

(Oct. 1990)

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

1. Name of Property ST. ALBANS CHESAPEAKE AND OHIO RAILROAD DEPOT

historic name: _____

other name/site number: ST. ALBANS DEPOT

2. Location

street & number: 410 - 4th Avenue not for publication: N/A
city/town: St. Albans vicinity: N/A
state: WV county: Kanawha code: 039 zip code: 25177

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x 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 x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally.
(See continuation sheet.)

William C. Parker
Signature of Certifying Official

6/4/97
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

4. National Park Service Certification

I, hereby certify that this property is:

- 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): _____

Signature of Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

St. Albans C&O Depot
Name of Property

Kanawha Co., West Virginia
County and State

=====
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(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

1

Noncontributing

0

buildings
sites
structures
objects
TOTAL

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register 0

=====
6. Function or Use
=====

Historic Functions

(Enter categories from instructions)

Current Functions

(Enter categories from instructions)

TRANSPORTATION: RAIL-RELATED, DEPOT

RECREATION & CULTURE: MUSEUM

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7. Description
=====

Architectural Classification:

(Enter categories from instructions)

VERNACULAR- Combination Station

Materials

(Enter categories from instructions)

Foundation WOOD WITH CEMENT COLUMNS
Walls WOOD SIDING
Roof ASPHALT
Other _____

Narrative Description

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

St. Albans C&O Depot
Name of Property

Kanawha Co., West Virginia
County and State

=====

8. Statement of Significance

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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.

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

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1906-1946

St. Albans C&O Depot
Name of Property

Kanawha Co., West Virginia
County and State

Significant Dates
1906-07

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
C&O Railroad

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):

- 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: CP Huntington Railroad Historical Society,
Kenova, West Virginia

St. Albans C&O Depot
Name of Property

Kanawha Co., West Virginia
County and State

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10. Geographical Data
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Acreage of Property: Less than one acre

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

17 427300 4248970 St. Albans Quad
Zone Easting Northing

Verbal Boundary Description

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

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

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

Name/Title: Katherine M. Jourdan, WV SHPO
with Vera Ellis
Organization: St. Albans Depot Restoration, Inc. Date: April 23, 1997
Street & Number: 2029 Benedict Circle Telephone: 304/
City or Town: St. Albans State: WV Zip: 25177

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Additional Documentation
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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)

St. Albans C&O Depot
Name of Property

Kanawha Co., West Virginia
County and State

=====
Property Owner
=====

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

Name: City of St. Albans

Street & Number: 1499 MacCorkle Avenue SW Telephone: 304/727-2971

City or Town: St. Albans State: WV Zip: 25177
=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

St. Albans C&O Depot Kanawha Co., West Virginia
Section number 7 Page 2

The St. Albans Chesapeake and Ohio Railroad Depot, now known as the St. Albans Depot, is located within walking distance of the main section of town. The 1906 building is two blocks from MacCorkle Avenue also known as Route 60. It is sited in a low flat area of town, with the railway lines running along the north side of the building. The depot is on a brick street, with parking areas to each side of the building.

The depot building currently has a one and a half story central block with side, one story wings and a hipped roof. The original center square watch tower was removed a year after the building was constructed. A loading dock is attached to the west wing, and has a rolling overhead door and ramp. The exterior is beveled clapboard siding, with a low vertical wainscoting and a twelve inch baseboard encircling the building.

There are a variety of exterior entrances: single door openings face the street with panel doors topped by a glass transom (the main entrance has been altered); the track side entrance has double doors with a transom; and the freight room has a sliding overhead four panel wooden door opening to the rear platform. The platform extends across the rear of the building, with a chain link fence providing protection from the still active railroad tracks.

The windows on the building's main floor are 9/4 double-hung openings, except for the southwest corner room addition which has 6/6 lights. The clerestory and pedimented gable dormer and multi-lights. On the rear are four knee braces under the eaves.

The building once had an open bay, or covered passage, between the general waiting room and the baggage section. The passage section was filled-in at an early point of the building's history. The front southwest corner was altered when a door was enclosed and a small room was added for a lavatory.

The floorplan now has a large central waiting room instead of two separate waiting rooms (general and ladies). There was a small ticket office which faced on both the general waiting room, the ladies waiting room, and the separate colored waiting room. This separate colored waiting room now houses mechanical systems and serves as storage. The covered passage area has been enclosed and contains a small kitchen. All the rooms have wooden floors, vertical board and batten walls, tongue and groove wainscoting, and baseboards.

The Chesapeake and Ohio Railroad Station is a small combination station erected in the first years of the 20th century. It served the passenger and freight needs of the city of St. Albans.

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NATIONAL REGISTER OF HISTORIC PLACES
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St. Albans C&O Depot Kanawha County, WV
Section number 8 Page 2

Significant under Criterion A and C for Transportation and Architecture, the Chesapeake and Ohio Depot in St. Albans was constructed in 1906. The passenger and freight station served a community whose growth reflects the development of the coal fields along the Coal River.

Located near the mouth of the Coal River as it flows into the Kanawha River, St. Albans was once known as Coalsmouth. Vast coal deposits had been discovered in the 18th century in the Coal River Basin. By the mid-19th century a demand for the cannel coal created a challenge to those trying to extract it from the region. The greasy coal was refined and used for illumination and lubricating oils, and paraffin. Lumber also became an important commodity along the Coal River, providing materials to lumber mills near St. Albans. A local boat industry used timber to provide flatboats to the salt shippers along the Kanawha River. A series of eight locks and dams were constructed on the Coal River between 1855-59. Although damaged during the Civil War, these operated until the railroad forced the locks to close in 1884.

The construction of the Chesapeake & Ohio Railway (C&O) across southern West Virginia in the early 1870s opened a large wilderness area to commerce, settlement, and industrial development. Collis P. Huntington, one of the principal builders of the Central Pacific portion of the great Central Pacific/Union Pacific Transcontinental Railroad, was attracted to the Virginia Central Railroad by a committee headed by the company's president, General William C. Wickham. Huntington succeeded Wickham as president in 1869, and began the westward expansion of the rails under the new name of Chesapeake and Ohio.

Various plans to connect the navigable James and Ohio Rivers had been unsuccessful since colonial days. However, an act passed by the West Virginia Legislature regarding stock purchases and the sale of public land provided material aid to the C&O. In 1870, a selection for the western terminus was made when 5,000 acres of farmland was purchased west of Guyandotte, WV. After establishing the location of the extensive rail yards, the remaining land was conveyed to the Central land Company and within two years the city of Huntington was platted.

Construction on the main line from Richmond to Huntington was begun eastward across the Guyandotte River toward Barboursville, through the towns of Milton, Hurricane, Scott Depot, and St. Albans. The line was completed to Charleston by December 4, 1871. The gap between the Ohio River and Norfolk harbor was closed on January 29, 1873, when General Wickham drove the last spike near Hawks Nest, WV.

The first St. Albans Depot was constructed on Fifth Street in 1871, and serviced both passengers and freight along the main line of the C&O Railroad. When it was eventually replaced, the station was used exclusively for freight until a fire destroyed the building in 1910.

When the St. Albans depot opened in 1871, rolling stock, engines, coaches, and freight cars were brought to the river end of 5th Street, and unloaded to establish train service between Charleston and Huntington. For years passengers and freight were unloaded in Charleston and ferried across the Kanawha River, until railway bridges were constructed in 1907.

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St. Albans C&O Depot Kanawha County, WV
Section number 8 Page 3

In 1906, plans were approved by the St. Albans Council and the C&O constructed a new passenger station on Fourth Avenue. This depot originally had a watch tower over the center block with multiple double-hung windows along the four sides. The tower was removed a year later when the station was remodeled. The design of the depot was a combination station to accommodate both passengers and freight. Of frame construction, the central hipped waiting area had two side hipped wings which created a horizontal effect. The station was divided with separate waiting rooms for ladies and the colored (as indicated on the plan), as well as the general public. A covered passage divided the freight or baggage section but this was soon filled in with siding.

Changes in 1907 were spurred by the purchase of the Coal River and Western Railway Company. Over the years five tries were made to open a railroad line up the Coal River, but financial difficulties seemed to plague these attempts. This included the three attempts of Michael P. O'Hern and his heir. The last few proposed charters were opposed by the C&O Railroad Company, which did not want the added competition.

After the purchase of the Coal River line the C&O made improvements all along the main line including St. Albans. The railway constructed a second line to double track the main line. Side tracks were also constructed and a new signal system was installed. This new system used an on-duty operator who switched trains from track to track with a lever system. The signal system was placed in a small building at "C" Street, and the passenger depot was remodeled removing the operators tower from the center portion of the building. The former station was remodeled, making office space for the new Coal River Division personnel. Eventually a tunnel was constructed through College Hill and the track of the old Coal River and Western was moved to ease passage through town and past the new station.

The St. Albans Depot remained an active passenger station through the early 1960s. The station closed about 1963 and remained vacant until the city purchased the land from CSX in 1991. CSX donated the station to the city at that time. The city then agreed to lease the building to the St. Albans Depot Restoration two years later. The depot has been repaired for use as a Railroad Museum. A rail line remains active next to the station and is used by Amtrak.

The St. Albans Chesapeake and Ohio Depot is an example of the popular combination design used by railway companies to accommodate both passengers and freight. The station was constructed as the Chesapeake and Ohio expanded in the Kanawha Valley and opened a new line along the Coal River. It served the community of St. Albans for over fifty years remaining a presence in the town until changes in transportation limited its use.

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St. Albans C&O Depot Kanawha County, WV
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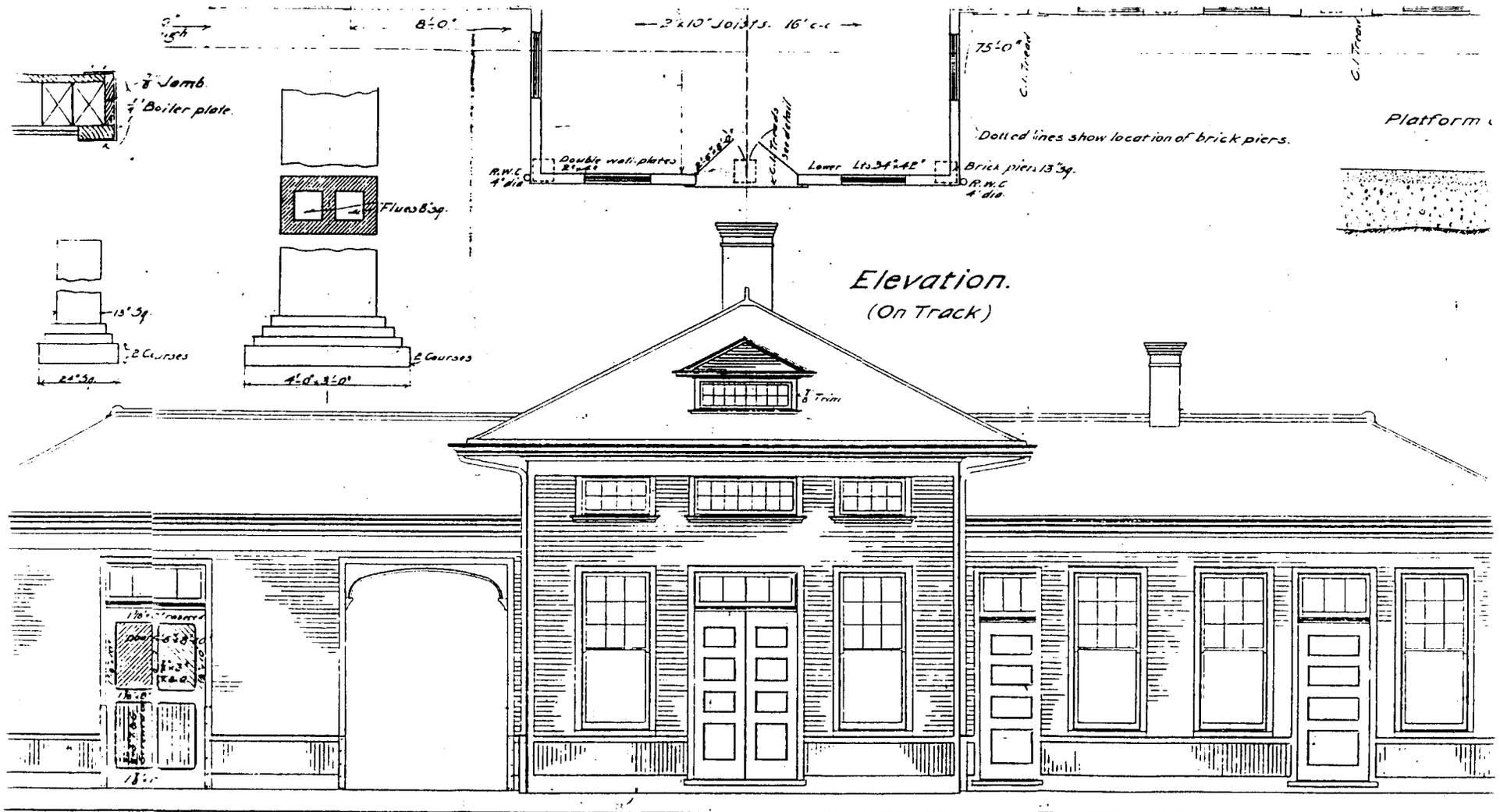
St. Albans C&O Depot Kanawha County, WV
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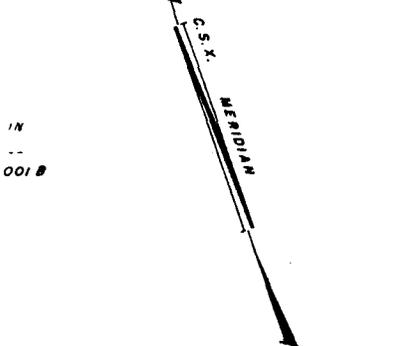
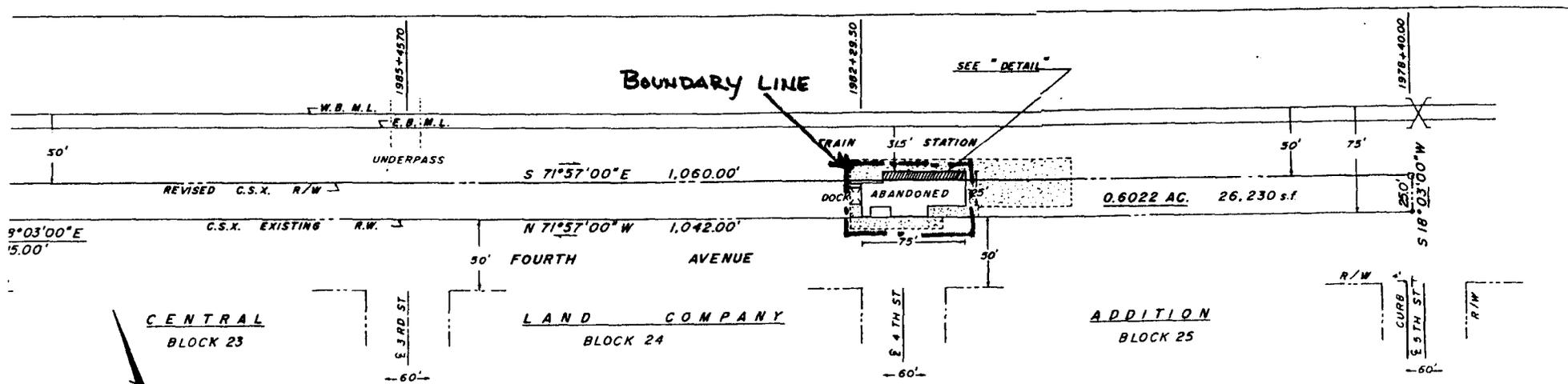
Verbal Boundary Description

A strip of land located on the north side of Fourth Avenue, opposite the intersection of Fourth Street, said strip of land being 50 feet wide and 80 feet long, occupied by station, sidewalk along Fourth Avenue and rear platform adjoining station to the north.

Boundary Justification

This is the property historically associated with the St. Albans C & O Depot and recognized by the attached survey map of June, 20 1992.





- LEGEND**
- O = 5/8" x 18" IRON PIN
 - D = R.R SPIKE
 - = EX R.W.
 - - - = REV. R.W.
 - = C/L TRACK(S)
 - X = PUBLIC X-ING



MAP SHOWING
TRACT SEVERED FROM LANDS
C.S.X. TRANSPORTATION, INC.

SITUATE: NORTH AND ABUTTING FOURTH AVENUE
BETWEEN SECOND AND FIFTH STREETS
CITY AND DISTRICT OF ST. ALBANS
KANAWHA COUNTY W.V.



SURVEY AND MAP *Carl Kinder, Sr.* L.L.S.
CARL KINDER, SR.
ST. ALBANS, W.V.

SOURCE: TRK. & R/W MAP V-II-S90B

DATE: JUNE 20, 1972 - SCALE: 1" = 60'



CHESAPEAKE AND OHIO

COMMERCIAL
REAL ESTATE
W. L. PERRY