

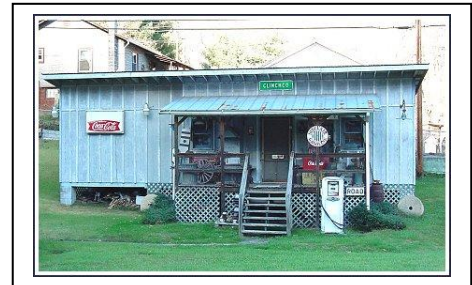


CHAPTER VII: ISSUES TO ADDRESS
Sites at Risk

There are many reasons to develop a corridor management plan, but one of the most important is to help preserve and protect those intrinsic qualities that make a road unique, special and worthy of being designated a national byway.

Keep in mind, not everything can be preserved and protected. Time, elements and encroaching development can all play a role in destroying the components that define a particular byway. Therefore, it is crucial that a component of the corridor management plan identifies those areas or sites most at risk, and provide a proactive plan to “save” them.

For example, the Dennis Reedy Railroad and Coal Mining Museum in Clinchco Virginia once offered one of the most extensive collection privately owned by the Reedy family. But the museum recently closed and all the memorabilia and even the building was sold. This is a huge loss to the community and to those traveling the Coal Heritage Trail and, is an excellent reminder of why it is important that a corridor management plan be developed so treasures such as these are not lost over time.



On the following pages is information on some of the “at risk sites” along the route and the recommendations and suggestions of how the communities might address these issues. Keep in mind, since the primary intrinsic quality of the Virginia Coal Heritage Trail is its historic significance, over time, many of the sites mentioned throughout this document could be at risk. Therefore, it is very important to periodically update the corridor management plan and prioritize those areas that need the greatest attention.

- Pocahontas Company Store – Only the façade remains standing.
 - Because of the importance of this structure in telling the story, it would be strongly recommended that a replica of this building be reconstructed at the exact spot in which it was originally located.



Plans have been developed to reconstruct a similar building on this site.

There are other buildings in Pocahontas that also need to be preserved. To this end, an extensive study was recently completed by Hill Studio, copies of which are available upon request, which lays out very clearly the historical significance of each of the buildings, the current status of the structures, and the cost required to preserve, and in some cases, reconstruct them. See <http://hillstudio.com/> for more on this.



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The company store, superintendent's home, boarding house and numerous coal camp homes at the Trammel Coal Camp still remain in Dickenson County and are located right on the Virginia Coal Heritage Trail. This would be an excellent location for interpretation of a coal camp except for the fact that if



something is not done soon, many of the existing buildings will be in ruins. *It is recommended that funds be sought to renovate this community into an attraction for those traveling along the Byway. In fact, the boarding house could be reopened to provide lodging. But much work would need to be done first to preserve what is there.*



Another site at risk is the Coal Heritage Trail Railroad Museum and Red Caboose Inn near Haysi. The owners are considering selling both. This would result in the loss of both an attraction and much needed lodging for that portion of the trail. **Efforts should be made IMMEDIATELY to keep both!**



A few years ago, a proposal was written and funding received to renovate the old depot in Appalachia but when it was determined that a live track was located nearby, all work was stopped. In Dante, the community was provided the opportunity to acquire the Dante Depot but were required to move it 50' from the track which made the entire initiative cost prohibitive. This issue needs to be revisited before both depots are beyond repair. *The photos below were taken in Fall of 2010.*



Appalachia Depot



Dante Depot

There are many examples of depots being renovated and used for other purposes while still being located next to a live track. Immediate action should be taken to save the depot in Dante. See Chapter XI for a solution for the depot in Appalachia.



Coeburn Depot



Live tracks next to the depot

One example of a converted depot being used by the community for offices and meeting space yet is located next to a live track is the Coeburn depot. They had a fence erected that separate the tracks from the structure.



Another Depot at Risk...



1950 photo of the Duffield Depot

The Duffield Depot is currently being used as a storage shed. Efforts should be made immediately to obtain the depot and move it to the site next to the depot used in the “Coal Miner’s Daughter” movie on display at the corner of Hwy 58 and 23 in Scott County. The building could then be used to house and display Kenny Fannon’s tremendous collection of train memorabilia.

The old Clinchco Post Office is at risk of falling in...



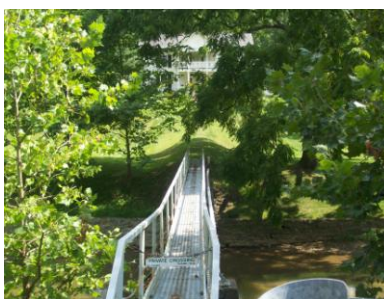
Above is the only coal company business building still remaining in Clinchco. It is known as the “Old Post Office” that one time or another housed a bank, barber shop, company offices, printing press, school rooms, mortuary and a post office. It recently sold in auction and the new owners would like it to become a museum and are seeking funding to assist in this endeavor.

There are only four swinging bridges located along the route. There used to be many more. These too are at risk of disappearing. Efforts should be made to preserve those that are still remaining, especially those visible from the road.

Below are three of four remaining swinging bridges visible from the Byway.



Scott County near Clinchport



Tazewell County in Cedar Bluff



Lee County on Hwy 606

The other bridge (*shown on the next page*) is located near Haysi in Dickenson County.



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Sites at Risk

A list of “at risk” sites along the corridor is provided below:

- Pocahontas – Downtown historic district (*See Hill Studio Study*)
- Appalachia Depot
- Downtown Appalachia
- Dante Depot and other structures
- Duffield Depot
- The Ice House in St. Paul
- Trammel Company store, superintendent’s home, and boarding house
- The Mill at Cedar Bluff (*Currently for sale*)
- The Section House in Richlands
- Coal Heritage Trail Railroad Museum near Haysi
- Red Caboose Inn near Haysi
- The Post Office/Company Office/School in Clinchco
- A number of the coal camps and tipples
- Drive In Theater (*between Norton and Appalachia*) is the last one along the route.
- Swinging bridges. *There used to be hundreds of these along the route. Now there are only four remaining.*



Downtown Appalachia



Section House in Richlands



Blackwood Coal Camp



Ice House in St. Paul



Swinging Bridges



One of the few drive in theaters still in operation