United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory -- Nomination Form

See Instructions in How to Complete National Register Forms
Type All Entries -- Complete Applicable Sections

NAME
Historic
Marlinton Chesapeake & Ohio Railroad Station and Bunkhouse

AND/OR COMMON

LOCATION
STREET & NUMBER
Eighth Street and Fourth Avenue
CITY, TOWN
Marlinton
STATE
West Virginia
CODE
54

CLASSIFICATION
CATEGORY
DISTRICT
X BUILDING(S)
X STRUCTURE
SITE
OBJECT

OWNERSHIP
PUBLIC
PRIVATE
X BOTH

STATUS
X OCCUPIED
UNOCCUPIED
WORK IN PROGRESS
ACCESSIBLE
YES, RESTRICTED
YES, UNRESTRICTED
NO

PRESENT USE
AGRICULTURE
COMMERCIAL
X PARK
EDUCATIONAL
PRIVATE RESIDENCE
ENTERTAINMENT
GOVERNMENT
SCIENTIFIC
TRANSPORTATION
INDUSTRIAL
X MILITARY
OTHER

OWNER OF PROPERTY
NAME
(The Chesapeake and Ohio Railway Company) The Chessie System

STREET & NUMBER
Terminal Tower
CITY, TOWN
Cleveland
STATE
Ohio
44113

LOCATION OF LEGAL DESCRIPTION
COURTHOUSE
REGISTRY OF DEEDS, ETC
Office of the Clerk of Pocahontas County
STREET & NUMBER
Ninth Street
CITY, TOWN
Marlinton
STATE
West Virginia

REPRESENTATION IN EXISTING SURVEYS
TITLE

DATE

DEPOSITORY FOR SURVEY RECORDS
CITY, TOWN

FEDERAL
STATE
COUNTY
LOCAL

STATE
DESCRIPTION

CONDITION

- EXCELLENT
- DETERIORATED
- GOOD
- RUINS
- FAIR
- UNEXPOSED

CHECK ONE

- UNALTEDERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED
- DATE

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chesapeake and Ohio Railroad Station and Bunkhouse are located at the corner of Eighth Street and Fourth Avenue in Marlinton, West Virginia. The station, designed for both passenger use and freight handling, is a frame, rectangular, one-story building measuring 76 x 16 feet. Its dependency, a bunkhouse located a short distance to the northeast, is a one-story frame building measuring 24 x 16 feet. Both structures feature vertical board and batten siding and decorative brackets in the wide projecting eaves of their gable roofs. Of special interest is the wooden tracery of the station gable ends simulating a hammer-beam system. The foundations of both buildings are heavy, square, wood piers set on cement footers and hidden from view by vertical board skirts at the buildings' sides and rear.

A gabled, three-sided bay embellished with wood tracery and fitted with three double-hung windows forms part of the station agent's office. This bay once contained a colored but unlighted semaphore which was used to direct movements of trains until, with the advent of electricity, a lighted semaphore was mounted on a pole outside the agent's and telegrapher's office.

Though the front (north) facade and sides of the station are enlivened with Victorian millwork, the rear (south) sides of both the station and bunkhouse are without decorative features. While the station was in use (The C & O Station is presently vacant.) there was a loading platform, on the level of the passenger platform, which extended across the west and south sides. The station has two brick chimneys while the bunkhouse has one - all for coal or wood stoves. The windows are standard double-hung sash with 2/2 lights of thick glass, and the doors are solid four-panel types. The freight depot (section) of the station was formerly entered through double sliding doors both front and rear; these doors were removed and the opening walled over, presenting the only significant alteration in the fabric of the 1901 building. Exterior paint color of the Marlinton C & O Station has varied over the years from the original green to a bright yellow with white trim, and later still to an off white with slate blue trim.

The interior walls and ceilings of both buildings have narrow pine paneling. The floors are of medium width oak boards. These walls and ceilings were painted in a pale blue except in the bottoms of the walls from window sill level to the floor which was a darker blue. The waiting room benches are no longer in the station but some chairs, desks, cabinets, etc. are still in place. The windowless ticket windows are there and so are the two red-painted levers of the semaphore system.

The main track, #2360, of the Greenbrier Division is in place. The passing track, #1705, is about 50 feet east of the station and the siding, #1704, for waiting trains is undisturbed. A tool house stands empty a few feet east of the bunkhouse. The water tank stands 300 yards east near the site of the old turntable.
The Chesapeake and Ohio Railroad Station at Marlinton, West Virginia is one of only a few remaining like buildings of the many built throughout the system by the Chesapeake and Ohio Railroad. The company built huge structures for terminals at the end of their lines and large two-story brick buildings to serve as passenger stations and freight depots in centers of large populations. However, along the rail lines in towns and villages the company placed their small frame freight-express-mail-passenger stations as a necessity for the traveling public and as a kind of trademark of the railroad company. The Marlinton Station is one of these. When it was built in 1901 it represented to the local populace the willingness of a large commercial system to help the area by transporting passengers and materials in a manner to insure that the great timbering industry on the Greenbrier River would last and grow for many years. The Marlinton C & O Station also represents a significant and remarkably well preserved architectural mode characterized by vertical board and batten exterior finish, bracketed eaves, and wood gable tracery.

When Collis P. Huntington, the builder of the Central Pacific Railroad, became president of the C & O, his company's tracks had reached the Jackson River near Covington, Virginia. It required the best railroad engineering of that day to lay steel across the Allegheny Mountains. Their first train arrived in White Sulphur Springs by July 1, 1869. Great labor and daring was needed to cut a road through the New River Canyon to join with the construction coming from Guyandotte on the Ohio River by 1873. Though the hauling of coal and freight gave the company increasing business, by late 1890 the C & O began to build divisions and spurs into the valleys to reach a young but fast growing lumber industry.

At Covington, Virginia, in 1898, a large paper mill was constructed - it is now the Westvaco Mill. This mill needed the timber which was on the mountains along the Greenbrier River in Greenbrier and Pocahontas Counties of West Virginia. The C & O decided to lay a track along the river from their main line at Whitcomb east of Ronceverte. The construction began in November 1899. By using hundreds of laborers and horse and mule-drawn machinery, Marlinton was reached in October 1900. Soon after this a daily round-trip passenger service was established between Ronceverte, the terminal of the Greenbrier Division, and Marlinton, the County Seat of Pocahontas and a rapidly growing town. This round-trip of 120 miles began at 7:30 a.m. and ended about 5:00 p.m.
The railroad station built for Marlinton in 1901 was a single-story, gable-roofed frame rectangle with vertical board and batten siding, bracketed eaves, and gable wood trim. Few alterations and generally good maintenance over the years have preserved this turn-of-the-century building and its companion, a board and batten bunkhouse. Victorian era character at the front (northwest) elevation has survived in a three-sided window bay beneath a wood-trimmed gable bonnet. The tall, narrow doorways are surmounted by transoms of glass of several panes each, while door and window casing is pronounced (and was originally painted a contrasting color). A running course of diagonal tongue and groove boards forms an exterior wainscoting upon which the vertical boards and battens of the wall surfaces rest. The integrity of both the structural and architectural condition of the Victorian period Marlinton C & O Railroad Station is significant.

The Greenbrier Division of the railroad was extended to Durbin in 1902 and later was linked with the Coal and Iron Railroad which established a passenger service between Elkins and Durbin in 1903. The Greenbrier track was extended north to Winterburn in November 1905. Along this division of about one hundred miles there were twenty regular stations for passenger service trains and at least ten lumber mills to be serviced by freight trains. In 1910 this road became a parlor car route. The United States Railroad Mail Service began a Railroad Post Office Route on two regular runs of the Division in 1921.

Passenger service on the Greenbrier Division was not able to survive the hard blow of the "Great Depression" of the 1930s; therefore, in 1958, this service ended. The freight services continued with one haul a day until the 1960s and then one train per week into the 1970s. During these 20 or more years most of the bright yellow stations were removed. The few stations which remained were painted a somber grey. The town of Marlinton plans for the acquisition, restoration and public use of the building through a local organization.
MAJOR BIBLIOGRAPHICAL REFERENCES


GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately one acre

UTM REFERENCES

<table>
<thead>
<tr>
<th>QUADRANGLE NAME</th>
<th>MARLINTON, WEST VIRGINIA</th>
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STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

- NATIONAL
- STATE
- LOCAL X

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

[Signature]

DATE

FOR NPS USE ONLY

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

DATE

KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

DATE

COORDINATES

| ACREAGE OF NOMINATED PROPERTY | APPROXIMATELY ONE ACRE |
| QUADRANGLE NAME | MARLINTON, WEST VIRGINIA |

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CHIEF OF REGISTRATION

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