

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Tunnelton Railroad Depot

other names/site number N/A

2. Location

street & number Boswell Street ☐ not for publication

city or town Tunnelton ☐ vicinity

state West Virginia code WV county Preston code 077 zip code 26444

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. (☐ See continuation sheet for additional comments.)

William G. Turner  
Signature of certifying official/Title

3/6/96  
Date

State of Federal agency and bureau

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 the property is:

Signature of the 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): \_\_\_\_\_

**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	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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**

N/A

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

Transportation = Rail-related

**Current Functions**

(Enter categories from instructions)

Vacant: Not in use

**7. Description****Architectural Classification**

(Enter categories from instructions)

Late 19th and Early 20th Century  
American Movement/Commercial Style

**Materials**

(Enter categories from instructions)

foundation Concrete  
walls Brick, Stone and Mortar

roof Ceramic Tile

other

**Narrative Description**

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

**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.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more 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 # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

Commerce

Transportation

**Period of Significance**

1912 thru 1968

**Significant Dates**

1912-1913 Period of construction  
May 31, 1968 Last passenger tickets  
sold.

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Builder Baltimore and Ohio Railroad  
Company

**Primary location of additional data:**

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

Name of repository:

Tunnelton Historical Society

Tunnelton Railroad Depot

Preston, West Virginia

Name of Property

County and State

**10. Geographical Data**Acreage of Property .24 Acre**UTM References**

(Place additional UTM references on a continuation sheet.)

1	N W	6 0 8 0 0 0	4 3 6 1 0 0 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

  
☐ See continuation sheet**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 Wayne G. Miller and Gary F. Warnick  
organization Tunnelton Historical Society date August 8, 1995  
street & number Rt. 1 Box 152-B telephone (304) 568-2638  
city or town Tunnelton state WV zip code 26444

**Additional Documentation**

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)

**Property Owner**

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

name Tunnelton Historical Society  
street & number P.O. Box 137 telephone (304) 568-2579  
city or town Tunnelton state WV zip code 26444

**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 Reduction Projects (1024-0018), Washington, DC 20503.

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**National Register of Historic Places  
Continuation Sheet**

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Tunnelton Railroad Depot  
Preston County, West Virginia

**Description**

The Tunnelton Railroad Depot is located between the main line of the CSX Railroad and Boswell Street in Tunnelton, West Virginia. Situated on .24 acres in the middle of the town, the depot is a rectangular one story brick structure. Its longest perimeter extends in an east-west direction, and to its north, lies the CSX Railroad main line running parallel to the building, south lies Boswell Street. (See Map #1)

The Tunnelton Depot is an exceptional example of Early Twentieth Century Railroad Architecture. (See Photo #3) The exterior walls are constructed of brick, stone and mortar, with ornate wood soffit, extended wood fascia, (See Photo #4) and Spanish style ceramic roof tile, topped with large tile caps. (See Photo #5) The architecture and style of this depot shows the importance that the Baltimore and Ohio Railroad once placed in this community. The prominence of the building reflects upon a once prosperous and thriving West Virginia community.

At the present time the depot stands vacant. The depot was used as a passenger station until 1968. At various times the railroad has used the depot for freight, storage and railroad related activities into the 1980'S. Sometime between 1980 and 1990 the CSX Corporation removed approximately a ten foot by twenty four foot section of the ceramic tile roofing resulting in numerous leaks. Damage to tongue and grooved roof sheeting was extensive. (See Photos #3,4&5) In 1994 temporary repairs were made to stop this leaking and damage. Around this same time CSX officials removed the large six light chandelier from the main waiting room. There were five additional small chandeliers in various rooms, we have been able to locate three and they are in the custody of the Tunnelton Historical Society. Eighteen panes of glass were broken by vandals in the two fan shaped windows located in the walls of the vaulted ceiling waiting room. (See Photos #3&6) Names and graffiti are written on the outside walls with chalk. (Shows slightly in photo #1) Almost all basement windows have been broken by vandals or railroad workers placing debris in the window wells. The leaks in the roof have caused extensive damage to the plastered ceilings and interior walls,

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Tunnelton Railroad Depot  
Preston County, West Virginia

Description (continued)

wooden wainscoting on the walls have water damage. Plaster ceilings in the men and womens waiting rooms have fallen down, as well as part of the dropped ceiling in the ticket office. (See Photo #10) A general cleanup was done to the depot and it was discovered that the structural integrity of the building was very good.

Built during the period of 1912 thru 1913 the depot consists of seven rooms. (See Attached Floor Plan) The rectangular building sets in an East-West configuration. The most easternly wing consists of a baggage room eighteen feet by twenty one feet ten inches and a ticket office nine feet ten inches by twenty one feet eight inches covered by a hip roof. (See Photos #1&2) The floor in the baggage room is concretewhile the floor in the ticket office is tongue and grooved wood flooring over concrete. The west wing contained both men and womens restrooms nine feet by ten feet, both restrooms had accompaning waiting rooms the mens being nine feet nine inches by eighteen feet seven inches and the womens being eleven feet one inch by eighteen feet seven inches this area is also covered by a hip roof. (See Photos #8&9) The floor in both restrooms and the mens waiting room are ceramic tile while the floor in the womens waiting room is tongue and grooved wood flooring over concrete. The center section contains the main waiting room and access to the ticket window. The waiting room is twenty four feet seven inches by twenty seven feet ten inches with a vaulted ceiling and fan shaped windows designed into the gabled roof covering the center section. (See Photos #3,6&11) Floor covering in this area are ceramic tile.

There have been few alterations to the depot since its original construction. The ceiling in the ticket office was lowered approximately eighteen inches to eliminate heat loss. This ceiling can be returned to the original height with few problems.

It is noteworthy to mention that approximately one hundred and twenty five feet east of the depot the Baltimore and Ohio Railroad Company also built a freight station. The freight station had its own freight master to handle the volumes of

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Tunnelton Railroad Depot  
Preston County, West Virginia

Description (continued)

freight in and out of the town of Tunnelton. This is stated to indicate the importance of the passenger station and the adjoining freight station in handling freight and passengers for the town of Tunnelton and all of Preston County. The freight station is still being used by the CSX Railroad as a storage area and work station for railroad employees.

Although the depot stands empty and in some disrepair today, it maintains a somewhat majestic appearance in the town of Tunnelton. (See Photo #7) Its existence awakens memories in the minds of many of the citizens of the town. A keen interest has been kindled in a large group of citizens to restore the old depot and keep alive, something of great importance from the past.

Statement of Significance

The Tunnelton Railroad Depot is historically significant for its role as a transportation center which affected the development and growth of Tunnelton and much of Preston County, West Virginia.

Historical Background and Significance

The town of Tunnelton incorporated in 1897 owes its existence to the tunnel from which it was named. The town was built at the eastern end of the tunnel. This tunnel was the longest in North America and one of the greatest engineering triumphs of its time. A second tunnel was built in 1910. Much of the labor force for these tunnels was provided by immigrant workers. Many of these workers are the ancestors of a large number of citizens in the town and the county today.

The largest business in Tunnelton was the Merchant Coal Company, established in 1895. This company grew and eventually paid out more money to its employees than any single enterprise in Preston County. It became one of the leading industries in Northern West Virginia.

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Tunnelton Railroad Depot  
Preston County, West Virginia

Historical Background and Significance (continued)

In 1910 Tunnelton was running neck and neck with Kingwood and Newburg in population. The town put up a claim for the Preston County Courthouse which was built in Kingwood. Tunnelton was the first community in Preston County to have a paved street. The Baltimore and Ohio Railroad Company agreed to build it for the town. There were other businesses in the town other than coal and the railroad. Among those were: carpenter shops, tannery, blacksmith shops, steam grist mill and the first electric plant was operated in Tunnelton. The town also had a bank, hotels, and several general merchandise stores.

The Tunnelton Depot was constructed during the period of 1912 thru 1913 and served as the hub of transportation for passengers and a freight center for the town and much of central and southern end of Preston County. The prosperity of the town and Preston County was reflected by the number of individuals who used the passenger service and the gigantic volume of freight that came into and was sent out of the freight station. In addition to the movement of freight and passengers, a large volume of coal, was shipped into Tunnelton for the Baltimore and Ohio Railroad by the West Virginia Northern Railroad. The West Virginia Northern Railroad was an indepently owned branch that ran ten point seven miles from Kingwood to Tunnelton. This railroad began operating in 1882. (See Photo #7 showing WVNR and CSXR locomotives at Tunnelton Depot) In summary the Tunnelton Depot played a vital role in the daily lives of hundreds of people in Tunnelton and much of Preston County for many years.

Today the Tunnelton Depot stands as a silent reminder of a period of prosperity that was enjoyed by the town of Tunnelton and Preston County. Boswell Street the first paved street in the town no longer is filled with vehicles and people traveling to the depot. Older citizens of the town whose lives were affected by its existance will speak of those "Golden Years" when given the opportunity. They will tell you that there were several factors that lead to present conditions. First of all



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Tunnelton Railroad Depot  
Preston County, West Virginia

## Historical Background and Significance (continued)

the Tunnelton Bank failed in 1927-1928. This failure had a staggering impact on the town. The closure of the Merchant Mine in the mid 1950's dealt another severe blow to the economy of the town and the county.

In addition, periods of prosperity and idleness in the coal industry during the 1950's-1980's provided an unstable economy. It was during these years that the working age population began leaving the county in great numbers and migrated to Ohio, Pennsylvania, Virginia and other areas to find work. The town of Tunnelton and most of the other towns in the county experienced the same economic disaster. The decline of the importance of the railroad and the depot was gradual but consistent. The depot closed its doors to passenger service on May 31, 1968. The handling of freight continued into the 1980's. The West Virginia Northern Railroad stopped hauling coal in the early 1980's as well.

A new interest in the depot and railroad in general has been sparked in the town. The depot is now owned by the Tunnelton Historical Society. This purchase was made by the society from CSX Corporation in 1994. The society has begun to clean up and plan for the restoration of this depot. Of importance also is that the West Virginia Northern Railroad was purchased by James Arnold, their corporate name is Kingwood Northern Railroad, and is presently being operated as a scenic railroad. Plans are being made to make the depot available to tourists as a museum of town, rail and business history. The railroad and the depot have become a focal point which has sparked a reason for a newly found cooperative effort for many citizens in Tunnelton, Kingwood and the county in general.

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Tunnelton Railroad Depot  
Preston County, West Virginia

Bibliography

Garner, W. Scott Industrial and Commercial Growth of Tunnelton.  
Published by W Scott Garner 1903

The Baltimore and Ohio Railroad Company. Daily Report of Sales  
and Closing Number of Local Tickets Aug 1, 1966 thru May 31, 1968  
recorded by R.E. Hunt Ticket Agent

Pamphlet: West Virginia Northern Railroad. Kingwood Northern Inc.  
P.O. Box 424 Kingwood, WV 26537

Simms, Debbie Preston County Journal No. 18 Vol. 109 Kingwood WV  
Aug 18, 1975.

Valuation Forms for Baltimore and Ohio Railroad property located  
in Tunnelton WV. Interstate Commerce Commission Bureau of  
Valuation. Computed by E.C. Graham Jr. Dec 14, 1920

Jacobs, Timothy The History of the Baltimore & Ohio. Published by  
Crescent Books 1989

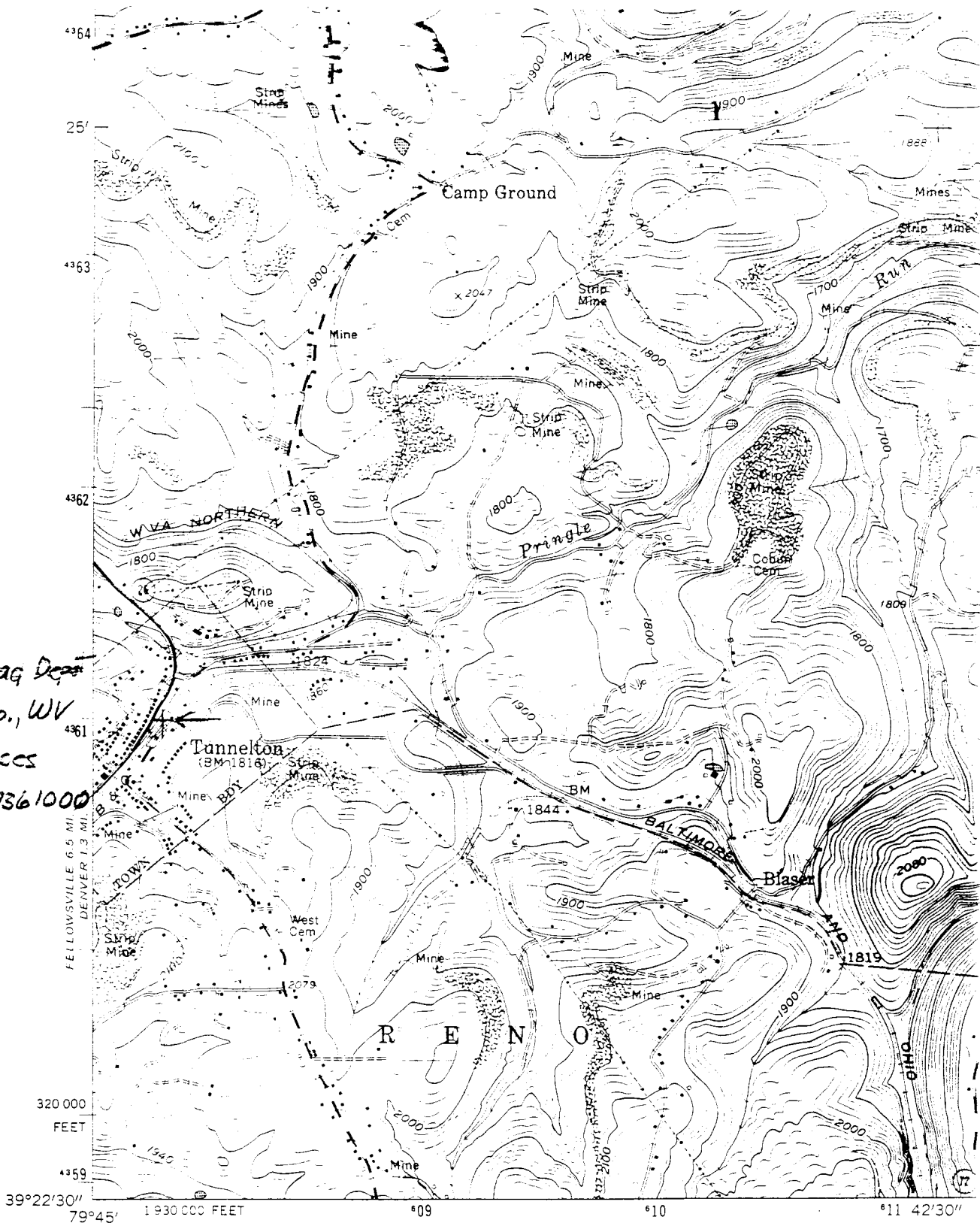
Verbal Boundary Description

This property lies between Boswell Street and the CSX mainline  
tracks. It contains approximately .24 acres located on the north-  
side of Boswell Street and is bounded on the west by a highway  
underpass and on the east by the current CSX work crew building.

Verbal Boundary Justification

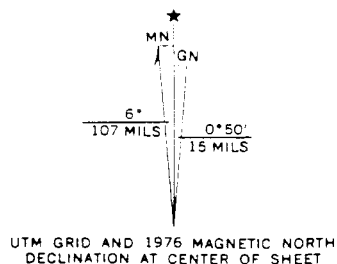
The nominated property includes the depot and its contiguous lot.

Tunnelton Railroad Dep  
 Tunnelton Preston Co., WV  
 UTM References  
 NW/608000/4361000



(FELLOWSVILLE)  
 5662 N SE

Mapped, edited, and published by the Geological Survey  
 Control by USGS and USC&GS  
 Topography from aerial photographs by photogrammetric methods  
 Aerial photographs taken 1957. Field check 1960  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on West Virginia coordinate system,  
 north zone  
 1000-meter Universal Transverse Mercator grid ticks,  
 zone 17, shown in blue  
 Fine red dashed lines indicate selected fence and field lines where  
 generally visible on aerial photographs. This information is unchecked  
 Revisions shown in purple compiled from aerial photographs  
 taken 1976. This information not field checked



## AGENCIES

5063 II SE  
(CUZZART)

