

DATA SHEET PH0695246

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED JAN 22 1979

MAR 7 1979

DATE ENTERED

## 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

Wheeling Baltimore & Ohio Railroad Passenger Station

AND/OR COMMON

West Virginia Northern Community College

**2 LOCATION**

STREET &amp; NUMBER

(1619 Chapline Street or

College Square 1704 Market Street)

—NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Wheeling

— VICINITY OF

First

STATE

CODE

COUNTY

CODE

West Virginia

54

Ohio

069

**3 CLASSIFICATION****CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE     MUSEUM  
 COMMERCIAL     PARK  
 EDUCATIONAL     PRIVATE RESIDENCE  
 ENTERTAINMENT     RELIGIOUS  
 GOVERNMENT     SCIENTIFIC  
 INDUSTRIAL     TRANSPORTATION  
 MILITARY     OTHER:

**4 OWNER OF PROPERTY**

NAME

West Virginia Board of Regents

STREET &amp; NUMBER

950 Kanawha Boulevard, East

CITY, TOWN

STATE

Charleston

— VICINITY OF

West Virginia 25301

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

City-County Building

(BK 580 p. 269)

STREET &amp; NUMBER

1500 Chapline Street

CITY, TOWN

STATE

Wheeling

West Virginia 26003

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Wheeling, West Virginia  
Central Business District: an architectural inventory

DATE

1978

—FEDERAL —STATE —COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Friends of Wheeling, Inc. (P.O. Box 889)

CITY, TOWN

STATE

Wheeling

West Virginia 26003

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" 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 type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The 1908 Beaux-Arts Classicism Wheeling Baltimore & Ohio Passenger Station was designed by M. A. Long. He was employed in the Office of Engineering, Baltimore and Ohio Railroad, Baltimore, Maryland. The structure was built by crews of the railroad company and cost a little over \$300,000.00. The building is rectangular, four stories, and is 250 feet long by 89 1/2 feet deep.

The station is located one block south of the City of Wheeling designated Central Business District. The site is small for the grand scale of the building. An original brick courtyard provides some open space for the front (north) facade. However, the proximity of neighboring buildings, together with a viaduct on the south elevation, restricts visibility.

The front (north) elevation is a five part composition clearly defined by quoins and symmetrical projections. There are fifteen bays. The base is granite, varying in number of courses due to a slight slope; and the entire structure rests on massive piers.

The central mass contains three main entrances which are the full height of the first story. They are decorated above with large free-standing cartouches which bear the B & O initials. The center cartouche has been removed and the corresponding doorway shortened to allow the installation of a concrete slab bearing the college name and motto. The original doors have been replaced. Engaged limestone Doric Columns and pilasters ornament the second and third stories across the central pavilion. Three circle head windows with cast iron fixed and pivoted sections are also two stories high above the front doors. Centered above the windows on the frieze are inscribed the words "Baltimore and Ohio Railroad." A balustrade rests on the entablature. There are also windows in this area, flanking the doors and one at each story, which match the design and in the same wall construction materials, of the other four parts.

Flanking the central area on the first story are 15 foot walls of limestone, rusticated with deep horizontal channels. The windows have segmental openings with stone matching surrounds. The second story is Flemish bond brick, 15 feet of 66 courses. The windows have flat openings and arched keystone surrounds. The third story is 13 feet in height with 24 courses of Flemish Bond brick. The windows have flat openings. The windows on all three stories are the same width but the third story windows are shorter in height.

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WEST VIRGINIA  
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The wall construction in style and materials, together with the windows, are treated similarly on the other three elevations. Double entrance doors on the south ends of the east and west elevations have been converted into windows. The original doors at the north ends of east and west elevations have been replaced.

The south elevation has two large symmetrical recessed areas. There is a viaduct physically connected to the entire south elevation with the platform at the second story level. (This viaduct is still in limited use by the Chessie System for freight trains.) The original doors on the first story have been converted into windows. Cast iron windows, matching those on the north elevation, are a special feature on the second and third stories in the center section.

The central mass has a high profile mansard roof, the adjoining areas each have matching low profile mansards, while the east and west ends have intermediate mansards. The composition of the roof is of special interest. It is concrete which is covered with Spanish tiles. A prior owner had painted the tiles black. They have now been painted "pink" to represent the original color. The roof appearance is further enhanced by forty copper capped dormer windows with the central mass dormers treated more elaborately.

The interior was completely remodeled in 1976 as part of a program to redevelop the building as an operating educational facility. However, the east and west iron ornamental staircases are retained, and the roof truss work is evident in the fourth story.

Originally a large waiting room, two stories high, filled the central portion. A floor was added at the second story level and new partition walls were added in areas throughout the building. All the walls are covered with vinyl-clad drywall. New acoustic lowered ceilings are installed which conceal the duct work for the mechanical system. The floors are covered with new tile and carpeting.

The monumental B & O Passenger Station retains its 1908 Beaux-Arts exterior architectural integrity. The structure is original, but its current use as the home of West Virginia Northern Community College, is a locally noteworthy example of adaptive use.

# 6 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 checked="" 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 type="checkbox"/> 1800-1899	<input 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 checked="" type="checkbox"/> OTHER (SPECIFY) Adaptive Use
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES      1908

BUILDER/ARCHITECT      M. A. Long, Architect

## STATEMENT OF SIGNIFICANCE

The Wheeling Baltimore and Ohio Railroad Passenger Station, now West Virginia Northern Community College, is an important example of the Beaux-Arts style of architecture. It is a part of Wheeling's history as a transportation center, and an exciting example of adaptive use.

The National Road reached Wheeling in 1818. Eighteen years later Wheeling was designated a U.S. Port of Entry. In addition, the people of Wheeling were determined to have Wheeling become the western terminus of the Baltimore and Ohio Railroad. They were well aware of the importance the railroad would have to the city's urban development.

In 1835, the mayor of Wheeling was authorized by ordinance to subscribe to 2,500 shares of B & O stock. The ordinance had the condition that Wheeling be named the western terminus. In 1838, the B & O sought to renew its Virginia charter. The renewal was granted and the charter contained the statement that Wheeling was to be the western terminus. Wheeling then subscribed to \$1,000,000.00 in B & O stock, and later paid \$50,000.00 towards the cost of a depot in the city.

After years of struggle, both financial and engineering, the railroad was built across the mountains. In December 1852, the final rail was laid linking Wheeling, Virginia, on the Ohio River, to Baltimore, Maryland. The first passenger train arrived in Wheeling January 1853. The occasion was celebrated with thousands of visitors watching the arrival, an extravagant dinner for one thousand people, and the 1849 Suspension Bridge was illuminated with 1,010 lights. The economic benefits in the city were immediately apparent.

During the Civil War, the B & O railroad was of immense strategic value. In Wheeling, the railroad was important in the transportation of soldiers and supplies, especially because the Ohio River was closed downstream from 1861 to 1863.

The population of Wheeling increased from 13,986 in 1860 to 30,737 in 1880. The city became an industrial center with great shipping facilities. The B & O had also grown vastly during this period and covered a large geographic area. Callahan's Semi-Centennial History

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Ambler, Charles Henry, A History of the Transportation in the Ohio Valley, 1932, The Arthur H. Clark Company, Glendale, California.

Hungerford, Edward, The Story of the Baltimore & Ohio Railroad 1827-1927, 1928, G. P. Putnam's Sons, New York.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.981

QUADRANGLE NAME Wheeling

QUADRANGLE SCALE 1,24000

UTM REFERENCES

A 1,7 5,2,3 7,4,0 4,4 3,4 6,0,0

B                  

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C                  

D                  

E                  

F                  

G                  

H                  

VERBAL BOUNDARY DESCRIPTION Lots 13 and 14 Baker and Stout's Subdivision (all of alley between lots 13 and 14); Lots 3 and 7, N 1/2 Lots 4 and 8 Old Town Plat SQ. 13; 17th Street vacated by Sec. 6 of Ordinance adopted by the City of Wheeling, July 14, 1905 (also agreement with Wheeling, Pittsburgh and Baltimore & Ohio Railroad 1962 Bk. 437 p. 69)

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

STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Beverly B. Fluty (Mrs. William A. Fluty)

ORGANIZATION

DATE

November 1, 1978

STREET & NUMBER

TELEPHONE

RD 2 Box 71

304 242-1087

CITY OR TOWN

STATE

Wheeling

West Virginia 26003

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X

STATE X

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

*Clarence Morrow*

1-16-79

TITLE

DATE

FOR NPS USE ONLY

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

*Charles Henry Ambler*  
KEEPER OF THE NATIONAL REGISTER

DATE 3-7-79

ATTEST: *Lynn A. Becke*  
CHIEF OF REGISTRATION

DATE March 6, 1979

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of West Virginia states that in 1887, 30% of Wheeling's manufactured goods were conveyed to market via the Ohio River and 70% by railroad. The B & O carried 25% to eastern cities and 30-35% to western markets. The remainder was carried by the Pittsburg, Wheeling and Kentucky, or the Cleveland, Lorain and Wheeling railways.

By 1906 there were several railroad lines in Wheeling. One hundred passenger cars were running in and out of the city daily. That year, two million dollars of Baltimore and Ohio Railroad improvements were underway in the city. A new passenger station and a viaduct were included.

A ceremonial train, carrying railroad and city officials, crossed the new 17th Street viaduct on January 25, 1908. But the new station in its new location was not completed. It was on September 2, 1908, that a local newspaper, The Wheeling Intelligencer, announced the "B & O's Magnificent Present to Wheeling" was open that evening for inspection. The article also said the cost of the new station was over \$300,000.00. The new station was a grand example of the influence of the French Ecole des Beaux-Arts architectural style popular for monumental buildings from 1890-1915.

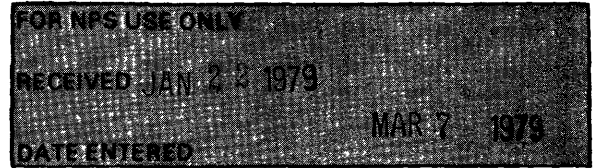
The railroad industry reached its peak in Wheeling during the 1920s. The industry gradually declined during the 1930s and 1940s. The decision was made to discontinue passenger service in Wheeling and the last passenger train left on June 30, 1961. However, the B & O freight service continued. The B & O is now a part of the Chessie System. Still today freight trains pass over the 17th Street viaduct at the south elevation of the passenger station.

In April 1962, the building was sold to a group of area investors. What had once been the showplace of Wheeling soon became an obscure building downtown. Fortunately, only a few minor alterations were made to the original appearance of the structure.

Thirteen years later, 1975, the passenger station was selected to serve the growing needs of West Virginia Northern Community College. The Atlantic Development Corporation purchased the property and entered into a lease-purchase arrangement with the West Virginia Board of Regents. The building was restored on the exterior and completely remodeled in the interior. The total cost, including property purchase, was 3.4 million dollars. College officials state this is a savings of 30-40% as compared to new construction.

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Today the exterior is almost "as built" but the interior contains 77,000 square feet of administration offices, an auditorium, a Learning Resource Center, student activities center, laboratories and classrooms.

The 1908 "B & O's Magnificent Present to Wheeling" is a classic illustration of practical preservation of an architecturally and historically significant building.

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Callahan, James M., Semi-Centennial History of West Virginia, 1913,  
Semi-Centennial Commission of West Virginia.

Newspaper: Wheeling Intelligencer: September 2, 1908 (Ohio County  
Public Library)

Newspaper: Wheeling Register: January 26, 1908; March 31, 1908;  
July 1908 (Ohio County Public Library)

Booklet: Annual of Wheeling Board of Trade, 1906 Secretary's Office,  
Wheeling, West Virginia (Ohio County Public Library)

Booklet: Albassam, Susan, Tips for the B & O Guide, Featuring  
Floor Guides for the Tour Guide and Other Informative Material,  
1978, West Virginia Northern Community College.

City of Wheeling Records: Ordinance Book I, City Clerk's Office,  
City-County Building

Interview: John G. Patterson, Director of Administrative and  
Financial Affairs, West Virginia Northern Community College,  
Wheeling, West Virginia, October 17 and 24, 1978.