

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED JUN 28 1979
DATE ENTERED AUG 29 1979

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Marlinton Chesapeake & Ohio Railroad Station and Bunkhouse

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Eighth Street and Fourth Avenue

NOT FOR PUBLICATION

CITY, TOWN

Marlinton

CONGRESSIONAL DISTRICT

Second

STATE

West Virginia

VICINITY OF

CODE

54

COUNTY

Pocahontas

CODE

075

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 checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

(The Chesapeake and Ohio Railway Company) The Chessie System

STREET & NUMBER

Terminal Tower

CITY, TOWN

Cleveland

VICINITY OF

STATE

Ohio 44113

5 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

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

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 checked="" 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		

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 undistributed. 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.

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 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 checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1901

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

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 high 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.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Dixon, Thomas W. Jr., "The Chesapeake and Ohio Railway in Greenbrier". The Journal of the Greenbrier Historical Society, Vol. 3, No. 4. 1978.

McNeel, William P. "History of the Greenbrier Branch of the Chesapeake and Ohio Railroad". Pocahontas Times, Articles, 1979.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately one acre

QUADRANGLE NAME Marlinton, West Virginia

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A

1	7	5	7	9	4	2	0	4	2	3	0	7	0	0
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

B

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

VERBAL BOUNDARY DESCRIPTION The property is bounded on the south by the line of Fourth Avenue, on the west by the line of Eighth Street, on the North by Track #1704, and on the east by north-south line at the east end of the station platform.

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

Colonel C. E. Turley, Field Research Assistant

ORGANIZATION

West Virginia Department of Culture & History

DATE

March 15, 1979

STREET & NUMBER

The Cultural Center, 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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Clarence Moran 6-21-79

TITLE

DATE

FOR NPS USE ONLY

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

Anthony Charles Skell
KEEPER OF THE NATIONAL REGISTER

DATE

8-29-79

ATTEST: Emma Jane Saxe
CHIEF OF REGISTRATION
Regional Coordinator

DATE

8-29-79

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

FOR HCPS USE ONLY	
RECEIVED	JUN 28 1979
DATE ENTERED	AUG 29 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

MARLINTON C & O RAILROAD STATION, MARLINTON, POCAHONTAS COUNTY, WEST VIRGINIA

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

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 State 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.