

NPS Form 10-900  
(Oct. 1990)

OMB No. 10024-0018

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NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

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1. Name of Property

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historic name: Gassaway Depot

other name/site number: Coal & Coke Railway Company Depot

=====

2. Location

=====

street & number: Between 4th & 5th Sts. not for publication: N/A

city/town: Gassaway

vicinity: N/A

State: WV code: WV county: Braxton code: 007 zip code: 26624

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide  locally.

(See continuation sheet for additional comments.)

*William C. Kanner*  
\_\_\_\_\_  
Signature of Certifying Official

*2.4.94*  
\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

\_\_\_\_\_  
Date

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. (See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of Certifying Official Date

\_\_\_\_\_  
State or Federal agency and bureau

=====  
4. National Park Service Certification  
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I, hereby certify that this property is:

- Entered in the National Register *Edson H. Beall* *3/17/94*  
See continuation sheet.
- determined eligible for the National Register  
See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

State of West Virginia  
National Park Service

*for* \_\_\_\_\_  
Signature of the Keeper Date

=====  
5. Classification  
=====

Ownership of Property: Category of Property  
(Check as many boxes as apply) (Check only one box)

- |  |   |
|--|---|
| <input type="checkbox"/> private                 | <input checked="" type="checkbox"/> building(s) |
| <input checked="" type="checkbox"/> public-local | district  |
| <input type="checkbox"/> public-State            | site  |
| <input type="checkbox"/> public-Federal          | structure                                       |
|  | object  |

NUMBER OF RESOURCES WITH PROPERTY  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	TOTAL

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: N/A

=====

6. Function or Use

=====

HISTORIC FUNCTIONS  
Railroad depot

CURRENT FUNCTIONS  
Vacant

=====

7. Description

=====

ARCHITECTURAL CLASSIFICATION:  
Romanesque Revival

MATERIALS

Foundation: cut blue sandstone

Walls: brick and sandstone

Roof: clay tile

Other: N/A

NARRATIVE DESCRIPTION

(Describe the historic and current condition of the property on one or more continuation sheets.)

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8. Statement of Significance  
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APPLICABLE NATIONAL REGISTER CRITERIA

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield, information important in prehistory or history.

CRITERIA CONSIDERATIONS: N/A  
(Mark "X" in all the boxes that apply.)

Property is:

N/A A owned by a religious institution or used for religious purposes.

N/A B removed from its original location.

N/A C a birthplace or grave.

N/A D a cemetery.

N/A E a reconstructed building, object, or structure.

N/A F a commemorative property.

N/A G less than 50 years of age or achieved significance within the past 50 years.

AREAS OF SIGNIFICANCE

Commerce/Trade

Transportation

Community development and planning

Architecture

PERIOD OF SIGNIFICANCE: 1914 - 1935

SIGNIFICANT DATES: 1914, 1915.

SIGNIFICANT PERSONS:

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER:

NARRATIVE STATEMENT OF SIGNIFICANCE

(Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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BIBLIOGRAPHY

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- N/A preliminary determination of individual listing (36 CFR 67) has been requested.
- N/A previously listed in the National Register
- N/A previously determined eligible by the National Register
- N/A designated a National Historic Landmark
- N/A recorded by Historic American Buildings Survey #
- N/A recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- X State Historic Preservation Office
  - Other State agency
  - Federal agency
- X Local government
  - University
  - Other

Name of Repository:

Town of Gassaway  
City Hall  
Gassaway, WV 26624

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10. Geographical Data  
=====

Acreeage of Property: Approximately .25 acres

UTM References: Zone Easting Northing      Zone Easting Northing  
                  17.   519440. 4280100.

VERBAL BOUNDARY DESCRIPTION

(Describe the boundaries of the property on a continuation sheets.)

BOUNDARY JUSTIFICATION

(Describe the boundaries of the property on a continuation sheets.)

=====  
11. Form Prepared By  
=====

Name/Title: Michael Gioulis, Historic Preservation Consultant;  
                  Jane Dyer, Former Mayor of Gassaway.

Organization: N/A

Date:

Street & Number: 612 Main Street      Telephone: (304) 765-5716

City or Town: Sutton

State: WV

ZIP:26601

=====  
ADDITIONAL DOCUMENTATION  
=====

Submit the following items with the completed form:

CONTINUATION SHEETS

MAPS

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

PHOTOGRAPHS

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

=====  
PROPERTY OWNER  
=====

(Complete this item at the request of SHPO or FPO.)

Name: Town of Gassaway

Street & Number: City Hall Telephone: (304) 364-5111

City or Town: Gassaway State: WV ZIP: 26624  
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Section 7 Page 1

Gassaway Depot  
Braxton County, WV

The Gassaway B & O Depot is located between Fourth and Fifth Streets in the town of Gassaway, Braxton County, West Virginia. It is adjacent to the right of way of the Baltimore and Ohio Railroad. The tracks and the former railroad work yards and shops were located to the west of the depot. To the east of the depot is a small playground and park. Bordering the park is the City Hall, the fire station, and the Post Office. In all, the four buildings form a "u" shape around the park, with the depot anchoring it opposite Elk Street, Gassaway's main commercial street.

In plan, the depot is a simple rectangle seventy eight feet long and thirty five feet wide. This has projecting pavilions in the center of each of the longer facades. These pavilions are twenty six feet long and project six feet.

The building is a two-story brick and stone railroad depot structure with a hip roof. The projections have gable roofs and there is a gable end in each pavilion. The first floor facade is rusticated, banded, rough faced ashlar stone and the second floor facade is red brick in a Flemish bond. There is a horizontal brick band at the second floor window sill level.

The roof is red ceramic "French" tile, similar to a barrel tile with a smaller curve. The roof has tile cresting, in a simple barrel shape. There are raised crests at the top of each hip. The roof projects slightly with a closed soffit. There are external gutters. The gable ends of the pavilions have slightly raised raked parapets with stone caps.

The windows on the second floor are six over six wooden double hung sash. In the pavilions they are arranged in a bank of five windows. On the side wings the windows are arranged in three bays with the center bay having paired windows. The side elevation, second floor windows are arranged in five bays.

On the first floor front and back elevations, the center pavilion has a large shallow arched opening. This is filled with a



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central pair of wood doors, flanked by pairs of windows with a paneled wood kick panel. Above all of this is an arched transom with vertically divided lights. The windows in this arrangement are the same, six over six. The doors have eight lights over a single recessed panel. The entire exterior of this entrance system is covered with plywood, installed as a temporary protective measure. The original configuration and details are extant.

The building originally had a shed awning above the first floor level. This projected out and contained tile roofing and heavy wood brackets and purlins, typical of railroad era architecture. This is no longer extant.

On the interior of the first floor the plan is roughly symmetrical. The waiting room/ticket counter/lobby is encompassed by the projecting pavilions. It runs the width of the building allowing one to enter the building from the trackside and exit through the park side to downtown Gassaway. The ticket counter is along the south wall in the center of the building. The large windows in the doors and the side windows and transoms provide a light airy feeling that one can look through the entire building from east to west.

On the north side of the first floor are located two offices with the stair to the second floor between them. The stair is accessed from the exterior, north elevation. There are two toilets tucked into recesses on the north side of the waiting room as well. Behind the ticket counter on the south side of the waiting room there are two rooms as well. One is the freight office and office. The second is used for storage and has a garage door opening. Access to the ticket counter is through the office room.

On the second floor the plan is similarly arranged. There is a large room on the west side in the pavilion for the dispatch office. This has views up and down the tracks. A corridor runs the length of the building north to south in the center. The entire south wing is one room, though originally it may have been two. Opposite the dispatch room is a toilet, stairs to the

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Gassaway Depot  
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attic, and a small office. The north wing is composed of two offices separated by the stairs to the first floor.

Finishes on the second floor are plaster ceilings and walls with wide wood baseboards. These are all painted. The window and door trim is dark stained hardwood trim. Most floors are narrow tongue and groove hardwood flooring. There is an added wall in the dispatch room and the office opposite this. These are horizontal board walls. Doors are five panel painted wood. The corridor in front of the dispatch room has borrow lights in the wall from the dispatch room. In the second floor there are a number of original lighting fixtures. These are a combination of metal shade pendants and "schoolhouse" type glass globe pendants.

The first floor in the waiting area, is a bit more decorative. The floor is narrow tongue and groove flooring. The walls are plaster over a vertical beaded board wainscot. The wainscot is dark stained and clear coated. Doors on this floor have multiple lights in the upper sections and panels below.

The ticket counter is a major design element in the first floor interior. It has a beaded board wainscot with wood stiles and rails. The entire counter projects into the waiting area. Above the counter level it is divided into five bays on the front side. The center of these has the ticket window with a six pane fixed sash above the ticket opening. Flanking the ticket window are two sets of fixed fifteen light sash. The return wall of the ??project are at an angle greater-than-90 degrees and have the same details. The seating benches in the waiting room are massive dark wood horizontal units with beaded board horizontal backs and square newel posts with caps.

The remainder of the rooms are finished similarly to the second floor. The large office room on the south side of the building has a window wall between it and the storage room trackside. This is similar to the ticket counter wall, except it is painted wood.

In all, the interior of the building is in fair condition and

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relatively original to the building. The major space is the waiting room and it is in original condition.

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The Gassaway Depot is significant under Criterion A for its association with the development of the town of Gassaway and the transportation and extraction industry of central and north-central West Virginia.

It is significant under Criterion C as a good example of railroad depot architecture from the period.

Under Criterion A, the Gassaway Depot is significant for its association with the development of the town of Gassaway, Braxton County. Prior to the coming of the railroad in Gassaway, the area that is now the town was farms for a few of the county's early settlers. Nearby were farms and a mill on the Elk River. The county and the vicinity of Gassaway was a small rural agricultural society. The county's population began to increase in the 1890 period, predominantly due to the timber extraction industry. In 1880, the population was 9,787. This grew to 13,928 in 1890, and 18,904 in 1900. Following the establishment of Gassaway the population of the county grew to 23,023 in 1910, and 23,973 in 1920. The 1920 figure is the highest for the county. Following this there was a steady decline to the present population of approximately 13,000.

The creation and development of Gassaway is attributed to one thing only. This is the development of the Coal and Coke Railway Company. The town did not exist as a town prior to the railroad. The company located the site, purchased the land, laid out the town, donated the public space in town, and constructed the major railroad structures. The Gassaway Depot is the only extant structure of the Coal and Coke Railway Company in Gassaway to represent this significant development.

The Coal and Coke Railway Company was incorporated in West Virginia in 1902. It was created to provide a link between Charleston, the state capital, and Elkins, in Randolph County to the north east of Gassaway. The terminus at Elkins was the terminus of the Western Maryland Railway, which connected to the Baltimore and Ohio. At Charleston, the road connected with the Baltimore

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and Ohio Railroad which ran east-west to Huntington. The Coal and Coke would provide a vital link to the major transportation routes east and west out of the natural resource rich central mountains of West Virginia. Total track was two hundred miles.

The Coal and Coke Railway acquired the rights, property, track, etc. of the Clendenin and Sutton Railroad Co. in 1903. This company had partially constructed a line from Charleston to Otter and Elkins. The Coal and Coke also purchased the Little Kanawha Railroad Company in 1904, the Roaring Creek and Belington Railroad in 1905, and continued construction of the track to Elkins. In 1904 operations were in effect from Gassaway to Otter and freight lines opened to Frenchtown in 1905. A spur was constructed to Sutton, Braxton County seat, in 1910 and provided direct rail service from Sutton to Elkins in 1911.

Henry Gassaway Davis formed the Gassaway Development Corporation in order to complete the railroad lines from Otter, in Clay County, to Elkins. The Gassaway Development Corporation purchased 1100 acres of land including parts of two tracts belonging to James Anderson Boggs and Israel Friend. The Gassaway Development Corporation deeded additional land to the Coal and Coke Railway Company for their shops and dedicated streets and alleys to the public of the town of Gassaway in September and October of 1904. The Development Corporation had James A. Paterson, an engineer for the Coal and Coke, lay out the town of Gassaway. It is interesting that the terrain of the valley is incorporated into the design of the town. It is laid out to fit the surrounding hill.

The Coal and Coke Railway quickly grew into a major freight transporter. The combined income of the railroad in 1904 was 303,410. This grew to 332,332 in 1905 and 503,689 in 1909, plus an additional revenue of 124,249 in passenger service that year. By 1918, the overall income of the railroad was 1,068,127. In 1917 the Federal government took over control of the railroad by proclamation, to support the war effort. The capitol equipment, rolling stock, stock and bonds, and real estate holdings of the railroad also increased proportionately to the income figures

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indicated.

In terms of tonnage shipped, the Coal and Coke transported 560,561 tons in 1906, with the major share being coal and coke, at 329,753 tons, with timber at 188,876 tons. In 1907 this figure had grown to 719,228 tons.

The railroad constructed shops, depots and facilities at the yards in Gassaway to accommodate this growth. Gassaway was significant as a yard facility for the railroad due to its location. It was midway between Elkins and Charleston. More importantly, it was at a junction in the route where the terrain changes. The road to Charleston follows the banks of the Elk River and is relatively flat. This allows the use of lighter gauge engines. The road from Gassaway to Elkins traverses hills and mountains and requires heavier duty engines. Gassaway was a natural terminal point for the two different divisions of the Railway. In addition, five separate branches of railway converged in Gassaway.

The first depot was constructed in 1906 and was a two-story frame structure with passenger accommodations on the first floor and offices on the second floor for the Supervisor and train dispatcher. Prior to this a relocated boxcar served as a depot. By 1906, the Annual Reports of the company indicate that the yards at Gassaway included a round house, machine shop, erecting shop, boiler shop, woodworking shop, coach and paint shop, and a storehouse. By 1913, the railroad had outgrown its accommodations. The Annual Report for that year reported that a new depot was to be constructed and described Gassaway as "... the most important town between the termini of the road." In 1914 the new depot was begun. It was completed in 1915 at a cost of \$25,000. The cut blue sandstone used in it's construction was quarried on Highland Street in Gassaway. The Coal and Coke Railway often utilized this source of native stone for their many abutments, bridges, etc. The Saint Thomas Catholic Church in Gassaway, which was commissioned by Ambassador Richard Kerens, is also built of this native stone, as well as the Gassaway Presbyterian Church, commissioned

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by Henry Gassaway Davis.

Freight tonnage increased throughout the period. In 1908, 763,129 was shipped; 1,022,285 in 1911; and 1,662,940 in 1915. The shops employed 150 men in 1915 and a high of 500 during the 1920's. This correlates with the general population figures of the county.

Passenger service was also a significant portion of revenue for the company. 1905 figures are 194,713 and 205,838 in 1906. The passengers were varied in their destinations and origins. Many were traveling through the county or arriving from distant places for business in Gassaway, Sutton and the county's extraction industries. They came from as far away as New York City, St. Louis, Detroit, and Atlanta and from as near as Gem, Frametown, and Centralia (all within Braxton County). A large percentage were local county residents traveling to or from their hamlets to the County seat or Gassaway for commercial or governmental business. Many an older resident fondly recollects traveling to Sutton on a Saturday morning by train to conduct business, catch up on the social activities and shopping for their goods, then returning home on the evening train. Access to remote areas of the county during those years was better than when the automobile replaced rail service.

That the railroad had an influence on the development of Gassaway is evident. From a farm field before the Coal and Coke to a major county municipality in 10 short years, the town grew to rival the county seat in population, activity and prominence. Early businesses constructed to accompany the railroad include the Bank of Gassaway, the Arthur Lee office building, Walker's Drug Store, churches and the Davis Grade School. The Gassaway Hotel was constructed in 1905, as well as A.L. Williams' hotel and general store. Physicians, bankers, merchants and others came to service the growing yards. These included Louie Rose's skating rink and theater, and bakeries and confectionery shops. In 1906, the Boggs Hospital and Sanitarium was opened.

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All of these combined to make Gassaway a thriving community. The town was progressive in the development of seventy foot wide streets with gas lights, sidewalks, and sewers. Since its incorporation in 1905, the town has provided police and fire protection and entered into contracts for access to gas and telephone lines.

Not until the 1960's did a decrease occur. The B & O shopyards were sold in 1969. Passenger service continued through 1953 and freight trains continued to run through Gassaway through the 1980's. The Depot was maintained as a maintenance shop until 1988. The Gassaway Depot is the only remaining structure to represent the Coal and Coke Railway Company and its influence on Gassaway.

The Coal and Coke Railway Company is also associated with a prominent person in the state's and nation's history. This is Henry Gassaway Davis, noted West Virginia industrialist and US congressman. Davis was born in Baltimore, Maryland in 1823 and began his career farming and operating a small store. At the age of fourteen he began work with the Baltimore and Ohio Railroad as a brakeman. From here he became supervisor of the road between Baltimore and Cumberland, Maryland, then agent at Piedmont, (West) Virginia in 1853. He left employment of the railroad and began his extensive investment and development activities, including establishing a bank in Piedmont, establishing the H.G. Davis and Company general store, and land acquisition in the coal and timber rich western portions of Maryland and Virginia. The Civil War brought additional wealth to the Davis businesses with contracts to supply goods to the B&O and the federal government.

Following the war Davis continued to acquire land and entered political life, being elected to the House of Delegates of West Virginia from Hampshire County in 1865. Following his first term as a delegate he ran for the West Virginia Senate. He was elected to the US Senate in 1871, where he served for two terms. After his public service he once again returned to developing his lands and businesses in West Virginia and Maryland. One of his



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major activities was bringing the railroad to Elkins, West Virginia, tying onto the B&O at Piedmont. This enterprise brought him directly into the Gassaway project. In Elkins, with his son-in-law, Stephen B. Elkins, he established the town, the railroad and the extensive industry associated with the transportation system he was amassing. A natural extension of his activities in Elkins, was the development of the Coal and Coke Railway Company. He was actively involved in the development business at this time, leaving the politics and eastern business to his partner, Elkins.

Davis developed the Coal and Coke to take advantage of the extensive land, timber and coal holdings that he controlled in central West Virginia. These included more than 90,000 acres located in Braxton and Webster counties held in partnership with Johnson N. Camden. His journals from the period describe the day to day activities of inspecting and supervising construction activities on the Coal and Coke line from Elkins to Gassaway. One entry states that he "...hope to get road completed to Buckhannon River by January 1904." In the June 15, 1905 entry it states "...returned last night from horseback trip over Coal and Coke Railway as far as Gassaway. We expect to get road through by November. The town of Gassaway is improving fast. We are putting in foundation for engine house, and will soon start shops." These passages clearly indicate how intimately Davis was involved with the direct construction, not only management, of the railway.

Davis continued to remain politically active and influential. In 1904 he was the vice-presidential candidate on the Democratic ticket with Alton B. Parker. He was also active in civic projects, lending his name and financing to a number of schools, churches and clubs throughout the state and country. The Presbyterian Church in Gassaway was built with his funds, as well as the Davis Grade School. His mark on the town of Gassaway is indelible and the town would not have existed if not for his involvement.

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Following the death of his partner and son-in-law in 1911, Davis became less active in the business though he maintained contact. Up to his death in 1916, he was still active in securing financing for his railroad activities.

Also influential in state and national events and associated with the Coal and Coke Railway is Stephen B. Elkins, a former Attorney General and United States District Attorney when he relocated to West Virginia in 1878. In 1895 he was elected United States Senator from West Virginia and was twice reelected to that position, serving as such until his death in 1911. Senator Elkins became interested in coal mining and the railroad industry through his association with Henry Gassaway Davis. He was on the Board of Directors of several railroads throughout the state. He and Mr. Davis put into operation the Coal and Coke Railroad in 1906.

Another prominent citizen associated with the Davis's and Elkins' was Richard C. Kerens. Kerens also has a connection with Gassaway through his visits to the town and his involvement as a member of the Board of Directors of the Coal and Coke Railway Co. Kerens was born in Ireland in 1842 and came to the United States in his infancy. He associated with Elkins and Davis and was involved in the construction and organizations of many of their railroads. He served on the US Intercontinental Railroad Commission between 1892 and 1900. He also served as the ambassador to Austro-Hungary between 1909 and 1913, this countrys' last ambassador prior to the outbreak of World War I. He was a part of the group of industrialists associated with Davis who constructed a home in Elkins adjacent to Davis's and Elkins'. His involvement with the Coal and Coke was as a member of the Board. He also commissioned construction of the Roman Catholic Church in Gassaway, which was named for his father, Saint Brendan. This structure is still extant in Gassaway and is constructed in a similar style to the depot and Davis' church, using native sandstone.

Criterion B was not cited because there are other sites more directly associated with Davis, Elkins, and Kerens (such as their

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homes which are all listed on the National Register). This is not to say that their influence in the development of the town and the railway is not significant. This aspect of their influence is covered under Criterion A.

It is significant under Criterion C as a good example of railroad depot architecture from the period. The building is a good example of the Romanesque Style of architecture that was used in many of the railroad buildings throughout the nation. These buildings are generally characterized by the use of heavy materials such as brick, stone or stucco. Many times the materials are rusticated to give a more solid appearance. The roofs are usually broad and play a role in characterizing the elements of the style. There are often arches in window and door openings.

The Gassaway Depot contains many of these stylistic elements. The first floor is composed of rusticated sandstone ashlar blocks. Above this the facade is brick with a belt course. The roof is a broad hip roof with overhangs. The roofing material is red tile with decorative cresting and finials. All of these elements blend to give the building the appearance of a solid low horizontal massive structure. The roofing plays an important role in defining this massing.

The windows and doors are relatively simple and there is not a lot of detail in them. The major decorative element in the facade is the large arched opening in the entrance pavilion. This is formed by large stones. This is also a common element in Romanesque architecture. The fenestration is relatively uniform and the rhythm of the openings is reminiscent of the arcades that are prevalent in high style Romanesque buildings.

This type of architecture was prevalent for railroad structures throughout the country during this period of construction. The larger depots and structures were often of the Romanesque Style. In Charleston, the Coal and Coke Railway Company's depot was similarly designed. It had a rusticated stone water table with brick facade above. The roof was also red tile similar to the

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Gassaway Depot with a prominent overhang. The depot in Elkins is also Romanesque in style. It has a red brick facade and prominent roof line and overhangs. An interesting association is that the depot in Cumberland, Maryland is also in a similar style. It has the same large roofing, fenestration, overhangs, facade, etc. Davis would have been familiar with the facilities at Cumberland.

In summary, the Gassaway Depot is the only extant building representing the Coal and Coke Railway Company in Gassaway. It is significant for its association with the development of that entity and for the influence that the railroad had on the growth and development of Gassaway, Braxton County, and central and north central West Virginia. Without the Coal and Coke Railway Company, Gassaway would not exist. It is also a good example of the railroad style of construction and architecture employed by many railroad companies. It is a good example of the Romanesque Style of architecture.

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Braxton County Courthouse, deeds, etc

Charter, Deeds, and minutes of the town of Gassaway.

(NPS Form 10-900)

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

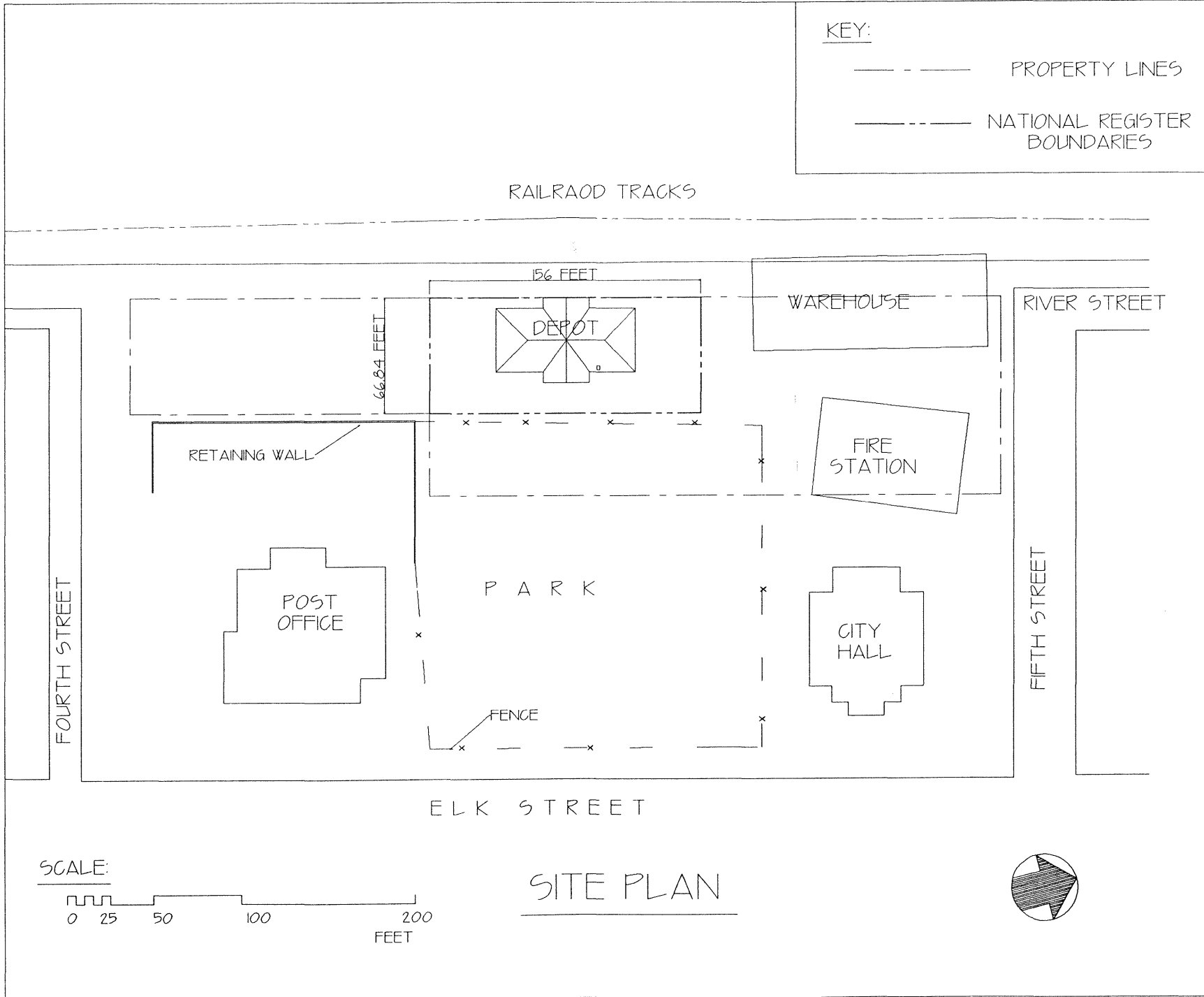
Section 10 Page 1

#### Verbal Boundary Description

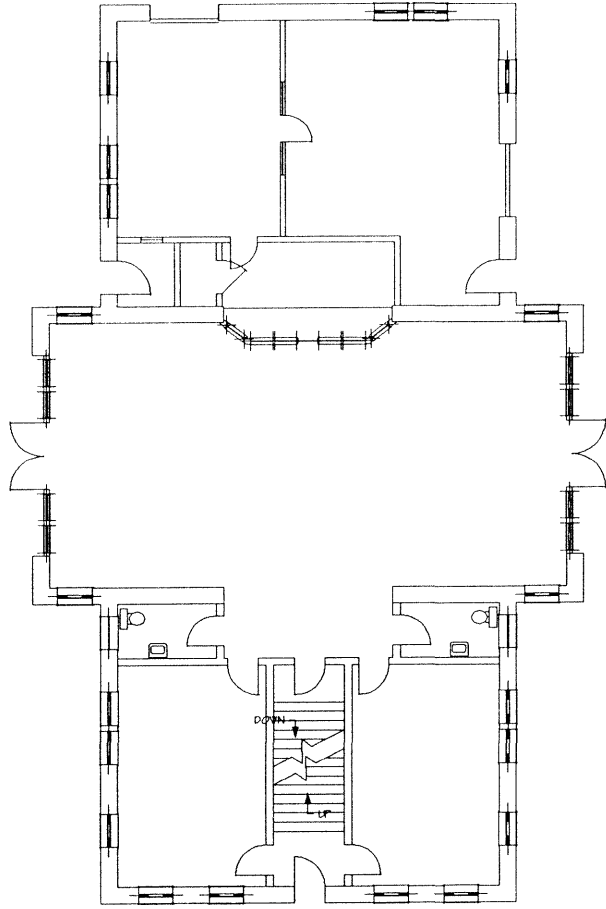
the boundaries of the Gassaway Depot are shown on the accompanying sketch map entitled "Gassaway Railroad Depot, Gassaway - West Virginia", dated September 15, 1993, sketch 1 of 2.

#### Boundary Justification

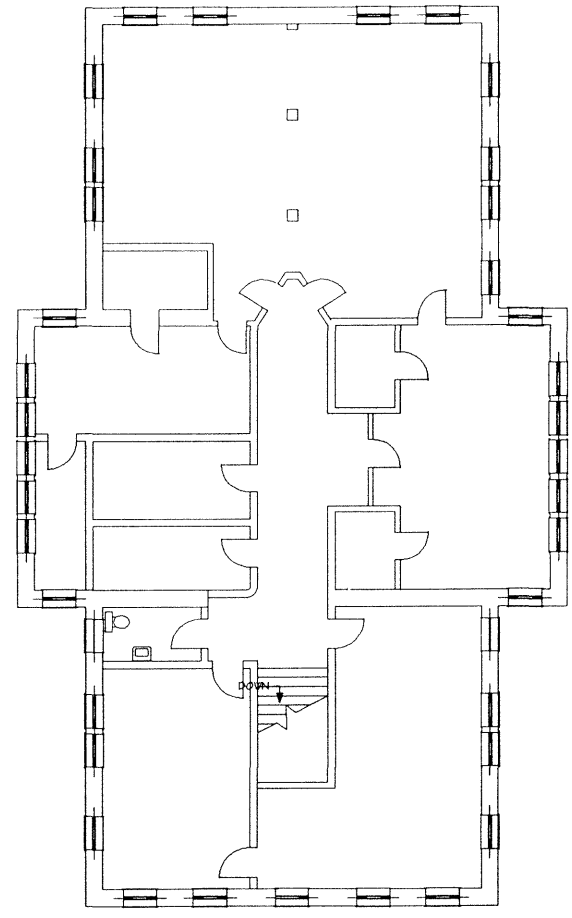
The boundaries include the depot building only. No other buildings or sites are included within the boundaries as they do not contribute to the significance of the property.



REVISIONS	DATE SEPT. 15, 1993	MICHAEL GITLIJIS HISTORIC PRESERVATION CONSULTANT 612 MAIN ST. SUITON, WV 26601 304 765 5716	GASSAWAY RAILROAD DEPOT GASSAWAY - WEST VIRGINIA	DWG. 1 of 2
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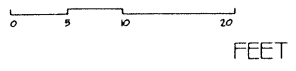


FIRST FLOOR



SECOND FLOOR

SCALE:



FLOOR PLANS



DWG. 2 of 2	GASSAWAY RAILROAD DEPOT GASSAWAY - WEST VIRGINIA	MICHAEL GILJULI IS HISTORIC PRESERVATION CONSULTANT 612 MAIN ST. SUTTON, WV 26601 304 765 5716	DATE SEPT. 15, 1993	REVISIONS
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