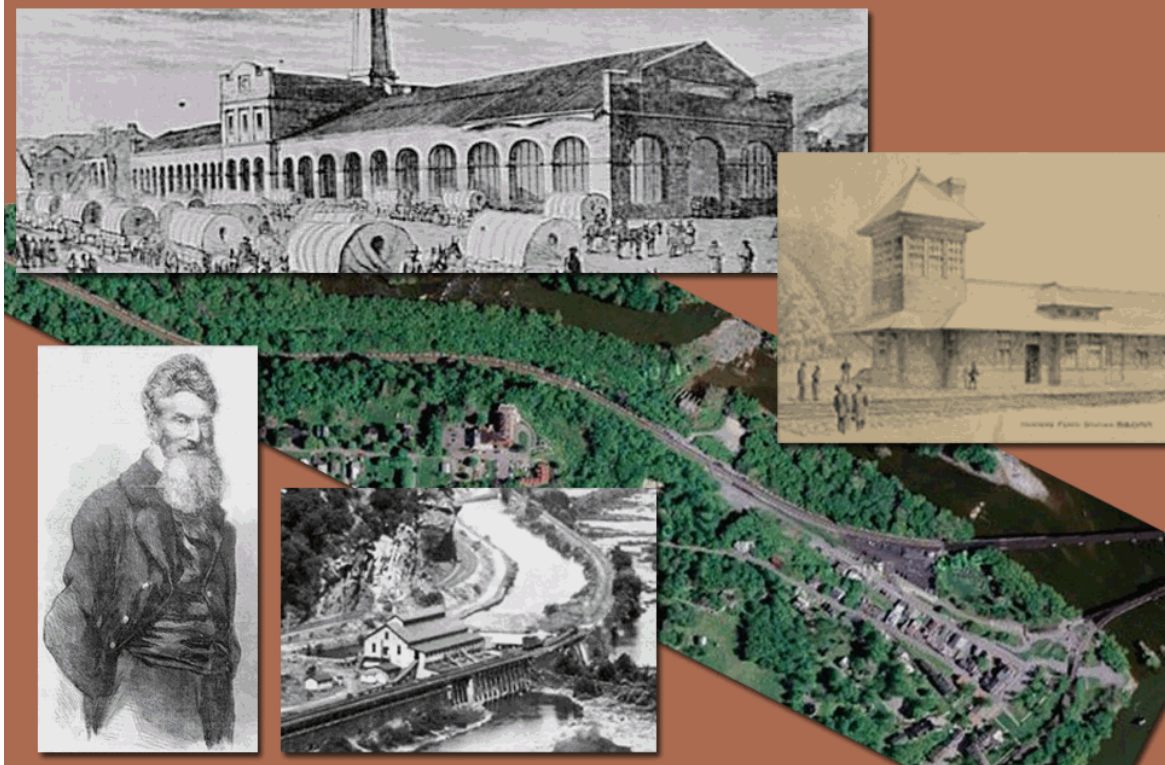

National Park Service
Cultural Landscapes Inventory
2011



United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

The United States Armory property once included various sites in the town of Harpers Ferry. The Armory works that were located here were referred to as the Musket Factory. The Armory works on Halls Island, approximately one mile away was known as the Rifle Factory. This report focuses on the United States Armory and Potomac Riverfront or Musket Factory located along the southwest bank of the Potomac River, above its confluence with the Shenandoah River.

The seventy-two acre Musket Factory site is situated along the southwest bank of the Potomac River at the base of a ridge forming part of the Blue Ridge Geological Province. The site is surrounded by dramatic topography including three distinct landforms including Maryland Heights at 1,448 feet above the river, Loudoun Heights at 1,175 feet and Bolivar Heights at 668 feet. Located within a hundred-year floodplain, the site has been inundated with major flooding roughly fourteen times since the mid-1700s. (Crosbie, 121)

The United States Armory and Potomac Riverfront landscape is a complex rectangle-shaped site that extends north from the intersection of Potomac and Shenandoah Streets northwest to the intake dam (Dam 3) located approximately 1.33 miles upstream on the Potomac River. On its east side is Potomac Street and to its west, the Potomac River. The following is a description of the site that has been broken up into sections. Section descriptions will be used throughout this report to discuss the unique areas of the Armory Grounds landscape.

Canalway

The Canalway's northern or upstream border is Dam 3. Heading downstream the site is characterized by a dense deciduous riparian forest. Underneath the vegetation lie the remains of the canal prism (built 1801). On the river side of the prism, a modern walking path has been worn into the top of the berm. On the opposite side of the prism is an unpaved lane that extends from Potomac Street. The Canalway's downstream border is the former hydroelectric plant.

Upper Armory Grounds

The former hydroelectric plant which is currently surrounded by chain-link fence forms the upstream edge of the Upper Armory Grounds. During the Armory era, the plant was known as the Rolling Mill. After that it was the Harpers Ferry Paper Company. To the immediate southeast of the plant is a grassy clearing. Closer to the river is the same dense deciduous riparian forest that characterizes the Canalway. The Upper Armory Grounds are bisected by railroad tracks that render the wooded southeastern section of this area difficult to reach. The tracks are associated with a CSX rail line that for the most part follow the historic alignment of the old B&O Railroad line. There are no recognized paths through the dense vegetation. The only formal circulation route in this section is where Potomac Street crosses the railroad tracks and continues (unpaved) north through the Canalway. The southern border of the Upper Armory Grounds abuts the train station parking lot.

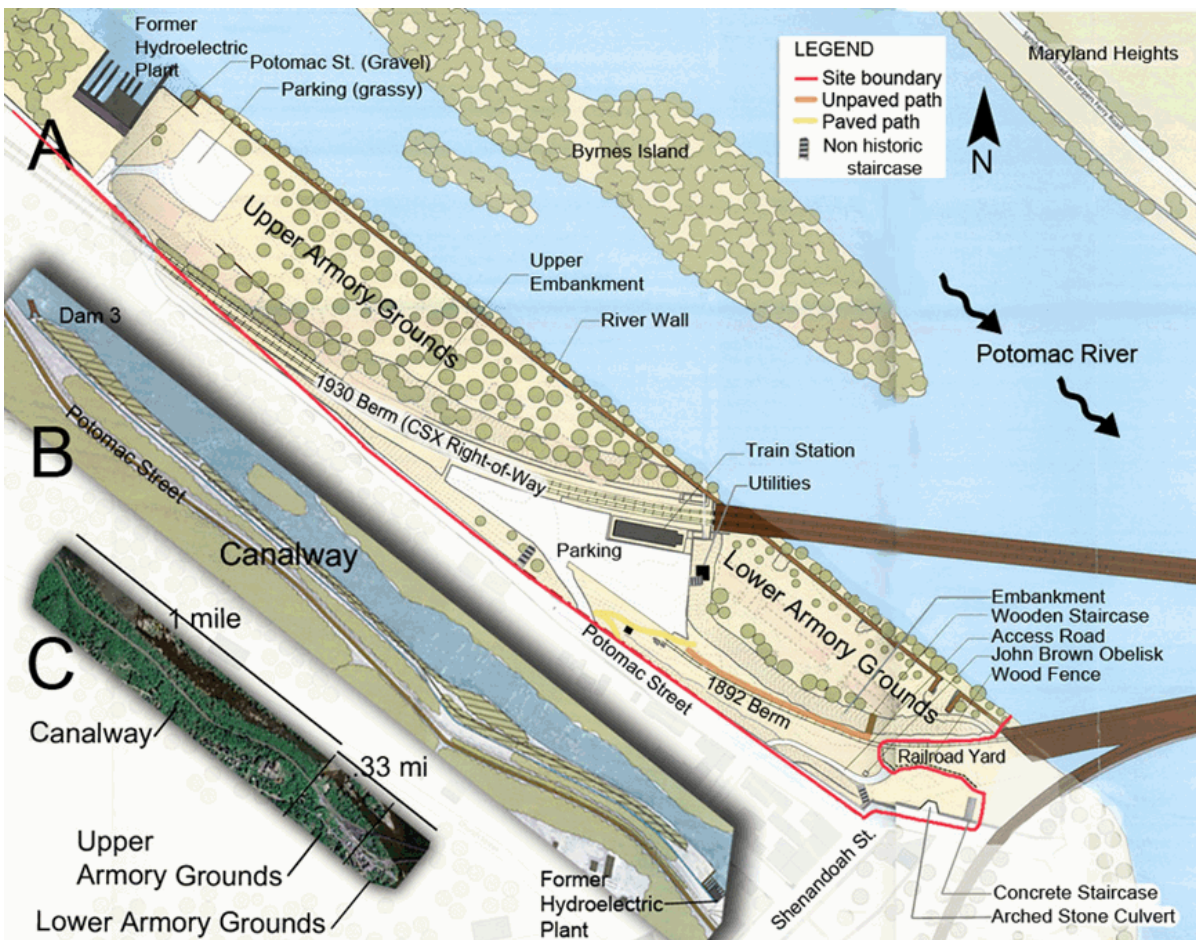
Lower Armory Grounds

This section stretches from the upstream edge of the train station parking lot to the intersection of Potomac and Shenandoah Streets. It is bordered to the northeast by the Potomac River and to the

southwest by Potomac Street. It is the only section of the site that most visitors access. Downstream from the train station towards the river is a sunken section of land that sits at or near historic Armory-grade levels. Throughout this report this area is described as existing in a “bowl”. Here, archeological sites associated with the historic Armory are interpreted with signs and rope and rod outlines of Armory-era buildings. The top of the B&O-built retaining wall is visible along the north side of this area. The riverside retaining wall that the Armory built was buried at some point during the historic period.

Access to the river’s edge is gained via an informal path on the south end of this area. The grade of the southern, or road side of the Lower Armory Grounds is approximately twenty feet higher than the north side. This elevated section is what remains of a railroad berm that was built in 1892. The elevated section is also where the John Brown memorial obelisk and the entrance to the railroad yard are located.

Site Plan



US Armory and Potomac Riverfront existing conditions. A: Upper/Lower Armory grounds. B: Canalway. C: Overview of entire site (A,B- basemaps Allison Crosbie, OCLP, C-Altered Google map).

Property Level and CLI Numbers

Inventory Unit Name:	United States Armory Grounds and Potomac Riverfront
Property Level:	Landscape
CLI Identification Number:	600295
Parent Landscape:	600295

Park Information

Park Name and Alpha Code:	Harpers Ferry National Historical Park -HAFE
Park Organization Code:	3850
Park Administrative Unit:	Harpers Ferry National Historical Park

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

The US Armory Grounds and Potomac Riverfront CLI was written by Saylor Moss, Historical Landscape Architect with the Cultural Landscapes Program (CLP) of the National Capital Region (NCR) branch of the National Park Service.

The CLI relied heavily on information collected by the staff of the Olmsted Center for Landscape Preservation and the staff of Harpers Ferry National Historical Park (HAFE NHP). In particular, Many thanks to Allison A. Crosbie and Andrew S. Lee, who were the primary authors of the 2009 Cultural Landscape Report for the United States Armory and Potomac Riverfront, Harpers Ferry National Historical Park. Thanks also to: Mia Parsons, Supervisory Archeologist, HAFE NHP; Steve Lowe, Landscape Architect, HAFE NHP; Maureen Joseph, Regional Landscape Architect, NCR, CLP; Martha Temkin, NCR, CLP; Kathryn Kelley Finnigan, NCPE Intern to the NCR National Register Program. and Frances McMillen, Landscape Historian, NCR CLP.

Cover Photo:Top: HF 00089, LOC, PPOP. Center: Altered Google map. Bottom: LOC, PPOP (John Brown from Frank Leslie's Illustrated Newspaper V 8 Number 207 Pg 383 Nov 19, 1859), HF 1143.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	09/02/2011
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	08/30/2011

National Register Concurrence Narrative:

The State Historic Preservation Officer for West Virginia concurred with the findings of the United States Armory Gournds and Potomac Riverfront CLI on 8/30/2011, in accordance with Section 110 of the National Historic Preservation Act. It should be noted that the Date of Eligibility Determination refers to this Section 110 Concurrence and not the date of National Register Eligibility, since that is not the purview of the Cultural Landscapes Inventory.

Concurrence Graphic Information:



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

August 5, 2011

Memorandum:

To: Superintendent, Harpers Ferry National Historical Park

From: Regional Landscape Architect, National Capital Region

Subject: Statement of Concurrence, United States Army Grounds and Potomac Riverfront Cultural Landscape Inventory

I, Rebecca Harriett, Superintendent of Harpers Ferry National Historical Park, concur with the findings of the Cultural Landscape Inventory for the United States Army Grounds and Potomac Riverfront, including the following specific components:

MANAGEMENT CATEGORY: Must be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscapes Inventory for United States Army Grounds and Potomac Riverfront is hereby approved and accepted.

Rebecca Harriett, Superintendent, Harpers Ferry National Historical Park

9-2-11

Date

Superintendent concurrence signature page. Signed on 9/2/2011



United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

August 5, 2011

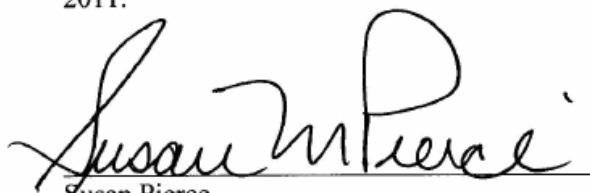
Memorandum

To: Cultural Landscapes Inventory Coordinator, National Capital Region

From: State Historic Preservation Officer, West Virginia Historic Preservation Office

Subject: Statement of Concurrence, United States Armory Grounds and Potomac Riverfront Cultural Landscapes Inventory

I, Susan Pierce, West Virginia, Deputy State Historic Preservation Officer, concur with the findings of the United States Armory Grounds and Potomac Riverfront CLI as per Section 110 of the National Historic Preservation Act of 1966, submitted on August 5, 2011.


Susan Pierce
West Virginia
Deputy State Historic Preservation Officer

8/30/11
Date

West Virginia SHPO concurrence signature page. Signed on 8/30/2011

Geographic Information & Location Map

Inventory Unit Boundary Description:

The northwest site boundary is the Potomac River. On the southwest side, the property is bounded by Potomac Street, including the unpaved section that continues beyond the Upper Armory Grounds to the Dam. The Dam is the northern boundary, and the southern boundary is just beyond the intersection of Potomac and Shenandoah Streets to include the arched stone culvert and the concrete staircase.

State and County:

State: WV

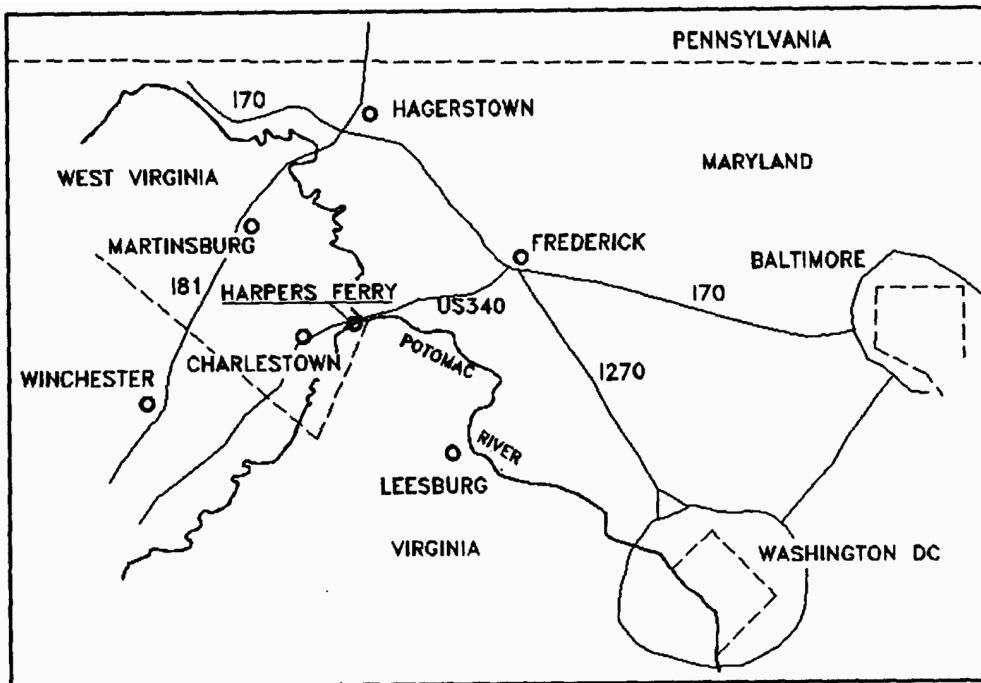
County: Jefferson County

Size (Acres): 72.00

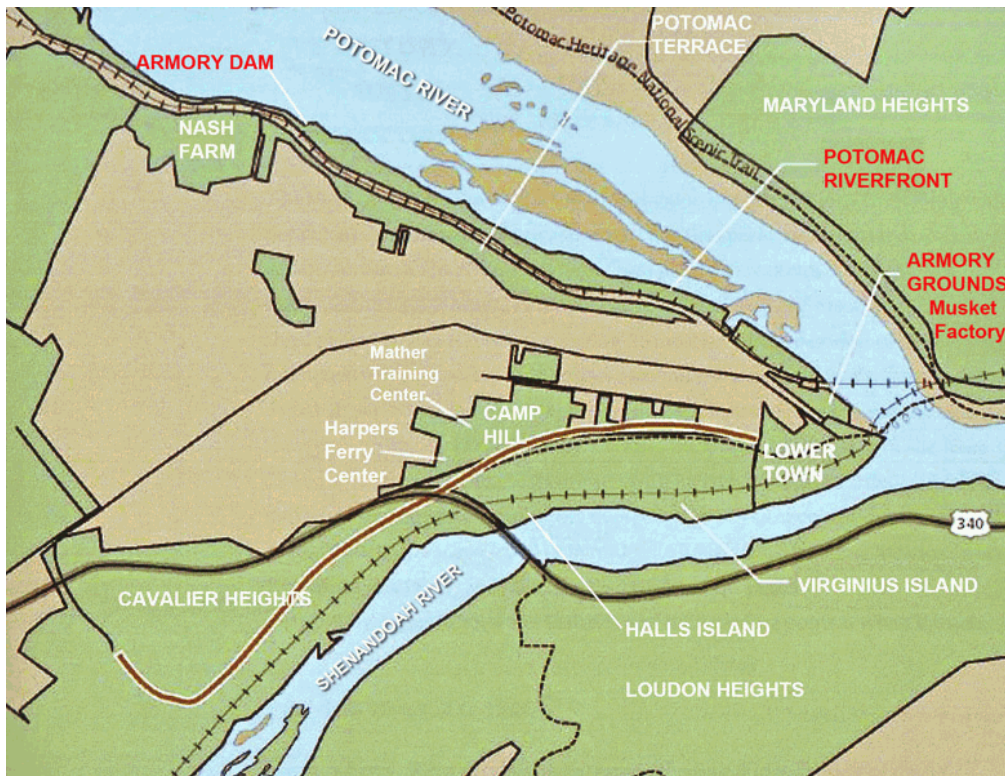
Boundary UTMS:

Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	264,730
UTM Northing:	4,356,201
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	264,758
UTM Northing:	4,356,236
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	262,944
UTM Northing:	4,357,305
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 83
UTM Zone:	18
UTM Easting:	263,055
UTM Northing:	4,357,265

Location Map:



Harpers Ferry is located at the confluence of the Shenandoah and Potomac Rivers. It is approximately 50 miles from Washington, D.C.



The locations of the United States Armory Grounds and Potomac Riverfront are labeled in red. Green areas are properties belonging to HAFE NHP in three states (HAFE NHP Draft General Management Plan).

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/02/2011

Management Category Explanatory Narrative:

The United States Armory Grounds and Potomac Riverfront is located within Harpers Ferry National Historical Park, which is listed on the National Register of Historic Places. The management is Must be Preserved and Maintained because of its listing on the National Register. The management category date is the date the CLI was first approved by the superintendent.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Other Agreement

Management Agreement Explanatory Narrative:

CSX Right-of-Way

NPS Legal Interest:

Type of Interest: Less than Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

CSX Right-of Way

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The United States Armory and Potomac Riverfront property includes part of the complex that made up the US Armory, sited at Harpers Ferry in 1797. Harpers Ferry would grow in to one of the leading industrial centers in the southern United States before the Civil War.

Due it its advantageous position in the landscape, its resources its arms manufacturing capabilities and its transportation capabilities, Harpers Ferry changed hands several times during the Civil War, and is rich with stories and artifacts relating to that pivial time in American History.

The 1859 incursion by John Brown and his “Raiders,” an incident which some say sparked a the Civil War, took place in Harpers Ferry. The seeds of the Civil Rights Movement were sown in Harpers Ferry at Storer College by Frederick Douglass and W.E. B Dubois.

The mission of the park’s more than 3600 acres is to preserving the natural and cultural resources that celebrate the uniqueness of the site. The Armory site plays a significant role in the interpretation of the history of the United States.

National Register Information

Existing NRIS Information:

Name in National Register:	Harpers Ferry National Historical Park
NRIS Number:	66000041

Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	B - Associated with lives of persons significant in our past
Significance Criteria:	D - Has yielded, or is likely to yield, information important to prehistory or history

Period of Significance:

Time Period:	AD 1797 - 1929
Historic Context Theme:	Changing Role of the U.S. in the World
Subtheme:	Other Changing Role of the U.S. in the World
Facet:	Other Changing Role of the U.S. in the World
Time Period:	AD 1797 - 1929
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Political and Military Affairs 1783-1860
Facet:	The Rise Of Sectionalism, 1840-1859

Area of Significance:

Area of Significance Category: Archeology

Area of Significance Subcategory: None

Area of Significance Category: Industry

Area of Significance Category: Military

Area of Significance Category: Social History

Area of Significance Category: Transportation

Statement of Significance:

The United States Armory and Potomac Riverfront site is part of the larger landscape of the more than 3600 acre Harpers Ferry National Historical Park in Jefferson County West Virginia. The US Armory and Potomac Riverfront site itself is a 72 acre rectangular site located on the shore of the Potomac River.

The results of this study find that the US Armory and Potomac Riverfront and its related features are significant for their association with events that have made an important contribution to the broad pattern of history (National Register Criterion A), its association with the lives of persons significant in our past (National Register Criterion B) and for information about our history or prehistory that it may be likely to yield (National Register Criterion D). The CLI proposes 1797-1929 as the site's period of significance. The first date, 1797, represents the year when the United States Congress purchased lands for a federal Armory at Harpers Ferry. 1929 is the year before the B&O Railroad Company built a twenty foot high railroad berm across the Armory grounds thus bisecting a landscape once prized for its linear and flat nature.

The US Armory Grounds and Potomac Riverfront site is nationally significant under criterion A for its association with arms manufacturing, transportation and tourism.

The establishment of armories in the United States allowed the new nation to become less dependent on foreign arms manufacturers. Congress gave President George Washington the authority to choose where the armories would be located. Harpers Ferry was recommended by Washington, who had first visited the area in 1748 as a surveyor for Lord Fairfax, and again in the late 1780s as President of The Potowmack Company. The company's mission was to improve river travel in the Potomac River

United States Armory Grounds and Potomac Riverfront

Harpers Ferry National Historical Park

drainage by deepening existing river channels and building small canals and lift locks around impassible sections of river. Washington had personal knowledge of the potential of the available water power, natural resources and strategic location of Harpers Ferry. The rugged and steep terrain surrounding the site offered a barrier against attack and the two rivers that converge at Harpers Ferry were seen as potential transportation routes.

Harpers Ferry was the second of two federal armories (the first was Springfield, Massachusetts est. 1794) in the country at the time. The arms industry would change the town from a small village to an industrial center. There were two areas in Harpers Ferry where arms manufacturing took place: Halls Island on the Shenandoah River and the Musket Factory on the Potomac River. The Musket Factory was the larger of the two sites and is the subject of this study.

Between 1801 and the beginning of the Civil War in 1861, the Armory at Harpers Ferry produced more than 600,000 muskets, rifles, and pistols. Together, the armories at Harpers Ferry and Springfield Massachusetts produced most of the small arms for the U.S. Army.

The site is also significant under criterion A for its association with transportation.

A ferry crossing was established at the confluence of the Potomac and Shenandoah Rivers by Peter Stephens, the first known European settler of the area. The junction was a well known short-cut between the Blue Ridge Mountains and the Shenandoah Valley. The tradition of ferrying on site persisted until and beyond construction of the first bridge across Potomac River in 1828.

Transportation in America was quickly changing from horse-drawn wagons to steam and water powered trains and boats. The need to transport arms and other supplies in and out of town, and the gap in the mountain ranges made Harpers Ferry a strategic location and transportation center for both freight and people. By 1833, the Chesapeake & Ohio (C&O) Canal which, by 1850, connected Washington, D.C. to Cumberland, MD via 184.5 miles of canals, reached the Maryland side of the Potomac at Harpers Ferry. Inlet locks allowed canal boats to cross the river and enter the Musket Factory canal to deliver and pick up goods.

Concurrent with the canal construction, the Baltimore And Ohio (B&O) Railroad was in a competition with the C&O Canal to serve the Ohio River Valley. The trains arrived on the Maryland shore of the Potomac at Harpers Ferry in 1834. In 1837 the B&O built a bridge across the Potomac allowing the B&O to converge with the Winchester and Potomac (W&P) Railroad, and to head west towards the Ohio River. The B&O's western route from Harpers Ferry began along the shore of the Potomac River on the northeast border of the Musket Factory. Trains traveled atop a wooden trestle that spanned two massive parallel stone walls. One was built by the Musket Factory, and the other was built by the B&O Railroad Company.

In 1892, and again in 1930 the alignment of the railroad tracks across the Musket Factory grounds changed, but the trains, to this day, continue to utilize the Armory grounds as a landing after the river crossing at Harpers Ferry.

The Armory Grounds are also associated with the landscape of tourism. In Harpers Ferry, this tradition dates back to a 1783 visit by Thomas Jefferson where he famously described the area's beauty in his 1785 publication, 'Notes on the State of Virginia.' Since that time, artists have been inspired to capture the picturesque and romantic aspects of Harpers Ferry in paintings and drawings. The setting tends to be romanticized despite the fact that at times Harpers Ferry was largely an industrial and commercial setting.

During the last quarter of the nineteenth century, the growing middle class began to be able to afford summer holidays. Public railroad excursions became a popular means by which tourists could not only reach a destination, but also experience the splendor of the train ride itself which had captured the popular imagination of the time.

The railroad excursion industry was a lucrative business that saw railroads building destination resorts and offering holiday pleasure trips to the public. The B&O's first investment in the railroad excursion business was at Harpers Ferry's Byrnes Island.

Between 1879 and 1924 Byrnes Island (an island in the Potomac River parallel to the Armory Grounds and Potomac Riverfront site) was developed by the B&O into a "Coney-Island-like" amusement park that drew visitors from all over the region. In 1909, after years of flood repairs, the island was no longer used as an amusement park but did remain open as a picnic ground until additional floods made the landscape inaccessible in 1924.

Visitors came to Harpers Ferry on trains because of their interest in the Byrnes Island amusement park and their desire to explore nearby Civil War battlefields and the Civil War landscape of Harpers Ferry, which was popularly represented by John Brown's Fort.

The US Armory Grounds and Potomac Riverfront site is significant under criterion B for its association with abolitionist John Brown.

In the mid-nineteenth century, the Musket Factory underwent a "modernization period" during the Superintendency of Major John Symington. Armory workshops were in poor condition and working conditions were often unsanitary and dangerous. In 1848 a fire engine house was built on the southwest corner of the Armory Grounds near the entrance gates. This fire engine house would later come to be known as John Brown's Fort.

John Brown's raid in October 1859 focused the nation's attention on Harpers Ferry. That summer, Abolitionist John Brown moved into a Maryland farm near Harpers Ferry. He trained twenty-two men in military maneuvers and on the night of Sunday, October 16, Brown and most of his men marched into Harpers Ferry with the intention of capturing a stock of weapons that he would use to start a revolution. Brown planned to arm blacks, liberate the slaves and establish a free-black stronghold in the Appalachians.

United States Armory Grounds and Potomac Riverfront

Harpers Ferry National Historical Park

Brown and his men snuck into town under the cover of night and corralled and captured approximately fifty men at the Musket Factory yards. Upon the discovery of Brown's capture of the Armory, local militia surrounded the building. Brown, his surviving accomplices and nine prisoners retreated into the fire engine house where they remained until daybreak on the 18th when Brown was captured by a party of Marines who broke through the doors.

A wounded Brown was taken to the county seat, Charles Town, for trial. He was hanged on December 2. Brown's raid may have been a failure but it remains a landmark event that set the country in motion toward Civil War.

The fort itself, one of the few structures to survive the damage caused to the Musket Factory during the Civil War, now sits about 150 feet east of its original location. A twenty-foot high railroad berm constructed in 1892 obscures its original location. The location, however, is currently marked by an obelisk that was erected by a group of African Americans in 1895. Among that group was Frederick Douglass, a contemporary and benefactor of Brown.

The Armory Grounds and Potomac Riverfront site is also significant under National Register criterion D; information about our history or prehistory that it may be likely to yield.

A significant percentage of Harpers Ferry NHP has been surveyed and inventoried for archeological sites. At the armory, the locations of the perimeter fence foundations have been found and studies are currently underway in the Lower Armory Grounds. "The study area is significant in the area of archeology for the subsurface resources relating to the Armory as well as the potential to provide information regarding prehistoric habitation (Crosbie, 148)."

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type:	Vernacular
Other Use/Function	Other Type of Use or Function
Commerce/Trade-Other	Historic
Industrial/Processing/Extraction-Other	Historic
Rail-Related-Other	Both Current And Historic
Monument (Marker, Plaque)	Both Current And Historic

Current and Historic Names:

Name	Type of Name
United States Armory Musket Factory Grounds	Both Current And Historic

Chronology:

Year	Event	Annotation
AD 1796 - 1797	Land Transfer	Driven by an endorsement from President George Washington, lands were purchased to establish a federal armory at Harpers Ferry.
AD 1798	Established	Joseph Perkin appointed Armory Superintendent by Secretary of War, James McHenry.
AD 1799	Built	Construction on the workshops, canal and masonry dam, and the arsenal building began.
AD 1801	Built	Armory canal completed. It was fifteen feet wide, one and one quarter mile long and powered five water wheels. Canal begins to leak as soon as it is watered. Armory production begins.
	Established	Armory produces 293 flintlock muskets. Small number due to leaking canal and other difficulties and delays.
AD 1801 - 1807	Established	Low production numbers at Armory due to unhealthy environmental conditions, low water levels, lack of money to support operations.
AD 1806	Established	Increase in funding and manpower as America prepares for war. Total number of armorers increases to around 70.
AD 1807 - 1810	Established	Funds for Armory steadily increase. Production of small arms at Harpers Ferry double.
AD 1807 - 1829	Established	James Stubblefield becomes Armory Superintendent upon death of Joseph Perkin.
1200 BC	Inhabited	Sherds of Marcey Creek pottery discovered at Harpers Ferry date human occupation to the Early Woodland Period.
1000 - 700 BC	Inhabited	Selden Island Ware pottery indicate continued use of the site.

United States Armory Grounds and Potomac Riverfront
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900 - 500 BC	Inhabited	Accokeek ceramics tempered with sand indicate continuous use of the site.
AD 1649	Land Transfer	Northern Neck Proprietary (over five million acres, including Harpers Ferry) set aside by King Charles II of England for two Virginia Culpeper family members.
AD 1688	Land Transfer	Northern Neck Proprietary passes into sole ownership of Lord Culpeper
AD 1701	Established	First map of the area developed by Swiss visitor Francis Louis Michel
AD 1730	Settled	Europeans start to move into the Shenandoah Valley after economic and demographic pressures push them out of Pennsylvania and the Mid-Atlantic.
AD 1736 - 1745	Land Transfer	Northern Neck Proprietary transferred to Lord Culpeper's grandson Thomas, the sixth Lord Fairfax. He was confirmed as the owner in 1745.
AD 1733	Settled	Peter Stephens settled in Harpers Ferry with his family and an Indian named Gutterman Tom. Stephens built and operated a ferry to cross Potomac River. Crossing becomes known as The Hole.
AD 1747	Explored	Philadelphia builder and millwright Robert Harper comes to Harpers Ferry and is struck by its commercial potential.
AD 1748	Platted	Lord Fairfax hires survey crew to lay out tracts of land in lower Shenandoah Valley. One surveyor is Founding Father George Washington.
	Built	Harper harnesses water power on the Shenandoah River and locates a sawmill and grist mill on Halls Island along the Shenandoah River.
AD 1751	Land Transfer	Harper received a patent for 125 acres at confluence of Potomac and Shenandoah Rivers deemed waste and ungranted land.
AD 1808 - 1809	Built	Five new workshops in the Musket Factory on the Potomac built by Stubblefield.

United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

AD 1810	Established	Total number of buildings in the Armory (along both the Potomac and Shenandoah Rivers) is 28. 200 workers are employed.
AD 1812 - 1814	Established	29,500 arms were shipped from Harpers Ferry to Pittsburgh, PA and Knoxville, TN.
AD 1820	Established	By 1829 the Musket Factory occupied 72 acres on the Potomac River and had eleven buildings
	Established	Arsenal Yard had 2 warehouses, the Arsenal, the Small Arsenal and two office buildings on one acre.
	Established	Armory property included Rifle Factory complex on Halls Island and Musket Factory on the Shenandoah.
AD 1828	Built	Wager Toll Bridge, a wooden highway bridge replaces Potomac Ferry.
AD 1830 - 1837	Established	General George Rust appointed Armory Superintendent.
AD 1833	Built	In the mid-1930s the Chesapeake & Ohio canal reached the Maryland side of Potomac. Canal begins in Georgetown. Inlet lock allows barges to cross the river into the Armory canal.
AD 1834 - 1835	Built	Baltimore & Ohio (B & O) Railroad reaches Harpers Ferry. Winchester & Potomac (W&P) railroad completed in 1835
AD 1838	Planned	The B&O Railroad plans to utilize the edge of the Armory property for its route west. A ten-foot right-of-way was obtained from the government through the Armory and an agreement stipulated that the line be built upon an elevated trestle and that nothing should be done to injure the Armory property.
AD 1838 - 1839	Built	Railroad company constructs four and a half foot thick stone river wall parallel to similar Armory river wall with twenty feet of river water between. Wooden trestle legs straddled the top of Armory wall and new railroad wall.
AD 1841	Established	Civilian leadership replaced with military superintendents

United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

AD 1842 - 1844	Developed	Congress appropriates over \$90,000 for HAFE Armory improvements.
AD 1844 - 1851	Established	Major John Symington, an engineer and West Point graduate becomes Armory Superintendent. One month into the job he proposes ideas for rebuilding the deteriorating workshops and storage facilities.
AD 1846 - 1855	Built	Modernization period wherein over 25 buildings were added to the Armory, most in the Musket Factory. Renewal program also improved canal, ditches, cisterns etc.... Quality materials and workmanship was a hallmark of the improvements and additions.
	Built	Musket Factory enclosed with a wall and a formal entrance facing towards Shenandoah Street and the Wager Ferry Lot. The entrance featured a large double wrought-iron gate with two single wrought-iron gates.
	Altered	Symington transformed the alley south of the Musket Factory into North Cliff Street, (Potomac Street). A stone retaining wall was also built on one side to prevent the deposit of waste from the nearby hill into the Armory canal.
AD 1852	Built	Cast iron street lamps installed.
AD 1852 - 1865	Built	Considerable grading and filling took place to deep buildings from flooding. Roads in the Armory Yard were graded and macadamized.
AD 1853	Planted	Grass and shade trees planted to improve appearance of Armory.
AD 1854	Established	Congress restores civilian superintendents at armories.
AD 1855	Built	Flagstone sidewalks built along Shenandoah Street.
AD 1859 - 1861	Built	Armory began constructing a new dam on a stone base with a timber superstructure. Civil War stopped construction.

United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

AD 1859	Established	John Brown's raid hastens the end of arms manufacturing in Harpers Ferry.
AD 1861	Destroyed	Civil War breaks out and Armory is seized. Machinery dismantled/confiscated.
	Destroyed	On June 14th, bridges over Potomac (B& O built and destroyed nine times during the war) and B& O tresseling destroyed and Musket Factory burned by departing Confederate Army.
AD 1861 - 1865	Destroyed	During the Civil War, the majority of the buildings in the Musket Factory Yard were burnt out shells. The flat ground was utilized for staging supplies, storage, housing refugees, hiding sharpshooters etc....
AD 1865	Established	Post Civil War inspection reveals that some buildings and machinery are salvageable. US Government decides not to re-establish Armory at Harpers Ferry.
AD 1869	Purchased/Sold	Musket Factory's 72 acres of land plus canal and water power of Potomac auctioned to Captain Francis C. Adams for \$176,000.
AD 1870	Destroyed	Major flood sweeps through Harpers Ferry killing 42, damaging structures along rivers.
AD 1877	Purchased/Sold	US Government pays \$70,000 to reclaim its waterpower rights at Musket and Rifle Factories. Armory grounds deteriorate with regular flooding and abandonment.
AD 1884	Purchased/Sold	Thomas Savery of Delaware purchases Musket Factory grounds, water power rights, two remaining buildings, dam and canal.
AD 1879 - 1909	Established	Island Park, 20 acre amusement park built by B& O on Byrnes Island in Potomac parallel to Potomac Armory grounds. After 1909 it is no longer an amusement park but it is kept up and used for picnicking.
AD 1880 - 1930	Established	Harpers Ferry becomes tourist destination in part due to its rail transportation.

United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

AD 1887 - 1889	Built	Savery builds Harpers Ferry Paper Company on Potomac shore. Uses extant dam and canal. Of his two pulp mills in Harpers Ferry it was considered the better and was one of the finest in the country.
AD 1892	Land Transfer	Savery grants B& O Railroad a right-of-way through unused grounds of Musket Factory.
AD 1892 - 1894	Built	B& O builds new bridge across Potomac and twenty-foot earthen embankment in right-of-way on old factory site. Embankment conceals foundation of Engine House. RR line continues north on town side of Armory grounds instead of river side. Depot building and station house constructed atop platform on embankment planked with wood with concrete paving and stone curbs. Arched culvert built into embankment wall to drain high water. Granite staircase connects platform to street below.
AD 1895	Memorialized	John Brown commemorative obelisk installed by group of African Americans. Group includes abolitionist and orator Frederick Douglass.
AD 1897	Memorialized	War Department installs five iron tablets near the obelisk to commemorate 1862 capture of Harpers Ferry. In the 1930s they were relocated.
AD 1898	Altered	Profitability of paper mills declines due to steam power, floods, inconsistent water supply and depleted resources. In response, portion of Savery's pulp mill used to generate electricity.
AD 1916	Built	B&O builds commemorative garden between railroad berm and river. B&O landscape gardeners planted trees shrubs, flower beds and painted stones to outline Armory building footprints.

United States Armory Grounds and Potomac Riverfront
Harpers Ferry National Historical Park

AD 1920	Built	By the 1920s, the automobile was beginning to replace the train as the preferred mode of transportation. This shift affected not only the town's economy but eventually its physical form. New routes for both cars and B&O trains were established in Lower Town and several changes occurred in the commercial center that reflected this evolution. Among the changes were the introduction of service and parking garages, parking spaces at the depot and along the streets, and amenities such as lunchrooms....the surface of both Shenandoah and High Streets were regraded and paved in concrete with concrete curbs and gutters. Resurfacing the road also brought about the redevelopment of circulation at the intersection of Shenandoah and Potomac Streets (Armory, 90).
AD 1924	Destroyed	Major flooding occurs
AD 1925	Built	Harpers Ferry Paper Company burns halting all paper production. Power plant built on pulp mill ruins.
AD 1928 - 1991	Purchased/Sold	Power plant was sold to the National Electric Power Company, a subsidiary of the Virginia Public Service Company. The plant subsequently changed hands several times until its closure in 1991.
AD 1930	Purchased/Sold	The B&O Railroad Company purchased most of the former Armory property from the Harpers Ferry Paper Company. The railroad built railroad bridge.
	Altered	Train station moved near the new bridge after B& O constructed an abutment and short subway tunnel set at an angle to the Armory's river wall. The approach to the new bridge required filling another embankment on top of the former Armory grounds. Once again, about twenty feet of fill material was placed on the site, this time covering the location of the Armory's annealing shop and nearly half of the neighboring smith and forging shop. The newly enlarged berm divided the Armory site in half, creating a physical interruption between the east and west ends of the grounds (Armory, 91).

United States Armory Grounds and Potomac Riverfront
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	Built	Two new granite block walls retained the embankment on the Shenandoah Street side. A set of granite block steps connected the platform on top of the embankment and the street below. The new track alignment incorporated a wooden planked platform, edged with concrete paving and stone curbs. An eight-foot high culvert as also incorporated into the wall construction to mitigate periodic high water levels (Armory, 93).
	Moved	Civil War tablets became faded and were moved to an area along highway, U.S. 340.
AD 1936	Destroyed	Devastating flood event washes out bridges and limits access to HAFE temporarily.
AD 1944	Established	Harpers Ferry National Monument created.
AD 1950	Moved	Around 1950 the Civil War tablets were relocated to an area adjacent to Arsenal Square.
AD 1951	Established	National Park Service focused its energies on establishing and depicting an 1859-1865 setting throughout Lower Town.
AD 1959	Excavated	Archeological excavations provide window into Civil Ware era destruction of Armory.
AD 1963	Established	Legislation in 1963 redesignated the area as Harpers Ferry National Historical Park.
AD 2001	Land Transfer	National Park Service acquired the six acres of Armory property from railroad as well as the Baltimore and Ohio railroad train station. Restoration of train station commences.

Physical History:

1797-1929

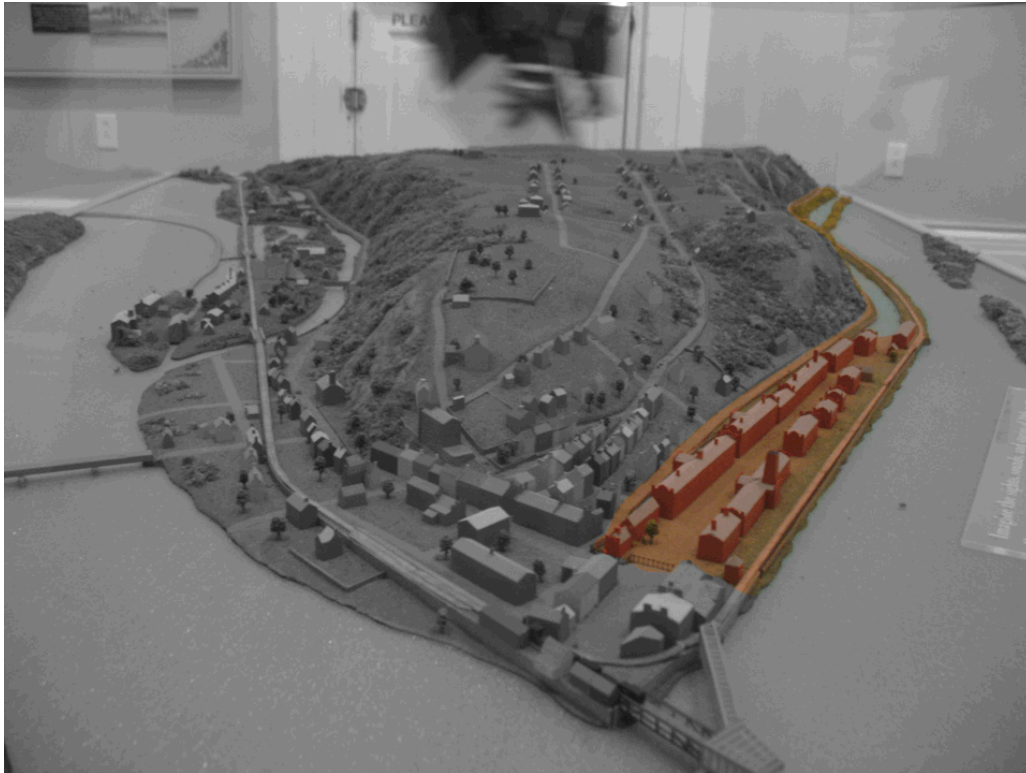
Period of Significance

A comprehensive history of the site can be found in the 2009 Cultural Landscape Report for the United States Armory Grounds and Potomac Riverfront: Harpers Ferry National Historical Park, produced by the Olmsted Center for Landscape Preservation.

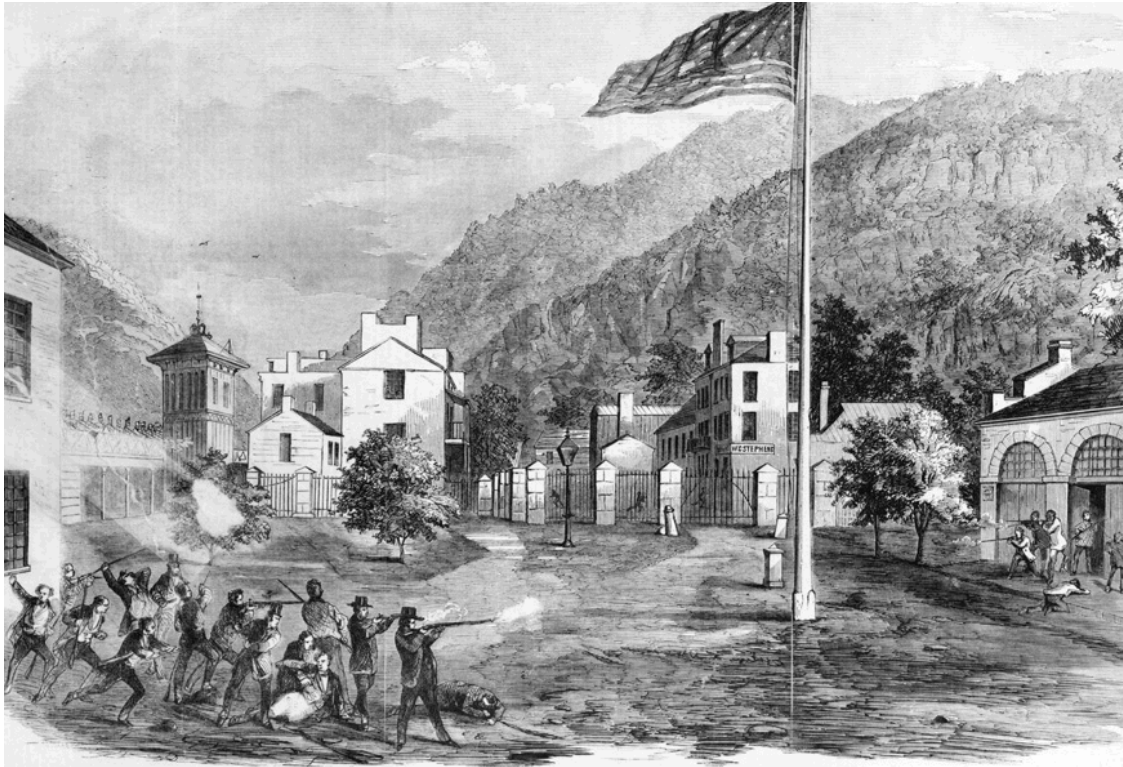
Supplementary contextual and site information can be found in the 1993 Cultural Landscape Report Virginus Island: Harpers Ferry National Historical Park, and the 1993 Cultural Landscape Report: Lower Town Harpers Ferry National Historical Park. Additional information on the Armory can be found in the 2010 Cultural Landscape Report Halls Island: United States Rifle Factory and the Shenandoah Riverfront. All three of these reports were produced by the National Capital Region's Cultural Landscapes Program.



The picturesque and romantic is represented in this Currier and Ives image of Harpers Ferry in the 1830s. An Armory smokestack is seen in the lower left (HF Historic Photo Collection, Currier and Ives postcard)



A model of Harpers Ferry before the Civil War. The US Armory Grounds are shown here in color (NCR CLP 2011)



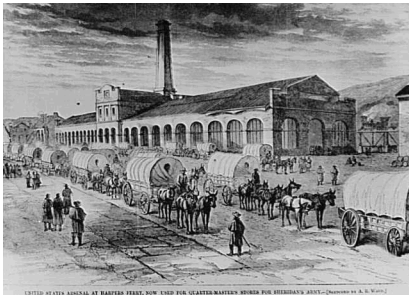
Captain Alberts' party attacking the insurgents from Frank Leslie's illustrated newspaper, Nov 5, 1859. View is from inside of the Armory Grounds looking south towards entrance gates. Train tracks to the center left. (Library of Congress PPOC).



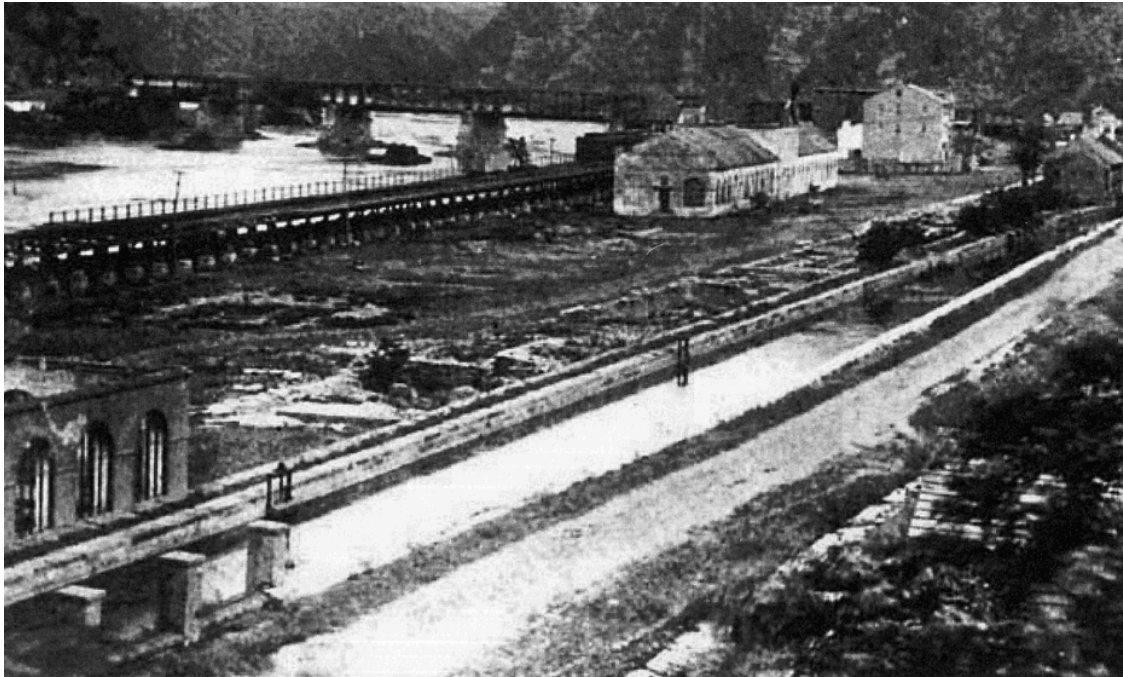
Looking north through the Armory gates circa 1862. John Brown's Fort is the building to the left. The linear nature and the distinctive architecture of the Musket Factory is clearly seen in this photograph (HF 0027).



Flames and smoke blow through arched windows and trees are charred behind wooden fences in an illustration labeled The Burning of the US Arsenal 10 pm April 18, 1861 Drawn by D.H. Strother, Harpers Weekly. (Library of Congress PPOC).



Major General Sheridan's occupation of the Armory circa 1864. A train running atop the wooden trestle can be seen to the right. Illustration by A. R. Waud (HF 00089).



Sections of the ornamental perimeter fence remain in this 1869 photograph that illustrates the destruction of the Armory after the Civil War (HF 0646).



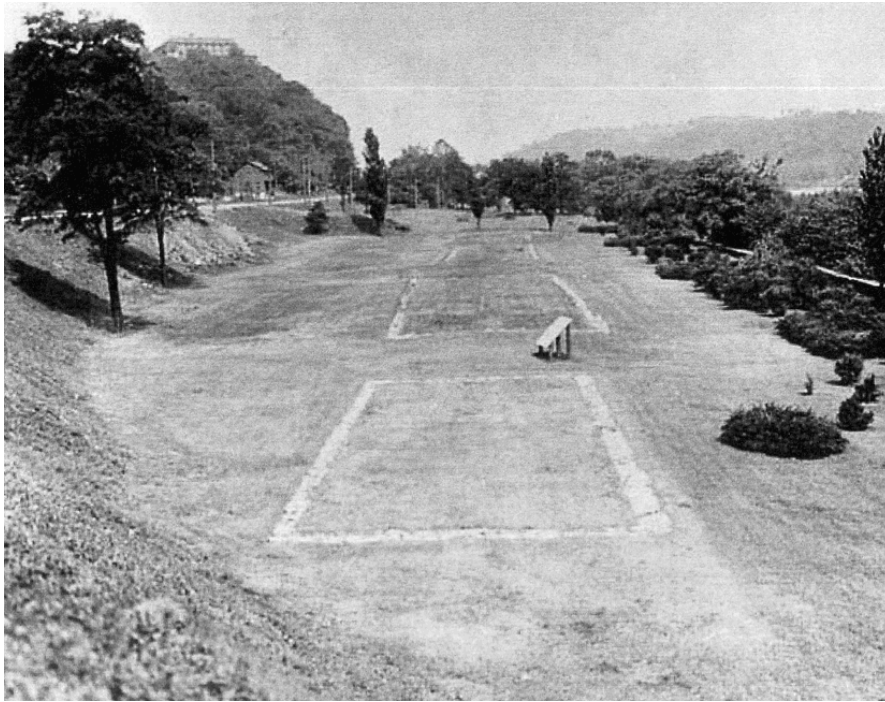
The Harpers Ferry Paper Company, the 1892 railroad berm, the 1894 train station, the old railroad tracks along the river, the arched stone culvert and the access road from Potomac St. to the station can all be seen in this image from the 1890s (HF 92).



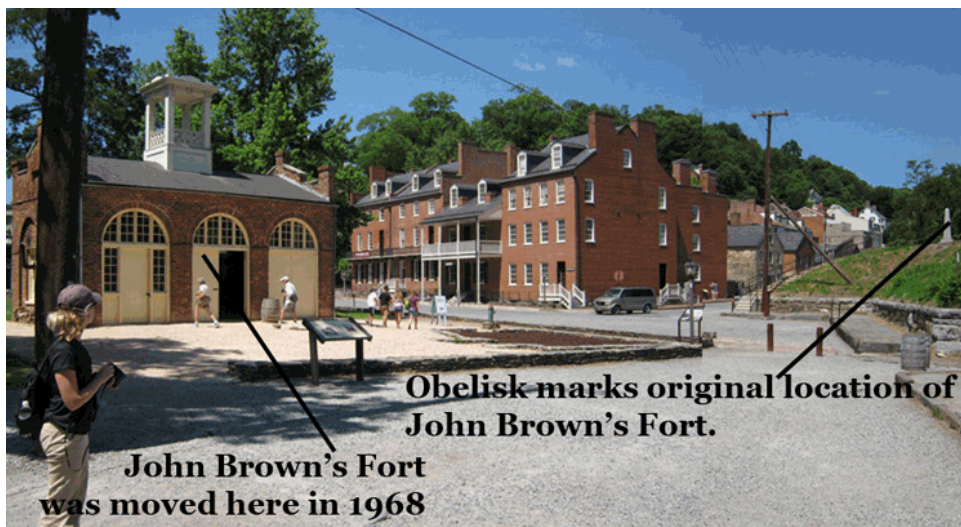
The 1894 B&O train station and the 1892 railroad berm can be seen in the bottom right section of this photograph of the Lower Town area in 1896 (HF 0096).

1930-2011

Post period of significance



1939 photograph of the commemorative garden that the B&O Railroad planted in the Lower Armory Grounds in 1916. None of these specimens survive today (HF 1049).



The 1892 B&O Railroad berm buried the former site of John Brown's Fort and the Armory entrance gates under twenty feet of earth (NCR CLP, 2011).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

This section provides an evaluation of the physical integrity of the US Armory Grounds and Potomac Riverfront cultural landscape by comparing landscape characteristics and features present during the period of significance (1797-1929) with current conditions.

Landscape characteristics are the tangible and intangible aspects of a landscape that allow visitors to understand its cultural value. Collectively, they express the historic character and integrity of a landscape. Landscape characteristics give a property cultural importance and comprise the property's uniqueness. Each characteristic or feature is classified as contributing or non-contributing to the site's overall historic significance.

Landscape characteristics are comprised of landscape features. Landscape features are classified as contributing if they were present during the property's period of significance. Non-contributing features (those that were not present during the historical period) may be considered "compatible" when they fit within the physical context of the historic period and attempt to match the character of contributing elements in a way that is sensitive to the construction techniques, organizational methods, or design strategies of the historic period. Incompatible features are those that are not harmonious with the quality of the cultural landscape and, through their existence, can lessen the historic character of a property. For those features that are listed as undetermined, further primary research, which is outside the scope of this CLI, is necessary to determine the feature's origination date. Landscape characteristics and features, individually, and as a whole, express the integrity and historic character of the landscape and contribute to the property's historic significance.

This CLI recognizes the period of significance for the US Armory Grounds and Potomac Riverfront as 1797- 1929. The year 1797 is when the United States Congress purchased lands for a federal Armory at Harpers Ferry. 1929 is the year before the B&O Railroad Company built a twenty foot high railroad berm across the Armory grounds thus bisecting a landscape that was once prized for its strategic location and chosen to serve as an Armory for its linear and flat nature and its access to water power. The majority of the contributing landscape characteristics identified for the US Armory Grounds and Potomac Riverfront date to the US Armory era which spanned the years 1801-1861.

Contributing characteristics from this era include spatial organization, topography, land use, circulation, buildings and structures, constructed water features, natural systems, small-scale features and archeology.

This section also includes an evaluation of the property's integrity in accordance with National Register criteria. Historic integrity, as defined by the National Register, is the authenticity of a property's identity, evidenced by the survival of physical characteristics that existed during the site's historic period. The National Register traditionally recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Several or all of these aspects must be present for a site to retain historic integrity. In varying degrees, all seven

aspects are represented on the site. The following section titled “Aspects of Integrity” will examine how these qualities are applied to the US Armory Grounds and Potomac Riverfront.

Aspects of Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. Integrity of location refers to whether the property has been moved or relocated since its construction. The US Armory Grounds and Potomac Riverfront has integrity of location since the extant contributing features remain intact and in the same location as they were during the period of significance.

Design is the composition of elements that constitute the form, plan, space, structure, and style of a property. Even after extensive restoration there is integrity to design associated with the train station building dating to its original construction in 1894. The lack of design flourishes, which may be considered design in itself, and the consistency of thick utilitarian architecture can be seen in the river and canal walls and in some aspects of the dam works.

Setting is the physical environment of a historic property that illustrates the character of the place. Integrity of setting remains when the surroundings have not been subjected to radical change. The site is surrounded by Harpers Ferry National Historic Park whose mission it is to commemorate the historic events that occurred at or near Harpers Ferry, and to maintain, and preserve those natural and cultural resources. The park’s preservation efforts have resulted in a setting that allows visitors to “step back in time” to a townscape and surroundings that reflect many of the architectural and rural aspects of the mid-nineteenth century.

Materials are the physical elements of a particular period, including construction materials, paving, plants and other landscape features. Integrity of materials determines whether or not an authentic historic resource still exists. Extant historic buildings and structures on site are made of original materials that derive from Armory, pulp/hydroelectric mill and B&O Railroad construction. Despite the addition of new materials, Integrity of material on site exists in the canal and river walls, the dam and related works, the railroad berm and station, and the former hydroelectric plant and its associated contributing features.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. Overall, evidence of workmanship that would connect the site to a particular culture or period of time is not evident on the site.

Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. Due to the many changes that have taken place on site since the period of significance (in particular the 1930 berm and the prolific growth of vegetation) the feeling that the site used to be a productive industrial center with a rich Civil War and transportation-related history is no longer evident.

Association is the direct link between a property and the event or person for which the property is significant. Through interpretation the site maintains its association with Harpers Ferry's legacy as a nineteenth century industrial center. The large marble obelisk on the south side of the site lends integrity of association of the site to the legacy of John Brown. The association with transportation is illustrated by the active rail lines and the prominently placed train station.

Conclusion

After evaluating the landscape features and characteristics within the context of the seven aspects of integrity established by the National Register, this CLI finds that despite alterations additions to the property since the historic period, the landscape of the US Armory Grounds and Potomac Riverfront retains integrity of location, design, setting, materials and association.

Aspects of Integrity:	Location
	Design
	Setting
	Materials
	Association

Landscape Characteristic:

Spatial Organization

Historic

During the Armory era, the Musket Factory (Lower Armory Grounds) was characterized by parallel rows of workshops and offices separated by a wide lane on a rectangular shaped riverside landscape. The Potomac River was on the northeast side of the site and a canal (completed in 1801) bounded the south side. To the southwest of the canal was the section of Harpers Ferry known as Lower Town. By 1838 a railroad line was built on a wooden trestle atop two parallel stone walls on the river's edge. During a "modernization period" that spanned the late 1840s through 1861, gates and perimeter fences were added to the site, buildings were improved and the lane running between the parallel rows of workshops was macadamized. During the Civil War most of the buildings were eventually burned down or utilized for storage. The flat landscape of the Armory Grounds made it a convenient location for staging supplies and storing wagons, horses and mules. The Civil War saw the eventual destruction and discontinued use of the Armory Grounds and after the war the site lay idle and deteriorated. The site was purchased in 1884 by Thomas Savery who used the upper section of the site to establish the Harpers Ferry Paper Company mill and impoundment. In 1882 the lower Armory Grounds landscape was altered after Savery granted the railroad a new easement across the southern end of the Armory Grounds. The flat ground was interrupted by an earthen embankment built to allow trains to cross the site and access the new set of tracks which traversed the southwest side of the site. A depot was built atop the platform and stairs leading to the street below were added for pedestrian access. The embankment blocked some of the view to the lower Armory Grounds from Lower Town.

In 1916 the B&O removed debris and groomed the ground plane between the railroad berm and the river and built a commemorative garden. They oversaw the installation of trees and shrubs and the delineation of the Armory building locations with stone paving set flush to the ground.

In 1930 the B&O purchased most of the former Armory property from the Harpers Ferry Paper Company and proceeded to build another earthen embankment that would allow trains to more easily negotiate the turns necessary to get from the Maryland shore into West Virginia. The depot was relocated to its current location for access the rail line's new location. This embankment effectively cut the Armory Grounds in half.

Existing

After the alterations to the site in the 1930s the focus of the Armory Grounds on the Potomac were linked to tourism, memorialization and transportation more so than arms manufacturing. The linear nature of the Lower Armory Grounds was lost and buried under two twenty-foot tall railroad embankments.

Evaluation

The integrity of the spatial organization dating to the Armory era is no longer evident in the Lower Armory Grounds. Despite the fact that the landscape is obscured by vegetation, integrity of spatial organization does exist today north of the train station parking lot in the Upper Armory Grounds and the Canalway.

Character-defining Features:

Feature: Spatial organization of Upper Armory Grounds

Feature Identification Number: 150091

Type of Feature Contribution: Contributing

Feature: Spatial organization of Canalway

Feature Identification Number: 150093

Type of Feature Contribution: Contributing

Feature: Spatial organization of Lower Armory Grounds

Feature Identification Number: 150095

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Looking south from the south end of the train station parking lot into the 'bowl' created by the berms built in 1892 and 1930 (NCR CLP, 2011).

Land Use

Historic

Land use during the period of significance included manufacturing, transportation, memorialization, recreation and tourism.

Manufacturing

During the period of significance the United States Armory and Potomac Riverfront site was used as an arms manufacturing facility from the turn of the nineteenth century until the Civil War. Activities during the Civil War led to the demolition the factory leaving just shells of buildings. It's proximity to the river and its flat topography made the Musket Factory grounds a convenient place for a storage depot and staging area during and just after the war.

For years after the Civil War the landscape lay comparatively idle until 1884 when it was purchased by Thomas H. Savery who established the Harpers Ferry Paper Company. This pulp mill and its related impoundment were established in the Canalway and Upper Armory Grounds sections of the site by the year 1889. After a fire in 1925, pulp making operations ceased. Savery built a small hydroelectric power plant on the pulp mill foundations that would generate power until 1991.

Transportation

By the late 1830s land use on the site also included transportation after the B&O railroad

constructed an elevated wooden trestle that straddled the Armory's river wall and a second wall built by the B&O that paralleled the Armory wall. The rail line would enable the B&O to access points west of Harpers Ferry. Departing troops destroyed the B&O Bridge across the Potomac in 1861. It was destroyed and rebuilt nine times during the conflict.

Transportation to and from Harpers Ferry was also improved with the arrival of the C&O Canal on the Maryland side of the Potomac River in the 1830s. Inlet locks allowed canal boats to cross the river and enter the Musket Factory canal to deliver and pick up goods that could be taken directly to either Georgetown in Washington, D.C., or to Cumberland, Maryland.

Due to flooding, funds and speed, the railroad would beat out the canal and become the primary means of transporting goods through the region. In 1892 Savery granted the B&O a right-of-way through the Lower Armory Grounds, where the Musket Factory had formerly been located. The railroad built a twenty foot high earthen embankment to allow its trains to negotiate the steep turn involved in the river crossing. Consequently, the berm buried the southern end of the Lower Armory Grounds and concealed the foundations of the old Armory entrance gates and the site of the fire engine house that came to be known as John Brown's Fort. The fort itself had been sent for temporary exhibition at the 1893 Chicago World's Fair. By 1930 the B&O purchased most of the Lower Armory Grounds from the Harpers Ferry Paper Company and built a second twenty foot high berm across the site to accommodate another change in track alignment.

Recreation/Tourism

Land use shifted towards tourism and recreation as the B&O eventually extended its lines towards Wheeling, Pittsburgh and other points to the west. It improved passenger service and embraced the growing national trend of the railroad excursion by providing additional parlor and sleeping cars on the trains and hotels and interesting destinations along their route. The company's first investment in the excursion business was at Harpers Ferry. The B&O opened an amusement park in 1879 on Byrnes Island in the Potomac River, adjacent to the Potomac Riverfront landscape. The park was named "Island Park" in 1890. Residents of Washington, D.C. and Baltimore could travel by train to the park for \$1.00 to enjoy its "Coney-Island-like" atmosphere and escape the heat of the cities. By 1909 the amusement park had transitioned into a picnic grounds. Residents and visitors made use of the island for recreation until a 1924 flood washed away the foot bridge and demolished what was left of the park.

Memorialization

In 1895 a group of citizens, including Frederick Douglass had an eight foot high obelisk installed on the embankment above where John Brown's Fort once stood. Nearby, in 1897, the War Department installed five iron tablets commemorating the 1862 capture of Harpers Ferry. The tablets were moved off-site in the 1930s.

In 1916, the B&O built a commemorative garden on the Lower Armory Grounds. Trees and shrubs were planted and historic locations of Musket Factory buildings were outlined with flush

white stone.

Existing

After the Civil War, the land was no longer used for large-scale manufacturing. A small-scale hydroelectric power plant built on the foundation of the paper mill manufactured electricity from the late 1920s through 1991. Land use after the historic period includes transportation, recreation, memorialization and tourism. Transportation is reflected in the active train station, associated parking lot, and the train tracks. Recreation seekers utilize the site for fishing and hiking. The use of the site for memorialization is evident in the continued existence of the 1894 John Brown memorial obelisk, located on top of the embankment directly above the original site of the fort, and tourists from all over the world continue to come to Harpers Ferry every day.

Evaluation

The site no longer has integrity for land use in the category of manufacturing but it does continue to be used for transportation, recreation, memorialization and tourism.

Character-defining Features:

Feature:	Transportation
Feature Identification Number:	150097
Type of Feature Contribution:	Contributing
Feature:	Recreation
Feature Identification Number:	150099
Type of Feature Contribution:	Contributing
Feature:	Tourism
Feature Identification Number:	150101
Type of Feature Contribution:	Contributing
Feature:	Memorialization
Feature Identification Number:	150103
Type of Feature Contribution:	Contributing

Topography

Historic

The Armory Grounds and Potomac Riverfront site was situated on the riverside landscape at the confluence of the Potomac and Shenandoah rivers. It was prized for its flat linear topography and proximity to the Potomac and Shenandoah Rivers. The dam and canal were located upstream and engineered and situated at an angle which would allow water to flow down the canal to power the machinery at the Armory. The river on the northeast side of the site and the steep hills on the southwest side of the site drove the linear layout of the Musket

Factory. Because it was so flat, unlike much of the surrounding landscape, the site was utilized for storage, camping and as a staging area during the Civil War by Confederate and Union troops alike.

Existing

Railroad expansion and the construction of two railroad berms (1892, 1930) physically and visually separated the site from the rest of town. This significantly altered the topography, especially in the Lower Armory Grounds section of the site.

While it has been altered from its original dimensions and is overgrown with vegetation, the canal prism remains visible in the landscape along the Canalway section of the site.

Evaluation

The existing topography of the Lower Armory Grounds does not contribute to the historic character of the landscape. The flat section of land on the river-side of the 1892 berm does reflect a small portion of the historic topography. However, its location in a “bowl” does not reflect the look or feel of the Musket Factory during the period of significance.

Portions of the Upper Armory Grounds and the Canalway do retain the flat and linear character of the topography that characterized the landscape during the historic period, and the canal prism itself is extant.

Character-defining Features:

Feature: Canalway topography

Feature Identification Number: 150109

Type of Feature Contribution: Contributing

Feature: Topography near hydroelectric plant

Feature Identification Number: 150111

Type of Feature Contribution: Contributing

Feature: Lower Armory Grounds topography

Feature Identification Number: 150113

Type of Feature Contribution: Non Contributing

Vegetation

Historic

During the historic period, landscape design on the site was not a priority. It was not until the mid nineteenth century when, under the superintendency of Major John Symington, a “modernization period” took place. Monies were allocated towards architectural, sanitation and safety upgrades at the Armory. Among the improvements were the planting of grass and shade trees on site. Within a decade, the destruction brought by the Civil War had eliminated

these plantings.

Photographs of the site post-Civil War show a landscape that is barren of vegetation. For a long time the Canalway was underwater when the impoundment that served the Harpers Ferry Paper Company was in use. Over time, native riparian vegetation grew on the river's edge. It was wiped away with flooding and never well-established during the historic period.

In 1916 the B&O Railroad landscape gardeners built a commemorative garden in the sunken Armory landscape between the railroad berm and the Potomac River. Flower beds, trees and shrubs were planted and white stones were set flush to the ground to represent the locations of the historic Armory buildings.

Existing

None of the 1916 plantings exist today. The sunken section of the Lower Armory Grounds is covered in lawn and dotted with both native and non-native self-sown mature trees, many of which are covered in vines, primarily English ivy. There is more lawn on top of the 1892 railroad berm and in the area between Potomac Street and the train station parking lot where there are three ornamental shrubs near a utility box.

Tall trees and vines characterize the riverside and the majority of the site with the exception of a comparatively clear grassy area adjacent to the old hydro-electric plant. Predominant existing vegetation is a riparian forest classified as Piedmont/Central Appalachian Rich Floodplain Forest. Not all plants on site are native. Many of the exotic vines pose a threat to native vegetation by stunting or eliminating natural successional patterns. They also may cause damage to extant historic structures.

Evaluation

Because the historic landscape was largely bare of plants, existing vegetation does not reflect the quality of vegetation from the period of significance.

Character-defining Features:

Feature:	Riparian/exotic vegetation on site
Feature Identification Number:	150115
Type of Feature Contribution:	Non Contributing

Circulation

Historic

Primary historic circulation at the Musket Factory included paths that led to and between buildings at the Armory. There was a main road that entered the factory at the gates off of Shenandoah Street. Otherwise circulation within the factory most likely changed as needed and was of a utilitarian nature. There are no known records of formal paths in the Armory Grounds until the defined lane between rows of factory buildings was formalized and macadamized (c. 1853) during the mid nineteenth century "modernization period."

Circulation needs changed with the construction of the railroad berm in 1892. The berm itself was built to facilitate the circulation of the railroad up and down the Potomac River and tracks still exist on top of the berm. Associated circulation features included a flagstone sidewalk along the eastern end of Potomac Street, concrete stairs leading from Potomac Street to the top of the berm near the intersection of Potomac and Shenandoah Streets and the gravel road that ascends the berm starting on Potomac Street, leading to the CSX storage yard.

The short gravel road leading off Potomac Street into the former hydroelectric plant is also considered a contributing feature.

Existing

In addition to the few remaining historic circulation features, several non-historic features have been added to the site over time. These include the following:

Paths and roads associated with the train station parking lot.

The staircase to the HVAC unit on the hillside adjacent to the south side of the train station parking lot.

The staircase from Potomac Street leading to the top of the 1892 berm.

The staircase that leads from the top of the 1892 berm to the “bowl” section of the Armory Grounds.

The parking area on top of the 1892 berm near the CSX storage yard.

The gravel road that leads from the storage yard down into the “bowl” area of the Lower Armory Grounds.

The gravel footpath along the side of the railroad tracks on the 1892 berm.

The 1930 railroad berm.

Historic circulation on site includes:

Potomac Street between the dam and the intersection with Shenandoah Street.

The 1892 railroad berm.

The flagstone sidewalk along the eastern end of Potomac Street.

The concrete stairs leading from Potomac Street to the top of the berm near the intersection of Potomac and Shenandoah Streets.

The gravel road that ascends the berm on Potomac Street and leading to the CSX storage yard.

The short gravel road leading from Potomac Street to the former hydroelectric plant.

The origin of a few features is undetermined. These include:

The set of 4 stairs from Potomac Street to the gravel access road leading to the CSX storage yard.

The concrete curb and gutter along the gravel access road mentioned above.

The curbing between the railroad tracks and the gravel foot path on the 1892 berm.

Evaluation

There is integrity associated with the 1892 railroad berm, access road, staircase and flagstone sidewalk at its base on Potomac Street. Potomac Street itself also lends integrity to circulation on the site.

Character-defining Features:

Feature: Potomac Street

Feature Identification Number: 150153

Type of Feature Contribution: Contributing

Feature: 1892 railroad berm

Feature Identification Number: 150155

Type of Feature Contribution: Contributing

Feature: Flagstone sidewalk along Potomac Street

Feature Identification Number: 150165

Type of Feature Contribution: Contributing

Feature: Stairs from berm to Potomac St

Feature Identification Number: 150167

Type of Feature Contribution: Contributing

Feature: Road from Potomac St to top of berm

Feature Identification Number: 150169

Type of Feature Contribution: Contributing

Feature: Road from Potomac St to plant

Feature Identification Number: 150171

Type of Feature Contribution: Contributing

Feature: Footpath along RR tracks on berm

Feature Identification Number: 150185

Type of Feature Contribution: Non Contributing

Feature: Stairs to HVAC unit

Feature Identification Number: 150175

Type of Feature Contribution: Non Contributing

Feature: Paths/roads assoc. w/ pkng lot
Feature Identification Number: 150173
Type of Feature Contribution: Non Contributing

Feature: 1930 RR berm
Feature Identification Number: 150187
Type of Feature Contribution: Non Contributing

Feature: Stairs from Potomac St to top of berm
Feature Identification Number: 150177
Type of Feature Contribution: Non Contributing

Feature: Pk area near CSX storage yard
Feature Identification Number: 150181
Type of Feature Contribution: Non Contributing

Feature: Stairs from top of berm to bowl
Feature Identification Number: 150179
Type of Feature Contribution: Non Contributing

Feature: Road from CSX storage to bowl
Feature Identification Number: 150183
Type of Feature Contribution: Non Contributing

Feature: 4 stairs from Potomac St to access rd
Feature Identification Number: 150197
Type of Feature Contribution: Undetermined

Feature: Concrete curb/gutter on access road
Feature Identification Number: 150199
Type of Feature Contribution: Undetermined

Feature: Curbing along 1892 berm rr tracks
Feature Identification Number: 150201
Type of Feature Contribution: Undetermined

Landscape Characteristic Graphics:



Potomac St. and the road from Potomac St. to the top of the 1892 berm are two features that existed during the historic era (NCR CLP 2011).

Buildings and Structures

Historic

During the historic period the number of buildings and structures on the US Armory Grounds and Potomac Riverfront increased in response to the need for arms manufacturing and decreased in response to destruction caused by the Civil War.

Pre Civil War

By the 1820s the Musket Factory was a collection of approximately eleven buildings situated in two parallel lines divided by a seventy-five foot wide lane known as Potomac Street (this was not the same alignment as the modern Potomac Street). The buildings were built or expanded as appropriations were obtained rather than constructed according to a plan. Some descriptions of the factory considered it unsightly. The architecture was called substandard and work was inefficient due to the distances between buildings that served similar functions. To the north of the factory area were seven smaller buildings that may have been dwellings. The Armory Canal on the southwest side of the site provided the waterpower necessary to run machinery and the massive river wall that was constructed around 1811 stabilized the bank along the river's edge. The wall was approximately four and a half feet thick, fifteen feet high and had eight openings where water from factory tail races could discharge back into the river.

By 1840 Harpers Ferry had established itself as one of the few industrial centers of the American South. The factory had expanded and there were now a total of nineteen buildings on site. By the mid 1930s significant improvements had been made in national transportation. Both the C&O Canal and the B&O Railroad reached Harpers Ferry; the canal on the Maryland side

of the Potomac River and the B&O straight up the Potomac on the river's edge.

A second massive river wall was built by the B&O railroad to allow train travel up the Potomac River. It ran parallel to the c.1811 Armory wall and contained openings so water could flow back into the river. It measured 1380 feet and stretched from the abutment at the boat landing to just upstream of the Rolling Factory (now known as the former hydroelectric plant). Like the Armory wall, it was approximately four feet thick and fifteen feet above the river water level. The train traveled atop a wooden trestle that straddled the two walls. Both the railroad and the canal connected Harpers Ferry to far-away markets.

In 1841 civilian leadership of the US Armory was replaced by military Superintendents. Under the first Superintendent, Major Henry K. Craig, repairs were made to many of the Musket Factory buildings and construction on six new buildings commenced. In 1845 the man with the most noteworthy influence on the Armory grounds took over leadership. Major John Symington was a West Point graduate, skilled builder, architect and town planner. He is credited with unifying the architectural style of the Armory workshops, improving working and living conditions and laying out a town plan for Harpers Ferry that still exists today.

Under Symington's leadership (1845-1851), a "modernization period" began at the Armory. During his tenure nineteen new structures were built, eight were purchased and three were completed (Crosbie, 46) (at both the Musket Factory and Halls Island). Symington worked up a master plan for the Musket Factory that included new construction and a rebuild/repair of workshops, storage facilities and machinery. He used quality materials to build sturdy buildings on mortared stone foundations. His plan imposed a unification of building styles that reflected the rounded bands of windows, thick walls and lack of sculpture characteristic of the Lombard Romanesque style (Poss, 74). One of the new structures boasted a ninety-foot tall chimney stack that became a prominent sight that could be seen from a great distance.

Another notable structure built during Symington's Superintendency was an engine and guard-house located on the southeast corner of the Musket Factory. The building had room for two fire engines and a guard room for the night watchmen. Later known as John Brown's Fort, the building would gain national notoriety after Brown and his followers barricaded themselves inside during their ill-fated raid in October 1859.

The final building planned for the Armory was a rolling mill upstream from the rest of the Musket Factory that was completed in 1855 by Symington's successors. It was constructed on the foundations of the 1834 Armory tilt-hammer shop. Later, in 1889 the foundations of the rolling mill would support the Harpers Ferry Paper Company and by 1925 it would evolve into a hydroelectric plant. Each time it was rebuilt, materials from its previous iteration, or from nearby Armory buildings were used. Materials from the Virginus Island Cotton Factory/Mill were also used as construction material at the plant (HAER WV 61,28).

Under Symington's plan, the canal was enlarged and ditches, privies, cesspools and drinking

fountain cisterns were built. Fire safety was established with the additions of lightning rods and water hydrants. The entire Musket Factory was surrounded by a stone retaining wall with a gated formal entrance facing Shenandoah Street. (Crosbie, 47). A seventy-foot tall flagpole stood near the entrance gate. It, like the chimney stack, was a prominent feature in the Harpers Ferry landscape during this era.

Civil War

On April 17, 1861 Virginia voted to secede from the Union. Less than 24 hours later, the Confederates planned an attack on Harpers Ferry. The town was of great strategic importance because it held valuable arms making equipment and geographically it was a gateway to both the Shenandoah Valley and to Washington, D.C. It was also highly valuable as a railroad junction and a canal town.

As southern forces advanced towards Harpers Ferry, Union troops retreated north across the Potomac. As they left they set fire to some of the Musket Factory workshops inside the yard. The armory shops sustained little damage at this time but were burned again and sustained greater damage in June of 1861 by Confederate troops after they confiscated the existing arms manufacturing machinery. Troop occupation, looting and destruction occurred throughout the town and through the Civil War.

Union Major General Philip E. Sheridan used Harpers Ferry as his base of operations during his Shenandoah Valley campaign. Access to the B&O was critical to his strategy and survival. Sheridan utilized the flat grounds of the Musket Factory for depots and military staging grounds for wagons and mules and horses. Repairs were made to the roofs and floors of some of the burned out Armory buildings in order to use them for storage and other purposes (Crosbie, 71).

After Sheridan's army departed, wagons of prisoners and wounded soldiers were delivered to the medial depot and field hospitals in Harpers Ferry. The town also became a safe-haven for Civilian refugees and runaway slaves. These people were referred to as "contrabands" and at one point a photograph shows that a tent camp for them that was located inside of the main gate of the Musket Factory. The fate of the Harpers Ferry contrabands is unknown (Crosbie, 72).

Post Civil War

After the war the US Armory at Harpers Ferry was in ruins and the government decided to locate an armory in the west so that would better support the westward expansion of the nation. At the Musket Factory, the only salvageable building was the fire engine house that would forever be known as "John Brown's Fort." The chimney tower was also standing and the river wall and canal were intact. The Musket factory lay idle until it and the water power rights on the Potomac River, the dam and the Armory canal were purchased in October of 1884 by Thomas Savery of Wilmington, Delaware. Savery also purchased a little over thirteen acres of the Rifle Factory property and associated water power rights on the Shenandoah at Halls Island. Savery was a leader in the manufacture of late nineteenth century pulp and paper

machinery.

“The entrepreneurial Savery packaged bricks from the fort in lined black leather boxes and sent them to friends, family and others who appreciated their historical significance. Later, he took the entire fort to be exhibited at the 1893 Chicago World’s Fair.” (Poss, 117).

Savery utilized the foundation of the Rolling Mill for a ground wood pulp mill known as the Harpers Ferry Paper Company. He also used the canal and dam in order to create the impoundment necessary to feed wood into the mill. Savery built a second mill on Halls Island but the Potomac mill was considered the more valuable of the two. Savery’s mills were considered to be among the most valuable and finest in the country (Poss, 117). A 1925 fire destroyed most of the Harpers Ferry Paper Company but it was quickly rebuilt to serve as a small hydroelectric power plant. By 1929, the end of the period of significance, the plant was serving over 1700 consumers (HAER WV-61, 23).

In 1892 Savery granted the B&O Railroad Company a right-of-way through the southern section of his property; the main grounds of the old Musket Factory. The rail line that once ran up the Potomac River upon a wooden trestle along the river’s edge now crossed the southern end of the Armory Grounds atop a twenty-foot tall earthen berm that was built on top of where the fire engine building and the entrance gate to the Armory Grounds once stood. The berm construction necessitated the construction of a short access road leading to the top of it from Potomac Street. A dry laid rubble retaining wall that remains on site today was installed to stabilize the berm during road construction. A large stone culvert was also built through the berm to allow for the escape of water. This feature is also extant.

The B&O hired architect E. Francis Baldwin to build a one-story wood frame railroad depot (or station) on top of the railroad berm just to the south of the original entrance gates in 1894. Passengers reached the station on the access road mentioned above or by walking up the staircase on the south side of the arched stone culvert near the intersection of Potomac and Shenandoah Streets (the staircase is blocked off but still exists on site today).

John Brown’s Fort (the former Armory engine house), was dismantled and sent to Chicago for exhibition at the 1893 World’s Fair.

Existing Buildings

The two buildings on site that date back to the historic period are the railroad station and the former hydroelectric plant.

The railroad station and a waiting shelter on the opposite side of the tracks were moved to their current location in April of 1931 after some changes were made to the floor plan. The pedestrian subway underpass was built at the new location to allow passengers to safely access the opposite side of the tracks. Between August of 1950 and March of 1951 the station tower

was dismantled when advances in technology rendered it obsolete. The station deteriorated over time and was acquired by the NPS in 2001. A large scale restoration project took place, which included a rebuild of the tower in 2006-2007. The station now serves Amtrak and MARC trains.

The former hydroelectric plant in the Upper Armory Grounds sits on a foundation that originally dates back to the 1834 tilt-hammer shop. It symbolizes over 200 years of water powered industry in Harpers Ferry.

Note: The fire engine house known as John Brown's Fort was sent back to Harpers Ferry from Chicago and was rebuilt at the Murphy Farm. In 1910 it was moved to Storer College on Camp Hill. Finally, in 1968 it was moved to where it currently sits in the Arsenal Yard, about 150 feet east of its original location.

Evaluation

In the category of buildings, integrity can be found in the railroad station, and the former hydroelectric plant. Structurally, integrity is established in the retaining wall along the river, the dam, the canal wall (see photos in "Constructed Water Features" section of this document), the 1892 railroad berm and all of the features associated with those structures (i.e. outlets, culverts and abutments).

Character-defining Features:

Feature:	Armory dam
Feature Identification Number:	150117
Type of Feature Contribution:	Contributing
IDLCS Number:	45493
Feature:	Brick arch/gate at dam
Feature Identification Number:	150121
Type of Feature Contribution:	Contributing
Feature:	Dam intake structure
Feature Identification Number:	150127
Type of Feature Contribution:	Contributing
Feature:	Canal outlet structure
Feature Identification Number:	150131
Type of Feature Contribution:	Contributing
Feature:	1836 Canal bridge abutments

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Feature Identification Number: 150133

Type of Feature Contribution: Contributing

IDLCS Number: 45476

Feature: Railroad trestle piers

Feature Identification Number: 150135

Type of Feature Contribution: Contributing

Feature: Musket factory retaining wall

Feature Identification Number: 150137

Type of Feature Contribution: Contributing

IDLCS Number: 45495

Feature: Rolling Mill

Feature Identification Number: 150355

Type of Feature Contribution: Contributing

Feature: Canal wall remnants

Feature Identification Number: 150357

Type of Feature Contribution: Contributing

Feature: Canal wall remnants

Feature Identification Number: 150267

Type of Feature Contribution: Contributing

Feature: Former hydroelectric plant

Feature Identification Number: 150269

Type of Feature Contribution: Contributing

IDLCS Number: 45494

LCS Structure Name: Musket Factory; Rolling Mill

LCS Structure Number: MF03

Feature: Train station

Feature Identification Number: 150279

Type of Feature Contribution: Contributing

Feature: Dry laid retaining wall/ Potomac St

Feature Identification Number: 150281

Type of Feature Contribution: Contributing

Feature: Arched stone culvert at berm

Feature Identification Number: 150283

Type of Feature Contribution: Contributing

Feature: Access rd concrete retain wall

Feature Identification Number: 150189

Type of Feature Contribution: Non Contributing

Feature: Utility structures

Feature Identification Number: 150191

Type of Feature Contribution: Non Contributing

Feature: Utility platform

Feature Identification Number: 150193

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Drawing of E. Francis Baldwin's 1894 B&O Railroad Station in its original location. Date of drawing is unknown (Library of Congress PPOC).



The train station in its current location. Non historic paths and parking lot can also be seen in this picture (NCR CLP, 2011).

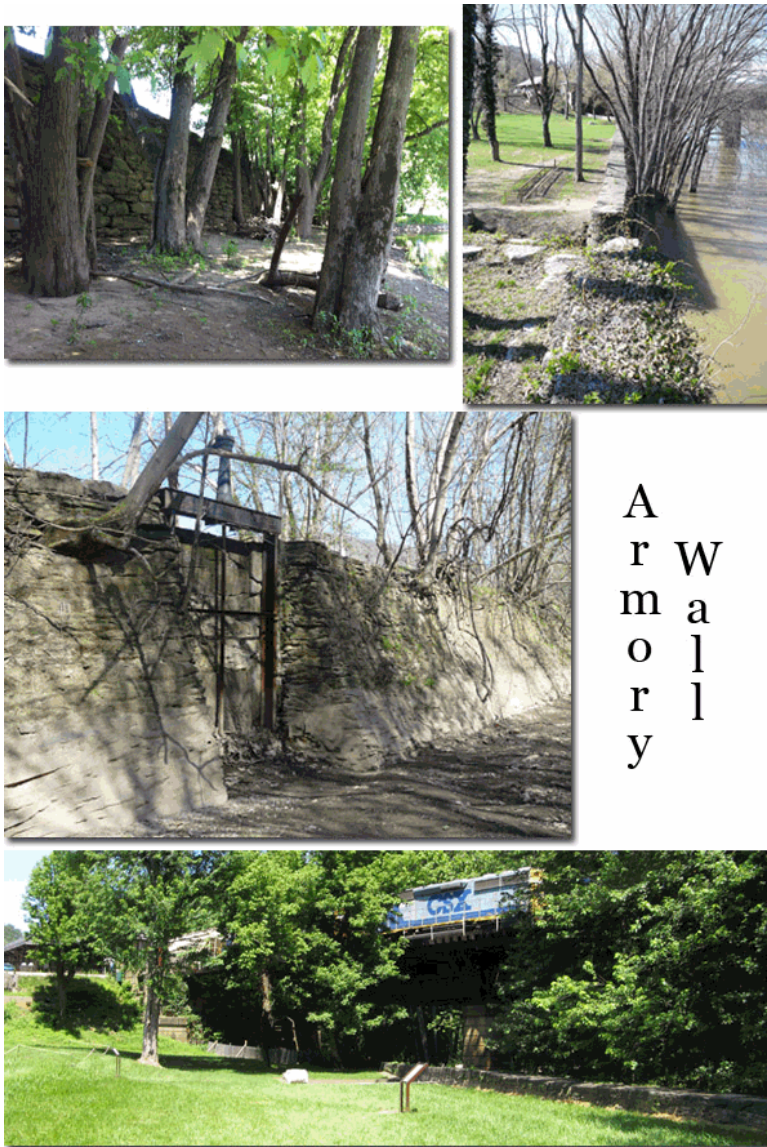


Former Hydroelectric Plant

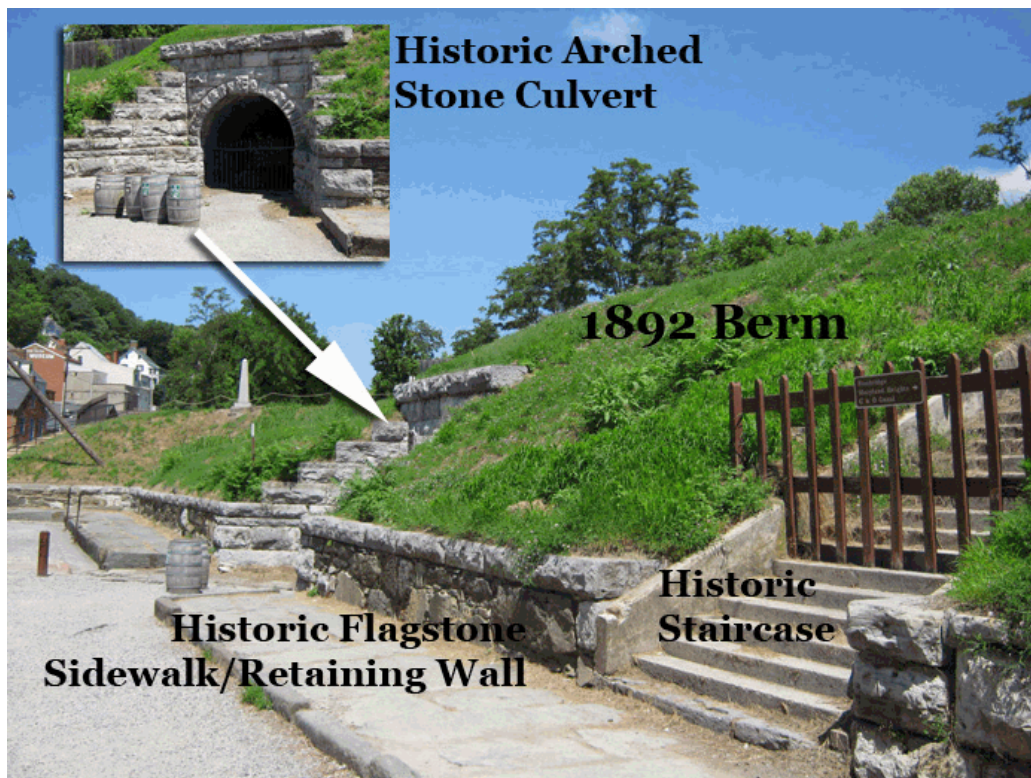
The former hydrelectric plant generated electricity until 1991. It is built on the foundation of an 1834 Armory tilt hammer shop. It was also a rolling mill and a paper mill. All industries used the waterpower of the Potomac (NCR CLP, LCS, 2010, 2011).



Most of the materials that compose the dam are historic. Modern users prize the location for fishing and views (NCR LCS, 2010) .



Retaining walls were built to protect from flooding and to support railroad tracks. Here we see the B&O wall in both high and normal water events, an inlet gate, and the top of the wall from the lower armory grounds (NCR CLP, LCS 2010, 11).



The B&O built this berm across the Armory Grounds in 1892. Many of the features associated with it derive from the historic period (NCR CLP, 2011).

Views and Vistas

The Armory Grounds and Potomac Riverfront site was acquired and developed for arms manufacturing. However, Harpers Ferry, located at the confluence of two rivers and surrounded by mountains and hills, happened to be positioned in what was considered a place of great scenic beauty. Despite the industrial and commercial nature of Harpers Ferry, its aesthetic qualities have long been described and romanticized in illustrations and written descriptions. Perhaps the most famous description of the area was by Thomas Jefferson in his 1785 publication, Notes on the State of Virginia. Here, Jefferson called the passage of the Patowmac [sic.] through the Blue ridge one of the most stupendous scenes in nature.

During the historic period several features on the Armory grounds contributed to the mystique of the overall Harpers Ferry landscape.

The Armory

After an overall upgrade in the 1840s, the Armory itself was a striking complex with uniform architecture and a ninety foot tall chimney stack in its center that stood even after the destruction and removal of the surrounding buildings following the Civil War.

A Large Flagpole

At some point a flagpole that flew a large flag, and was comparable in height with the chimney,

was incorporated into the Armory landscape. It was destroyed during the war.

The Train Station

Between 1894 and 1931 the train station was positioned on the river's edge where the railroad, after just having crossed the Potomac River, made a gentle curve to the north. During its existence, the building was a landmark that announced the presence of Harpers Ferry and could be seen by passengers as they came out of the tunnel on the Maryland side of the river.

There are certainly views from the site where one can take in the natural beauty of the surrounding area. Many of these are near dam inlet. However, because none of these views from the site were designed or related to the site's use as a manufacturing and transportation hub, they are not considered contributing or relevant to this report.

Constructed Water Features

Historic

During the period of significance it is likely that there may have been items that would be considered constructed water features. None of these exist on the site today and more research will be needed to determine the extent of what may have existed during the historic period.

Existing

The constructed water feature on site that exists from the period of significance is the canal prism. The feature can best be seen along side of the unpaved section of Potomac Street upstream of the former hydroelectric plant.

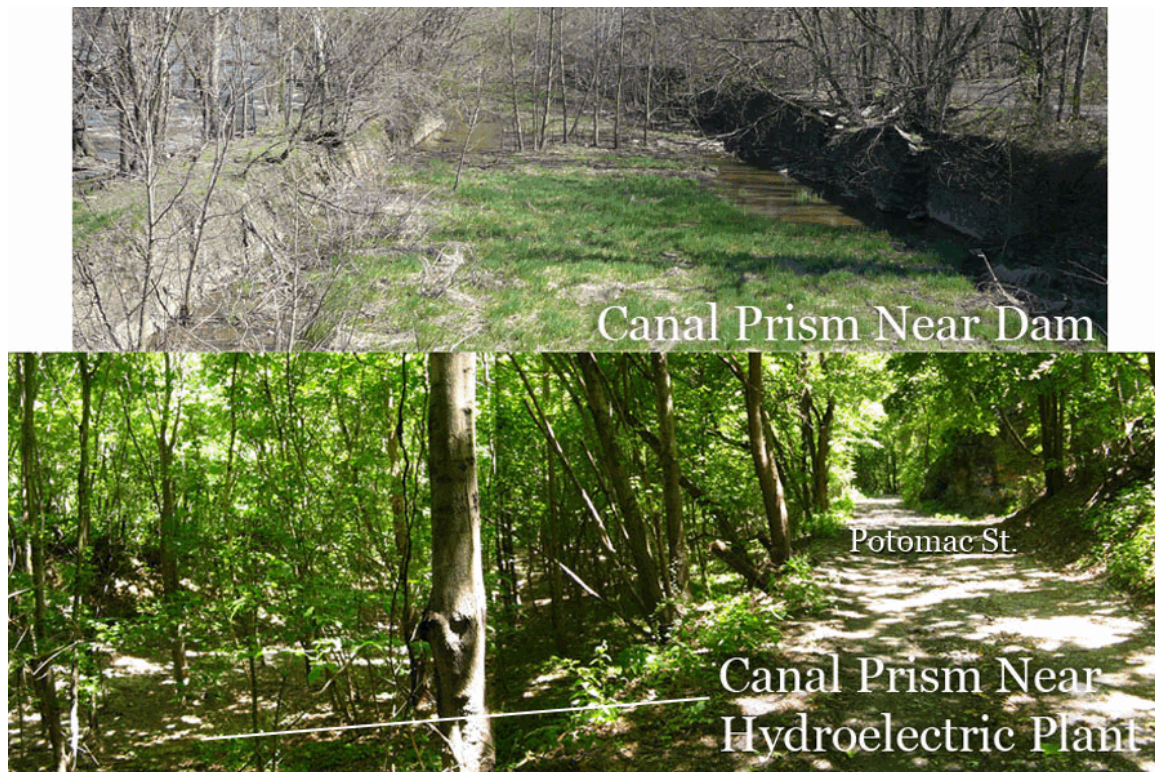
Evaluation

The canal prism contributes to the integrity of constructed water features on site.

Character-defining Features:

Feature:	Canal prism
Feature Identification Number:	150151
Type of Feature Contribution:	Contributing
IDLCS Number:	48492
LCS Structure Name:	Musket Factory; Armory Canal
LCS Structure Number:	MF01

Landscape Characteristic Graphics:



Remnants of the canal wall dating to the historic era are still seen along the side of the canal prism. While vegetation has crept in to the canal, its shape is still discernable in the landscape (top: NCR LCS, 2010 bottom: NCR CLP, 2011).

Natural Systems and Features

Historic

The natural systems and features that influenced the development of the landscape during the historic period are the Potomac River and the increasingly steep topography that exists on the west side of the site.

The riverside site was chosen for its proximity to the Potomac River, which, with the construction of the canal, would provide water power that would power machinery necessary for arms manufacturing. The relatively flat topography of the river's edge, as opposed to the steep topography to its west, made the area a desirable location for the Armory.

Existing

The site remains between the Potomac River and the steep hillside that leads to the area known as Camp Hill.

Evaluation

The Natural systems and features that led to the selection of the site for an Armory remain as they were during the historic period and lend integrity to natural systems and features at the Armory Grounds and Potomac Riverfront.

Character-defining Features:

Feature: Potomac River
Feature Identification Number: 150285
Type of Feature Contribution: Contributing

Feature: Steep topography of Lower Town
Feature Identification Number: 150287
Type of Feature Contribution: Contributing

Small Scale Features

Historic

Numerous items that would be considered small-scale features existed on site during the historic period. Some of those that can be seen in photos and drawings from the Armory era include a flagpole, fences, gates, bollards, handrails, drinking water cisterns and street lamps.

The train station would also have a number of features such as railings, drinking fountains and signs that may have been considered small-scale for the purposes of this report. Known features include a straight-neck lamp post.

In 1895 a granite memorial obelisk for John Brown was placed on the 1892 railroad berm by a group of African Americans, including Frederick Douglass. The obelisk was located above grade from where John Brown's Fort was. It was placed strategically so passengers would be able to view it from the train. In 1897 the War Department installed a series of five iron tablets commemorating the capture of Harpers Ferry in 1862. They were placed next to the John Brown obelisk so they too could be seen from passing trains.

Existing

Small-scale features that were not destroyed during the Civil War or washed away in floods are few. The War Department tablets were moved off site in the 1930s and replicas can currently be found to the southwest of the Armory Grounds site. Extant contributing small-scale features on site include the granite John Brown obelisk and the straight-neck lamp post (s) along the railroad track north of the train station.

Character-defining Features:

Feature: John Brown obelisk
Feature Identification Number: 150233
Type of Feature Contribution: Contributing

Feature: Straight neck lamp post
Feature Identification Number: 150235

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Type of Feature Contribution:	Contributing
Feature:	Gabion baskets at dam
Feature Identification Number:	150237
Type of Feature Contribution:	Non Contributing
Feature:	Curve neck lamp posts
Feature Identification Number:	150239
Type of Feature Contribution:	Non Contributing
Feature:	All fences
Feature Identification Number:	150241
Type of Feature Contribution:	Non Contributing
Feature:	Trash receptacles
Feature Identification Number:	150243
Type of Feature Contribution:	Non Contributing
Feature:	All signage
Feature Identification Number:	150245
Type of Feature Contribution:	Non Contributing
Feature:	Utility poles
Feature Identification Number:	150247
Type of Feature Contribution:	Non Contributing
Feature:	Metal railing on s end of pk lot
Feature Identification Number:	150249
Type of Feature Contribution:	Non Contributing
Feature:	Drinking fountain Shenandoah St
Feature Identification Number:	150251
Type of Feature Contribution:	Non Contributing
Feature:	Gates
Feature Identification Number:	150253

Type of Feature Contribution: Non Contributing

Feature: Meriwether Lewis interp materials

Feature Identification Number: 150255

Type of Feature Contribution: Non Contributing

Feature: All handrails

Feature Identification Number: 150353

Type of Feature Contribution: Non Contributing

Archeological Sites

A significant percentage of Harpers Ferry NHP has been surveyed and inventoried for archeological sites. At the Lower Armory Grounds, the locations of the perimeter fence, building foundations and miscellaneous artifacts have been found and studies are currently underway in the Lower Armory Grounds. To date, no investigations have taken place at the Upper Armory Grounds or the Canalway.

Identification of contributing and non-contributing archeological resources is beyond the scope of this report, but the historic nature of the project area and the presence of foundations and other features suggest that contributing resources dating back to the period of significance and perhaps to prehistoric times may exist.

Evaluation

Extant archeological resources and potential for the discovery of archeological resources contribute or have the potential to contribute to knowledge and understanding of the history of the site.

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/02/2011

Condition Assessment Explanatory Narrative:

The Condition Assessment Date is the date the concurrence memo was signed by the park superintendent.

Impacts

Type of Impact: Deferred Maintenance

External or Internal: Internal

Impact Description: Lack of attention to features such as the wooden staircase that lead down into the lower armory grounds could lead to hazardous conditions for visitors and staff.

Type of Impact: Flooding

External or Internal: Both Internal and External

Impact Description: Flooding is a regular event in and around Harpers Ferry. Extreme river levels may impact existing structures and other features

Type of Impact: Erosion

External or Internal: Internal

Impact Description: There are many steep areas on site that are a result of the two large railroad-related berms. Regular monitoring of these features will ensure that extensive erosion does not occur.

One area of particular concern at this time is the soil underneath the wooden staircase that leads into the "bowl" area of the lower armory grounds.

Another area that should be monitored is the bank near the utility pad off of the south end of the train station parking lot.

Type of Impact: Vegetation/Invasive Plants

External or Internal: Internal

Impact Description:	Vegetation on site does not reflect the open character that the site possessed during the historic period. Invasive English ivy and other plants are establishing themselves in the landscape and strangling some of the existing trees. Notably and most visibly in the lower armory grounds. Vegetation that is allowed to grow up and around the former hydroelectric plant will impact the integrity of that structure. Vegetation that grows through and around the canal walls will obscure and loosen the materials that the walls are made of.
Type of Impact:	Other
External or Internal:	Internal
Impact Description:	Visitors (or staff) have created a path leading from the "bowl" area of the lower armory grounds to the utility pad on the south end of the train station parking lot.
Type of Impact:	Other
Impact Description:	Several trash dumpsters are situated in the gutter on the east side of Potomac Street near the train station parking lot. They detract from views in to the site, they potentially contaminate water that will re enter the river as they sometimes are sitting in pooled water and they smell bad.

Treatment

Treatment

Approved Treatment: Undetermined
Approved Treatment Document: General Management Plan
Document Date: 08/01/2008

Approved Treatment Document Explanatory Narrative:

The August 2008 Draft General Management Plan/Environmental Impact Study states the following

"The Federal Armory would retain its current access. A study of the feasibility of returning John Brown's Fort to its original location would be undertaken. The train station would become a secondary portal to the site with proposed excursion trains arriving from Washington several days of the week.

The armory canal would be restored and rewatered with the turbine also restored for interpretive purposes. The power plant would be rehabilitated for exhibits (pg iv)."

Approved Treatment Costs

Cost Date: 08/01/2008

Bibliography and Supplemental Information

Bibliography

- Citation Author:** Lumbard, Frances Barbour
Citation Title: The Railroad and the Landscapes of Leisure: Resort Development by the Baltimore and Ohio Railroad, 1870-1910
Year of Publication: 1994
Citation Publisher: Unpublished master's thesis
- Citation Author:** National Park Service
Citation Title: Harpers Ferry National Historical Park, National Register Nomination
Year of Publication: 1980
Citation Publisher: National Park Service
- Citation Author:** Joseph, Maureen De Lay, et. al.
Citation Title: Cultural Landscape Report: Virginius Island, Harpers Ferry National Historical Park
Year of Publication: 1993
Citation Publisher: National Park Service
- Citation Author:** Gilbert, Cathy, et al.
Citation Title: Cultural Landscape Report: Lower Town, Harpers Ferry National Historical Park
Year of Publication: 1993
Citation Publisher: National Park Service
- Citation Author:** Crosbie, Allison A. and Andrew S. Lee
Citation Title: Cultural Landscape Report for the United States Armory and Potomac Riverfront
Year of Publication: 2009
Citation Publisher: National Park Service

Citation Author: Poss, Deana and Saylor Moss
Citation Title: Cultural Landscape Report: United States Rifle Factory and the
Shenandoah Riverfront, Harpers Ferry National Historical Park
Year of Publication: 2010
Citation Publisher: National Park Service