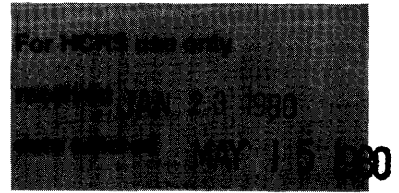


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Gauley Bridge Railroad Station

and/or common C&O Station of Gauley Bridge

2. Location

street & number off WV 16/39 not for publication

city, town Gauley Bridge vicinity of congressional district

state WV code 54 county Fayette code 019

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Conrail Corp., Real Estate Department

street & number Jacob Engineering Building, 100 Fleet Street

city, town Pittsburgh vicinity of state Pennsylvania

5. Location of Legal Description

courthouse, registry of deeds, etc. Fayette County Courthouse

street & number Court Street

city, town Fayetteville state West Virginia

6. Representation in Existing Surveys

title has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Gauley Bridge Railroad Station, in Gauley Bridge, Fayette County, West Virginia, is a good example of the predesigned "company trademark" type stations prevalent in the small communities of 19th and early 20th century America.

In all likelihood no architect designed the Gauley Bridge station, rather, it was constructed in 1893, along predesigned plans on a pattern developed years before by the railroad company to accommodate small communities the size of Gauley Bridge.

The Gauley Bridge Railroad Station is a rectangular frame building with a hipped roof that is slate covered. Part of the slate roof, on the eastern end of the station, is damaged, however, and in need of repair. The exterior wall finish is vertical board-and-batten siding that is also damaged in spots. An interesting feature of the station is its gabled bay, centered in the facade facing north to the railroad tracks, once the focal point of all activity at the station. The lower section of exterior walls is covered with vertical tongue-and-groove boards forming an exterior "wainscoating". The upper and lower sections of the building are separated by a horizontal board moulding that, significantly, duplicates an interior, largely decorative feature.

There is a shed-roofed addition, added at an unknown date, located at the east end of the building. This addition has a tin roof.

The major exterior opening, which served in previous times as the freight entrance, is located on the southern facade of the building, looking down upon the town of Gauley Bridge.

The interior fabric of the building is largely intact, with the exception of minor modifications that have occurred over the years. Most of the interior walls duplicate the outside, consisting of vertical "beaded", or tongue-and-groove slats. The interior is presently undergoing extensive rehabilitation.

Originally, the area directly adjacent to the railroad station, including the station platform, was paved with red brick. This brick, which has been saved and is presently stored in the station, is interesting in that it bears the pattern presently used as the logo of the "Main Street Project" by the National Trust for Historic Preservation.

The Gauley Bridge Railroad Station has withstood the ravages of time rather well since its construction 86 years ago, and the present rehabilitation project promises to restore it to its once noble appearance as one of "historic Gauley Bridge's" notable landmarks.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1893

Builder/Architect

Statement of Significance (in one paragraph)

The Chesapeake & Ohio Railroad Passenger Station at Gauley Bridge, in Fayette County, West Virginia, is a significant example of a small town passenger station constructed in the late 19th century that has survived down to the present time.¹ It is also significant as one of the few remaining passenger stations out of many built by the Chesapeake & Ohio Railroad for the many small towns and villages of Appalachia in the form of "company trademarks".²

Explanatory Notes

1. Gauley Bridge, as a community, dates from around 1812, the period of its earliest settlement. The village was at first known as Kincaid's Ferry until 1822 when bridges were constructed across the Gauley and Kanawha Rivers here to accommodate traffic on the James River - Kanawha Turnpike. As a stopping point on the Turnpike, Gauley Bridge grew and thrived. The first church was established in 1835. The Civil War played havoc with the community. A covered bridge there was burned by Confederate forces in 1861, and a short lived suspension bridge built by Federal forces met the same fate in 1862. The town was also the scene of much fighting, and suffered from several artillery shellings. Partially as a result of the War, Gauley Bridge grew but slowly in the 19th century. Another economic factor of this period was that the early railroads had bypassed Gauley Bridge. This situation was remedied, however, when the Kanawha and Michigan Railroad Company (founded as the Kanawha and Ohio in 1882, reformed as Kanawha and Michigan in 1890, and bought out by the C&O in 1914) extended its line from Charleston up the north bank of the Kanawha River to Gauley Bridge in 1893, making Gauley Bridge the railroad's terminus. This was done primarily to exploit the booming coal fields in the area. The C&O, in the same year, constructed the Gauley Bridge Passenger Station, primarily by local Black labor, along one of the company's predesigned architectural plans. Shortly thereafter the C&O constructed a branch line up the east bank of the Gauley River to handle the coal output of the area's mines.

The Gauley Bridge Railroad Station was for long a focal point of community activity. According to historian L. M. Blackwell, "The daily train would arrive in the evening and the big entertainment of the time was to go down to the station and see who got off the train. The railroad would run excursions from Ohio into Gauley Bridge on the weekends and hundreds of people came to see 'Historic Gauley Bridge'."

As the railroads declined in the mid-20th century, so did activity at the Passenger Station. Finally, in 1958, the Railroad Company leased the station to the Gauley Bridge Volunteer Fire Department. In this capacity, the station continued to serve as a focal point of the community until abandoned by the Fire Department in 1973. It stood abandoned until recently when taken over by the town of Gauley Bridge, which is now in the process of restoring the building.

9. Major Bibliographical References

Blackwell, Lyle M., Gauley Bridge, the Town and Its First Church, Charleston, WV. 1960
Fayette County Journal, 1893-1895 issues
 Poor's Manual of Railroads for 1895, 28th Annual Number, New York, 1895
 Turner, Charles W., Chessie's Road, Gassett & Massie, Richmond, Va., 1956

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property 1- 1/2 acre

ACREAGE NOT VERIFIED

Quadrangle name Gauley Bridge

Quadrangle scale 1:24,000

UMT References

A

1	7	4	8	2	8	1	0	4	2	2	3	9	0	0
Zone		Easting				Northing								

B

Zone		Easting				Northing							

C

Zone		Easting				Northing							

D

Zone		Easting				Northing							

E

Zone		Easting				Northing							

F

Zone		Easting				Northing							

G

Zone		Easting				Northing							

H

Zone		Easting				Northing							

Verbal boundary description and justification

The property consists of approximately 1-1/2 acres, bounded on the north by the Southern edge of the Main Track of Conrail Railroad, on the east by Scrabble Creek Road, the west by the western edge of Conrail Driveway, and on the

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 Michael J. Pauley, Historian
Historic Preservation Unit

organization WV Department of Culture and History date
Science & Cultural Center

street & number Capitol Complex telephone (304) 348-0244

city or town Charleston state West Virginia 25305

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Clarence Moran

title Director; Historic Preservation Unit date December 21, 1979

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u>Sally S. Adkins</u>	date <u>5/15/80</u>
Keeper of the National Register	
Attest: <u>W. Ray Luce</u>	date <u>5/15/80</u>
Chief of Registration	

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

FOR HCRS USE ONLY	
RECEIVED	JAN 23 1980
DATE ENTERED	MAY 15 1980

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Gauley Bridge Railroad Station, Gauley Bridge, Fayette County, West Virginia

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 2

2. The railroad station at Gauley Bridge is significant as an example of the many railroad stations constructed in small towns throughout the United States during the whole of the railroad era. Huge terminals were hardly needed in these small communities, thus we have the small and compact railroad stations that were familiar to "small-town America" of a century ago, of which the Gauley Bridge station is a good example. In the construction of these stations an architect was rarely employed. Generally the company engineer provided the plans, which were then used repeatedly, sometimes for forty years without change. These predesigned stations became symbols of the companies which built them - "trademarks" we would call them today. These symbols of the railroad era and of a small town 19th century America are rapidly disappearing. The Gauley Bridge Railroad Station is one of a few remaining such structures in West Virginia, and is therefore significant for its relative scarcity.

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY

RECEIVED

DATE ENTERED

MAY 15 1980

Gauley Bridge Railroad Station

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

The Gauley Bridge Railroad Station at Gauley Bridge, Fayette County, West Virginia, is, at the present time, somewhat lacking in architectural integrity. However, plans are presented in full swing to rectify this situation. The City of Gauley Bridge is actively engaged in the rehabilitation of the building to convert it from its present state to offices for the city and the Gauley Bridge police department. Renovation plans and specifications submitted to the State Historic Preservation Office include:

1. Removal of the intrusive shed structure at the rear
2. Paving the original platform area with the original 1894 bricks (which have been in storage since their removal in 1958 [see section 7])
3. Repairing of the foundation
4. Repairing skirt walls and install new flashing
5. Hanging new doors
6. Repairing windows
7. Insulation
8. Cleaning of the interior
9. Painting the exterior
10. Adding storm sash

These are not all of the items included in the rehabilitation plan, but represent the major items. The plans and specifications have been approved by the State Historic Preservation Officer as conforming with the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings.

The Gauley Bridge Railroad Station is representative of a vanishing breed in West Virginia; the small town railroad depot. As late as the 1950's, literally thousands of these small town railroad stations existed, scattered over the state in nearly every town and village and an integral part of the West Virginia landscape. With the rapid decline of the Era of the Railroad, these buildings began disappearing at an alarming rate. Fire, vandalism, razing and natural deterioration have accounted for the demise of all but a small percentage of the original number until today; there are probably not more than fifty to seventy five of these small town railroad stations left in West Virginia.

In the Upper Kanawha Valley-Fayette County area, this station is, to the best of knowledge, the only such station remaining. It is the hope of the citizens of this area that the preservation and renovation of the Gauley Bridge Railroad Station will help them to preserve a vital link with their past and serve as a visible example of practical historic preservation.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR HCRS USE ONLY

RECEIVED JAN 23 1980

DATE ENTERED

MAY 15 1980

Gauley Bridge Railroad Station, Gauley Bridge, Fayette County, West Virginia

CONTINUATION SHEET Bibliography ITEM NUMBER 9 PAGE 2

Meeks, Carroll L.V., The Railroad Station, an Architectural History, Yale University Press, New Haven, 1964, c.1956

Peters, J.T. & Carden, H.B., History of Fayette County, West Virginia, Charleston, 1972, c.1926.

Callahan, James Morton, Semi-Centennial History of West Virginia, Charleston, W. Va., 1913

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY	
RECEIVED	JAN 23 1980
DATE ENTERED	MAY 15 1980

Gauley Bridge Railroad Station, Gauley Bridge, Fayette County, West Virginia

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

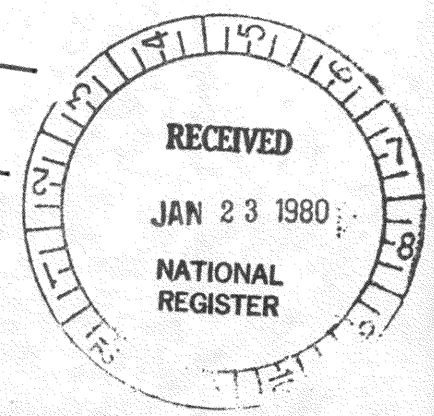
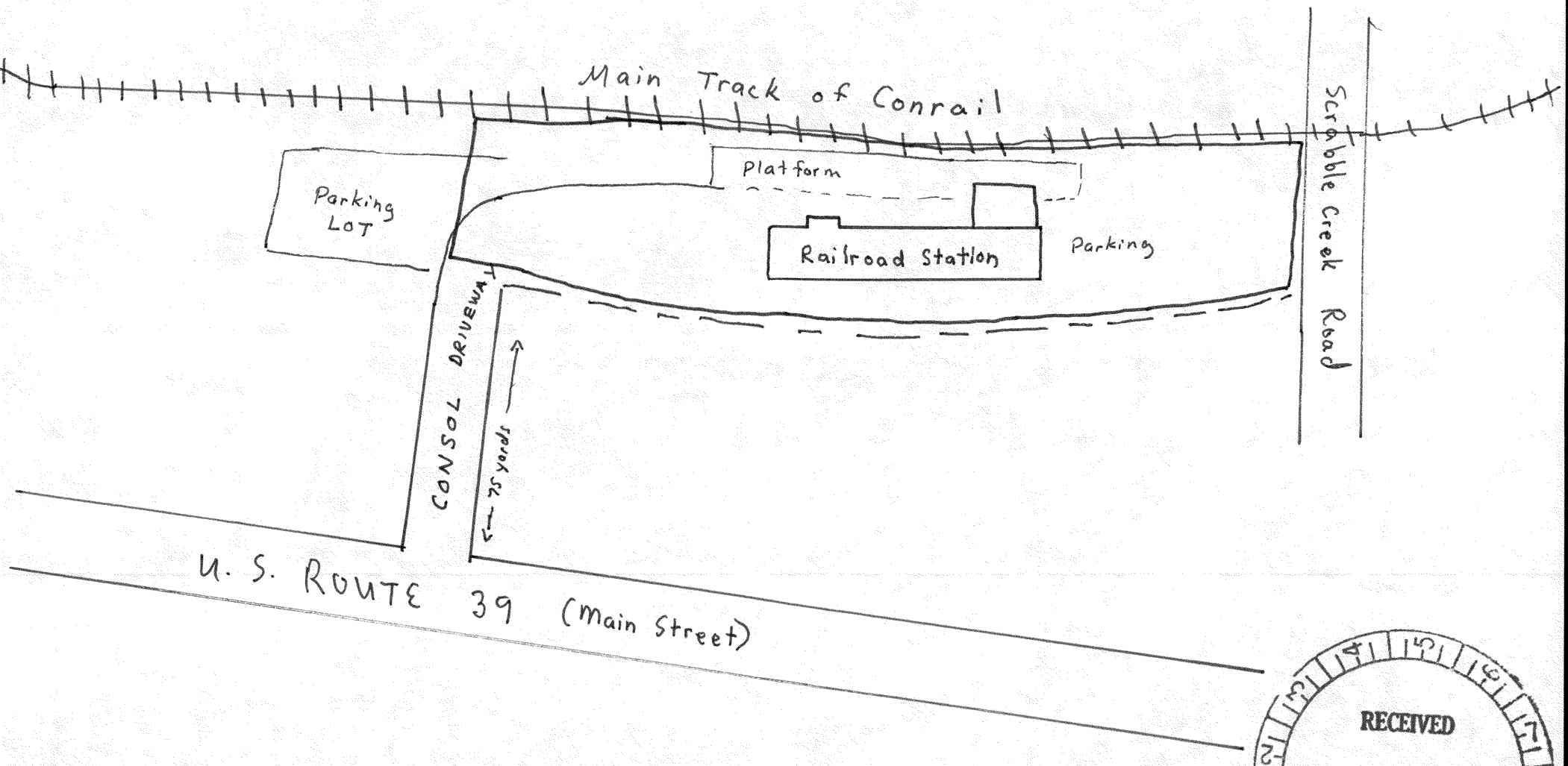
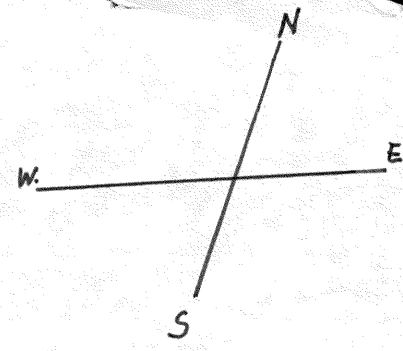
Geographical Data

and on the south by a horizontal property line 300 feet long, 75 yards north of U.S. Route 39, Main Street, Gauley Bridge, Fayette County, West Virginia.

SKETCH MAP
GAULEY BRIDGE RAILROAD STATION
GAULEY BRIDGE, FAYETTE CO., W. Va.

— Boundary

not scaled



WVA 12 1000

