

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

C & O Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER

305 MacCorkle Avenue

___ NOT FOR PUBLICATION

CITY, TOWN

Charleston

CONGRESSIONAL DISTRICT

STATE

West Virginia

___ VICINITY OF

CODE

COUNTY

Kanawha

CODE

3 CLASSIFICATION

CATEGORY

___ DISTRICT

 BUILDING(S)

___ STRUCTURE

___ SITE

___ OBJECT

OWNERSHIP

___ PUBLIC

 PRIVATE

___ BOTH

PUBLIC ACQUISITION

___ IN PROCESS

 BEING CONSIDERED

STATUS

 OCCUPIED 1st floor UNOCCUPIED 2nd floor

___ WORK IN PROGRESS

ACCESSIBLE

___ YES RESTRICTED

___ YES UNRESTRICTED

___ NO

PRESENT USE

___ AGRICULTURE

 COMMERCIAL

___ EDUCATIONAL

___ ENTERTAINMENT

___ GOVERNMENT

___ INDUSTRIAL

___ MILITARY

___ MUSEUM

___ PARK

___ PRIVATE RESIDENCE

___ RELIGIOUS

___ SCIENTIFIC

___ TRANSPORTATION

___ OTHER:

4 OWNER OF PROPERTY

NAME

Chesapeake & Ohio Railway System (the Chessie System)

STREET & NUMBER

Executive Office, Terminal Tower, Cleveland, Ohio

CITY, TOWN

STATE

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Kanawha County Clerk's Office

STREET & NUMBER

Kanawha County Courthouse

CITY, TOWN

STATE

Charleston, West Virginia 25301

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Kanawha Valley Historical and Preservation Society

DATE

May 5, 1977

___ FEDERAL ___ STATE ___ COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

Charleston

STATE

West Virginia

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Italianate Eclectic.

A two-story stone and brick structure (ashlar-plain and restricted stone); hipped roof with "S" tile, subject to some deterioration; arched windows have interesting trim; main facade has eight Roman Doric Columns in groups of two; one story portico in stone; five bays by three bays; the 2nd floor windows are semi-circular arches with hoodmoulds. Also has a small stone-railed balcony enclosing middle three windows; the one-story portico has three semi-circular arched windows and one semi-circular arched door in the form of two windows, a door, and a window.

Although the first floor is being used as a railway terminal, the 2nd floor is deserted and in a state of disrepair. It is unfortunate, also, that a large grand staircase connecting the floors has been torn out.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1906

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The coal industry began in West Virginia around 1817. Unfortunately, because of our geological location and the fact that the river was, at that time, nonnavigable almost three-fourths of the year, the industry was of small value until the beginning of the Chesapeake & Ohio Railroad. It was brought to the Kanawha Valley roughly in 1873 as a result of unusual co-operation between Virginia and West Virginia immediately after the Civil War. Their promotion of the railroad succeeded in getting Collins P. Huntington & Associates in 1888 to organize the Chesapeake & Ohio Railroad Company. It formed a direct connection from East to West, as well as giving a railroad outlet to the vast mineral and timber wealth of the Kanawha Valley. It was also primarily significant in allowing for the influx of tourists and health seekers who came to bathe in the sulphur and mineral waters. By 1901 as many as eight passenger trains passed through Charleston daily. The freight department loaded and unloaded over eight hundred cars per month for the City of Charleston alone. It was obviously the main source of transportation of goods during this time. For a period, railroad tonnage increased so spectacularly that it looked as if the "Iron Horse" would relegate all other forms of Valley transportation to positions of comparative unimportance.

The railroad inspired the spreading of population, caused many connecting dirt roads to be built which in turn resulted in the authorization by the State Legislature to levy special road taxes. Over the years the C & O has carried more traffic than any other railway in Kanawha Valley, chiefly dependent upon southern West Virginia coal. At one time it was claimed that Charleston was the largest single revenue-producing point, passenger and freight, for the C & O on its entire system.

Today Charleston has one Amtrak passenger train each way and the C & O Depot, which was completed around 1906, will continue to deteriorate if something is not done.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

"Charleston 1907" by M. Barnes Directory Co.
Rodney Collins
"Century Chronical" by Charleston Chamber of Commerce

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A [] [] [] [] [] [] [] [] [] [] [] []

B [] [] [] [] [] [] [] [] [] [] [] []

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C [] [] [] [] [] [] [] [] [] [] [] []

D [] [] [] [] [] [] [] [] [] [] [] []

E [] [] [] [] [] [] [] [] [] [] [] []

F [] [] [] [] [] [] [] [] [] [] [] []

G [] [] [] [] [] [] [] [] [] [] [] []

H [] [] [] [] [] [] [] [] [] [] [] []

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

11 FORM PREPARED BY

NAME / TITLE

Ms. Georzetta Ratcliffe

ORGANIZATION

DATE

STREET & NUMBER

1020 Circle Road

TELEPHONE

(304) 346-4846

CITY OR TOWN

Charleston

STATE

West Virginia

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___

STATE ___

LOCAL ___

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

R. Collins

ATTACHMENT TO HISTORIC PROPERTIES INVENTORY FORM

HISTORIC PRESERVATION UNIT
DEPARTMENT OF CULTURE & HISTORY
THE CULTURAL CENTER
CHARLESTON, WEST VIRGINIA 25305

1. Name(s) Historic/Common: Chesapeake and Ohio Depot
South Hills Multiple Resource Area
Kanawha County
West Virginia

#8. Significance

The Charleston C&O Depot is a locally significant architectural landmark of the Neo-Classical Revival. Beaux Arts Classicism is the dominant classical theme as represented in the colossal arched openings and in the shallow pavilion of paired Roman Doric columns facing the Kanawha River. Like most large-scale buildings of the period bearing classical features, the depot is impressive in appearance due in part to the ashlar limestone facing of the first story which lends the structure a massive air. The elevations of the second floor are embellished with limestone hoodmoulds and are framed with stone colonnettes.

The C&O Depot is the only railroad station remaining in Charleston and is the only landmark of its architectural type among major buildings of the downtown. Unusual in the design is the low hipped, tile-covered roof with bracketed deep eaves. The roof and soffit treatment lends the building a Renaissance Revival element that blends handsomely with the blonde brick second story walls and stone trim. Because the edifice stands alone at the foot of the South Side Bridge, it is one of the city's most recognized landmarks.

#10. See Attached Sketch Map.

Verbal Boundary Description

Inclusive of a rectangle measuring 150 ft. X 100 ft; bound on the north by the southern edge of the South Side Expressway; on the east by the South Side Bridge approach/incline; on the south by the southern track of the C & O; on the west by a line 100 ft. in length connecting the Expressway and the southern track.

The boundary does not include the main bridge (North-South) approach or the bridge approach (East-West) paralleling the south elevation of the building.

CHARLESTON
15TH WARD

13
16

SOUTH
SIDE

EAST

BRIDGE

WVA CO
KANAWHA

STORIC

SKETCH MAP
Chesapeake and Ohio Depot
South Hills Multiple Resource Area
Kanawha Co., W.V.

Map of the Kanawha Co. Assessor
15th Ward-16
Map no. 2
Photo no. 1113, 1965
Scale; 1 in. = 100 ft.

C&O DEPOT



PLATFORM

MAC CORKLE AVENUE S.E.

W.VA. PRIMARY ROUTE 14

JUSTICE ROW

REET

206.18

60

73.1

CHARLESTON WEST QUADRANGLE
 WEST VIRGINIA - KANAWHA CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)

1680 1 NE
 (BIG CHIMNEY)

40' 21 POCATALICO 9 MI.
 GUTHRIE 2.8 MI.

443

444

1 820 000 FEET 81° 37' 30"

38° 22' 30"

500 000
 FEET



BIG CHIMNEY 7 MI.
 ELKVIEW 12 MI.

4245
 4242
 KANAWHA CITY 2.3 MI.
 STATE CAPITOL 1 MI.
 WEST VIRGINIA TURNPIKE 3.4 MI.
 WEST VIRGINIA TURNPIKE 4.2 MI.

C&O Railroad
 Station, Chas.
 KANAWHA CO.
 FIELD CHECKED
 R. Collins

