the B & O had almost 5,800 miles of track connecting Chicago and St. Louis to Baltimore, Washington, Philadelphia, and New York City.

In the 1840's the mainline of the Baltimore and Ohio Railroad (B & O) was completed in Hampshire County along the Potomac River. No rail line existed linking the South Branch Potomac River Valley. Beginning in the 1870's groups of Kanawha County businessmen and entrepreneurs formed a company designated the West Virginia Railroad Company. This venture never got off the ground and folded a few years later. Next some business men from the South Branch Valley wanted to build the railroad line into Petersburg. Their company name was Cumberland, Moorefield and Petersburg Railroad Company. As with the WV Railroad Company the rail line was never constructed.

On September 1, 1884 the B & O opened 16.29 miles of track from Green Spring to Romney. The line at Green Spring dates back to 1880. The B & O line took ownership of the current rail line in 1913 with an interest in connecting it from Petersburg to Romney with the main line of the B & O at Green Spring. The rail lines of the South Branch Railroad and the Hampshire Southern Railroad were built to help the industrial, timber and agricultural lands in Hampshire, Hardy and Grant Counties. Neither one of these rail lines were profitable but always had the potential to increase with the hauling of goods. In 1958 the poultry industry was about 85% of the rail line business hauling feed.

By 1961 the Chesapeake & Ohio (C & O) had acquired 61% control of the B & O. By May 1962 the merger was approved. Combined these two companies controlled 11,000 miles of track. On June 15, 1973, the Chessie System became the parent company of the B & O, C & O and the Western Maryland Railroad. The Chessie System and the Seaboard System merged under the control of the CSX Corporation on November 1, 1980. By 1986, CSX merged all the railroads into CSX Transportation ending the history of the B & O.



In the 1970's the South Branch line of the B & O (part of the Chessie System) was in traffic decline and railroad deterioration. The B & O announced they wanted to abandon the rail line. State and local leaders worked to stop this from happening. The leaders felt without the railroad it would make it uneconomical for local businesses to grow in the area. With the growing truck rates it would have not been profitable to transport out of the area. Therefore, the railroad was key to keeping those businesses alive.



In February 1976, the West Virginia Railroad Maintenance Authority was formed to help save the South Branch line. The B & O decided to give the State of West Virginia the railroad line and on October 11, 1978 the title to the railroad was handed over to Governor John D. Rockefeller thus forming The West Virginia State Rail Authority. The last B & O train ran on October 14, 1978 and on October 15<sup>th</sup>, the State of West Virginia became the first state to own and operate its own railroad. On October 16, 1978 the first South Branch Valley Railroad (SBVR) train left Moorefield for Green Springs.

The SBVR consists of 52.4 miles of railroad from Petersburg to Green Spring. Over the years the railroad had fallen into disrepair and needed to be rehabilitated. In 1979, the SBVR developed a six year plan to upgrade the rail line and bridges. In 1985 major flooding occurred on the South Branch line destroying most of the rail line and bridges. Reconstruction began on the railroad two years later. The SBVR continues to provide a valuable transportation link in the area with all the customers it provides for today and in the future.

Excursion trains began running in 1979 from Moorefield to Sector. Today the excursion trains continue under the Eagle Canon Passenger Car Company. The excursion train known as *The Potomac Eagle* is one of the most popular excursion trains in the region. The trains run out of the Wappocomo Station in Romney.





### SPRINGFIELD RAILROAD UNDERPASS DESCRIPTION

The original line of the Springfield Railroad Underpass Bridge was built circa 1880 by the South Branch Railroad Company with replacements to the structures 1931 (August 1, 2014 Bridge Inspection Report). The existing underpass is a 23 span 376'2" timber trestle and deck plate girder. The timber trestle is composed of semi-continuous 3 or 4 ply timber 8" x 16" stringers beneath each rail. The steel portion of the bridge is two simple spans with 66" deep built up plate girders. The girders



are braced with cross frames and lateral bracing. The single plate girders per rail are considered fracture critical. The bridge is supported by timber frame bents, timber pike bents and three solid concrete wall piers. There are timber backwalls at each end and a timber wingwall at the southeast approach. The bridge has an open deck composed of jointed rails, ties, tie spacer and deck anchors. The annual bridge inspection report dated August 1, 2014 requests that several repairs are needed to the existing structure.

The project will replace the existing timber trestle spans from approximately Bent 7 (see plan sheets) to existing Pier 1 with a single span deck girder bridge over Abernathy Run. The replacement deck girders for this project will be utilized from the Adamston Railroad Underpass Bridge which spanned US 50 in Clarksburg, WV.



The Springfield Railroad Underpass is eligible for the National Register of Historic Places under Criterion A for its local railroad significance.

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West Virginia Division of Highways, *Springfield Railroad Underpass Report*, Engineering Division, 1334 Smith Street, Charleston, West Virginia.

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West Virginia State Rail Authority, Annual Bridge Inspection Report, *Bridge No. SBVR-6.5 South Branch Valley Railroad at Milepost 6.5 over Abernathy Run and WV 28*. Moorefield, West Virginia.

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Withers, Bob. *Images of Rail: The Baltimore and Ohio Railroad in West Virginia*. Arcadia Publishing. 2007. Charleston, South Carolina.

*HISTORIC DOCUMENTATION*  
*INDEX TO PHOTOGRAPHS*

Springfield Railroad Underpass  
Over Abernathy Run and WV 28  
Springfield  
Hampshire County, West Virginia

Photographer: Sondra Mullins

June 2015

SPRING -1	West elevation of spans over Abernathy Run & WV 28
SPRING -2	Concrete wall used as a pier
SPRING -3	East elevation of spans over Abernathy Run & WV 28
SPRING -4	Bolt connections at footer
SPRING -5	Sideview of trestle
SPRING -6	Ground elevation underneath the railroad trestle
SPRING -7	Sideview of truss on concrete piers, looking south
SPRING -8	Underside of deck
SPRING -9	Sway brace
SPRING -10	Observation deck on railroad
SPRING -11	Bolt connection
SPRING -12	Bolt connection
SPRING -13	Sway braces
SPRING -14	Sideview of truss, looking south
SPRING -15	Southern approach on rail line, looking north
SPRING -16	Stinger 1 looking north from Bent 11
SPRING -17	Bent cap
SPRING -18	Southern approach of trestle

Current plan sheets (typical section, plan and elevation)



Photo 1 -West Elevation of spans over Abernathy Run & WV 28



Photo 2- Concrete wall used as a pier



Photo 3- East Elevation of spans over Abernathy Run & WV 28



Photo 4- Bolt connections at footer



Photo 5- Sideview of trestle



Photo 6- Ground elevation view underneath the railroad trestle



Photo 7- Sideview of truss on concrete piers, looking south



Photo 8- Underside of deck





Photo 9- Sway brace



Photo 10- Observation deck on railroad



Photo 11- Bolt connection



Photo 12- Bolt connection



Photo 13- Sway braces



Photo 14- Sideview of truss, looking north



Photo 15- Southern Approach on rail line, looking north



Photo 16- Stringer 1 looking north from Bent 11



Photo 17- Bent Cap




Photo 18- Southern approach of the trestle





## WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

<b>Street Address</b> Rt. 28	<b>Common/Historic Name/Both</b> <div style="display: flex; justify-content: space-around;"> <span>O</span> <span>O</span> <span>O</span> </div>	<b>Field Survey #</b> HM-1379	<b>Site # (SHPO Only)</b>
<b>Town or Community</b> Springfield vicinity	<b>County</b> Hampshire	<b>Negative No.</b> WV_Hampshire County_HM-1379.tif	<b>NR Listed Date</b>
<b>Architect/Builder</b> unknown	<b>Date of Construction</b> Circa 1880	<b>Style</b> Railroad trestle	
<b>Exterior Siding/Materials</b> Metal	<b>Roofing Material</b> N/A	<b>Foundation</b> Wooden timbers, concrete pylons	
<b>Property Use or Function</b> Residence     O Commercial   X Other           O	<b>NAD83 UTM# 17S</b> 0698117E/ 4369969N		
<b>Survey Organization &amp; Date</b> Rasmussen and Rasmussen Fall 2010	<b>Quadrangle Name</b> Springfield		
	<b>Part of What Survey</b> Hampshire County, Phase III		

Sketch Map of Property  
Or Attach Copy of USGS Map

Site No.

<b>Present Owners</b>  Baltimore and Ohio RR  <b>Phone #</b>	<b>Owners Mailing Address</b>
<b>Describe Setting</b>  <div style="text-align: center;">Trestle crosses Rt. 28</div> <div style="text-align: right;">           _____ Acres            _____ Artifacts Present         </div>	
<b>Description of Building or Site (Original and Present)</b> <div style="text-align: right;">           N/A    Stories   N/A    _____ Front Bays         </div> <div style="margin-top: 20px;"> <i>(Use Continuation Sheets)</i> </div>	
<b>Alterations</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> <input type="checkbox"/> Yes         </div> <div style="text-align: center;"> <input checked="" type="checkbox"/> No         </div> </div>	
<b>Additions</b> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> <input type="checkbox"/> Yes         </div> <div style="text-align: center;"> <input checked="" type="checkbox"/> No         </div> </div>	
<b>Describe All Outbuildings</b>  <div style="display: flex; justify-content: space-between;"> <span>N/A</span> <span><i>(Use Continuation Sheets)</i></span> </div>	
<b>Statement of Significance</b>  <div style="text-align: center;">Associated with the rise of railroads in West Virginia</div> <div style="text-align: center;"><i>(Use Continuation Sheets)</i></div>	
<b>Bibliographical References</b>   <div style="text-align: right;"><i>(Use Continuation Sheets)</i></div>	
<div style="display: flex; justify-content: space-between;"> <div> <b>Form Prepared By:</b>    Barbara Rasmussen  <b>Address:</b>            224 Wilson Avenue, Morgantown, WV 26501   <b>Phone #:</b> (304) 292 7652         </div> <div style="text-align: right;"> <b>Date:</b> December 15, 2010         </div> </div>	



[West Virginia Division of Culture and History](#)  
 State Historic Preservation Office

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# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME\_\_\_\_\_ SITE#\_\_\_\_\_

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**MEMORANDUM OF AGREEMENT  
BY AND AMONG  
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER  
AND THE WEST VIRGINIA DIVISION OF HIGHWAYS  
REGARDING IMPLEMENTATION OF THE SPRINGFIELD RAILROAD UNDERPASS  
PROJECT  
STATE PROJECT #S314-SBV/RR-6.50  
HAMPSHIRE COUNTY, WEST VIRGINIA  
JUNE 2015**

**WHEREAS**, the West Virginia Division of Highways (WVDOH) proposes to replace a section of the Springfield Railroad Underpass, which spans Abernathy Run and WV 28 in Hampshire County, hereinafter referred to as the Project. The project involves replacing the existing timber trestle spans with a single span deck girder bridge using state funds; and

**WHEREAS**, the WVDOH has determined that the Project will have an adverse effect upon the Springfield Railroad Underpass, a property eligible for the National Register of Historic Places (NRHP) under Criterion A; and

**WHEREAS**, the WVDOH has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to West Virginia Code Chapter 29, Article 1 and its implementing regulations (82 CSR 2), as well as 36 CFR Part 800.5 Implementing Section 106 of the National Historic Preservation Act; (16 U.S.C., 470f); and

**WHEREAS**, the WVDOH has determined that the Project will not affect archaeological properties;

**WHEREAS**, the WVDOH contacted the Preservation Alliance of West Virginia, and Hampshire County Historical Society and Hampshire County Landmarks Commission regarding the Project. No response was received from these groups.

**NOW, THEREFORE**, the WVSHPO and the WVDOH agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

**STIPULATIONS**

The WVDOH shall ensure that the following stipulations are carried out:

**Springfield Railroad Underpass**

- I. The WVDOH will document the Springfield Railroad Underpass in accordance with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation*.

Submitted materials will meet Documentation Level II under Standard I of the National Park Service Standards.

II. Old B & O railroad materials will be used in the replacement of the trestle.

**III. Duration**

This MOA will expire if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the WVDOH shall execute a MOA pursuant to 82 CSR 2.5.4.d. Prior to such time, WVDOH may consult with other signatories to reconsider the terms of the MOA and amend it in accordance. WVDOH shall notify the signatories as to the course of action it will pursue.

**IV. Post-Review Discoveries**

If any unanticipated discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13 (b).

**V. Monitoring and Reporting**

Each year following the execution of this MOA until it expires or is terminated, WVDOH shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in WVDOH's efforts to carry out the terms of this MOA.

**VI. Amendments**

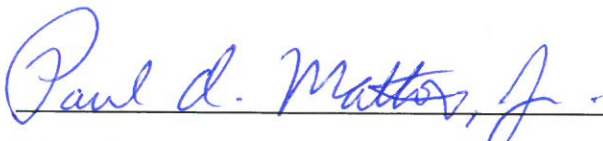
This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the SHPO.

**VII. Termination**

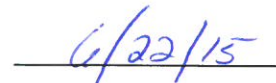
If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, WVDOH must execute a MOA pursuant to 82 CSR 2.5.4.d.

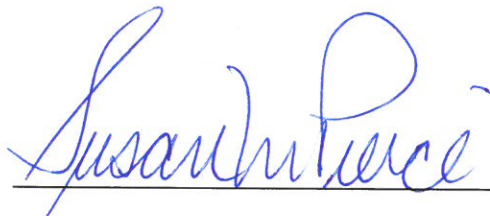
**EXECUTION** of the Memorandum of Agreement by the WVSHPO and the WVDOH, and implementation of its terms evidence that the WVDOH has afforded the SHPO an opportunity to comment on the Springfield Railroad Underpass project and its effects on historic properties, and that the WVDOH has taken into account the effects of the undertaking on the historic property.



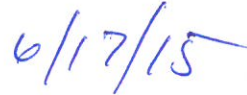
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Date



West Virginia Deputy State Historic Preservation Officer



Date

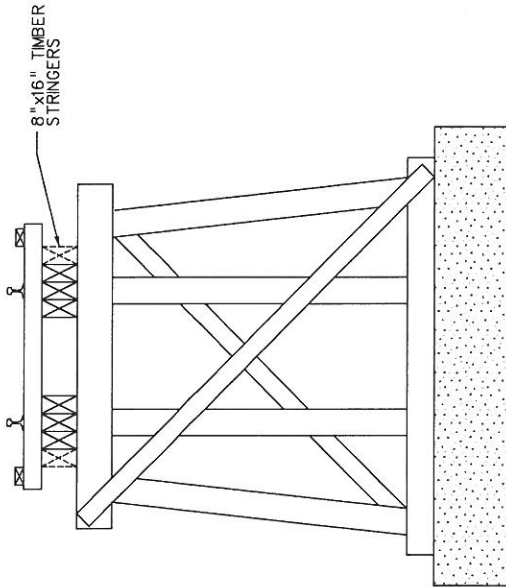
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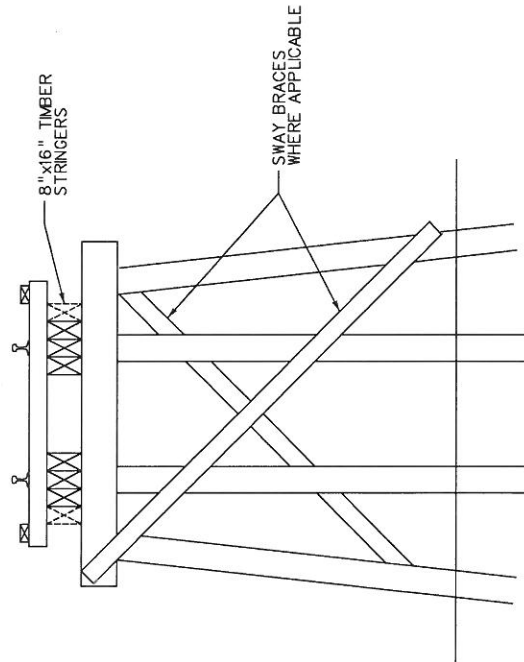
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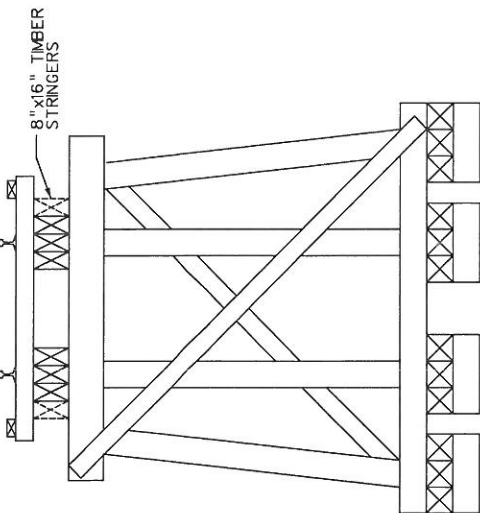
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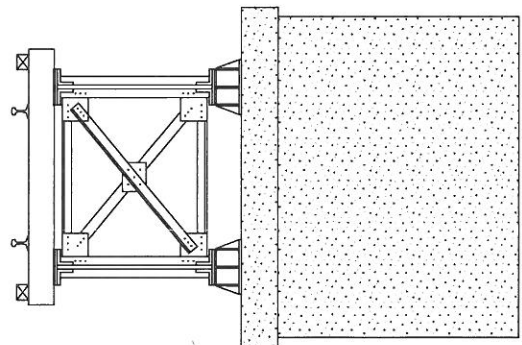
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BENTS 17, 18 & 20-23



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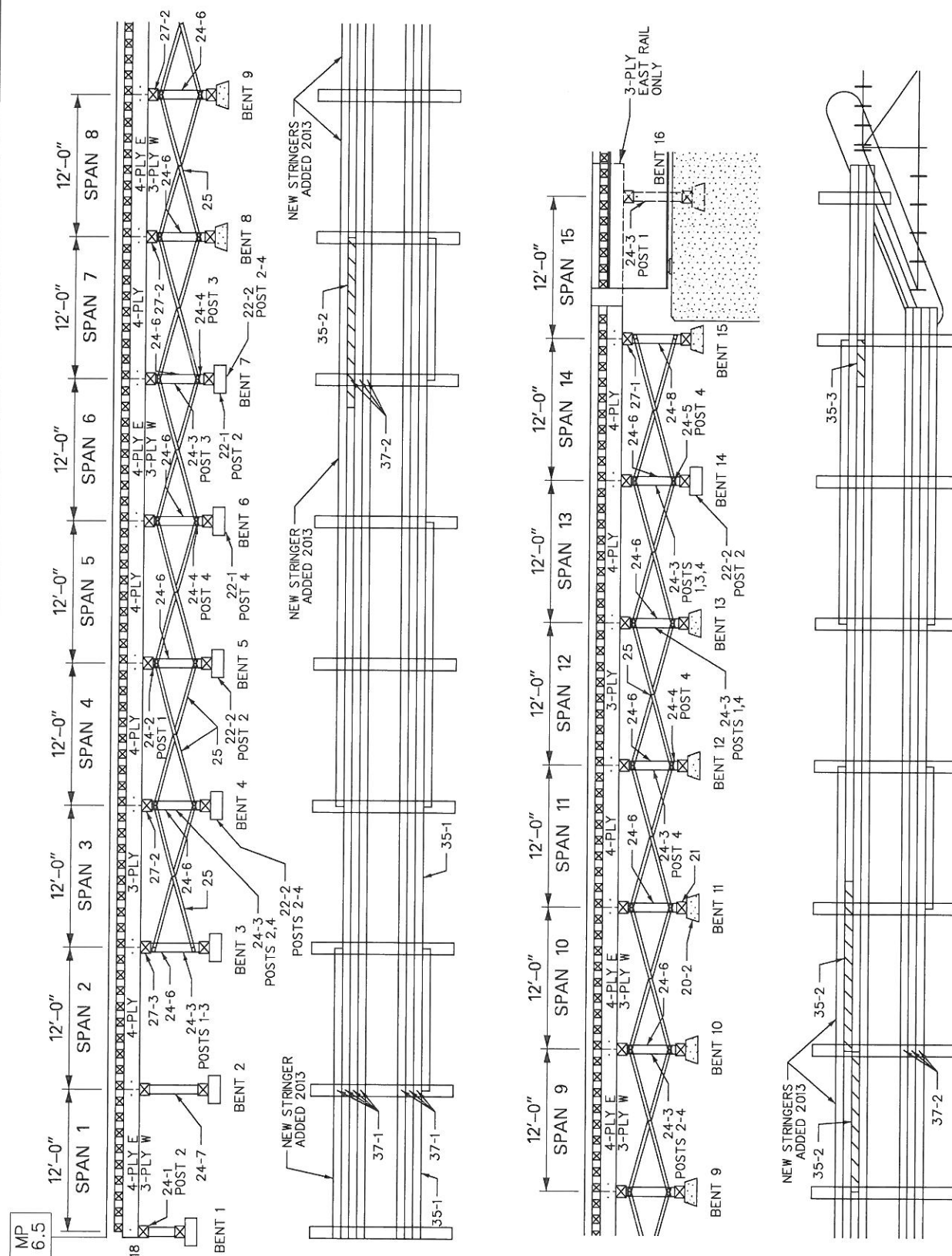


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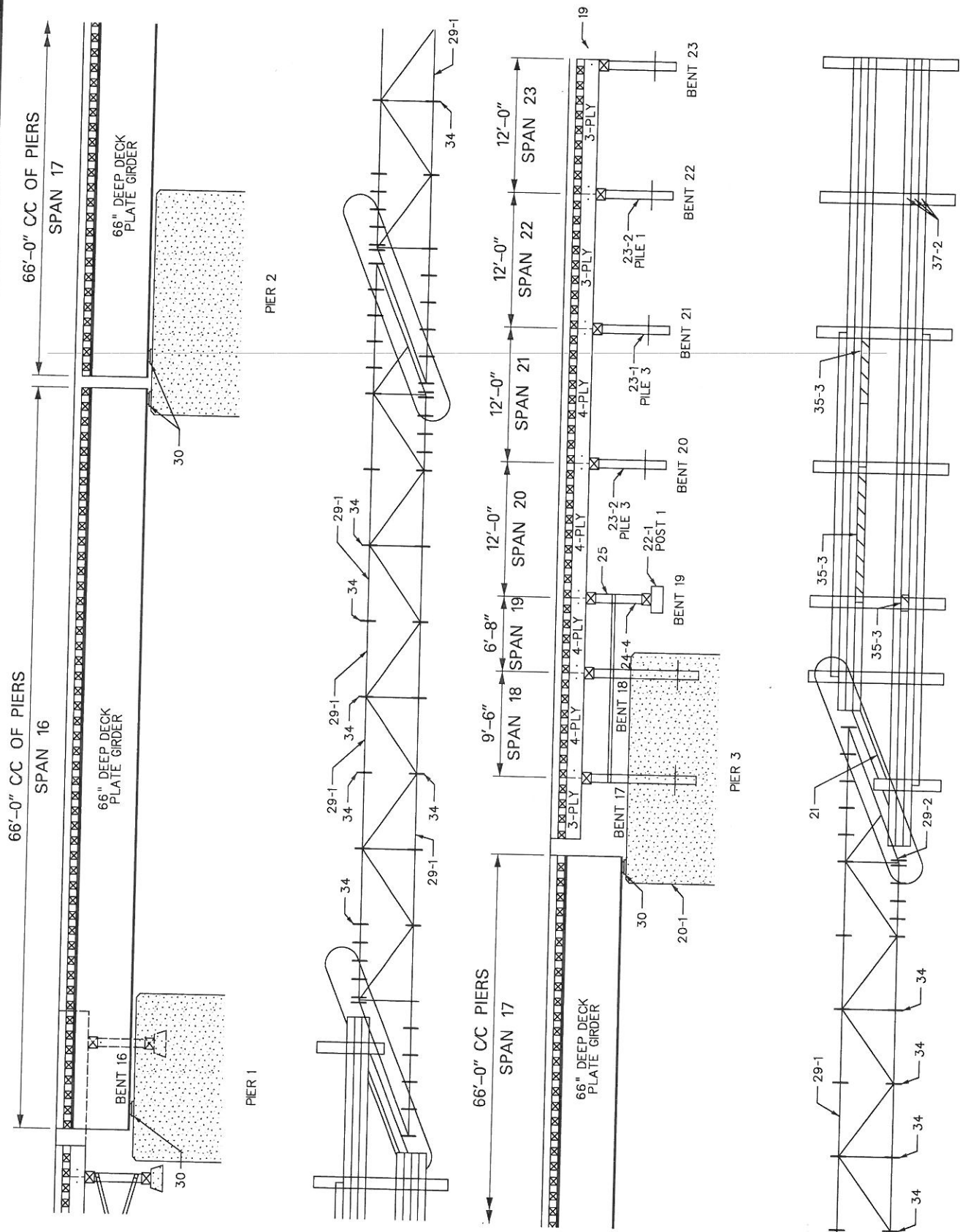
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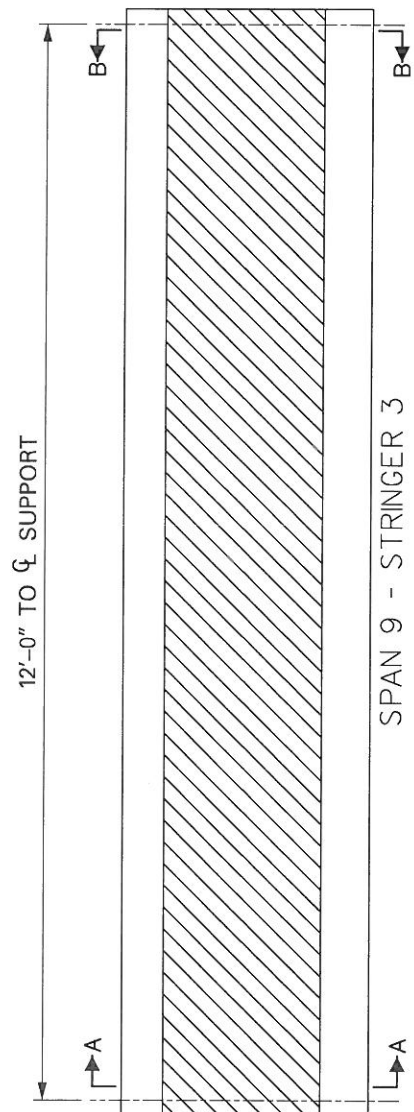
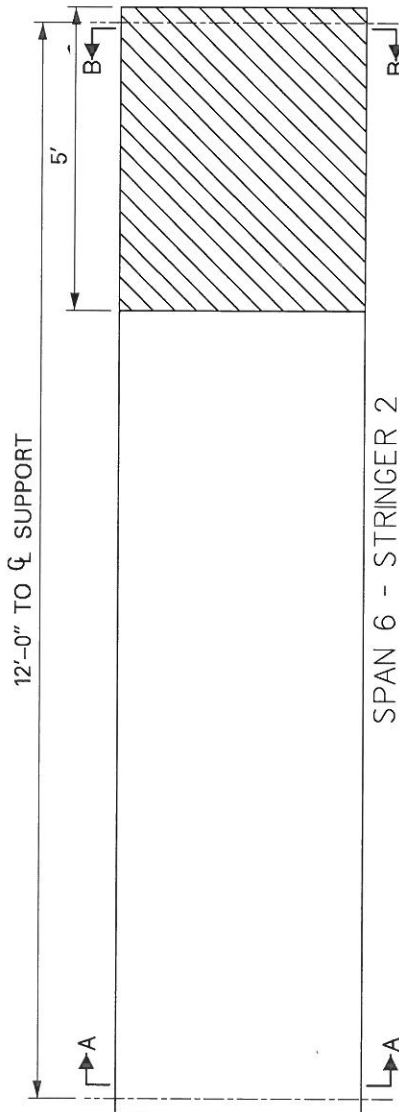
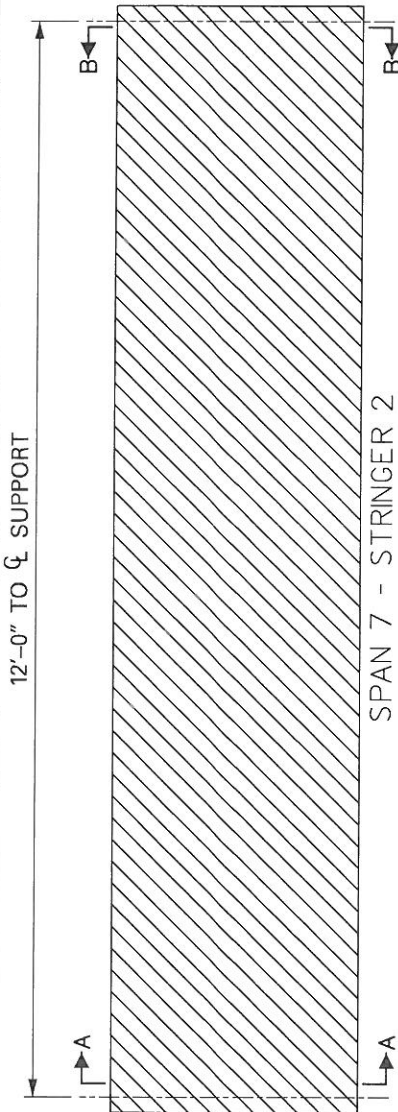
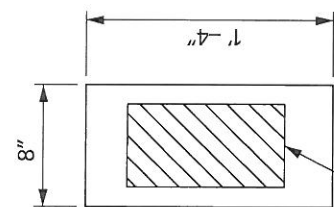
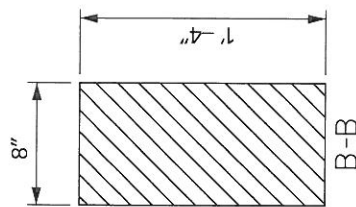
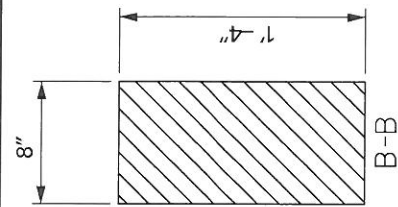
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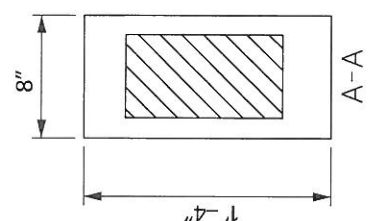
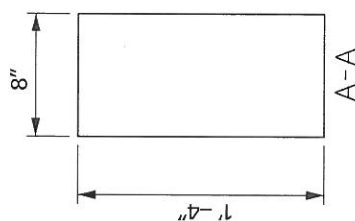
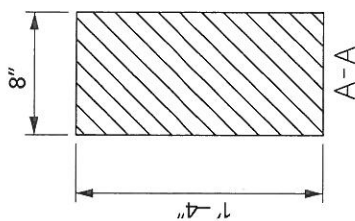
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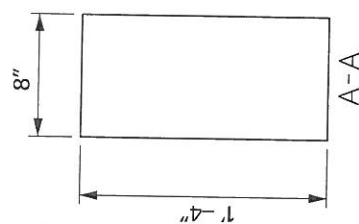
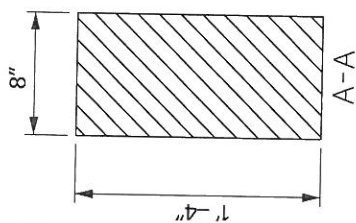
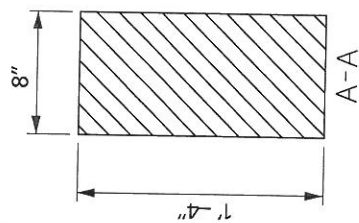
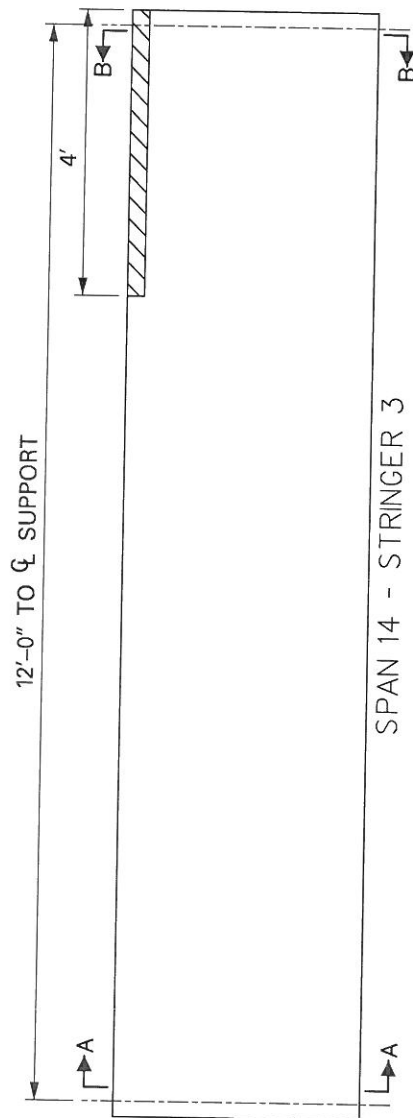
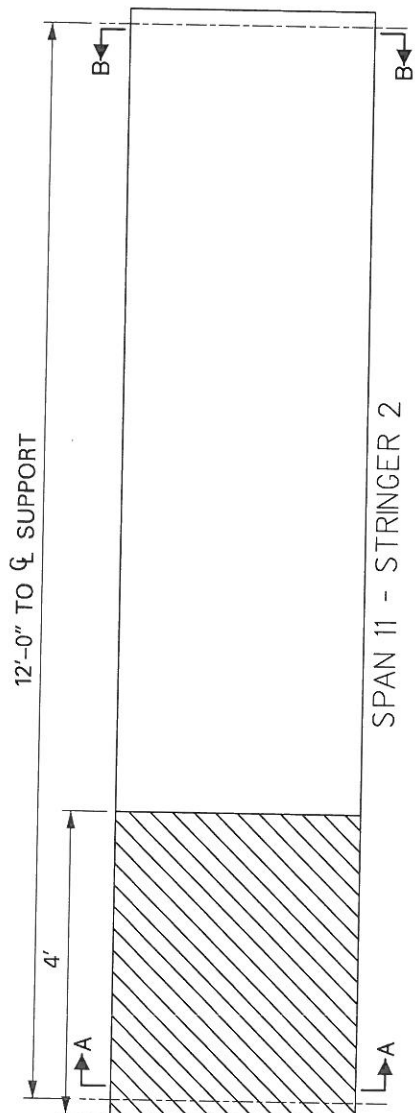
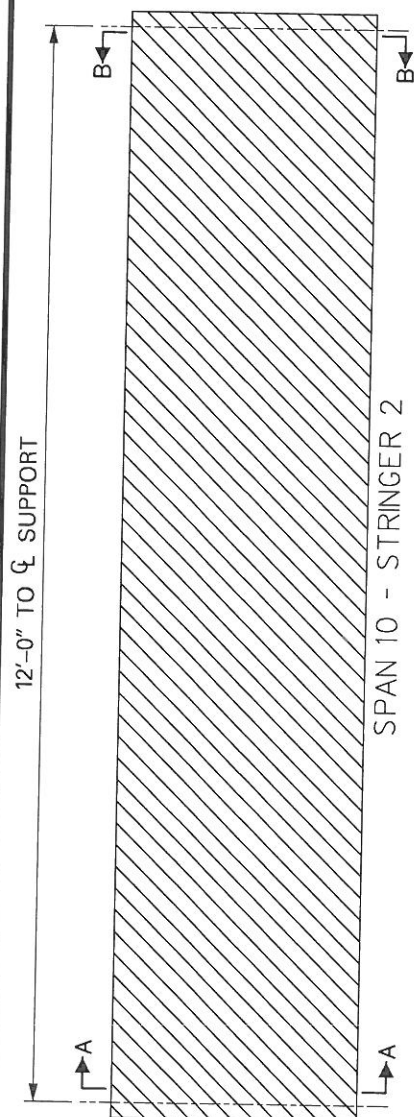
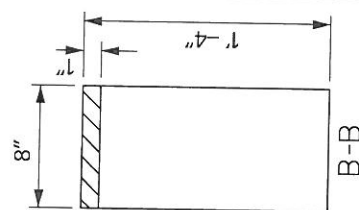
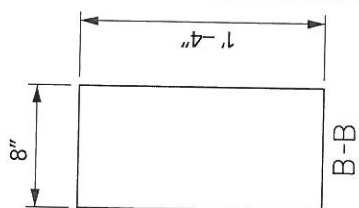
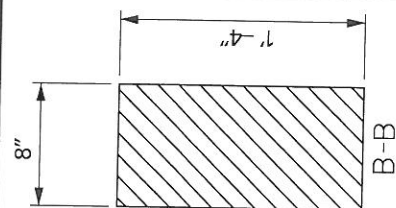
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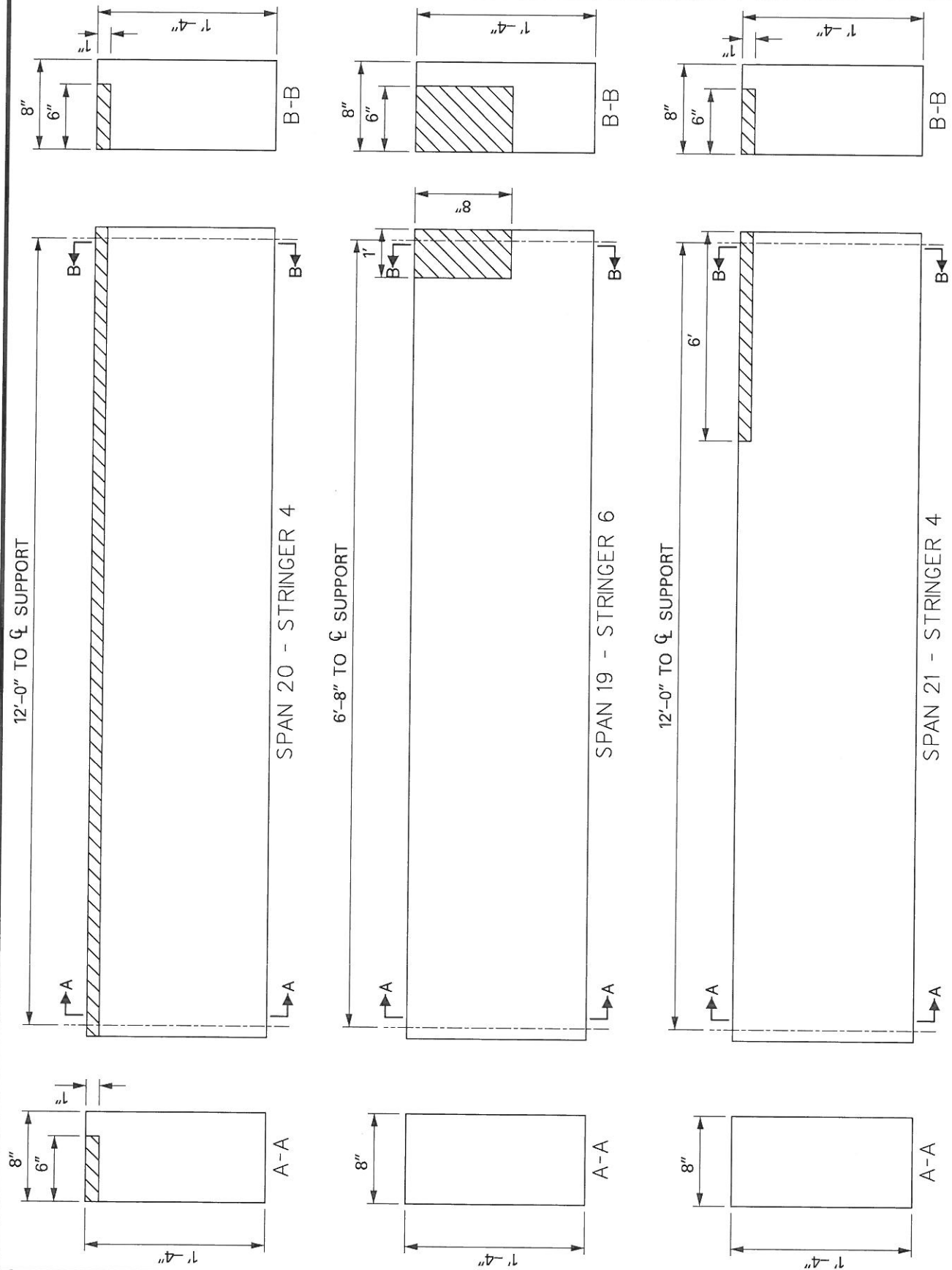
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