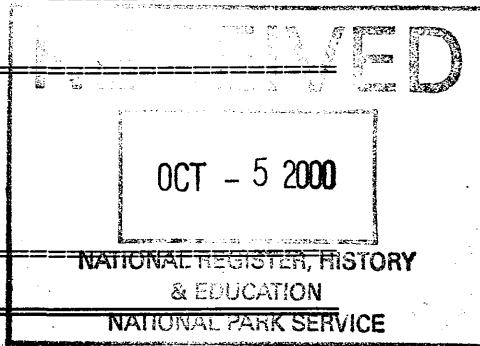


United States Department of the Interior National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1313

1. Name of Property

historic name: Berkeley Springs Train Depot
other name/site number:



2. Location

street & number: 504 North Washington Street not for publication: N/A
city/town: Berkeley Springs vicinity: N/A
state: WV county: Morgan code: 065 zip code: 25411

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.

Susan M. Perce 10/2/2000
Signature of Certifying Official 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/Title Date

State or Federal agency and bureau Date

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper

Date of Action

entered in the National Register

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):

[Handwritten Signature]

3/23/01

5. Classification

Ownership of Property:

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building
- district
- site
- structure
- object

Number of Resources within 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

(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register 0

Berkeley Springs Train Depot
Name of Property

Morgan County, West Virginia
County and State

6. Function or Use

Historic Functions

TRANSPORTATION: Rail-related

Current Functions

GOVERNMENT: Town Hall

CORRECTIONAL FACILITY: Police Station

7. Description

Architectural Classification:

LATE 19th AND EARLY 20th CENTURY:
AMERICAN MOVEMENTS: Mission

Materials:

Foundation: Poured Concrete
Walls: Brick
Roof: Tile
Other: _____

Narrative Description

(See continuation on sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

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.

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.

Berkeley Springs Train Depot
Name of Property

Morgan County, West Virginia
County and State

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

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

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

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

Areas of Significance

Transportation

Architecture

Period of Significance

1915-1935

Significant Dates

1915

1935

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Baltimore & Ohio Railroad, Builder

Narrative Statement of Significance

(See continuation sheets.)

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of Repository: _____

10. Geographical Data

Acreege of Property: Less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

Quad Map: Hancock, W.VA.-MD.-PA.

17 738210 4390300
Zone Easting Northing

Verbal Boundary Description

(See continuation sheet.)

Boundary Justification

(See continuation sheet.)

Berkeley Springs
Name of Property

Morgan County, West Virginia
County and State

11. Form Prepared By

Name/Title: Jacqueline Hovermale

Organization: Student, Shepherd College Date: August 22, 2000

Street & Number: 909 Concord Avenue Telephone: 304-258-5411

City or Town: Berkeley Springs State: WV ZIP: 25411

Property Owner

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

Name: Berkeley Springs Water Works

Street & Number: Wilkes & Fairfax Streets Telephone: 304-258-1290

City or Town: Berkeley Springs State: WV ZIP: 25411

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Berkeley Springs Train Depot
Name of Property

Morgan County, West Virginia
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Section number 7 Page 1

Architectural Description:

The former Baltimore & Ohio Railroad depot is located at the north end of town on the corner of US 522 or North Washington Street, on the west, and Williams Street on the south. The building is approximately five blocks from the town square of Berkeley Springs. Currently housing the Bath Police Department and City Council chambers, the building stands directly across from a WESTVACO pulpwood storage facility to the east that occupies much of the original railroad yard. The depot stands on an embankment, with the main depot tracks located on the downslope, or eastern side, of the building. A four-foot wide concrete sidewalk at one time circled the building on all sides, with the tracks accessed from the depot by a series of concrete stairs.

The surroundings of the depot are quite varied, ranging from the pulpwood yard immediately to the east, to a row of late 19th-early 20th century houses bordering US 522 on the west. A row of brick commercial buildings are visible across Williams Street to the south, and open lots border the building on the north. Modern landscaping around the depot includes a small herb and flower garden adjacent to the south wall and wooden benches and trash cans placed along the walls beneath the broad, overhanging eaves.

Overall, the depot is a one-story, rectangular red brick building with a bell-cast, red tile roof. All window and door openings are framed with a single row of contrasting brown bricks, and the main wall surfaces are laid in Flemish bond. The windows are the original, wood double-hung sashes and casements painted yellow and covered with aluminum-finish storm windows. The footprint of the depot measures roughly sixty-eight feet long by twenty feet wide, with the long side running parallel to the tracks. The depot's most distinguishing architectural feature is the red tile roof, with its broad eaves extending several feet beyond the wall plane with open rafters and a beaded board soffit.

The north and south facades are nearly identical, both with two window openings above a narrow belt-course of brown bricks. The window openings in the south facade consist of a small, wood four-lite casement window on the left, and a tall, 2/4 double-hung sash window on the right. Directly above the windows is a two foot by six foot wood sign that reads "BERKELEY SPRINGS" in black letters on a yellow background. At one time, the north facade had two small casement windows, but the one on the left has been filled with plywood in order to accommodate an air conditioner.

What was once the back of the depot faces west toward US 522, and has three doors and five window openings. The centered main passenger entrance is delineated by a section of the wall that steps out from the wall plane toward the sidewalk. Two 2/4 double-hung sash windows with yellow, inset wooden kick-panels flank the main entry on each side. A rectangular transom window is present above the wood door, which features four panes of glass above a yellow inset panel. Two small, paired, four-light casement windows are present to the right of the main entry. A 2/4 double-hung sash window paired with a wooden door and transom are located to the left of the main entry. This door opened into a room with access to the ticketmaster in the rear office.

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CONTINUATION SHEET

Berkeley Springs Train Depot
Name of Property

Morgan County, West Virginia
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On the far left side of the west facade there is a wood double door that opens into the old freight/baggage room. Each door is divided into two recessed panels, with a larger panel on top and a smaller panel below. The panels consist of diagonal wood slats painted yellow and framed in black. The freight room is visually discernable from the main passenger areas by its slightly lower roof profile and a short, brick chimney on the ridge line.

When the depot was still a transportation center, the east facade was the busiest side of the building, as it faced the railroad tracks and the action of passing trains. In most respects, the east facade mirrors the west, except for the windows that are present on the sections of wall to the left and right of the main passenger door. These windows are tall, paired 2/4 double-hung sashes as opposed to the small casements and the paired door and window present on the west facade. The passenger and freight doors are identical to the west facade, and allowed people and baggage to pass from one side of the building to the other. Thus carriages, and later automobiles, would drop off or pick up passengers on the west side, and train passengers would enter or leave trains on the east side. This design provided the most efficient movement of people and handling of baggage. The building did not have a passenger platform; the tracks were located several feet away from and below the depot, causing passengers to alight on a wide, concrete sidewalk and travel up a flight of concrete stairs to reach the shelter of the building.

The interior of the depot is arranged much like others along the B&O. In this case, the building is divided into a large, centrally located waiting area and a smaller, ladies waiting room on the south end. The larger waiting room has a twelve foot high ceiling with the original, three globe hanging lights. White plaster walls are divided in half by beaded wood wainscoting painted light gray. The red terra cotta tile floor is still present and in a good state of preservation. A four foot by six foot ticket area is reached through a non-original Dutch door, but retains the ticket booth sign. The station master's telegraph office is located in a small area approximately eight feet long by ten feet wide with two windows facing the tracks. On the far north end of the depot is the old freight room, now used as a computer room. This space has been altered by the application of framing and dry wall over the interior freight doors and the addition of an air conditioner in one of the windows. This has retained the original look of the exterior freight doors. Restrooms in the depot are intact, with white ceramic tile on the walls and beaded board wood stall doors that have their original green paint.

Standing at the edge of Berkeley Springs along its historic rail corridor, the Berkeley Springs Train Depot retains much of its original integrity, both in materials and setting. It retains its original form and materials, with most of the later modifications being reversible. It is also easily identifiable as the historic entry point to the town during its peak years as a center of industry, agriculture, and tourism.

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Berkeley Springs Train Depot
Name of Property

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Section number 8 Page 1

Statement of Significance:

The Berkeley Springs Train Depot is significant under Criterion A for Transportation due to its role as the principal hub for railroad activity in the town of Berkeley Springs. The depot is also eligible under Criterion C for Architecture. The period of significance begins with the construction of the depot in 1915 and extends to 1935 when passenger service ended.

The opening of the B&O line was in direct response to the popularity of the town's famous healing waters (the town was once named "Bath," marking the importance of the springs). The town's commercial and industrial growth is also linked to the railroad, as local sand, lumber, vegetable and fruit merchants all either opened new establishments or expanded old ones after the rails reached the area. The rapid growth of commerce and passenger traffic led the B&O to build the present depot when its wood-frame predecessor proved inadequate to handle the increased volume of traffic. At its height of productivity in the 1920s and 1930s, the railroad was used for shipping produce and pulpwood. It brought freight into primary businesses, such as Victor Products, the Interwoven mill, the Ice House and Newbraugh's Feed and Supply.

The depot is an important local architectural landmark that symbolizes the bustling, thriving center of activity that once emanated from the railroad serving our town. The station derives its unique architectural features from the Mission style, low-pitched tile roof with its wide, overhanging eaves. It was designed and built by the B&O Railroad Company. Although it may be much like other stations along the B&O line, it is the only station of this design still standing in Morgan County. Only one other station is still standing in the county, which is a frame building in Paw Paw.

Located in the mountains of the eastern panhandle of West Virginia, Morgan County's healing springs held significance for the Shawnee Indians who used the water as part of their healing ceremonies. White settlers soon discovered the springs as well, and in 1748 a young George Washington surveyed the area while working for Lord Fairfax. When the land surrounding the springs was incorporated as the Town of Bath in 1776, Washington and his friends purchased many of the original lots. Washington later used his Bath property as an unofficial summer White House. Because of this, many influential Americans became frequent visitors to the spa and its healing waters.

As fame of the springs grew, many well-known visitors including Charles Carroll, signer of the Declaration of Independence, and author Washington Irving came to take the waters. A golden opportunity seemed to be emerging, but access to the springs was problematic. New patrons arrived at the springs by stage coach from the B&O railroad station in nearby Sir John's Run. Travelers paid a fee of one dollar for a perilous three mile journey over a twisted and rutted wagon trail that crossed Warm Springs Mountain.

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Berkeley Springs Train Depot
Name of Property

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Section number 8 Page 2

By the late 19th century, influential people began to pressure the B&O for a spur line directly to the town, then known as Berkeley Springs, from Sir John's Run or Hancock, Maryland. The local newspaper urged business men to write the railroad and lobby for this spur. The April 10, 1886, issue of *The Mercury* reported a meeting of citizens to petition the County Court to submit a proposition that would authorize a bond issue in the amount of \$25,000 to purchase stock in the railroad. There was also a petition for Berkeley Springs to subscribe \$5,000 for the same purpose. The June 26th issue of *The Mercury* reported that 105 citizens were for the bond and only four against it. Also at this time, 200 members of the West Virginia Press Association met at Berkeley Springs for their annual meeting. After experiencing the unpleasant jolting of the dangerous ride over Warm Springs Mountain, they wrote most fervently of the pressing need for the spur line.

On September 16, 1886, it was noted that the first cross ties had been laid for the new railroad, known as the Berkeley Springs & Potomac. Construction took seven months, and on November 1, 1888, the first train steamed into town. B&O Engine #55 with engineer Hez Williams, fireman Joseph Tyson, brakeman Frank Kesecker, and station master Murray Starnes arrived pulling a combined passenger and baggage car in a trip that took twenty-five minutes from Hancock, Maryland and cost thirty cents. Old house cars were used for shelter until the wood-frame depot was completed. The short train was met by the Berkeley Springs Coronet Band. Many citizens marked the event by traveling to Hancock in order to ride the train back into Berkeley Springs.

The new railroad served more than the tourist trade, as several local businesses used the line for shipping their products. Cross ties and lumber were among the first commodities to be shipped to market on the line. When the first train reached town, several switches and side tracks to bark sheds were already under construction. In the decade following the railroad's construction, twenty canneries opened and shipped their products and produce via the railroad. From 1910 until the middle 1930s, Newbraugh's Feed and Supply used the rail line for coal and other supplies. In Mr. Cecil Ambrose's recollections, fifty-three carloads of coal were delivered to Newbraugh's in 1930; such heavy use caused the tracks to need repair, and Mr. Ambrose hired men for thirty cents an hour to do the repairs. As business began to grow, the tracks were extended up Williams Street for the Interwoven Mill and Victor Products. U.S. Silica, a major sand mine operation, also used the railroad and is still in business today. Adjacent to the depot, the wood yard shipped pulpwood to Luke, Maryland, by rail between the years 1930 and 1984.

Such rapid growth in tourism and industry soon made the old, wood-frame depot obsolete, and in 1915 the B&O replaced it with the present brick and tile building. Passenger traffic increased even more during WWI, when troop traffic passed through the area. The new depot served the area well through the decade of the 1920s, but changing times by the early 1930s soon rendered it as obsolete as its predecessor. The B&O ended passenger train service to Berkeley Springs in 1935, retaining only its still profitable freight service. People had to take a B&O motor bus, leased to one Mr. Unger, from Berkeley Springs to the train depot in Hancock, Maryland if they wished to catch a train. Activity picked up again during WWII, once again as a result of

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Berkeley Springs Train Depot
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troop movements and telegraph activity. Mr. Floyd Hansrothe, train station master at Berkeley Springs for over forty years, had the grave duty of receiving war news over the telegraph, including casualty reports. It was part of his job to hand deliver unfortunate news to local families, requiring him to lock the depot and travel through all types of weather.

In 1953, Berkeley Springs lost its final link to passenger rail service when the bus operated by B&O contractor West Virginia Transportation Services was shipped to Dayton, Ohio. This act terminated over 100 years of rail service between the B&O and the town of Berkeley Springs. The B&O retained ownership of the depot until 1968, when it was sold to the city. At the present time, the depot is owned by the Berkeley Springs Water Works, and is leased to the town of Berkeley Springs for use as City Council chambers and a police station.

Summary:

The Berkeley Springs Train Depot is a significant architectural reminder of the town's late 19th century and early 20th century growth as a center of industry, agriculture, and tourism. It is significant as an example of an important local transportation link that served the town from 1915 to 1935. It is also significant as an example of railroad architecture with its Mission style details and fine state of preservation.

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Berkeley Springs Depot Morgan County, WV
Name of Property County/State

Section number 9 Page 1

Bibliography:

Books:

Hollis, Jeffrey R. and Roberts, Charles S. East End B&O's "Neck of the Bottle." Baltimore, MD: Barnard Roberts Publications, 1992

Newbraugh, Frederick T. Warm Springs Echoes. Volume I, II, and III. Berkeley Springs, WV: Self Published, 1976.

Stover, John F. History of the Baltimore and Ohio Railroad. Lafayette, IN: Purdue Research, 1986.

Interviews:

Tours and interviews with Martin Duvall and John Hansrothe by Jacqueline Hovermale, April 18, 2000, Berkeley Springs, WV.

Newspapers:

The News, November, 1888, January 1889, Morgan County, Berkeley Springs, WV.

Maps:

Tax Plat Map, Berkeley Springs, WV, Surveys, Morgan County Courthouse.

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National Park Service

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CONTINUATION SHEET

Berkeley Springs Train Depot
Name of Property

Morgan County, West Virginia
County/State

Section number 10

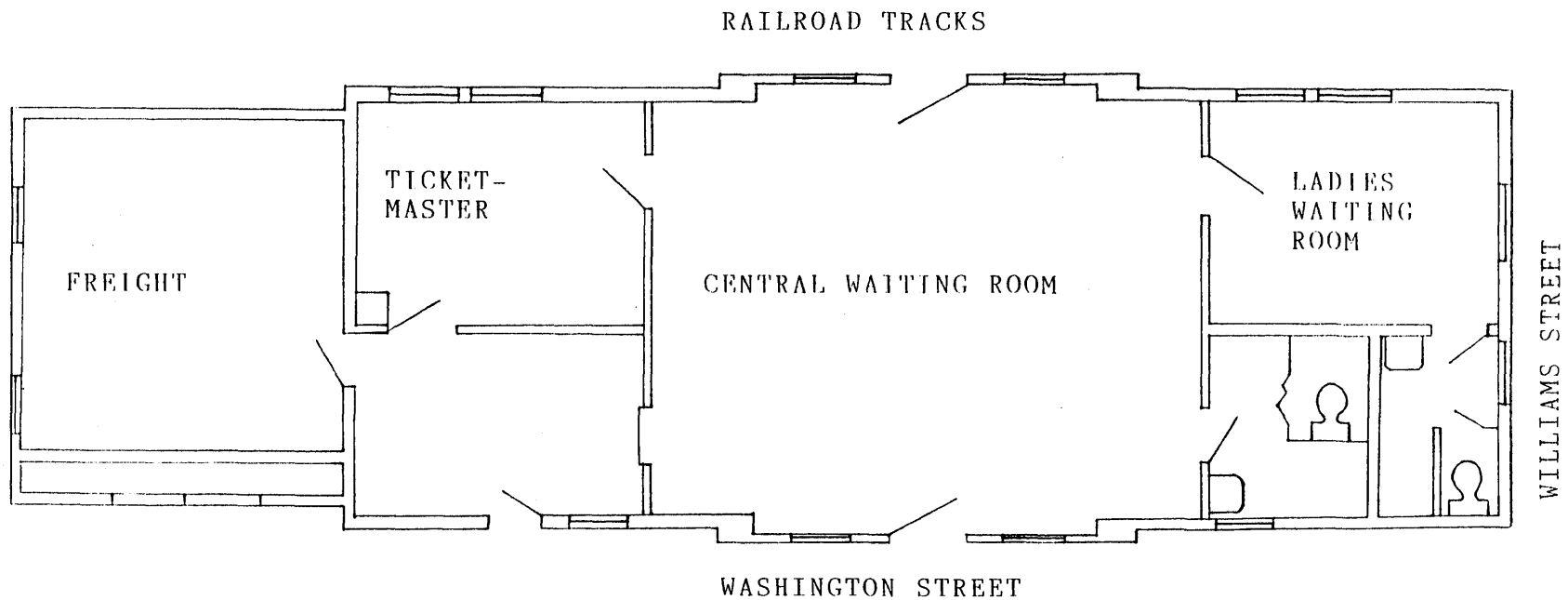
Page 1

Verbal Boundary Description

Beginning at the point of intersection of the easterly line of Williams Street with the southerly line of Washington Street, said point being 50.0 feet measured in a northerly direction along the easterly line of Williams Street from centerline of track of the Baltimore and Ohio Railroad Company's Berkeley Springs Branch extended to its intersection with the easterly line of Williams Street, thence with the southerly edge of Washington Street parallel to and distant 50.0 feet measured at right angles in a northerly direction from centerline of said Berkeley Springs Branch N 29 degrees 04 minutes E 155.0 feet; thence S 60 degrees 56 minutes E 36 feet to a point, said point being 14.0 feet measured at right angles in a northerly direction from centerline of track of said Berkeley Springs Branch at Valuation Station 320+54.6; thence parallel to and distant 14.0 feet measured at right angles in a northerly direction from said Berkeley Springs Branch S 29 degrees 04 minutes W 155.1 feet to a point in the easterly line of Williams Street; thence with said easterly line of Williams Street N 60 degrees 41 minutes W 36.0 feet to the point of beginning, containing 0.13 of an acre, more or less.

Boundary Justification

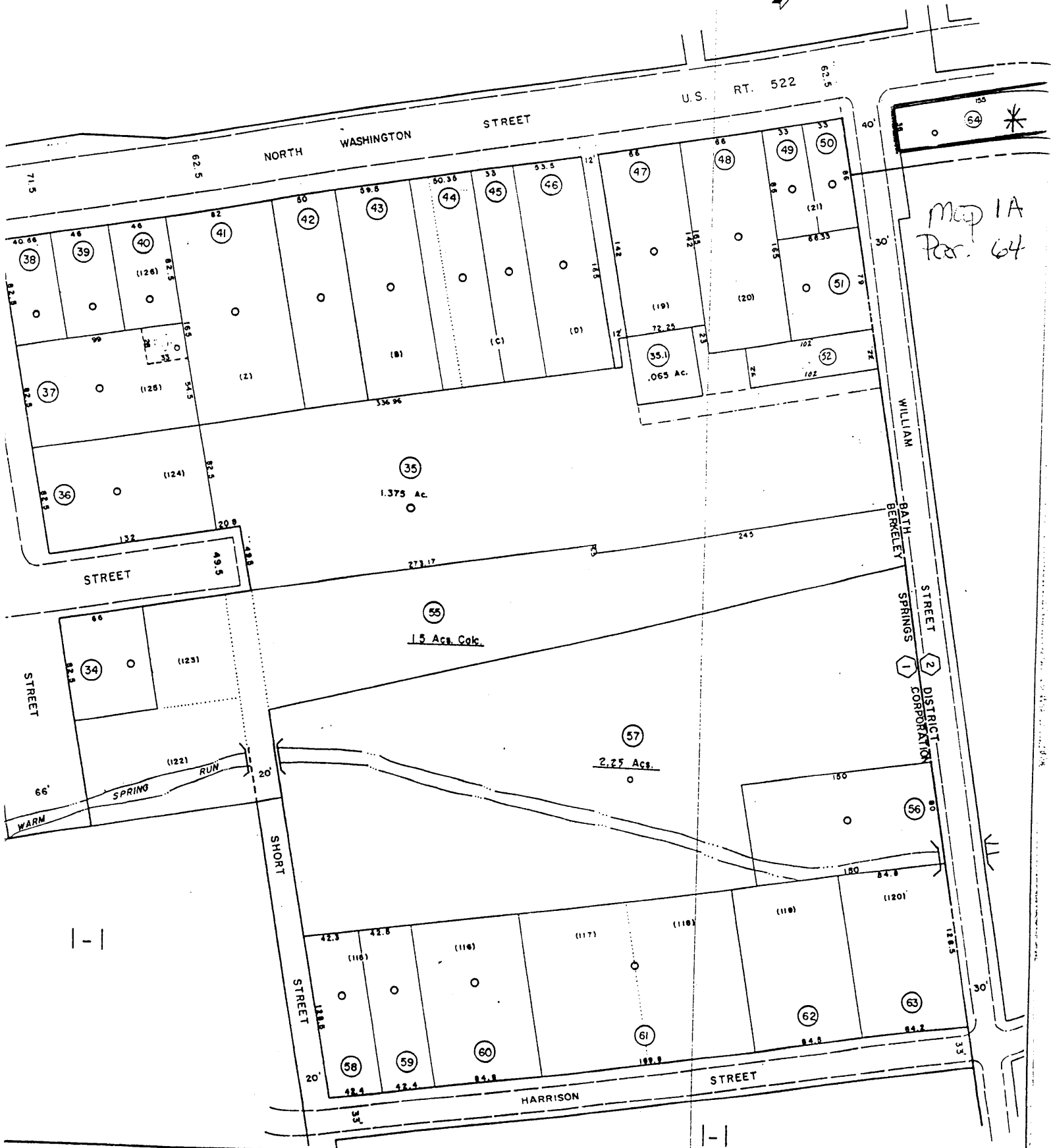
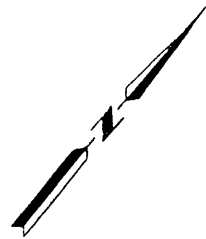
This is the property historically associated with the 1915 Berkeley Springs Depot. As recorded by deed in Deed Book 76, page 163, November 8, 1968.



BERKELEY SPRINGS TRAIN DEPOT
FLOORPLANS
MORGAN COUNTY, WEST VIRGINIA

BERKELEY SPRINGS TRAIN DEPOT
MORGAN COUNTY, WEST VIRGINIA
TAX MAP

1-1



Map 1A
Per. 64

NUMBERS NOT USED BY 11.04

COUNTY OF MORGAN

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Berkeley Springs Train Depot Morgan County, West Virginia
Name of Property County/State

Section number Photo Page 1

Name of Property: Berkeley Springs Train Depot
Address: 504 North Washington Street
Town: Berkeley Springs, WV 25411
County: Morgan

Photographer: Jacqueline Hovermale

Date: February 20, 2000

Negatives: WV SHPO, Charleston, WV

- Photo 1 of 4 West facade, US 522 side, camera facing east.
- Photo 2 of 4: South facade, camera facing north. End of depot showing "BERKELEY SPRINGS" sign and flower garden.
- Photo 3 of 4: East facade, Track side, camera facing west.
- Photo 4 of 4: North facade, camera facing south.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Berkeley Springs Train Depot **Morgan County, West Virginia**
Name of Property **County/State**

Section number **Photo** **Page** **1**

Name of Property: Berkeley Springs Train Depot
Address: 504 North Washington Street
Town: Berkeley Springs, WV 25411
County: Morgan County

Photographer: Jacqueline Hovermale

Date: February 20, 2000

Negatives: WV SHPO, Charleston, WV

Photo 1 of 3 West facade, US 522 side, camera facing east.

Photo 2 of 3: South facade, camera facing north. End of depot showing "BERKELEY SPRINGS" sign and flower garden.

Photo 3 of 3: East facade and north facades, Track side, camera facing west.