

**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 ZANESVILLE HISTORIC RAILROAD DEPOTS THEMATIC ^{RESERVE} GROUP

and/or common

2. Location

street & number

not for publication

city, town Zanesville

vicinity of

congressional district 20-Clarence Miller

state Ohio

code 039

county Muskingum

code 119

3. Classification

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

4. Owner of Property

name see attached ownership list

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Muskingum County Court House

street & number Fourth and Main Streets

city, town Zanesville

state Ohio

6. Representation in Existing Surveys

title Ohio Historic Inventory

has this property been determined eligible? yes no

date 1977-1981

federal state county local

depository for survey records Ohio Historical Center

city, town Columbus, Ohio

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 checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Pittsburgh, Cincinnati, & St. Louis Depot (1882: M. J. Becker, designing engineer; J. R. Ferguson and Charles Daugherty, builders) This 2-story brick structure, 75'x27', is built upon a limestone foundation which is raised to just below the first story windows. Newspaper accounts of the day noted that the building was to be built of Zanesville press brick with Berea stone trim. The brick was laid with black mortar, according to the accounts, and ornamented with courses of black brick. All voids are trabeated. A canopy originally shielded the passenger loading platform (see attached historic drawing). A projecting bay extends ca. 5' from the east elevation to provide railroad personnel with an unobstructed view of the tracks. The eaves of the roof project somewhat beyond the building and are in part supported by bracketry of brick construction.

Baltimore & Ohio Depot (1883: designing engineer unknown; C. P. Evans, brickwork; Jacob Young, stonework; Fogarty & Curtis, plastering; H. B. Mechling, painting; John H. Best, tinwork; A. Roekel, gas fittings and plumbing) Clearly the most ornate of the Zanesville depots, the B. & O. depot consists of three attached structures: the passenger depot, located on Market Street; and two attached freight houses also of brick construction, stretching to the north of the passenger depot. The passenger station is especially notable for its eclectic ornament, including stylized terra cotta inserts, imbricated wood shingling, and brick ornament. Windows on the passenger station are segmental arched, 1/1; those on the freight houses are 6/6. Large gable dormers are located on the east and west slopes of the main roof of the passenger depot; the dormer on the west side has additional side dormers providing clear vision up and down the tracks. These dormers are distinctive for their pedimental half-timbered stucco finish.

Belt Line and New York Central Freight House (N. Y. C. Freight House: 1917: J. M. Stocker, designing engineer, E. Mast, builder) This 2-building unit all of one story, consists of the 1917 freight house of wire cut brick oriented toward Market Street, and the wood frame, board-and-batten older freight house which is oriented toward Third Street. Windows in the brick section are segmental-arched; some shorted windows are single-hung. Ornament consists of a stone brick course on the facade, and rectilinear corbeled brick work near the top of the building. The depot has a shallow gable roof hidden behind a low parapet. The board-and-batten section features a series of bays opening onto both Third Street on the east elevation and into the rail yards on the west. An open loading dock and ramp are on the north side. Canopies shield the east and west sides.

Wheeling & Lake Erie R. R. Passenger Depot (presently Norfolk & Western Freight House) This is a 1½-story brick structure with a dormered hip roof which overhangs considerable on all four sides. Rectangular in plan, this modest structure is constructed of Zanesville brick and roofed with composition shingles. Much of the interior is intact, with wainscoted walls.

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National Park Service**

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ZANESVILLE HISTORIC RAILROAD DEPOTS THEMATIC RESOURCE
Continuation sheet MUSKINGUM CO., OHIO Item number 7

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BOUNDARY JUSTIFICATION

The boundaries surrounding the New York Central Freight Station, B & O Depot and the Pittsburgh, Cincinnati & St. Louis' Depot are defined by public right away, natural features and a portion of the railroad yard. The area included helps to convey the historic, functional use of these structures. The Wheeling & Lake Erie R.R. Passenger Depot is bounded within a triangular area defined by the railroad track and public right away.

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 checked="" 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 type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1882, 1883, 1913, 1917. **Builder/Architect** see below.

Statement of Significance (in one paragraph)

Zanesville's railroad depots are nominated for their collective and individual significance to the transportation and architectural history of the city. During the late nineteenth century, Zanesville was emerging as a major Ohio industrial center, notably for its widespread involvement with the pottery and brick industry. The nominated structures contributed directly to the importance of the city as a shipping point, for passengers as well as for freight; as many as 66 passenger trains passed through the city each day during the heyday of the railroads. Architecturally, these buildings are representative of depot construction over a 40-year period, and range from the rather ornate modes of the 1880s through the austere utilitarian simplicity of the pre-World War I years.

The first railroad to pass through the city was the Central Ohio (later the Baltimore & Ohio), which was completed to Zanesville in 1852. During the next 30 years several other companies were formed to capitalize on the new mode of transportation; most of these failed without even having laid track. In 1868, the Pittsburgh, Cincinnati, and St. Louis Railroad was formed through a merger of several companies, including the Halliday's Cove R. R., which had run a line through the Virginia panhandle; the new P. C. & St. L. company was thereafter nicknamed the "Panhandle Railroad."

In the summer of 1881, the foundation was laid for the P. C. & St. L. depot, and by early 1882 the structure was completed, from designs by Chief Engineer M. J. Becker. This is the earliest of the city's historic depots and was completed at a cost of \$14,000. A newspaper account of the day characterized the new depot as, "one of the handsomest depots in the West, and it is not too much to say that our citizens appreciate the wise liberality of the Panhandle officials." Architecturally, this "wise liberality" resulted in a Victorian depot with tall window proportions and a subdued polychrome trim noted in a series of beltcourses of black brick which provides a visual contrast with the red brick walls.

The information regarding the construction history of the B. & O. station is not as complete. However, apparently the B. & O. did not wish to be outdone by their rivals, since they let the contract for the new station in the spring of the year following the completion of the other station. The identity of the architect or designing engineer is not known, but the stonework was undertaken by one Jacob Young, while the brickwork was entrusted to C. P. Evans, a Philadelphia mason. The new B. & O. station was opened in September of 1883, and reflects the eclectic modes of the 1880s in its use of imbricated shingling, terra cotta inserts and corbeled brickwork in the south gable end, along with Eastlake brackets supporting the canopy on the west elevation, and its use of Tudoresque half-timbering in the east and west projecting bays. In addition to serving passengers of the B. & O., this particular depot was also used for passengers travelling on the Ohio River & Western (later the Bellaire, Zanesville, and Cincinnati), a narrow gauge road with ten miles of third-railed track which enabled trains to enter the Zanesville yards from the east. From 1884 until 1928, the narrow gauge carried passengers

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ZANESVILLE HISTORIC RAILROAD DEPOTS THEMATIC GROUP

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8. Significance, p. 2

and freight from the B. & O. station in downtown Zanesville east to Cumberland, Woodsfield, and Bellaire.

The Zanesville Belt Line, Junction, and Terminal Railway Co. was organized in the 1880s, primarily to serve local industries, especially the brick and ceramic factories. This company apparently erected the frame board-and-batten freight house which stands on North Third Street, north of Market Street. This is a long, rectangular, 1-story structure with overhanging canopies shielding the Third St. elevation as well as the west elevation along the tracks. Devoid of ornament except for the board-and-batten siding, this building consists of one large interior room without partitions. In 1890 the Belt Line went into receivership, and the freight house became the property of the Zanesville and Western Railroad, which in turn later became a part of the New York Central system, whose Zanesville operation will be discussed later.

In 1913, the Wheeling and Lake Erie Railroad built a brick station across the Muskingum River from the other rail yards, on Linden Avenue. This structure represents a more simplistic, austere approach to depot construction than the two earlier passenger stations. The W. & L. E. provided passenger and freight service between Zanesville and Cleveland; presently the station is housing the Norfolk & Western freight operation. A 1913 letter from W. & L. E. Chief Engineer W. L. Rohbuck indicates that in October of that year, after the cataclysmic spring flood, the contract for the new depot was let to W. C. Handshy and Son, prominent local contractor-builders.

Four years later, in the spring of 1917, the New York Central built a freight house at the corner of Market and Third Streets, appended to the board-and-batten structure which they had acquired through the receivership of the old Belt Line. This L-shaped brick structure is built of wire-cut brick and features some corbeled ornament. Its interior basically contains freight offices, with the storage area provided by the large wood frame structure to which it is attached. N. Y. C. passengers used the old P. C. & St. L. station (by then part of the Pennsylvania Lines). Bids were solicited based on plans drawn by Chief Engineer J. A. Stocker. It is known that Dunzweiler Bros. bid \$13,663 for the job, they were underbid by Emmanuel Mast, who got the contract and built the station, the last one to be built in the city of Zanesville.

9. Major Bibliographical References

Lewis Thomas, W. Zanesville and Muskingum County, Ohio. Vols. I,II,III. Chicago: S.J. Clarke Publishing Co., 1927.

10. Geographical Data

Acreeage of nominated property app. 3 acres

Quadrangle name Zanesville West, Ohio

Quadrangle scale 1:24000

UMT References

W. & L. E. Depot

Other three depots

A

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

A

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

C

Zone		Easting				Northing								

B

1	7	4	1	3	7	9	0	4	4	2	1	6	0	0
Zone		Easting				Northing								

E

Zone		Easting				Northing								

C

1	7	4	1	3	6	0	0	4	4	2	1	6	0	0
Zone		Easting				Northing								

G

Zone		Easting				Northing								

D

1	7	4	1	3	6	5	0	4	4	2	1	8	0	0
Zone		Easting				Northing								

Verbal boundary description and justification W. & L. E. Depot: Lot 46, McIntire Terrace #1; Others: Beginning at the NW corner of Market & 3rd Sts., then N 264' to an alley; then W along said alley to the Muskingum River; then S along the E bank of the river to the end of Market St.; then E along Market St. to the place of beginning.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title David L. Taylor, Regional Historic Preservation Officer

organization Ohio University-Zanesville

date 26 June, 1981

street & number 1425 Newark Road

telephone 614-453-0762

city or town Zanesville

state OH 43701

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

W. Ray Juce

title SHPO

date 10/26/82

For NCRS use only	
I hereby certify that this property is included in the National Register	
Keeper of the National Register	date
Attest	date
Chief of Registration	

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ZANESVILLE RAILROAD STATIONS THEMATIC GROUP

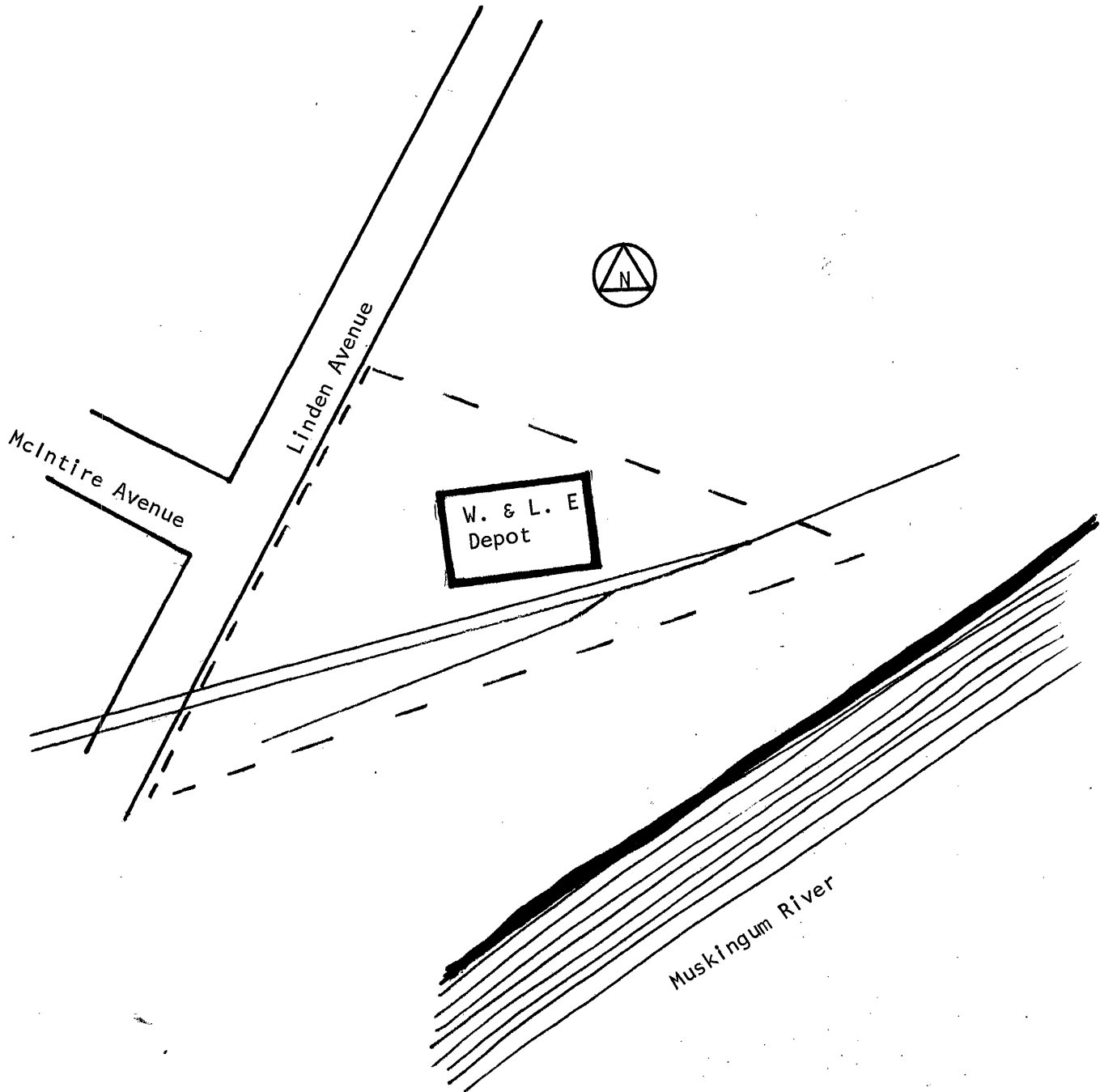
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--- BOUNDARIES



MAP NOT TO SCALE

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ZANESVILLE RAILROAD STATIONS THEMATIC GROUP

Muskingum County, Ohio

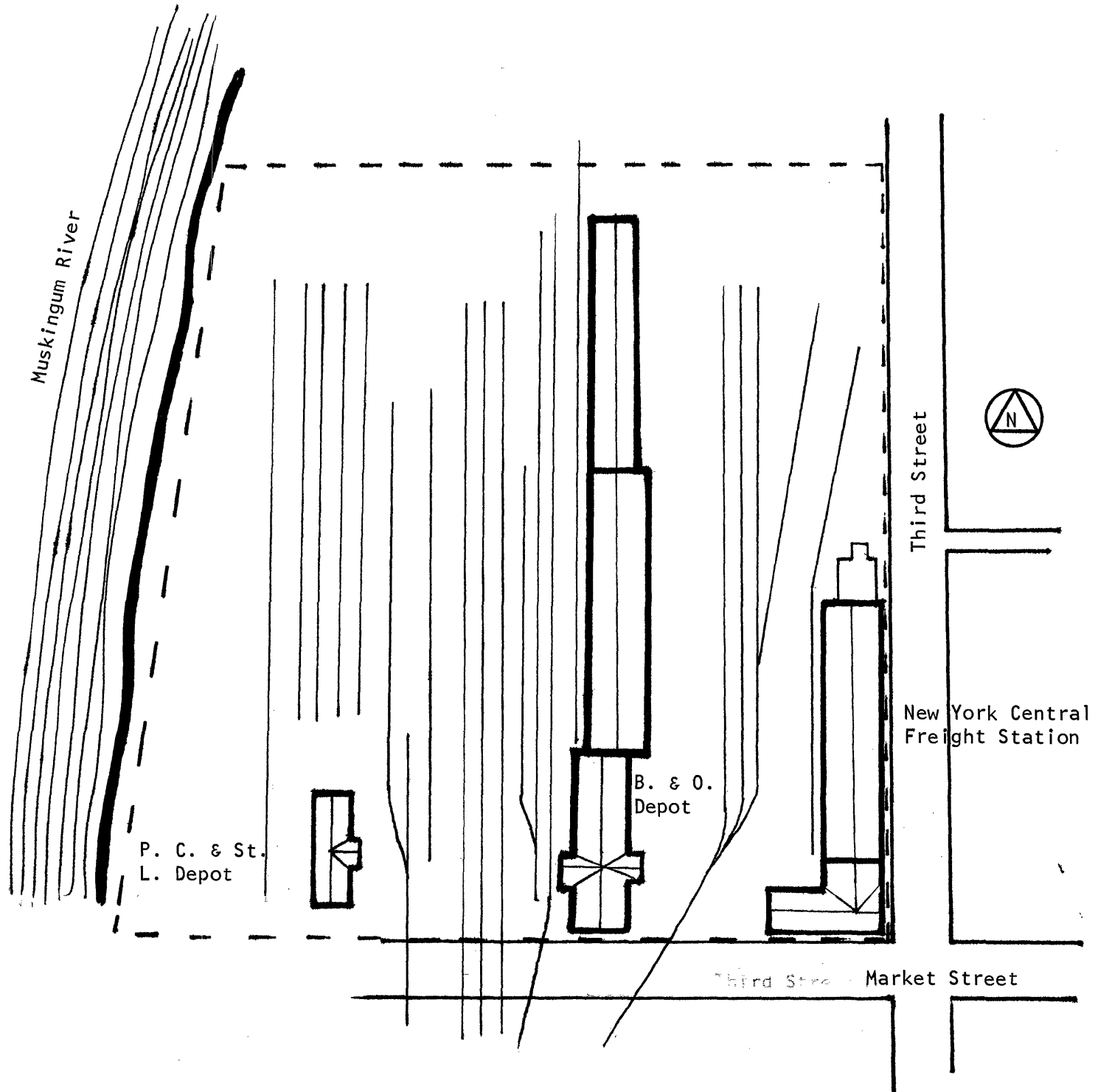
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Multiple Resource Area
Thematic Group

dnr-11

Name Zanesville Historic Railroad Depots Thematic Resources
State Ohio

Nomination/Type of Review

Date/Signature

NR Admin

1. Baltimore and Ohio Depot

Substantive Review

Keeper

Forrest Lee Orved 3/29/83

Attest

2. Belt Line and New York
Central Freight House

Substantive Review

Keeper

Forrest Lee Orved 3/29/83

Attest

NR Admin

3. Pittsburgh, Cincinnati, and
St. Louis Depot

Substantive Review

Keeper

Forrest Lee Orved 3/29/83

Attest

4. Wheeling & Lake Erie Railroad
Passenger Depot

Substantive Review

Keeper

Forrest Lee Orved 3/29/83

DOE/OWNER OBJECTION

Attest

5.

Keeper

Attest

6.

Keeper

Attest

7.

Keeper

Attest

8.

Keeper

Attest

9.

Keeper

Attest

10.

Keeper

Attest