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

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

**NAME**

HISTORIC: C & O Depot

AND/OR COMMON

**LOCATION**

STREET & NUMBER: 305 MacCorkle Avenue
CITY, TOWN: Charleston
STATE: West Virginia

**CLASSIFICATION**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>OWNERSHIP</th>
<th>STATUS</th>
<th>PRESENT USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>DISTRICT</td>
<td>PUBLIC</td>
<td>X OCCUPIED 1st floor</td>
<td><em>AGRICULTURE</em></td>
</tr>
<tr>
<td>BUILDING(SI)</td>
<td>PRIVATE</td>
<td>X UNOCCUPIED 2nd floor</td>
<td><em>MUSEUM</em></td>
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<tr>
<td>STRUCTURE</td>
<td>BOTH</td>
<td>X WORK IN PROGRESS</td>
<td><em>COMMERICAL</em></td>
</tr>
<tr>
<td>SITE</td>
<td><em>PUBLIC ACQUISITION</em></td>
<td>ACCESSIBLE</td>
<td><em>PARK</em></td>
</tr>
<tr>
<td>OBJECT</td>
<td>IN PROCESS</td>
<td><em>YES RESTRICTED</em></td>
<td><em>EDUCATIONAL</em></td>
</tr>
<tr>
<td></td>
<td>X BEING CONSIDERED</td>
<td><em>YES UNRESTRICTED</em></td>
<td><em>PRIVATE RESIDENCE</em></td>
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<tr>
<td></td>
<td></td>
<td><em>NO</em></td>
<td><em>RELIGIOUS</em></td>
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<td><em>GOVERNMENT</em></td>
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<td><em>SCIENTIFIC</em></td>
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<td><em>INDUSTRIAL</em></td>
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<td><em>TRANSPORTATION</em></td>
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<td><em>MILITARY</em></td>
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<td><em>OTHER</em></td>
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**OWNER OF PROPERTY**

NAME: Chesapeake & Ohio Railway System (the Chessie System)
STREET & NUMBER: Executive Office, Terminal Tower, Cleveland, Ohio
CITY, TOWN: Cleveland
STATE: Ohio

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE: Kanawha County Clerk's Office
REGISTRY OF DEEDS, ETC: Kanawha County Courthouse
CITY, TOWN: Charleston
STATE: West Virginia

**REPRESENTATION IN EXISTING SURVEYS**

TITLE: Kanawha Valley Historical and Preservation Society
DATE: May 5, 1977
DEPOSITORY FOR: _FEDERAL_ _STATE_ _COUNTY_ _LOCAL_ SURVEY RECORDS
CITY, TOWN: Charleston
STATE: West Virginia
Italianate Eclectic.

A two-story stone and brick structure (ashlar-plain and restricted stone); hipped roof with "S" tile, subject to some deterioration; arched windows have interesting trim; main facade has eight Roman Doric Columns in groups of two; one story portico in stone; five bays by three bays; the 2nd floor windows are semi-circular arches with hoodmoulds. Also has a small stone-railed balcony enclosing middle three windows; the one-story portico has three semi-circular arched windows and one semi-circular arched door in the form of two windows, a door, and a window.

Although the first floor is being used as a railway terminal, the 2nd floor is deserted and in a state of disrepair. It is unfortunate, also, that a large grand staircase connecting the floors has been torn out.
The coal industry began in West Virginia around 1817. Unfortunately, because of our geological location and the fact that the river was, at that time, non-navigable almost three-fourths of the year, the industry was of small value until the beginning of the Chesapeake & Ohio Railroad. It was brought to the Kanawha Valley roughly in 1873 as a result of unusual cooperation between Virginia and West Virginia immediately after the Civil War. Their promotion of the railroad succeeded in getting Collins P. Huntington & Associates in 1888 to organize the Chesapeake & Ohio Railroad Company. It formed a direct connection from East to West, as well as giving a railroad outlet to the vast mineral and timber wealth of the Kanawha Valley. It was also primarily significant in allowing for the influx of tourists and health seekers who came to bathe in the sulphur and mineral waters. By 1901 as many as eight passenger trains passed through Charleston daily. The freight department loaded and unloaded over eight hundred cars per month for the City of Charleston alone. It was obviously the main source of transportation of goods during this time. For a period, railroad tonnage increased so spectacularly that it looked as if the "Iron Horse" would relegate all other forms of Valley transportation to positions of comparative unimportance.

The railroad inspired the spreading of population, caused many connecting dirt roads to be built which in turn resulted in the authorization by the State Legislature to levy special road taxes. Over the years the C & O has carried more traffic than any other railway in Kanawha Valley, chiefly dependent upon southern West Virginia coal. At one time it was claimed that Charleston was the largest single revenue-producing point, passenger and freight, for the C & O on its entire system.

Today Charleston has one Amtrak passenger train each way and the C & O Depot, which was completed around 1906, will continue to deteriorate if something is not done.
### Major Bibliographical References

"Charleston 1907" by M. Barnes Directory Co.
Rodney Collins
"Century Chronical" by Charleston Chamber of Commerce

### Geographic Data

<table>
<thead>
<tr>
<th>Quadrangle Name</th>
<th>UTM References</th>
<th>Quadrangle Scale</th>
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**Acreage of Nominated Property**

**Verbal Boundary Description**

### List All States and Counties for Properties Overlapping State or County Boundaries

<table>
<thead>
<tr>
<th>State</th>
<th>Code</th>
<th>County</th>
<th>Code</th>
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### Form Prepared By

**Name / Title**

Ms. Georzetta Ratcliffe

**Organization**

**Street & Number**

1020 Circle Road

**City or Town**

Charleston

**State**

West Virginia

### 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**

**Title**

**Date**

### For NPS Use Only

I hereby certify that this property is included in the National Register

**Keeper of the National Register**

**Attest:**

**Chief of Registration**

**Date**
The Charleston C&O Depot is a locally significant architectural landmark of the Neo-Classical Revival. Beaux Arts Classicism is the dominant classical theme as represented in the colossal arched openings and in the shallow pavilion of paired Roman Doric columns facing the Kanawha River. Like most large-scale buildings of the period bearing classical features, the depot is impressive in appearance due in part to the ashlar limestone facing of the first story which lends the structure a massive air. The elevations of the second floor are embellished with limestone hoodmoulds and are framed with stone colonnettes.

The C&O Depot is the only railroad station remaining in Charleston and is the only landmark of its architectural type among major buildings of the downtown. Unusual in the design is the low hipped, tile-covered roof with bracketed deep eaves. The roof and soffit treatment lends the building a Renaissance Revival element that blends handsomely with the blonde brick second story walls and stone trim. Because the edifice stands alone at the foot of the South Side Bridge, it is one of the city's most recognized landmarks.

See Attached Sketch Map.

Verbal Boundary Description

Inclusive of a rectangle measuring 150 ft. X 100 ft; bound on the north by the southern edge of the South Side Expressway; on the east by the South Side Bridge approach/incline; on the south by the southern track of the C & O; on the west by a line 100 ft. in length connecting the Expressway and the southern track.

The boundary does not include the main bridge (North-South) approach or the bridge approach (East-West) paralleling the south elevation of the building.
SKETCH MAP
Chesapeake and Ohio Depot
South Hills Multiple Resource Area
Kanawha Co., W.V.

Map of the Kanawha Co. Assessor
15th Ward-16
Map no. 2
Photo no. 1113, 1965
Scale: 1 in. = 100 ft.