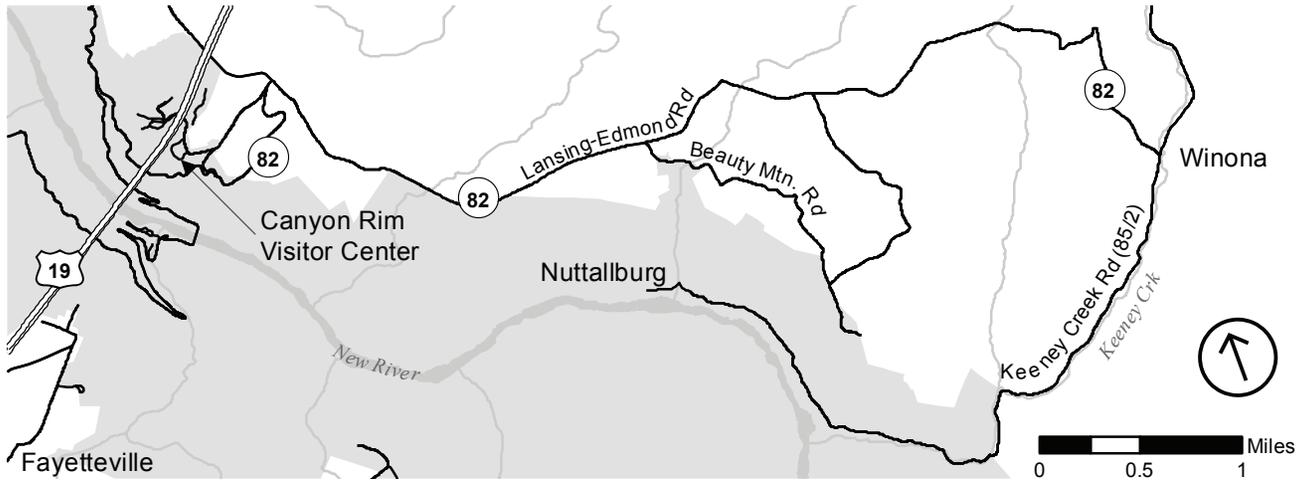


Getting to Nuttallburg



Use caution when driving to Nuttallburg. Many of the country roads are narrow, winding, steep, and often one-lane paved or one-lane gravel road. Large vehicles and trailers are not advisable.

Global positioning systems should not be relied upon for directions to remote areas within the park such as Nuttallburg.

Driving to Nuttallburg

From Canyon Rim Visitor Center, go 0.3 miles north on US 19 to the next intersection, and turn right onto Lansing-Edmond Road (County Route 5/82). Follow Lansing-Edmond Road (becomes CR 82) 6.0 miles to Winona. Turn right onto Keeney Creek Road (CR 85/2), continue past the houses (do not cross the creek) and the road turns to gravel. Travel 4.1 miles to the main Nuttallburg parking area and restroom. GPS coordinates are 38.05032° N, 81.04013° W. Parking for disabled visitors is located an additional 0.1 miles beyond the main parking area, closer to the tipple.

Along the Way

You will be passing through what was once Nuttallburg's African American community before you reach the main parking area. Exhibit panels located at pull-offs along the road interpret this and other features. Stop on the drive in or walk the short

distance back from the main parking area to get a better picture of what life was like in the historic community.

Hiking to the Headhouse

The easiest way to the headhouse area of Nuttallburg is located off Beauty Mountain Road near Lansing. From U.S. 19, take Lansing-Edmond Road (CR 5 becomes CR 82) 2.5 miles and turn right onto Beauty Mountain Road (CR 85/5). Travel 0.1 miles, then turn right onto the road just beyond Nuttall Cemetery Road. A parking area is located before the gated service road. Hike down the Headhouse Trail 0.5 miles to the headhouse area of Nuttallburg. Caution: this hike is steep and strenuous.

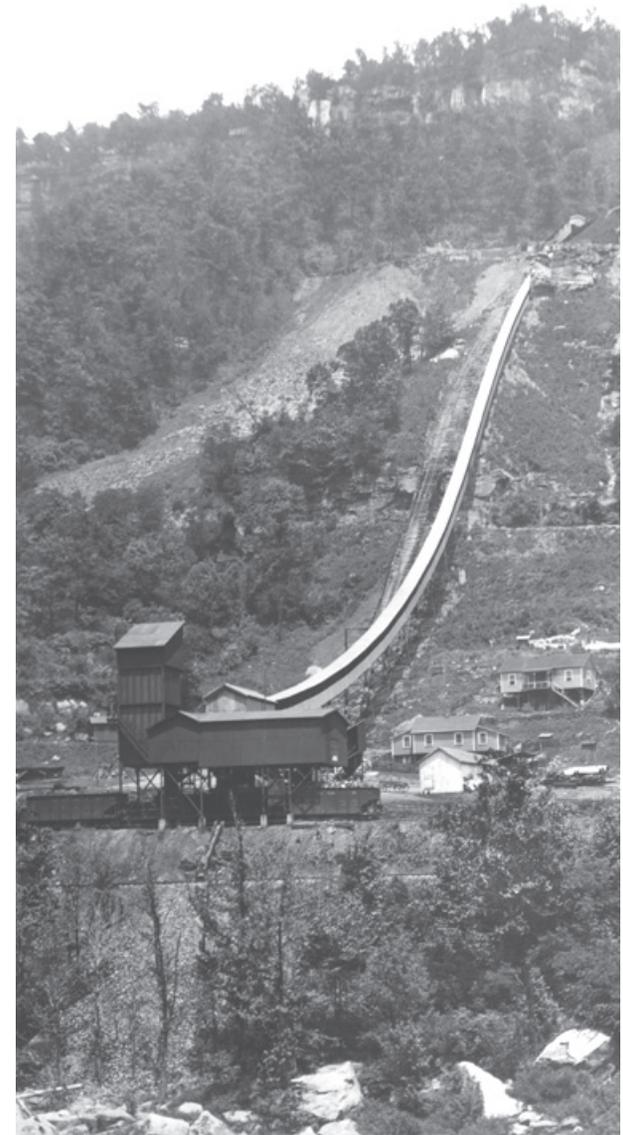
Exploring Keeney Creek Rail Trail

Open to bikers and hikers, the easy 4% graded trail follows the historic railroad bed that once served Nuttallburg, accessing mines up the Keeney Creek drainage. Two trailheads are located on the drive into Nuttallburg. The first is 2 miles from Winona right after the second bridge crossing up a steep slope on the right side of the road. The second is at a parking area an additional 1.5 miles down the road on the right; GPS coordinates are 38.04667° N, 81.03236° W. The trail is also accessible from the headhouse via the Conveyor Trail (see Trail Map).

National Park Service
U.S. Department of the Interior
New River Gorge National River



Nuttallburg



Exploring Nuttallburg

Historic Nuttallburg offers three opportunities for exploration. Follow trail markers to historic sites along one or all three trails, depending on the amount of time you have available. Trail numbers of the following descriptions correspond to the trails on the map. A vault toilet is located at the trailhead parking area. Drinking water is not available in Nuttallburg.

Safety first! Use caution around railroad tracks. Active lines are operating throughout the day.



Coal was sized and sorted in the tippel, then loaded into railroad cars on tracks underneath. *From the collections of The Henry Ford.*

① Tippel Trail

0.6 miles, 45 minutes - 1 1/2 hours, easy

To begin, walk back along the roadway to visit the site of the African American community and depot (not included in mileage estimate). Then, from the parking lot, follow the main road to the tippel and coke ovens. A 1/4 mile trail on the northwest end of Nuttallburg leads to Seldom Seen, a group of building foundations further down river.

The railroad mainline connected Nuttallburg with the world beyond. Newspapers, mail, and supplies arrived via rail. Some mining towns in the New River Gorge depended upon the rail for all outside interaction. Nuttallburg had road access, but most of its residents did not have automobiles.

② Town Loop Trail

1.3 miles, 2-3 hours, moderate

Continue up the hillside to the school, church and homesites of Nuttallburg residents. Mileage and time estimate include time on the Tippel Trail.

In 1922, 80% of all coal miners in the state lived in company-owned towns. Nuttallburg typifies an Appalachian coal town of this era. Homes were carved into hillsides, stacked from the river up the steeply sloped gorge towards the mine opening. Many were built upon piers that can still be seen today.

Communities were socially and economically self-contained with a company store, churches, schools, clubs and athletic teams. Although all races and nationalities worked together in the mines, above ground Short Creek divided Nuttallburg into two racially-distant neighborhoods. African American families lived on the east side and white families on the west side of the creek.

"I have vivid memories of sitting on the front porch of the Nuttallburg club house and watching the moon come up and shine on beautiful New River... Life in the mining camps was not so harsh as those outside often pictured it to be."

Elizabeth Alexander Lambert
Nuttallburg resident 1924-1945



Two schools provided elementary education in town. Continuing on to high school necessitated a daily or weekly commute by rail or road.



Henry Ford installed a \$100,000 conveyor system called "button and rope" that was designed for gentler transport of coal. *From the collections of The Henry Ford.*

③ Conveyor Trail

3.0 miles, 5-6 hours, strenuous

The trail begins at the Keeney's Creek Rail Trail, then zig zags up the steep slope to the mine entrance, headhouse and beginning of the conveyor that carried the coal from top to bottom. Mileage and time estimates are round trip from the Nuttallburg parking area to the headhouse and back. An alternate route to the area is the Headhouse Trail, accessed from Lansing-Edmond Road.

The mines at Nuttallburg were "drift" mines, meaning the mine entrance was at the same level as the coal seam. The seam at Nuttallburg, the Sewell seam, was approximately three and one-half feet thick and contained coal that was easily broken, or "friable." Moving it from mine to coal car intact presented a challenge, although one worth undertaking as the smokeless coal of New River mines produced a high quality fuel coke required for steel production. Coal of this quality was found in only two other places in the United States.

Caution: This section of trail is steep and narrow and may be difficult to follow when covered with leaves. Caution is also advised when wet.



Depot at Nuttallburg, 1935

Nuttallburg Yesterday

Nuttallburg was one of nearly fifty towns that sprang up along the New River in response to a growing nation's need for coal.

In 1870, England-born entrepreneur John Nuttall saw opportunity in the coal rich New River gorge and began buying land and building infrastructure along the Keeneys Creek drainage. When the Chesapeake & Ohio Railway was completed through the gorge in 1873, the town was ready for its arrival. Nuttallburg was the second mining town in the New River gorge to ship the "smokeless" coal, processed from a mineral seam hundreds of feet above the river corridor and shipped to industrial cities hundreds of miles away.

Nuttallburg was a bustling mining community by the turn of the century, continuing to thrive

FORD WORKS A MIRACLE IN MINING COAL

Detroit Manufacturer Pays His Men Half as Much, Again as Other Employers. Limits Their Work to Eight Hours. Yet Operates at a Cost Approximately the Same as That of Neighboring Mines

1928 *New York Times* Headline

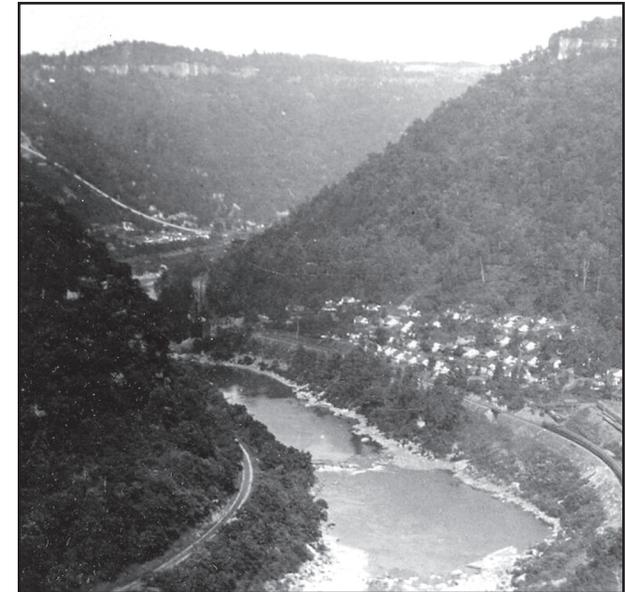
after Nuttall's death in 1897 under the direction of his heirs. The town became the focus of national attention in the 1920's when, in an effort known as "vertical integration" to gain control of all aspects of production, automobile industrialist Henry Ford leased the town's mines to provide coal for his company steel mills. The Fordson Coal Company made many improvements to the mine and town during the eight year tenure, but Ford's plan for "vertical integration" failed when it became evident he could neither control, nor afford to buy, the railroad that was responsible for transportation of the coal his mines produced. He sold interests in the Nuttallburg mines in 1928.

The mines of Nuttallburg passed through three owners after Henry Ford, with production limited to primarily local use in later years as the market for New River coal declined. Production ceased in 1958 and Nuttallburg became like so many other riverside communities that rose and fell due to changes in the industry. A collection of empty buildings and structure-less foundations, concealed beneath trees and vines, is all that remains.

Nuttallburg Today

In 1998 the Nuttall family transferred ownership of Nuttallburg to the National Park Service. The site was inventoried, documented, and in 2005, listed on the National Register of Historic Places. In 2011 the National Park Service completed a multi-year project that involved clearing vegetation and stabilizing structures. Today it is considered one of the most intact examples of a coal mining complex in West Virginia and one of the most complete coal related industrial sites in the United States.

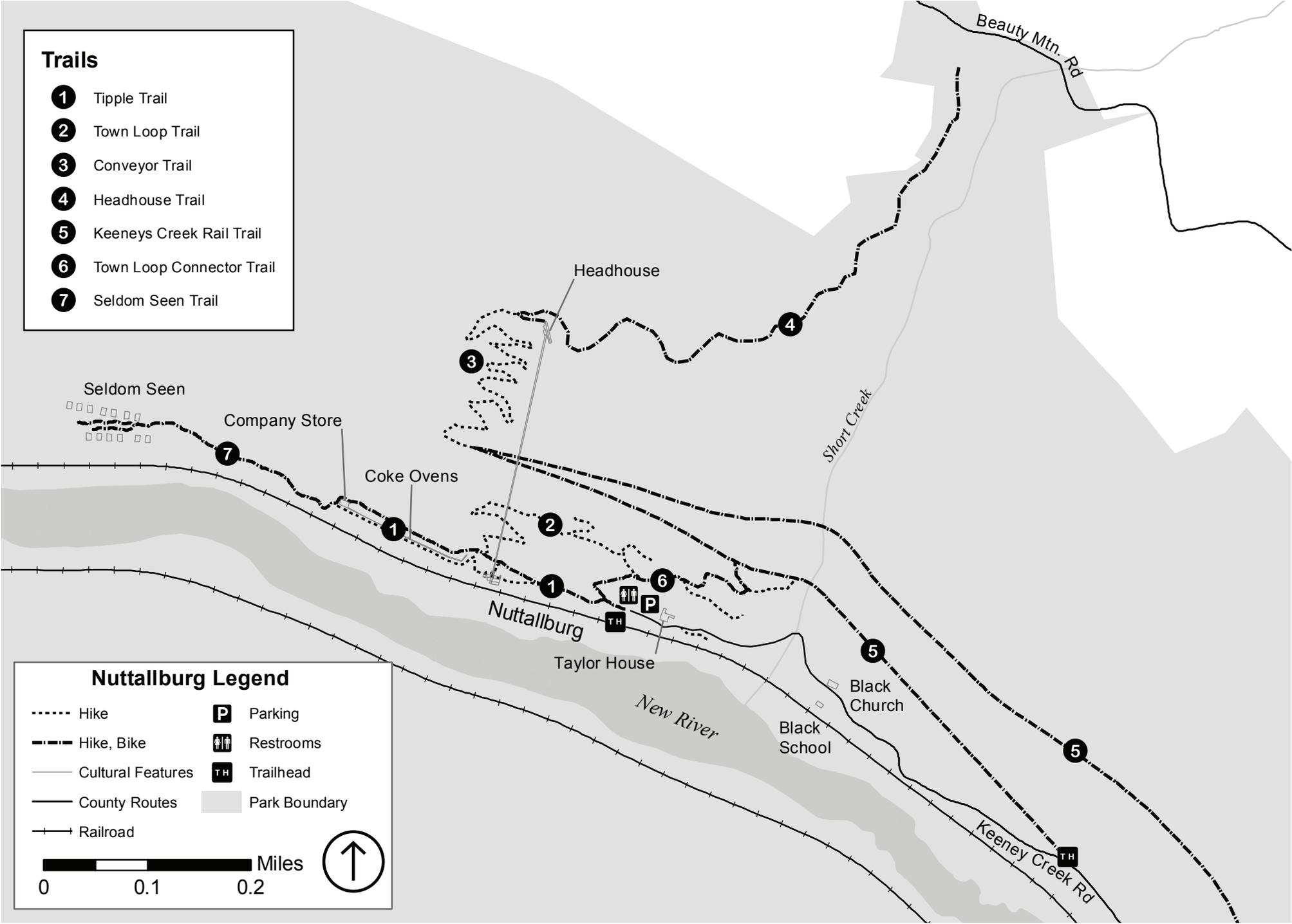
Nuttallburg is a nationally significant, protected historic site. Please help us preserve it. Do not remove or deface any artifacts and report any acts of vandalism to a park ranger or local authorities at 304-465-0508.



Located just down river and around the bend was the mining community of Kaymoor; Nuttallburg is visible in the top left-hand corner. The communities were connected by a pedestrian bridge over the river. The stone pillars of this bridge are still visible today as you enter Nuttallburg.

Trail Map

- Trails**
- 1 Tipple Trail
 - 2 Town Loop Trail
 - 3 Conveyor Trail
 - 4 Headhouse Trail
 - 5 Keeneys Creek Rail Trail
 - 6 Town Loop Connector Trail
 - 7 Seldom Seen Trail



Nuttallburg Legend

| | |
|---------------------|---------------------|
| Hike | P Parking |
| - - - Hike, Bike | Restrooms |
| — Cultural Features | TH Trailhead |
| — County Routes | Park Boundary |
| — Railroad | |

0 0.1 0.2 Miles