

United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: Duffields Depot
other name/site number: _____

2. Location

street & number: 45Melvin Rd Not for Publication: N/A
city/town: Shenandoah Junction vicinity: X
state: West Virginia code: WV county: Jefferson code: 037 zip code: 25442

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide x locally. (____ See continuation sheet.)

Susan M. Pierce
Susan M. Pierce, Deputy SHPO

6/14/07
Date

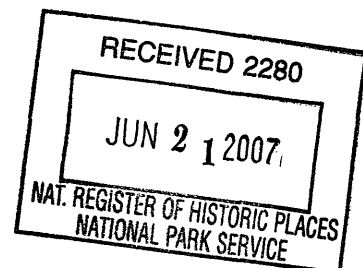
West Virginia Division of Culture and History
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (____ See continuation sheet for additional comments.)

Signature of Certifying Official/Title

Date

State or Federal agency and bureau



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4. National Park Service Certification

I, hereby certify that this property is:	Signature of Keeper	Date of Action
_____ entered in the National Register _____ See continuation sheet.	_____	_____
_____ determined eligible for the National Register	_____	_____
_____ See continuation sheet. _____ determined not eligible for the National Register	_____	_____
_____ removed from the National Register	_____	_____
_____ other (explain): _____		

5. Classification

Ownership of Property:

- private
- _____ public-local
- _____ public-State
- _____ public-Federal

Category of Property:

- building(s)
- _____ district
- _____ site
- _____ structure
- _____ object

Number of Resources within Property

Contributing	Noncontributing	
1	2	buildings
		sites
		structures
		objects
1	2	TOTAL

Name of related multiple property listing N/A

Number of contributing resources previously listed in the National Register N/A

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6. Function or Use

Historic Functions

TRANSPORTATION: rail related
DOMESTIC: single dwelling

Current Functions

Work in Progress: museum/education center

7. Description

Architectural Classification

OTHER: vernacular

Materials

Foundation: limestone
Walls: limestone and wood; weatherboard
Roof: metal: tin and steel
Other: wood, limestone

Narrative Description

(See continuation sheets)

8. Statement of Significance

Applicable National Register Criteria

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

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Criteria Considerations

Property is:

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

Military

Transportation

Period of Significance

1839-1883

Significant Dates

1839; 1861-1865

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(See continuation sheets)

9. Major Bibliographical References

Bibliography

(See continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of Repository: _____

10. Geographical Data

Acreage of Property: .35

UTM References

Quad Map Name: Charles Town, WV-VA-MD 1997

<u>18</u>	<u>256563</u>	<u>4360835</u>
Zone	Easting	Northing

Verbal Boundary Description

(See continuation sheet.)

Boundary Justification

(See continuation sheet.)

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11. Form Prepared By

Name/Title: John Restaino and Anthony F. Gentry

Organization: Duffields Station, Inc.

Date: February 2007

Street & Number: 106 Ashley Drive

Telephone: (304) 876-3208

City or Town: Shepherdstown

State: WV

ZIP: 25443

Property Owner

Name: Duffields Station, Inc.

Street & Number: 106 Ashley Drive

Telephone: (304) 876-3208

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Location and Setting

The Duffields Depot is located in the Northeastern Shenandoah Valley of West Virginia approximately five miles west of the Potomac River and the Blue Ridge Mountains in a rural part of central Jefferson County. The depot sits on a 0.35 acre ell-shaped lot and is bounded on the south side by the original main line of the Baltimore and Ohio (B&O) Railroad tracks and Elk Branch. The north façade fronts on Melvin Road (historically the Uvilla-Duffields Road), a two-lane, paved country road. The rural vernacular limestone bank building and its later wood frame addition suffers from years of neglect and is in fair to poor condition. Two noncontributing buildings stand just east of the depot, one a Works Progress Administration (WPA) outhouse and the other a small shed built of stacked railroad ties. There are also the remnants of several other collapsed outbuildings and pens. The depot building is dominated on the north side by a large and impressive silver maple but the rest of the parcel has become overgrown with dense brush and small, invasive *Ailanthus altissima* trees (tree-of-heaven).

Description

Duffields Depot

1839

Contributing Building

Exterior details

The Duffields Depot is a simple rectangular, gable-roofed building consisting of a one and one-half story stone section plus basement to the east and a one and one-half story wooden addition to the west. The limestone bank building was constructed in a vernacular style common to the Shenandoah Valley. It was built into a rise located about 100 feet north of Elk Branch thereby according easy access to a water supply and direct access to the basement level from the south. The first floor is accessible from the north facade which is at grade at the top of the rise. Whether by natural silting or else by the railroad's deliberate elevation of the adjacent track bed, the current grade allows access to the first floor from south façade as well. The basement has become a catch with no outlet and is now silted up to within two feet of the first floor joists. The stone portion is two bays wide facing the railroad tracks and on the side facing the road, with windows in both eastern bays and doors in both western bays. The large interior chimney on the east gable end houses two flues that accommodate the two first floor fireplaces. A single door opening directly below the chimney accesses the first floor's north room, and two small windows flank the gable chimney. The stone walls are 18 inches thick, built of rough dressed local limestone and are laid up in irregular coursing.

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The wooden addition on the west is a straight-forward extension of the stone wings' walls and roof line and was built with sawn timbers and sided with horizontal clapboard, but without a basement.

The entire building is sheltered by a simple, moderate-pitch gable roof with narrow overhanging eaves covered with tin standing-seam and steel panel roofing. Missing roof panels have contributed significantly to the rapid deterioration of the building. Damage is much worse over the wood section of the building.

The track-side façade (south elevation) when it was originally built would have presented itself as a two bay, two story stone building with a two bay, one and one-half story frame addition. The first east bay in the stone basement level has a wide doorway with no existing door. Directly above, on what would be the first floor, are the remains of a six-over-six, double-hung window. The second bay to the west has a door which historically would have had to have had a porch and stairs to reach the ground level, but which today, due to back filling or silting, is at grade. Directly below this door is a window opening. Its frame reveals that it originally had only vertical bars. The two bays of the frame portion are symmetrically arranged, having two six-over-six, double-hung windows on the first floor, and two six-light casement windows directly above. A 12-foot wide shed roof slopes off the wood gable end from the height of the eaves and is clad in rough vertical wood boards.

The stone gable end (east elevation), is dominated by a brick-topped interior chimney flanked by two small window openings that are missing their sashes. There is a shadow of a pre-existing, shorter and narrower, telescoping gable-roofed addition. A doorway was cut into the center of this wall to accommodate access to the north room of the first floor from the addition. There is no door there at this time.

The road-front façade (north elevation) presents itself as a four-bay façade. From east to west, stone to frame, left to right, there is a six-over-six, double-hung window, below which is a window opening to the basement level. The basement window is missing its sash, the outside lintel has rotted, and the stonework above has a slight sag. The next bay west has a replacement four-panel door with the two upper wood panels removed and refit with glass. Above the door is a narrow, single pane transom inserted to retrofit this shorter, replacement door. The door is sheltered by a partially collapsed, dropped-shed roof supported by simple square posts. Directly below the door, but completely hidden under the existing porch is another window opening into the basement. The porch continues across the entire length of the wood portion but has been fully enclosed. A doorway opens onto this enclosed porch. Two six-pane casement windows are above the porch.

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The wood gable end (west elevation), has two, two-over-two, double-hung windows on the top floor. Directly below the windows and at an even height with the eaves a shed roof covers a late addition which appears to have been used as a garage or a workshop. This shed roof addition is sided with vertical boards and is roofed with steel panels.

Interior details

The interior of Duffields Depot appears to retain its historic floor plan on the first and attic level of the stone portion. Much of the historic building materials and trim work are still intact. The wooden frame portion is possibly of a later period. The trim work is much simpler in character, and the first floor area appears to have been reworked with materials such as gypsum wall board on walls and ceilings. Both portions have had losses of building materials. Most notably, the flat plaster has given way from the lathing of the walls and ceilings in several areas. Some window sashes are entirely missing, while others suffer from missing or damaged muntins and broken panes. Several doors are also missing from their frames, but a few orphan doors remain within the building so it is possible their rightful places might once again be found. Regarding the interior finishes, details, and decorative treatments, the stone portion has a number of surviving and most likely original elements. The walls and ceiling surfaces have a plaster-on-lath finish with varying layers of wallpaper and/or paint as the final decorative surface. The floor, where visible beneath various discarded items, is covered with modern linoleum and presumably has a wooden board surface underneath.

The stone portion's first floor interior appears to have been originally two rooms deep with the dividing plank, lathe and plaster wall running more or less parallel and in line with the roof ridgeline, dividing the first floor into two relatively long narrow rooms. The stone portion's attic floor has one large finished space with short knee walls under the eaves. There are also several small storage areas, accessed by a narrow enclosed stairway and hall arrangement on the upper level. The basement level of the stone portion was not accessible due to the silting described above, but it appears to be essentially one room.

The south, track-side room of the stone portion is the fanciest architecturally appointed room of the depot. The eastern wall has a fireplace and mantle with flanking built-in cupboards. The mantle has a shelf over a wide board and is born on squared pilasters with molded trim work (the right pilaster is missing). The doors to the flanking cupboards are tall and narrow with two raised panels in each single door. There is a six over six double hung window set in a deep recess on the south wall. On the same wall, the exterior door leading to trackside appears to have been

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altered with the two upper sets of panels replaced with glazed windows set within the stiles and rails. The lower panels remain as raised panels. This door is set within a recess with angled, plastered sides. Directly opposite the exterior door is an original six panel door connecting to the north side room. All the door, window and cupboard surrounds are made from a simply beaded flat board with an applied ogee molding towards the outer edge. The base boards have a simple bead along the top edge. The floorboards are narrow, tongue and grooved and appear to be heart pine.

The north, road-side room of the stone portion has on its north wall an exterior door to the west and window to the east, mirroring the south room's configuration. The door as described in the exterior description appears to be a replacement and the window is a six over six double hung. The east or gable end wall has a fireplace opening and the outline for the fireplace mantle, which has been removed but remains within the room. The mantle has a deep projecting shelf on top, mounted over a wide board which in turn bears on simple squared pilasters on piers. The applied capitals of the pilasters are missing on both sides. To the right or south of the fireplace is a narrow doorway cut through the stone gable wall to provide access to a no longer existing addition. The doorway was cut through what had been a fireplace cupboard; the shelf ends are visible where they were cut flush to the board on which they had been mounted. The cupboard has an upper shelf area that remains unaltered.

The south wall of the road-side room has a doorway to the south, track-side room, and was previously described in that room's description.

On the north or right edge of the west wall of the road-side room there is a narrow doorway leading to the winder staircase to the attic. The stair is enclosed within plastered wall. The door is missing, but overhead is a three-light transom to provide some light to the staircase. To the left of the staircase doorway, an outline occurs in the wallpapered surface that indicates the location of what appears to have been a bracketed shelf. The shelf may still be within the building, but was not observed; however, the outline would give some indication of its appearance. To the left of this shelf outline and at the southwestern corner, is a short plank door which opens into a small space under the stairs. Due to inaccessibility to the basement, it is unknown at this time, whether this space originally opened to a set of stairs or a ladder so as to access the lower level from within.

As with the south room the door, window and cupboard surrounds are made from a simply beaded flat board with an applied ogee molding towards the outer edge. The base boards have a simple bead along the top edge. The heart pine floorboards are narrow and tongue and grooved.

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The attic level of the stone portion has essentially one finished space with a sloped ceiling room occupying most of the upper level to the east. The staircase from the first floor rises to an intermediate landing and a doorway to the right (or west) leads into the small anteroom/hallway in front of the two rooms on the wood frame portion's upper level (described below). The stairway from the landing turns left to the east up a short flight of stairs with a plaster finished alcove open to the stairs on the left or north and a rough board finished attic storage area on the right accessible through a doorway. The finished alcove has a pegboard running along the upper edge of the wall that enclosed the staircase. The large room has knee walls under the eaves and the entire room has been finished with plaster on lathe. On either side of the chimney breast, there is a small floor level window opening, but the sash for each opening is missing.

The first floor of the wood portion has one room running across the north, roadside half and two rooms on the track-side half, each accessible from the north common space. The track-side room (south) on the western side has a doorway into the garage/workshop addition at the west end of the wood frame portion. These three rooms have finished walls and ceilings, some plastered and others with gypsum wallboard. The trim work around doors and windows is all very simple, square boards with no decorative intent.

The upper level of the wood frame portion is only accessible from the interior stairs of the stone portion via a very small space off the first landing of the stairs that provides access to two rooms that are divided with a partition wall running parallel and beneath the ridgeline of the roof. The two rooms have knee walls, sloped ceiling, and are separated by a lathed and plastered, plank board partition wall. There is much plaster loss in this wing due to the failed roof. Each room has a two over two double hung window in the west gable wall. The low knee wall in each room has two six-pane casement windows.

The enclosed porch of the wood frame portion is in deteriorated condition and its finish materials and windows are probably of the middle to later 20th century period. The shed portion on the west gable wall of the wooden frame portion is of simple, rough construction and was probably used as a garage/workshop.

Shed

c.1935

Noncontributing

An 8'x 15' shed is situated 30 feet east of the depot. It is a single story, front gable building constructed of stacked railroad ties, sided with vertical boards and roofed with corrugated metal. The primary door is on the south gable end, but a smaller door can be found on the north side close to the peak.

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Outhouse

c.1935

Noncontributing

A 4' x 4' Works Progress Administration (WPA) single-seat outhouse is just east of and adjacent to the shed. It is a typical example of a WPA outhouse with a single cast concrete seat and slab, a wood venting system running up and out the rear wall, and a simple shed roof. Its door faced north but is missing.

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Statement of Significance

Duffields Baltimore and Ohio (B&O) Railroad Depot is eligible under *Criterion A: Transportation*. For nearly half a century the depot was centrally involved in local transportation developments. The depot is also eligible under *Criterion A: Military* as a key supply depot for Union forces along the section of track between Harpers Ferry and Martinsburg during the Civil War. The period of significance begins in 1839, the year of construction, and ends in 1884 when the B&O constructed a nearby depot and no longer used the Duffields Depot. This period encompasses the years the building obtained its military significance, 1861-1865.

History

The B&O Railroad, the first class one, common-carrier railroad in the then-young United States, was incorporated under Maryland State charter in 1827, and began construction westward from Baltimore, Maryland in 1828, when the first stone was laid on July 4. The goal of the company was to reach the Ohio River, to bring the commerce of that region to Baltimore City and its port, and to carry goods and commodities as well as passengers inland to the Ohio River region, and beyond (the B&O reached Pittsburg--as it was then spelled--Pennsylvania in 1871, Chicago in 1875).

By 1836 the B&O had reached Harpers Ferry, Virginia. Between 1836 and 1842, the portion of the railroad between that location and Cumberland, Maryland on the upper Potomac River was under construction. During this early period, the B&O found it financially expedient, whenever and wherever possible, to use existing structures like inns and hotels as station-stops by mutual agreement with the owners, or to make contractual arrangements with adjacent landowners like Richard Duffield, for provision of suitable depot facilities for freight and passengers.

It was during this time that the B&O paid Duffield \$2500 as compensation for the portion of his land used for the railroad's double-track right-of-way. With the money, Duffield constructed the extant stone-and-wood structure, which served as both a house for the B&O station master (the stone portion), and as a storage depot for incoming and outgoing goods and commodities (the wooden portion, on the western end of the structure).

In addition to the depot, a rectangular water tank was also located on the property close to the tracks to provide water for the steam locomotives, and there was also an 'elevator building' adjacent, where grain was stored for shipment (both of these structures are long gone, only foundation stones remain). A small stream nearby along the B&O right-of-way, Elk Run, a tributary of the Potomac River, supplied water.

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When completed in 1839 Duffields Depot was one of five station-stops located between Harpers Ferry and Martinsburg, Virginia (as it then was). Baltimore to Martinsburg was the first Division of the B&O, a hundred miles of travel on the line, which was then considered a day's work for a typical railroad operating crew of conductor, baggage porter, engineer and brakeman.

The B&O reached its original goal, the Ohio River, at Wheeling, Virginia on Christmas Eve, 1852 (the formal opening of the line to Wheeling occurred on January 1, 1853, with a special train and ceremonies in Wheeling). Later, after the Civil War, the B&O was able to afford to build and man its own company-owned facilities, and thus the privately-owned Duffields Depot, and similar depots, were replaced with newer stations, designed mostly by the B&O house architect, E. Francis Baldwin of Baltimore.

Duffields, West Virginia received such a structure, a small Victorian station located to the West of the 1839 station, and on the other side of the tracks (about where the MCI compound is located today, within the present bounds of the MARC commuter station facility opened for commuters in 1986); that 1883-1884 vintage station was apparently razed in 1942 when Duffields disappears from the B&O schedules as a regular station stop, reverting to flag-stop status.

Duffields Depot is purported to be the second oldest extant B&O Railroad Depot, after the B&O Depot in Ellicott City, Maryland, built in 1829-30.

Criterion A: Transportation

From 1839 to 1883 Duffields Depot served local farmers and railroad passengers on a daily basis. Grain and other agricultural produce was shipped from Duffields, and goods and commodities were received and shipped at the station, along with passengers arriving and departing on the regularly-scheduled B&O trains along the B&O mainline. In addition, the B&O carried coal, iron ore and other commodities. Trains became larger, longer, and heavier and locomotives steadily more powerful as improvements in technology were made throughout the nineteenth century.

It will give some sense of the enormous importance of the B&O railroad and the Duffields Depot to local commerce and travel in the entire region to note that when the B&O reached Wheeling, shippers were able to obtain a freight rate of \$5/ton for a shipment to or from Baltimore, a vast improvement over the \$100/ton rate prevailing on the competing National Road, where both goods and passengers traveled more slowly by horse-drawn conveyances at an average speed of about 5 to 10 miles per hour, versus an average speed of 25 to 30 miles per hour on the railroad. Traveling west from Baltimore, Wheeling was an overnight train ride for passengers from 1853 onward. As the railroad advanced, stage-coach lines terminated their services at the newest

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railroad junction, as most passengers wanted to ride the faster, larger, more comfortable train cars, the latest technology.

Criterion A: Military

During the Civil War, the B&O was an essential lifeline of communication and shipment for the Union Army, for Washington, DC, and for the northern states in general. Other railroads like the Pennsylvania and New York Central to the north competed with the B&O for commerce and passengers to and from the Midwest. The B&O rail line was very heavily damaged during the war years by frequent and often devastating Confederate raids all along the line (damage was quickly repaired in almost all cases).

One such raid was the infamous "Greenback Raid" on October 14, 1864 when Colonel John Singleton Mosby and his rangers cut the B&O tracks just west of the Duffields Depot. When the train derailed they took 20 prisoners and 15 horses. Among the prisoners were two paymasters with over \$150,000 in Government funds. Four months earlier, on June 29, he attacked the actual depot and took fifty prisoners, including two lieutenants, before being forced to retreat by federal troops.

Union Army forces guarded the B&O line all during the war, and Duffields Depot was a key point of provisioning and resupply for the Union forces in the area of what became the eastern panhandle of the new state of West Virginia (whose establishment--and removal from the State of Virginia--was engineered by John Work Garrett, the B&O Railroad's President from 1858 to his death on 1884).

Many Union regiments and detachments were stationed at and around Duffields Depot during the Civil War, among them the 10th Maine regiment; the Sixth Virginia Cavalry (100 men); two companies of the First Potomac Home Brigade, Maryland Volunteers; the 14th Pennsylvania Cavalry, and other units.

Summary

Since its construction in 1839 the depot passed through the hands of a succession of private owners; at no time was the depot or the land it is built on owned either by the B&O Railroad Company, or by its successor, CSX Corporation.

Duffields Baltimore and Ohio (B&O) Railroad Depot is a significant part of Jefferson County's transportation and military history. It existed as an important railroad depot from 1839 until the B&O constructed a new depot building in 1883 and was significant in Civil War history as a key

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supply depot for Union Forces. It retains excellent historic architectural integrity for a building constructed in the early 19th century. The addition does not detract from its significance as it was constructed in the historic period.

As the depot nears its terquasquicentennial, plans for preservation are moving forward. The resoruce was recently purchased by Duffields Station, Inc., a West Virginia non-profit organization, incorporated in 2003, planning the restoration and preservation of the building. Long-term goals include archaeological investigations and a museum.

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Verbal Boundary Description

From the Jefferson County Deed Book #312 Page 8 in which reference is made to an accompanying plat in Deed Book 163 Page 105:

Beginning at an Iron pin (fig. 1 on plat) in the northern limits of the Baltimore & Ohio Railroad right-of-way; corner with the Elevator Lot; thence N 9-50 W. 72 ft. to an iron pin (2) a corner to Branson; thence with Branson N 25-00 E. 108 feet to a post (3) ; thence N 9-50 W. 48 feet to the center of the Duffields-Uvilla public road (4); thence with the center of said Road N 75-00 E. 67 feet to a point (5); thence S 15-30 E. 116 feet to a post (6) at the northern limits of the Baltimore & Ohio Railroad right of way; thence with the northern limits of said Railroad right of way 184 feet to the point of beginning.

Boundary Justification

The boundary encompasses the entire contributing building and the two non-contributing out buildings and the property immediately adjacent to and historically associated with the depot.

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Photo

Page

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Name of Property: Duffields Depot
Address: 45 Melvin Road
Town: Shenandoah Junction, WV 25442
County: Jefferson

Photographer: John Restaino

Date: February, 2007

Compact Disc: WV SHPO, Charleston, WV

- Photo 1 of 8 South façade (CSX tracks side) and east gable end, camera facing northwest.
- Photo 2 of 8 North façade (Melvin Rd. side) and west gable end, camera facing southeast.
- Photo 3 of 8 South façade, camera facing north.
- Photo 4 of 8 South façade and west gable end, camera facing northeast.
- Photo 5 of 8 East gable end, camera facing west.
- Photo 6 of 8 Non-contributing outbuildings; WPA out house and animal shed, camera facing south.
- Photo 7 of 8 South room of stone section, mantle flanked by built in cupboards.
- Photo 8 of 8 Door and trim between the stone section's north and south rooms, viewed from the north room.

SOUTH WALL (EAST SIDE)
ORIGINAL LATE 18TH CENT. HOUSE (CONJECTURED) OR FARM OFFICE

MATCH LINE

BRICK CHIMNEY

METAL ROOF

WHITE WASHED STONE

WINDOW FRAME

DOOR FRAME

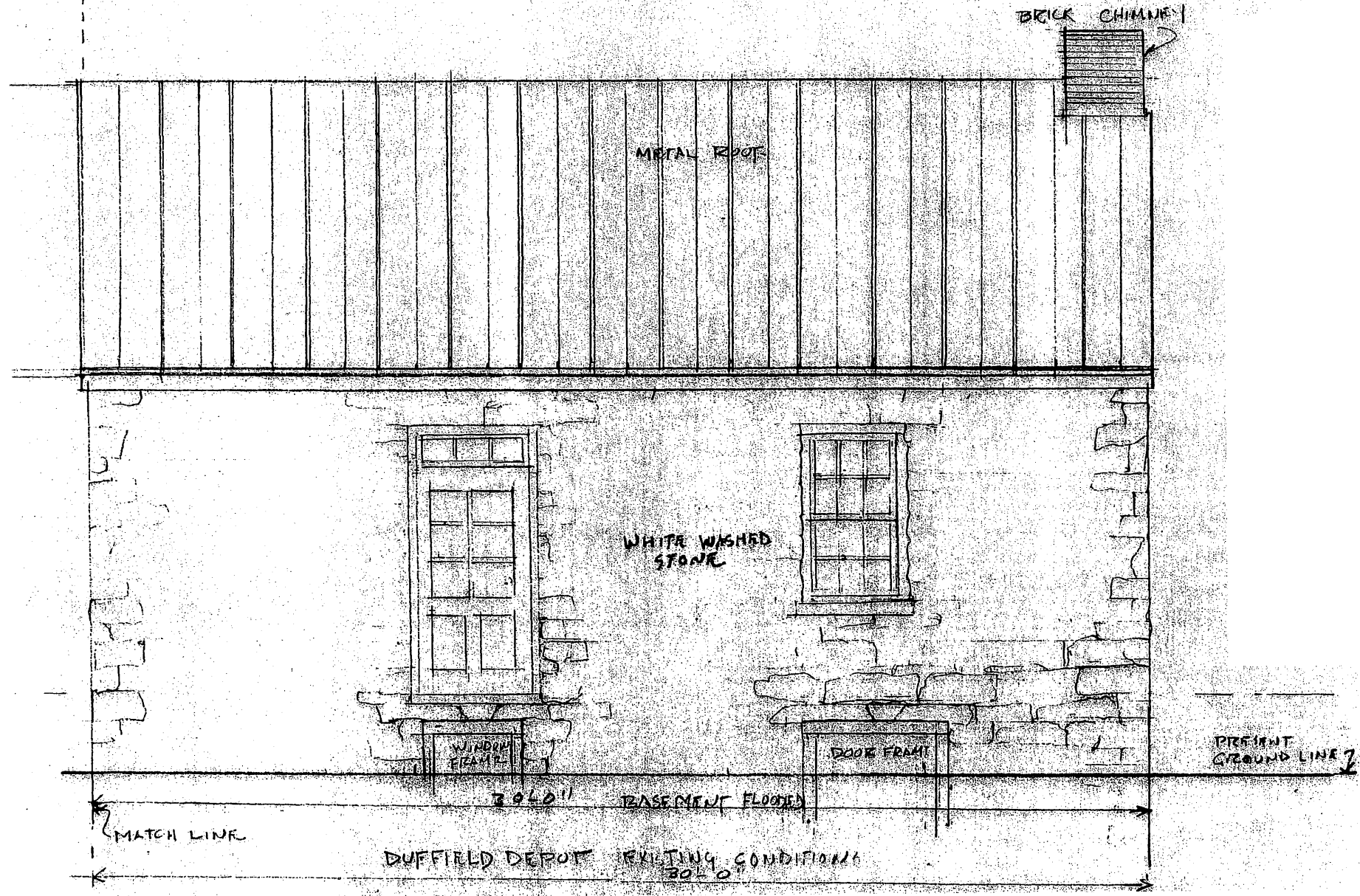
PRESENT GROUND LINE

30'-0" BASEMENT FLOODED

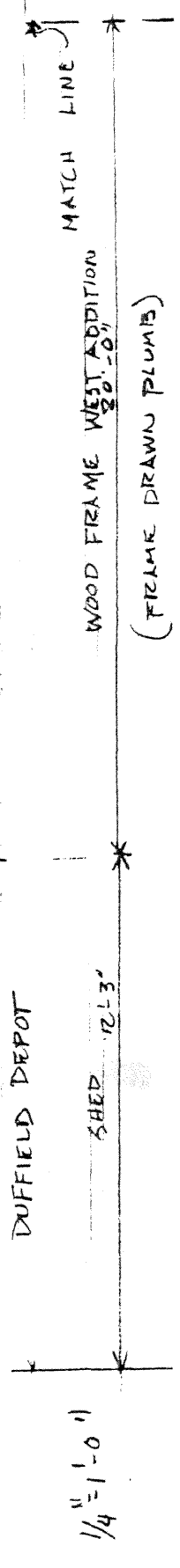
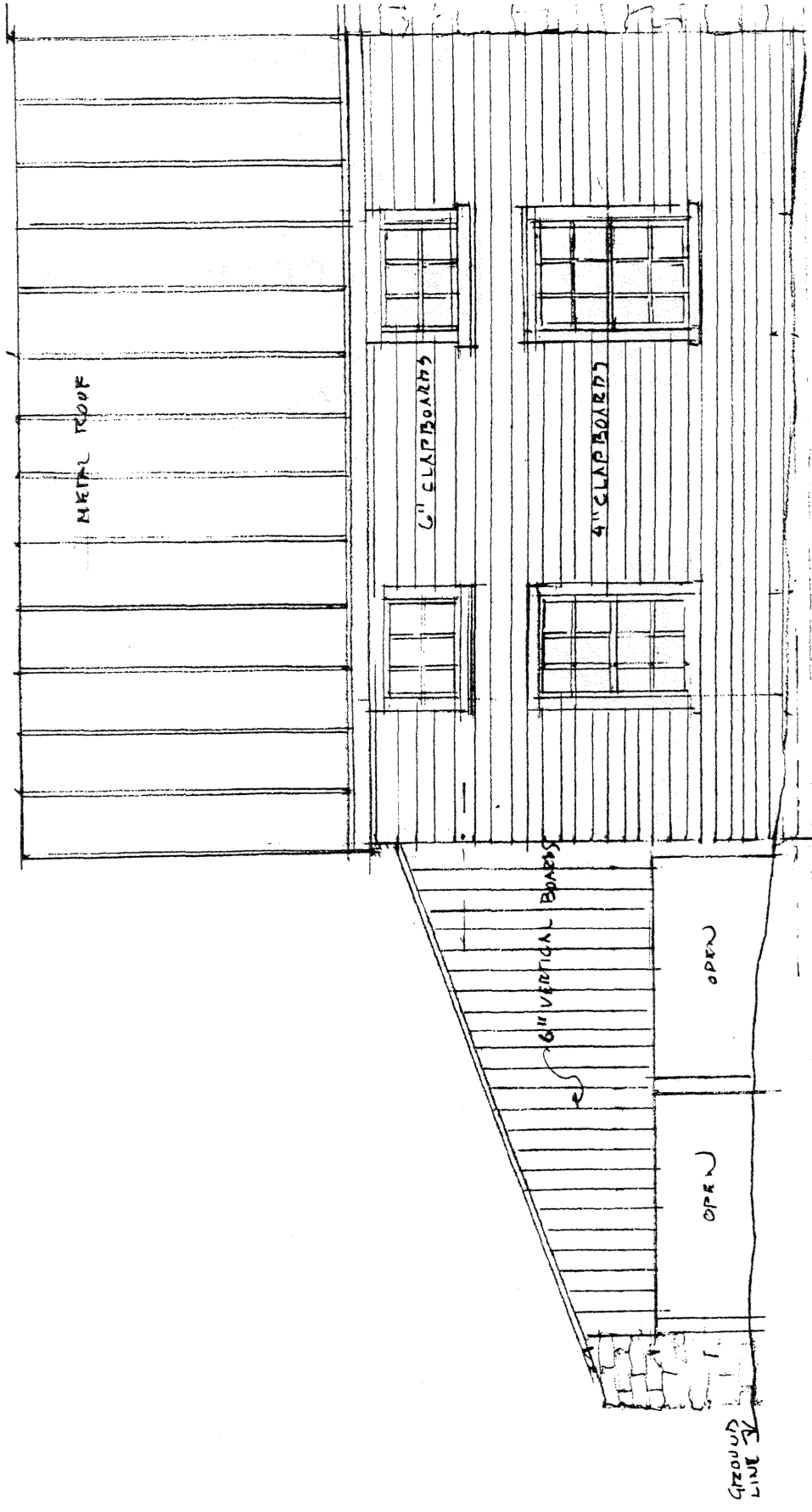
DUFFIELD DEPOT EXISTING CONDITIONS
30'-0"

MATCH LINE

1/4" = 1'-0"



SOUTH WALL (WEST SIDE)
LATER FRAME ADDITION
MATCH LINE

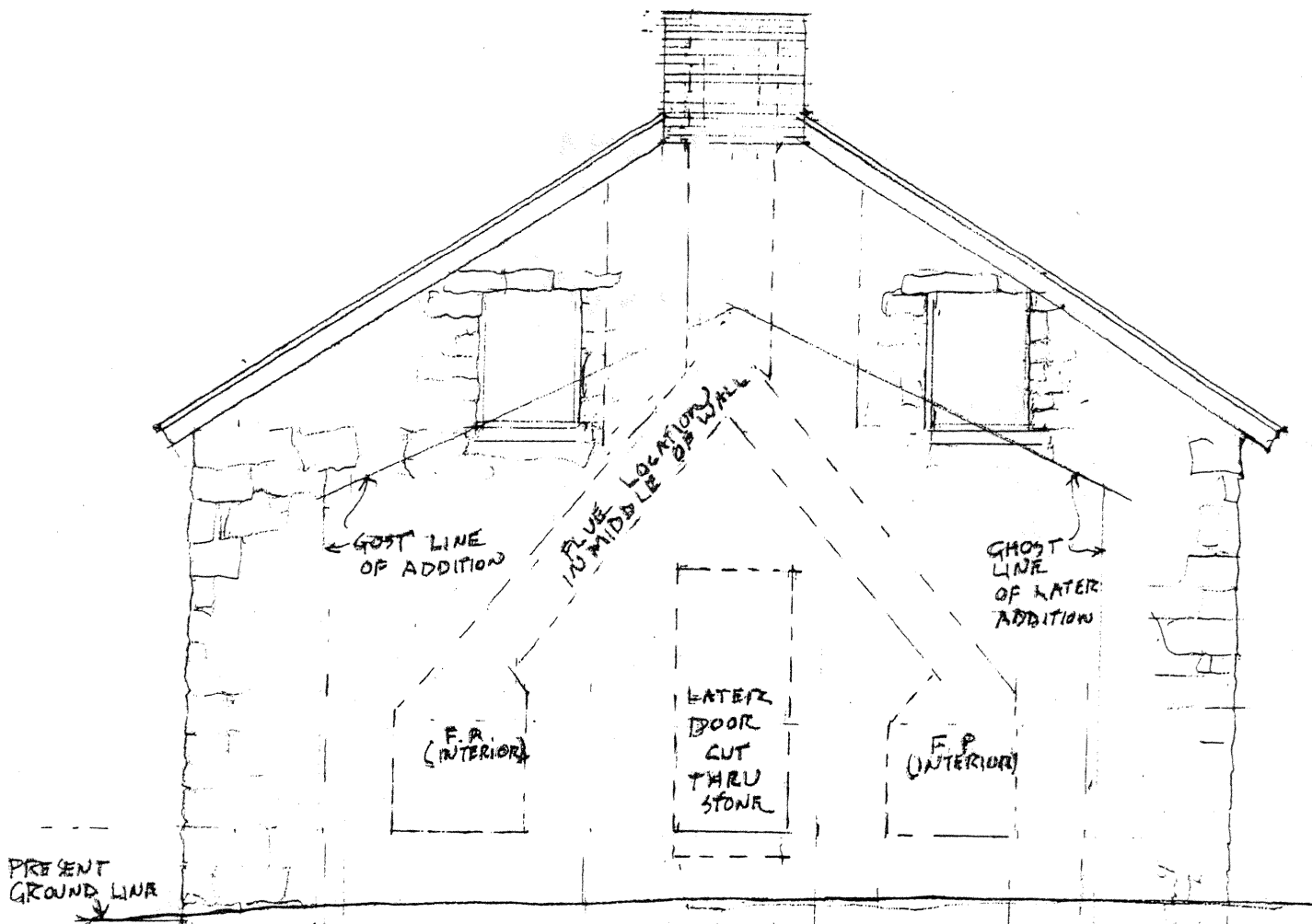


DUFFIELD DEPOT

SHED 12'3"

WOOD FRAME WEST ADDITION
80'-0"
(FRAME DRAWN PLUMB)

EAST WALL

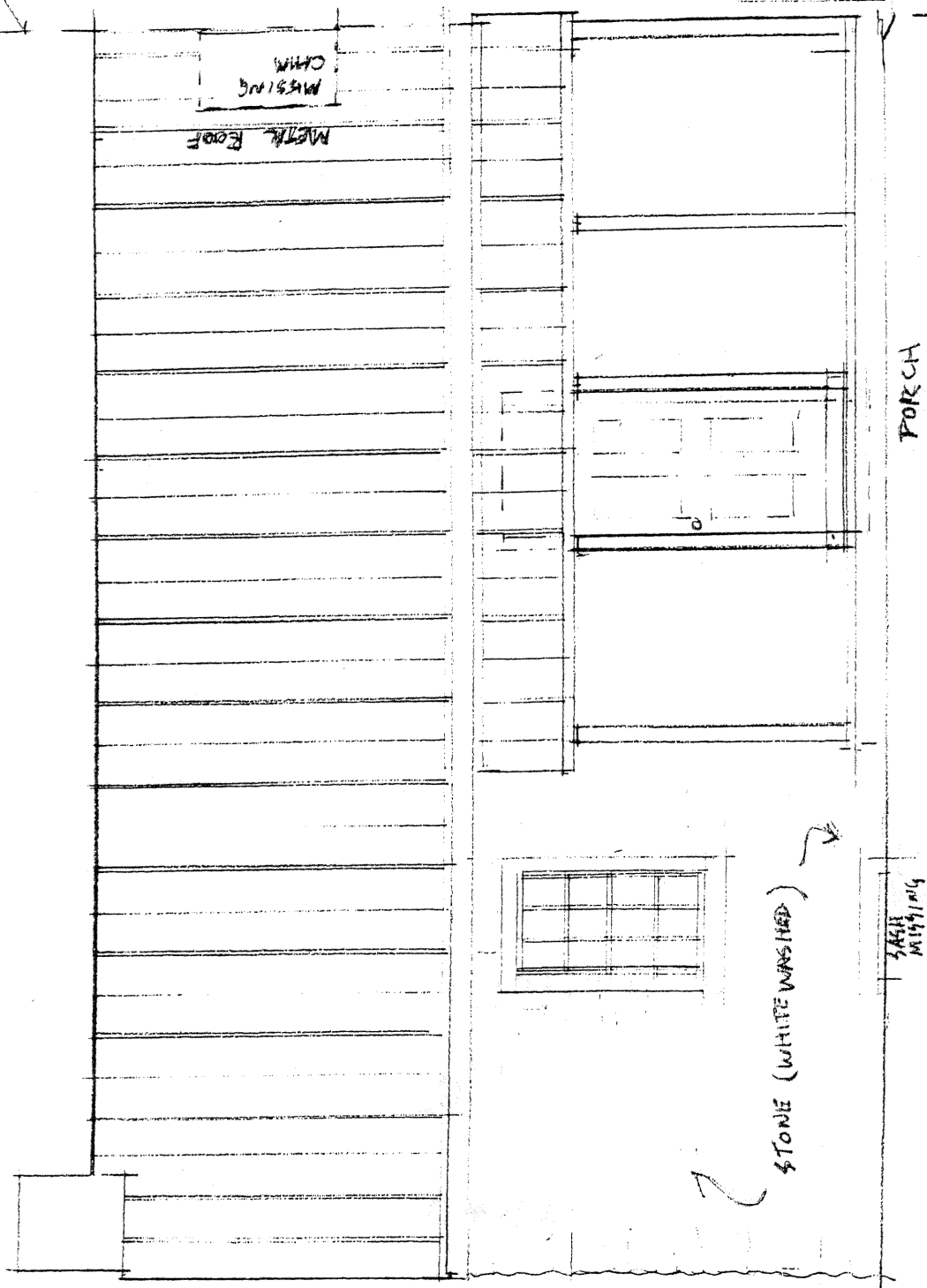


DUFFIELDS DEPOT EXISTING CONDITIONS
24'-0"

1/4" = 1'-0"

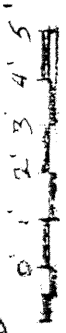
5105 1/2 1/2

MATCH

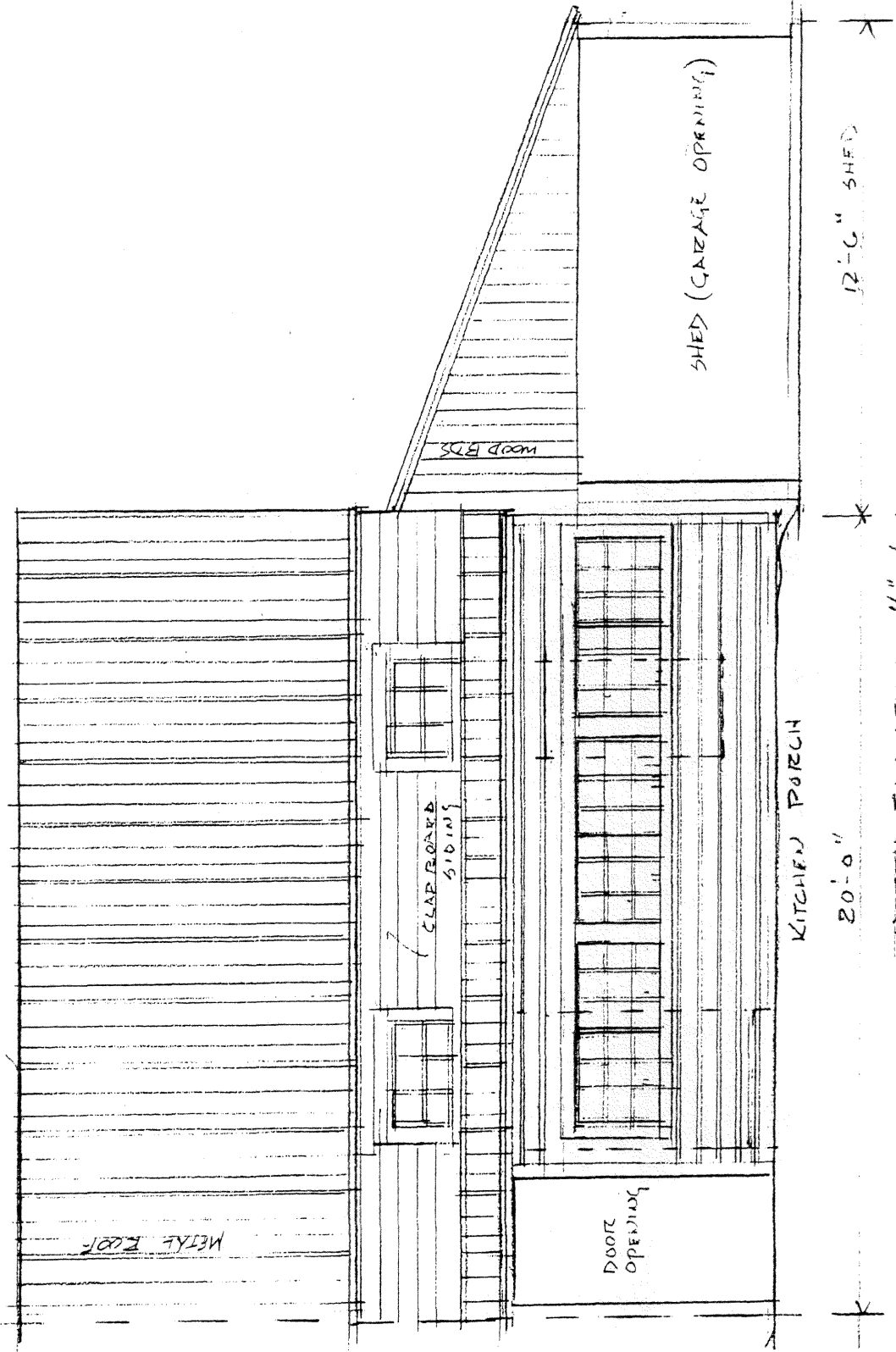


30'0"

NORTH ELEVATION 1/4" = 1'0"



← NORTH ELEVATION



METAL ROOF

CLAP BOARD SIDING

DOOR OPENING

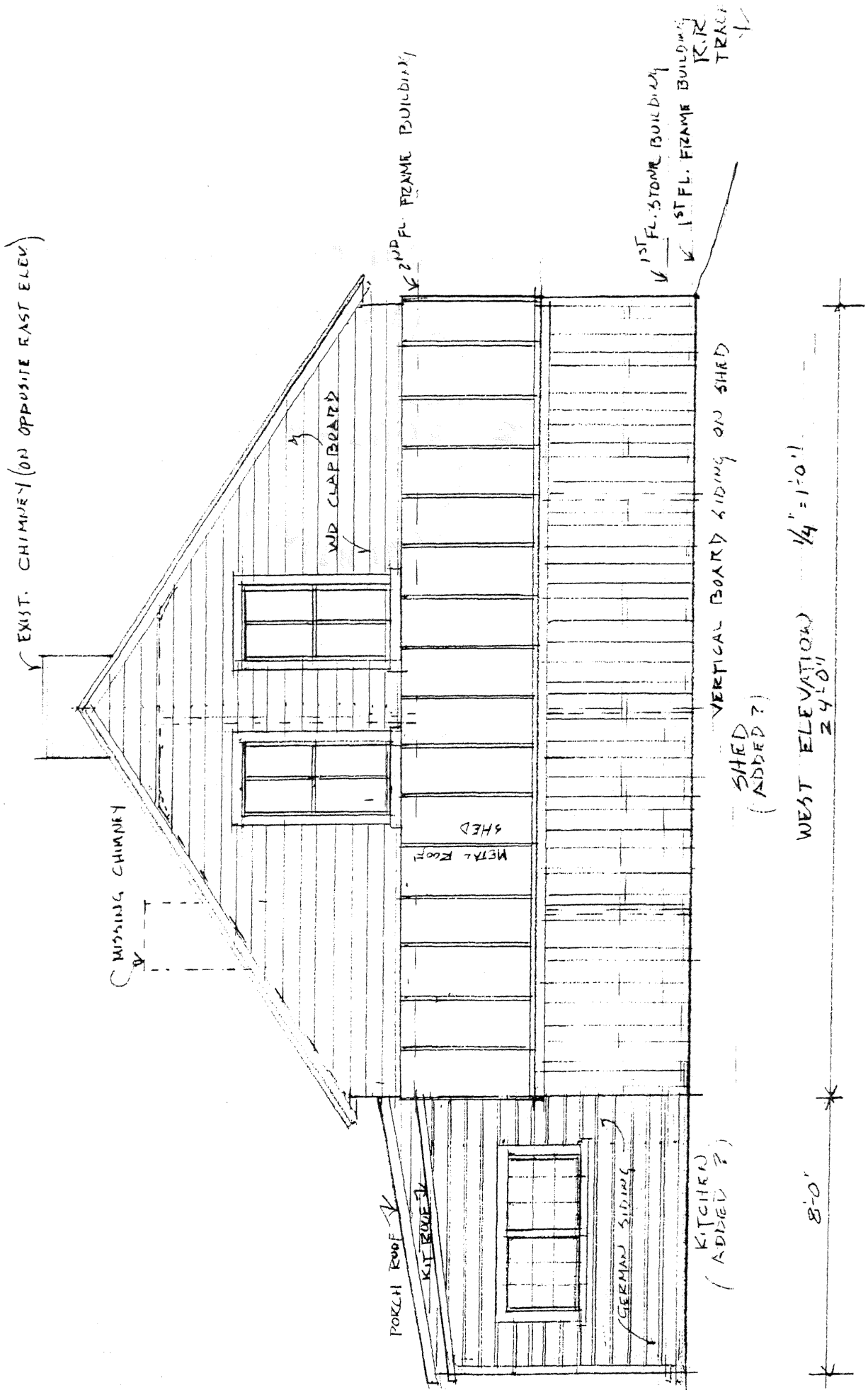
SHED (GARAGE OPENING)

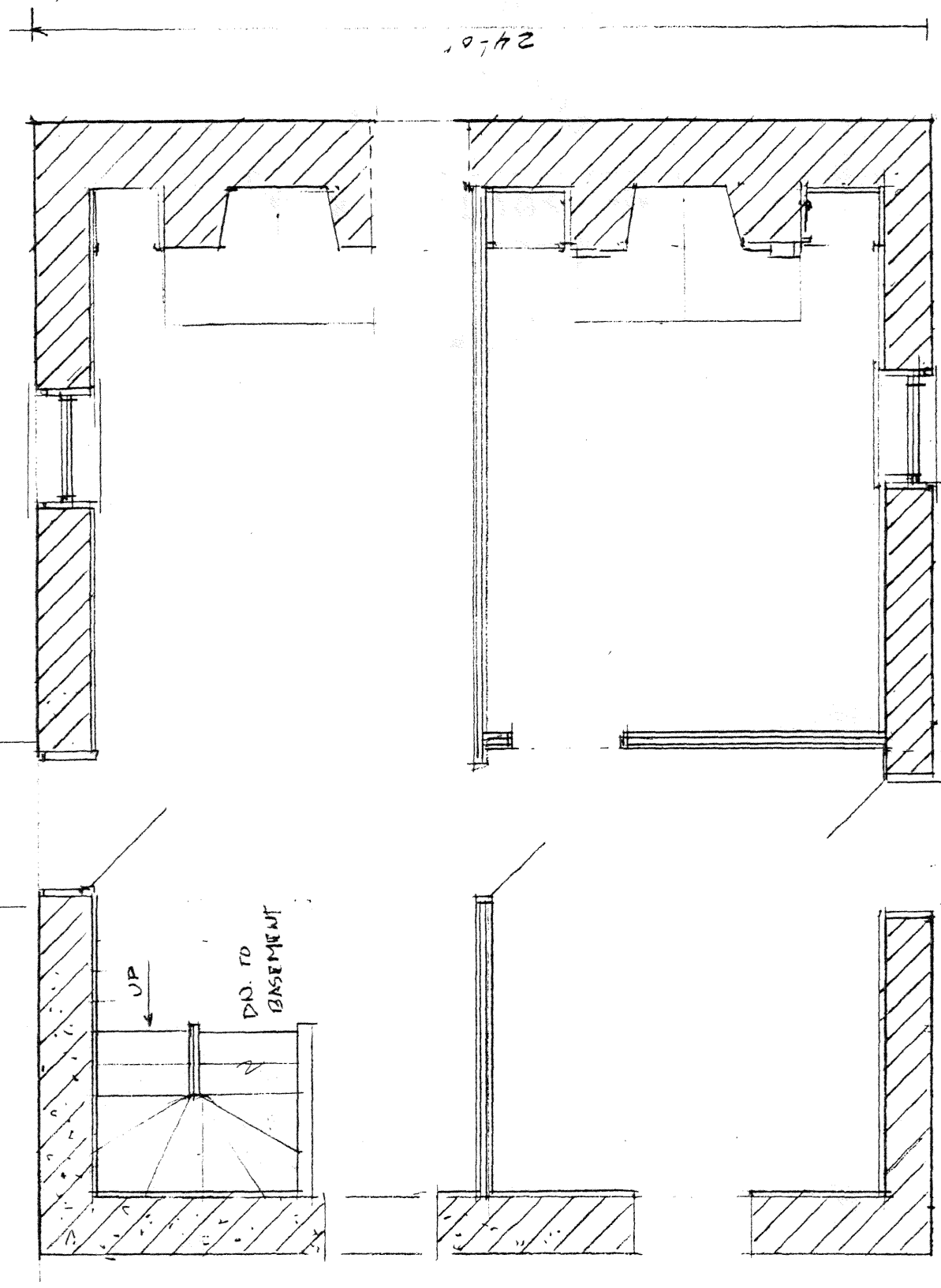
KITCHEN PORCH

20'-0"

12'-6" SHED

NORTH ELEVATION 1/4" = 1'-0"





24'-0"

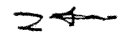
UP

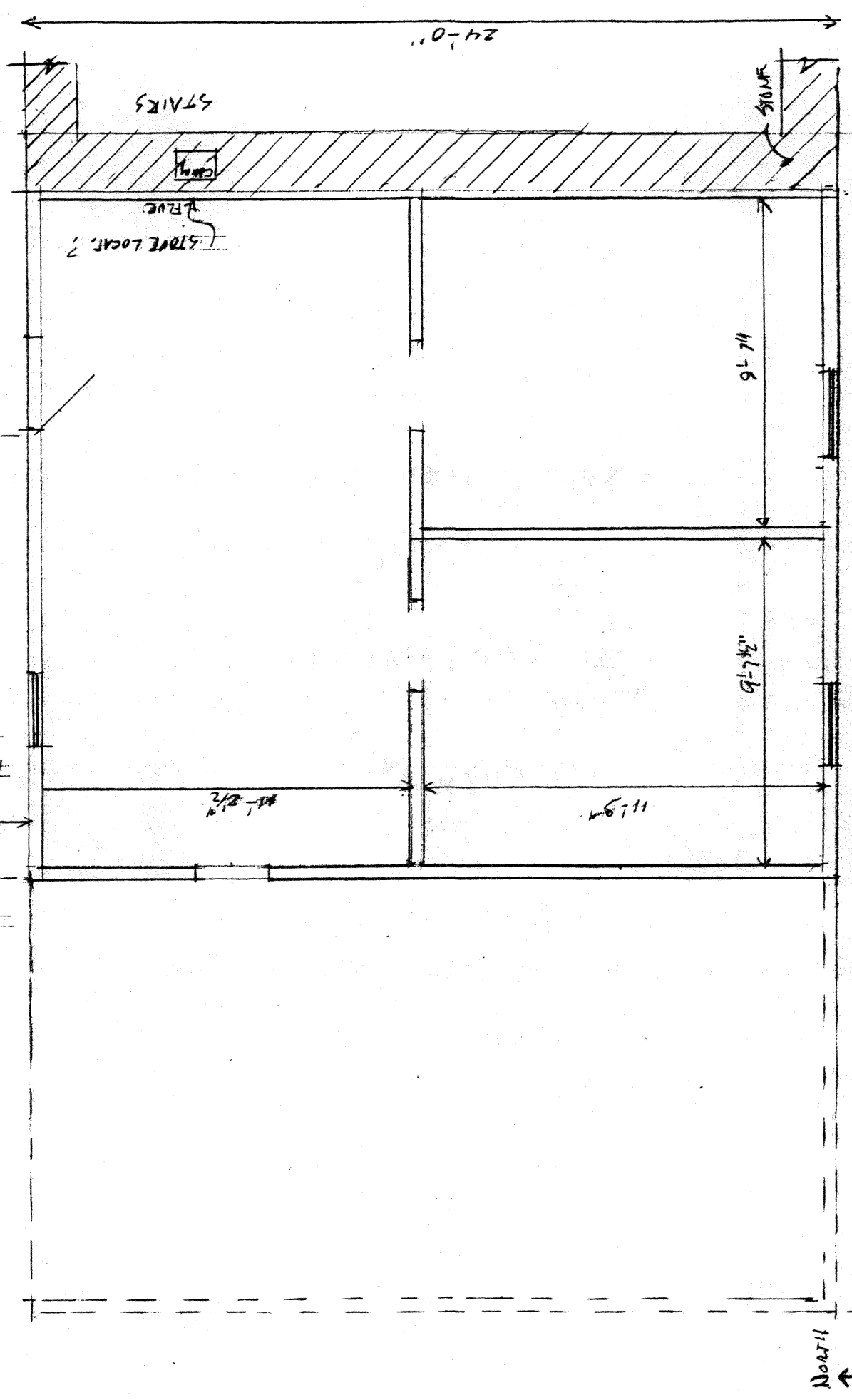
DOWN TO BASEMENT

FIRST FLOOR. 1/4" = 1'-0"

30'-0"

ORIGINAL STONE TRAIL BLVD





24'-0"

STAIRS

STONE

STONE SECTION

FRUE

STOVE LOCAT. ?

9'-7 1/4"

9'-7 1/4"

118'

2 1/2'

118'

8'-0"

KITCHE

SHED

16'-0"

VERTICAL BOARDS SIDING

FIRST FLOOR

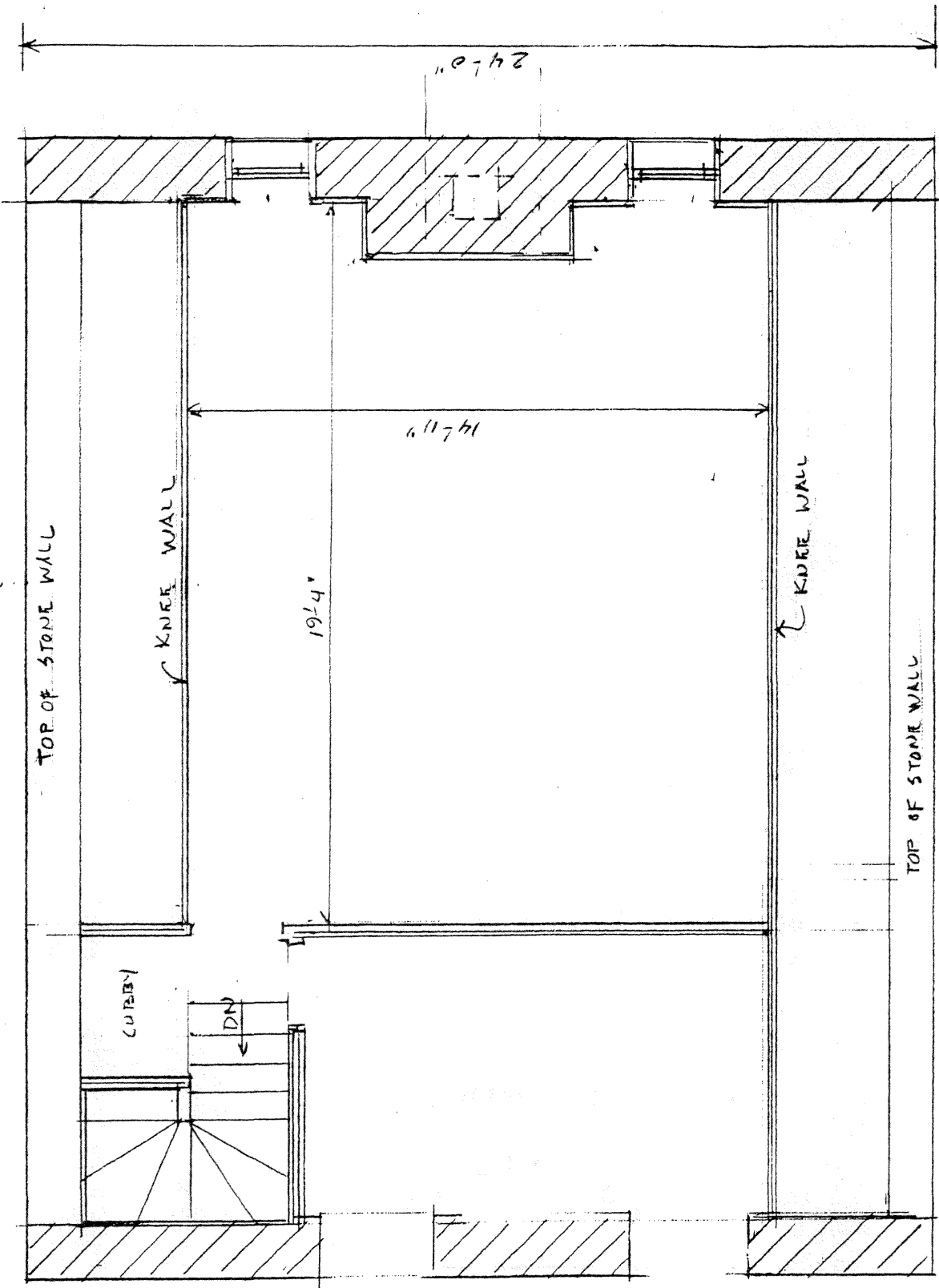
1/4" = 1'-0"

20'-0"

NORTH ↑

SH 5

fields Depot - Jefferson County, WV



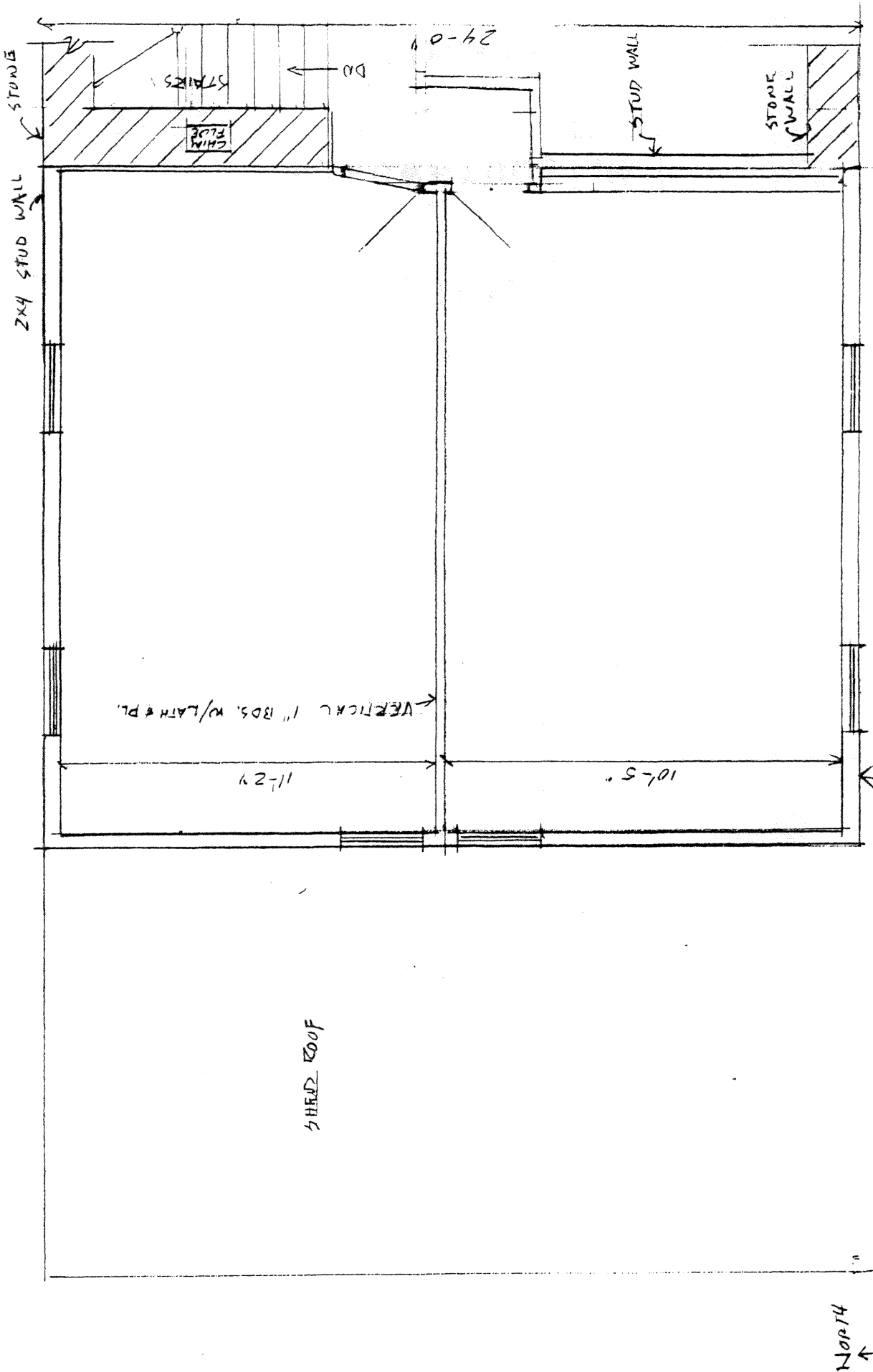
SECOND FLOOR 1/4" = 1'-0"

30'-0"

ORIGINAL STONE BUILDING

24

uffields Depot - Jefferson County, WV

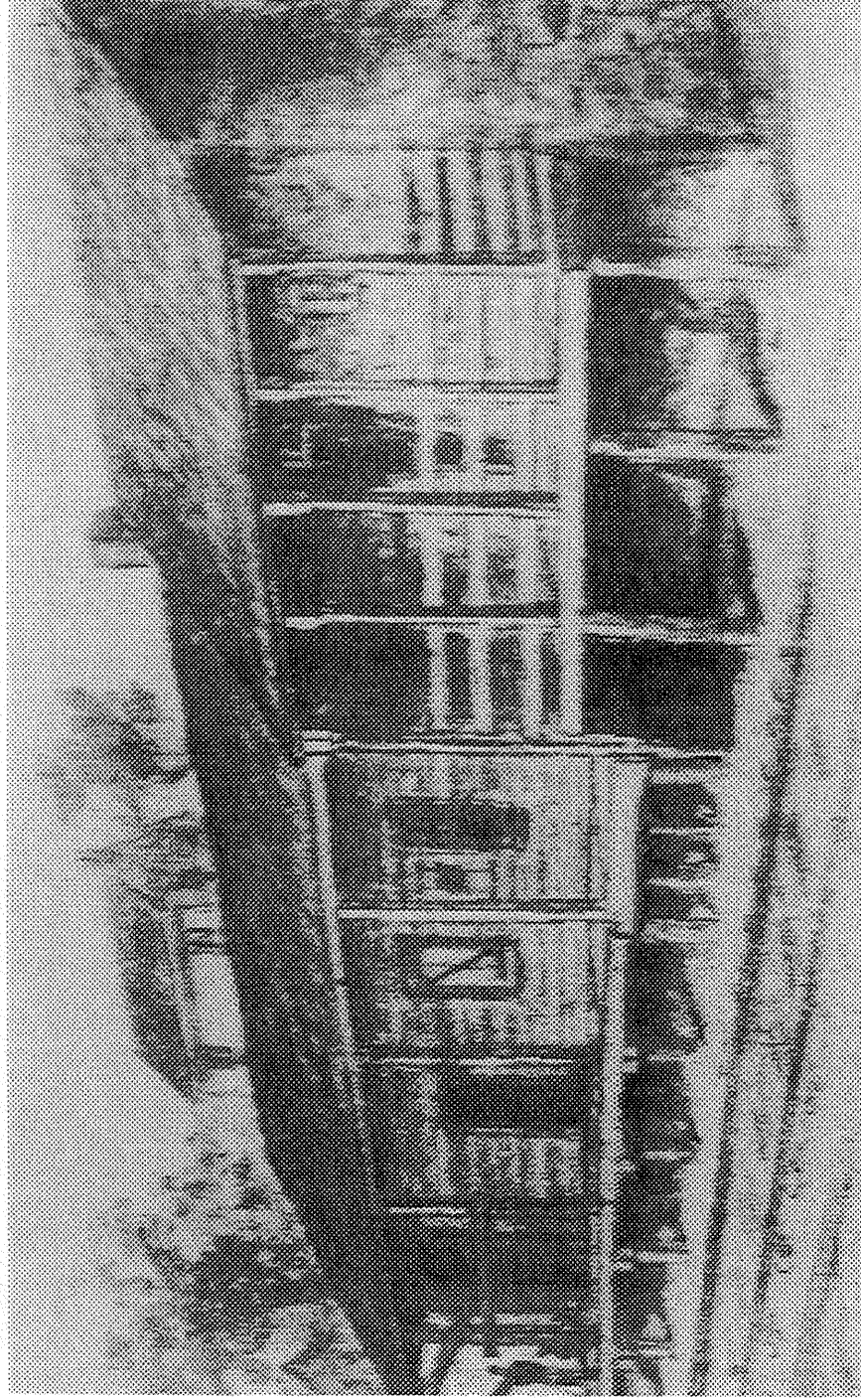


HORIZONTAL CLAP BOARD SIDING
 SECOND FLOOR 1/4"-1'-0"

12'-6" WOOD SHED ADDITION
 2'-0" WOOD FRAME ADDITION (WEAT LINE OF STONE SECTION)
 EDGE OF STONE HOUSE

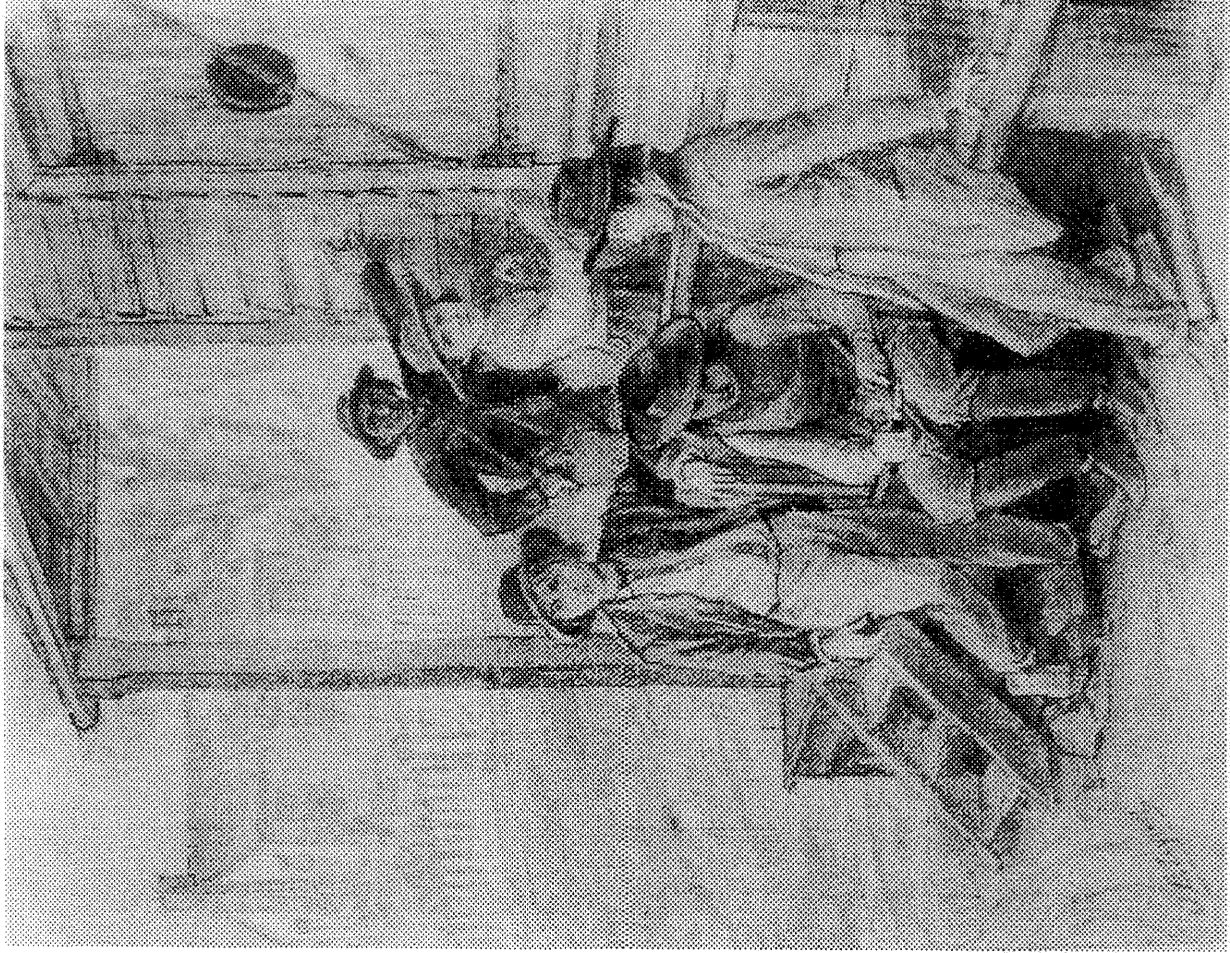
North
 ↓

Duffields Depot
Jefferson County, West Virginia



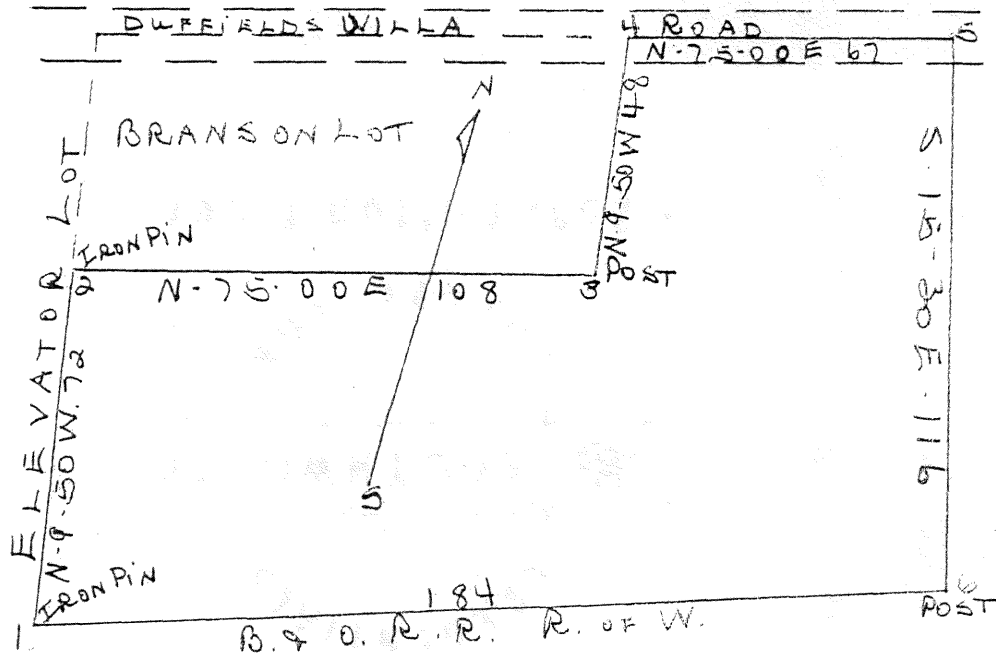
1865 drawing of the south elevation of the Duffields Depot by Civil War artist James E. Taylor.

Duffields Depot
Jefferson County, West Virginia



1865 drawing of the southwest corner of the depot with the existing house just west of the depot property by James E. Taylor.

Duffields Depot
Jefferson County, West Virginia



"Myrtle Bradford Lot"

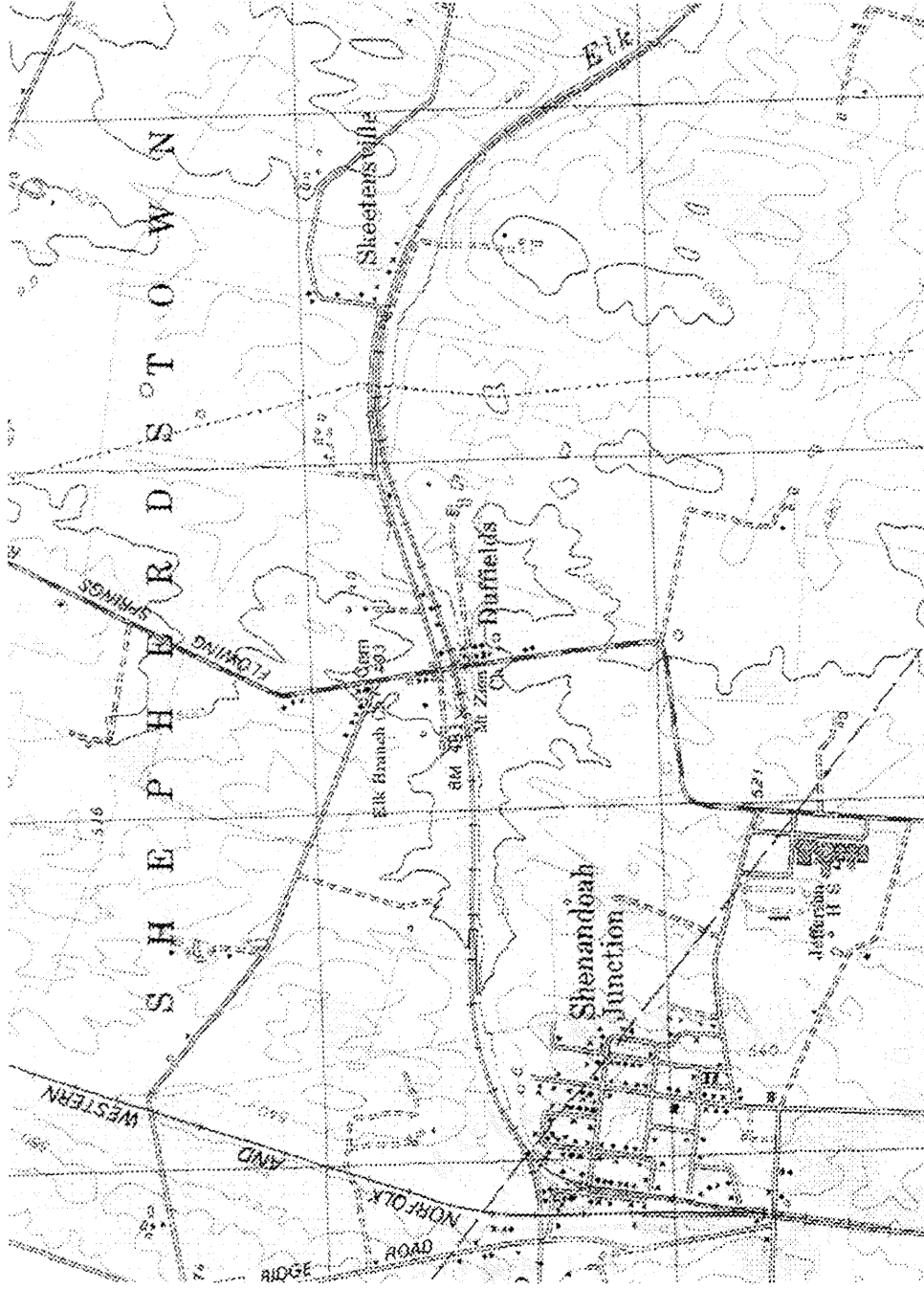
Duffields Jefferson Co. W. Va.

1"::30' July 19-1945

J. Jas. Skinner

S. J. C.

Duffields Depot
Jefferson County, West Virginia

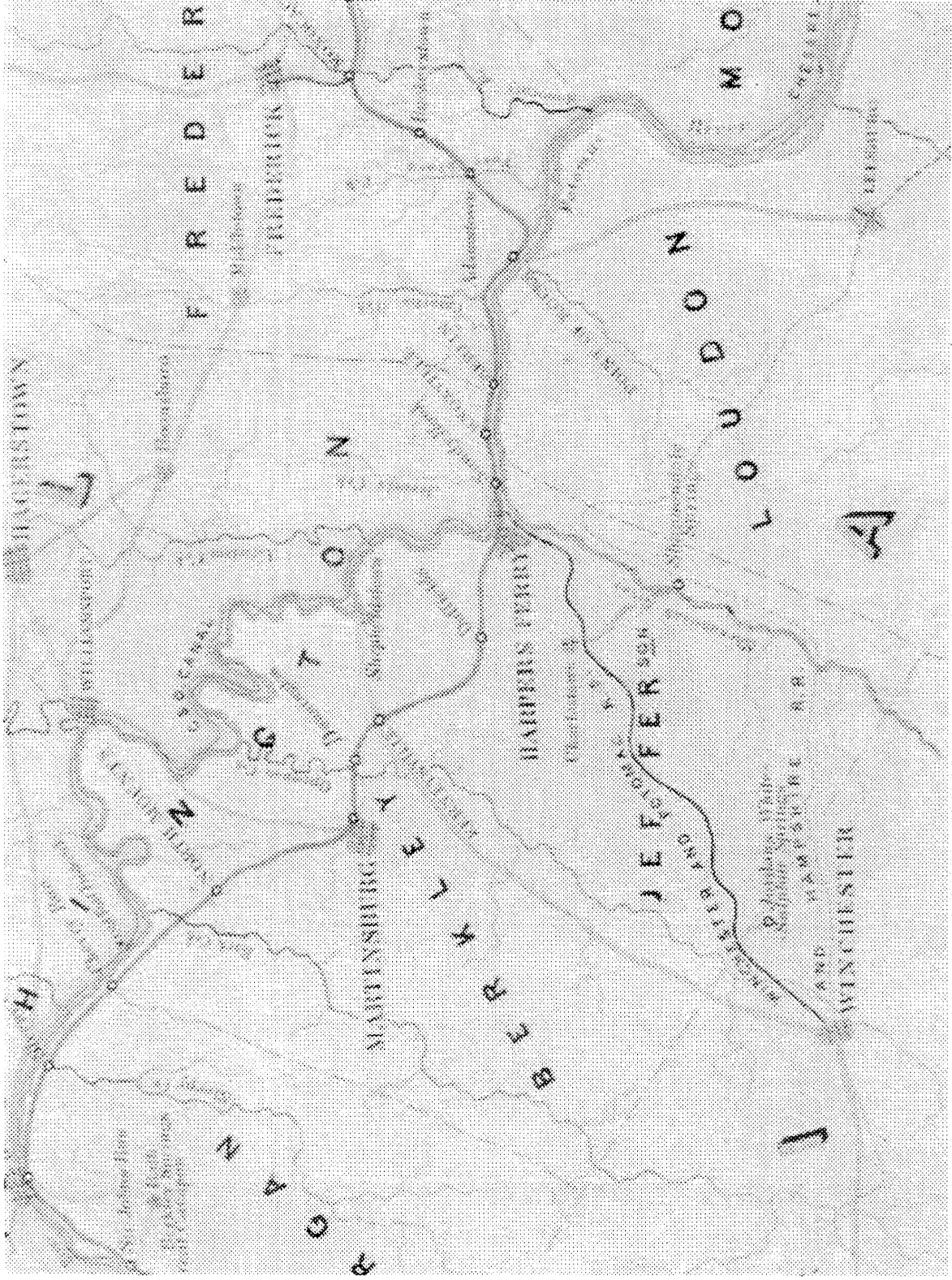


USGS Charles Town Quadrangle WV-MD-VA, 7.5 Minute Series.

Latitude/Longitude: 30° 21' 46" N 77° 49' 32" W

UTM: 18 256563E 4360835N

Duffields Depot
Jefferson County, West Virginia

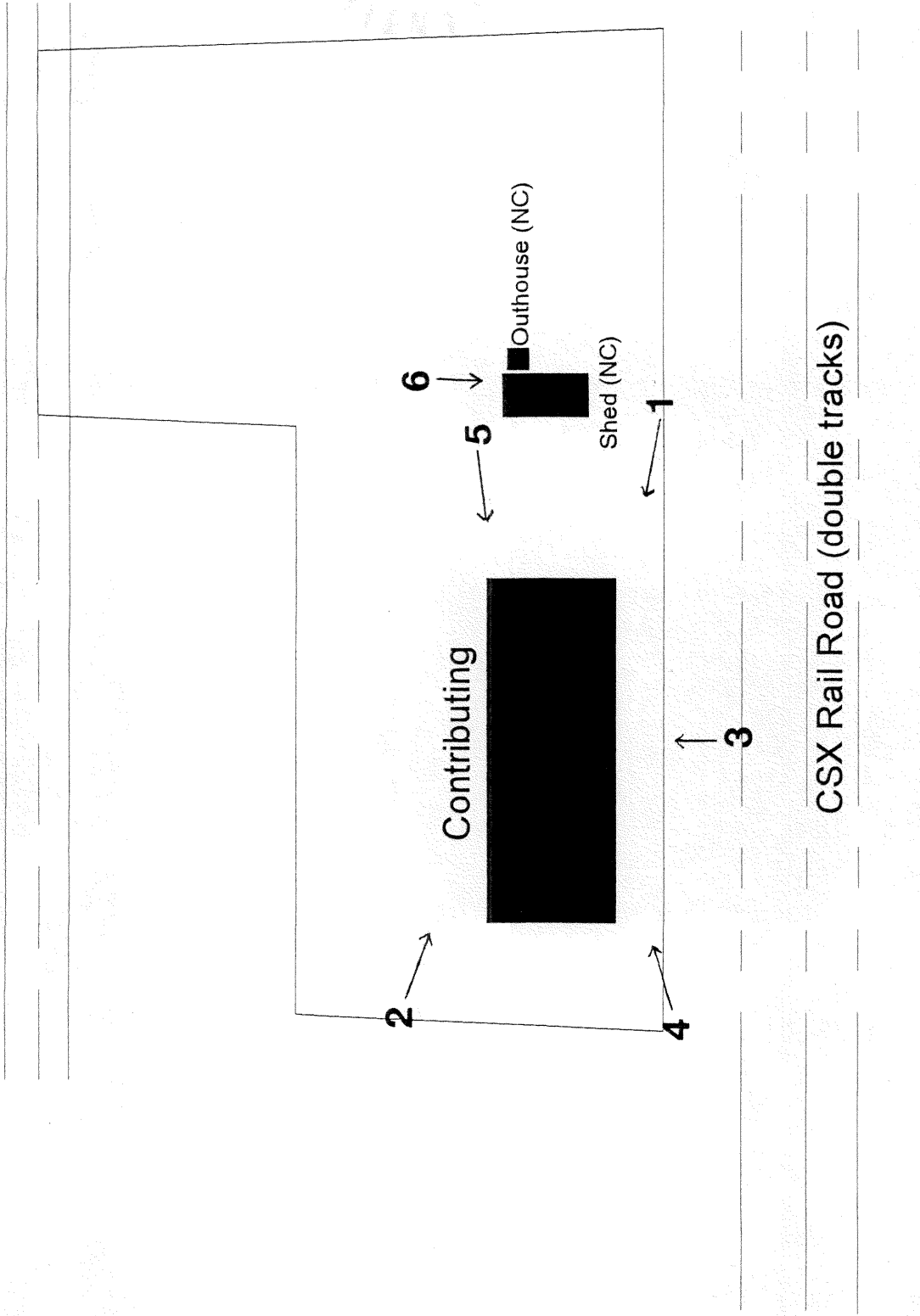


Map showing the Baltimore and Ohio Rail Road with its branches and immediate tributary lines, 1858; compiled and drawn by L. Jacobi C.E. Baltimore.

Duffields Depot Jefferson County, West Virginia



Melvin Road



UTM
18 256563E
4360835N

For topology see
USGS Charles Town
Quadrangle WV-MD-VA
7.5 minute series
30° 21' 46" N
77° 49' 32" W

CSX Rail Road (double tracks)

(Not to Scale: Appx 1"=30')