

HISTORIC PRESERVATION UNIT
DEPARTMENT of CULTURE & HISTORY
SCIENCE & CULTURE CENTER
CHARLESTON, WEST VIRGINIA 25305

File No: 17
Theme(s):
Neg No(s):
USGS Quad: Charleston West, W.Va.
UTM Ref: 17T442304244220

DISTRICT: SITE: BUILDING . STRUCTURE: . OBJECT

1. NAME(S), historic/common:
Chesapeake and Ohio Depot/Charleston
~~Amtrak Station~~

2. LOCATION, street/road:
✓ 305 MacCorkle Avenue
city/town: Charleston (incorporated/unincorporated)

3. USE/FUNCTION, present: train station
original: train station

(public/private
restricted)

4. OWNER/ADDRESS, present: Chessie System
One Valley Square
original: Charleston, WV

(public/private)

5. PHOTO/SKETCH OF:

7. PLAN (include approx. dimensions):

6. LOCALE/ENVIRONMENT (map):

8. ACREAGE (approx):

less than one acre

1/2 ACRE

COUNTY: Kanawha
Survey Region: _____
Planning District: _____

9. DESCRIPTION (clarify as appropriate): See continuation sheet

a. Exterior Fabric

stone _____
brick X _____
concrete _____
stucco _____
weatherboard _____
clapboard _____
board & batten _____
shingle _____
other _____

b. Structural System

masonry X _____
frame _____
log _____
metal _____
other _____

foundation _____

c. Roofing Material

wood _____
metal _____
slate _____
tile X _____
asphalt _____
composition _____
other _____

d. Associated Structures (use/type):

outbuildings N/A _____
dependencies N/A _____
other NONE _____

e. Integrity (include dates):

original site/relocated _____
alterations _____
~~SEE CONTINUATION SHEET~~
additions BRICK 1-STORY ADDITION
ATTACHED TO EAST ELEV.

f. Condition:

excellent _____
good _____
fair _____
deteriorated X _____
abandoned _____

g. Threats:

DETERIORATION OF MASONRY CAUSED BY VIBRATIONS OF NEIGHBORING BRIDGE AS TRAFFIC PASSES. REHAB. WORK PRESENTLY ON-GOING.

10. SIGNIFICANCE (use additional sheet if necessary):

a. Architect/Builder/Engineer:

J.E. and A.L. Pennack

SEE CONTINUATION SHEET

b. Style/Period: Italianate

Vernacular

c. Date(s): 1905

11. BIBLIOGRAPHY:

Annual Reports of the Chesapeake & Ohio, 1870-1873
Charleston Daily Gazette, 1904-1905
Charleston Daily Mail, 1980

12. FORM PREPARED BY Jay Withrow, student of history Dec, 16, 1980

a. Address 222 1/2 Third Avenue, South Charleston, WV

b. Organization University of Charleston

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.

CHARLESTON
15TH WARD

13
16

SOUTH SIDE

EAST

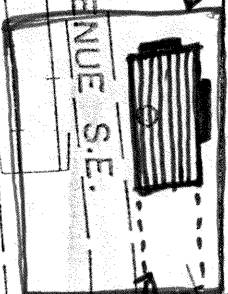
BRIDGE

CO. VA. HILL
KANAWHA

HILLS

PLATFORM

CH O DEPOT



MAC GORKLE AVENUE S.E.

JUSTICE

ROW

W. VA. PRIMARY ROUTE 14

REET

206.78

80

73.1

5

6

W

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.

Chesapeake and Ohio Depot/Charleston Amtrak Station
305 MacCorkle Ave.

9. DESCRIPTION (continued)

The first floor interior was remodeled circa 1935: the woodwork painted (Amtrak is at present putting on an additional coat of paint), overhead lights installed, a new ticket booth erected on the first floor, and the door facing the river closed and remodeled to resemble its neighboring windows. The exterior of the second floor was also modified to a certain extent due to the reconstruction of the South Side Bridge in the 1930's, and the 8 foot walkway in the front of the building was reduced to 4 feet when MacCorkle Avenue was constructed.

10. SIGNIFICANCE

The significance of the C&O Charleston Depot is reflected most aptly in a quote from the C&O president George W. Stevens, who attended the opening ceremonies on December 23, 1905. It is reported that Mr. Stevens hailed the new depot as the "finest in the country for a city the size of Charleston, used exclusively by one railroad," and proclaimed it was "much better than the Union Station built at Richmond" (Richmond was the starting point of the C&O and location of its home office) three years prior. The Charleston depot was built over an eighteen month period, at a cost of 75,000 dollars to the railroad, by contractors J.E. and A.L. Pennock of Philadelphia. The project was overseen by W.L. Medholt and the chief engineer was C.P. Nelson. The new depot was "erected just back of the old station" so that the "imposing structure will be in plain view from the entire river front of the city." The new station was a very busy one—running eight to ten passenger trains a day and nearly 800 freight cars per month. Originally, the old depot (and for about a year the new depot) transported freight to the city of Charleston from the station on two steam ferries, but this was discontinued in 1906 when the C&O company built a freight transfer station a few miles up the river. Thus the new depot became strictly a passenger station, and for some served as a grand point of entrance into the state capital of West Virginia—namely visiting politicians who scoured the state for votes in the era of the passenger train in West Virginia. Train transportation had been very important to Charleston ever since the C&O entered Charleston on December 4, 1871; and by 1905 it was growing in importance daily. The Charleston depot's historical significance lies in the fact that when it was built it became a sign of growth and a signal that Charleston, whose population and business growth had increased tremendously in the decades around the turn of the century, was a prosperous and vital economic link as well as cultural center in the young coal-rich state of West Virginia. The present status of the depot is somewhat unclear. It is presently owned by the Chessie System, which reorganized the Chesapeake and Ohio Railroad in the early 1970's. The Chessie System leases the building as a passenger station to Amtrak, "the National Railroad Passenger Corporation." The Amtrak Station 305 runs only two trains daily and does very little passenger business. Amtrak has put forward

Chesapeake and Ohio Depot/Charleston Amtrak Station
305 MacCarkle Ave.

9. DESCRIPTION

Located on the southern bank of the Kanawha River opposite the city of Charleston, the old C&O Charleston Depot, consists of two buildings, a rectangular main building which is two stories, and an additional one story shed which at one time functioned as the interlocking plant for the station. Solidly situated on a 670 feet concrete platform, a shed 500 feet in length served as shelter for incoming and outgoing passengers. There is 210 feet of platform that is not under roof. The architectural style is Italianate Eclectic.

The first story of the exterior of the station is constructed of Kentucky Free or Blue stone (cut and shaved on the site), while the second floor and the interlocking station are of buff brick set in a four stretcher course and one Flemish course bond to match with terra cotta trimmings. The hip roof is of red tile. The main building is three bays wide by five bays long, with the first story consisting of alternating smooth and rock faced stone finishes. The exterior face of the building that can be seen from Charleston across the river, had at one time double rectangular doors which opened onto an 8 foot walkway which extended around the entire building. The door was centered between four sets of double Roman Doric columns which also support part of a 3 foot observation porch which extends around one half of the building. The windows on the first floor have architrave trim with a cornice, while the second floor windows were set amidst Roman Round arches and were rounded at the top also. The red tile roof is supported by ornate brackets with an intricately panelled wood soffit. The exterior of the main building facing the double set of the old C&O tracks has two sets of alternating windows and double rectangular doors on the first floor and five bays on the second floor. The second floor had the main entrance to the building, opening up onto the South Side Bridge. The main door was set in the middle arch of three Roman Round arches which were supported by pilasters. This area served as a hack stand and was protected by an iron concourse forty by sixty feet with a 5 foot walkway on the river side.

The station inside is 96x38 feet and the baggage and express rooms are 26x26 feet. The original seating capacity of the waiting rooms on the first and second floors was 225. The second floor contained the ticket office, the men's and women's waiting rooms and lavatories. The first floor contained the general waiting area and a separate "negro" waiting area. A stairway and elevator provided access between the two floors. The interior woodwork was of Old Gold Red Oak, the wall of buff color. In the waiting rooms were sottes and side wall seats, and the hardware trimmings and fixtures were of brush brass.

The present condition of the building is one of disrepair, although the stone structure is very sound and the first floor is still in use. The second floor of the building is completely boarded off, as well as the accompanying switching plant. The tile roof, which has been patched two times, requires additional attention. The wood paneled soffit is deteriorating due to lack of care.

Chesapeake and Ohio Depot/Charleston Amtrak Station
305 MacCorkle Ave.

10. SIGNIFICANCE (continued)

several ideas for renovation, but none have actually taken place.

13. Verbal Boundary Description.

Located on $\frac{1}{2}$ acre lot that is bounded on the north by MacCorkle Avenue, S.W., on the south by the line of the C & O Railroad, and on the east by the Charleston South Side Bridge.