

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Dunlow Norfolk & Western Railway Depot

Other names/site number: Dunlow Depot

Name of related multiple property listing:
N/A

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

2. Location

Street & number: 63 Old Railroad Road

City or town: Dunlow State: WV County: Wayne

Not For Publication: Vicinity:

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 at the following level(s) of significance:

___ national ___ statewide **X** local

Applicable National Register Criteria:

X A ___ B **X** C ___ D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>State or Federal agency/bureau or Tribal Government</p>	
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain:) _____

Signature of the Keeper

Date of Action

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

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

Late Victorian

Other: Folk Victorian

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: wood, Walls: weatherboard, Roof:
tin

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

This Norfolk & Western Railway Depot is located in the geographical heart of Dunlow, indicating its important former role in the development of the community. The depot was constructed in late 1891 and served as Dunlow's transportation hub for four decades. It sits beside what was once the N&W's Twelvepole Line; the tracks were removed in 1933 and the path is now a road for automobile traffic. Described by one surveyor as "Victorian Folk" in design, the depot is a modest, single-story, board and batten structure, one of dozens of similar depots constructed by the N&W throughout southern West Virginia.¹ The exterior retains a great deal of physical integrity, with original wood siding, doors, windows, and chimney. The interior is fairly intact as well, with original floorplan, wood trim, doors, ceiling, and hardwood flooring. A prime example of early railroad architecture in southern West Virginia, the depot possesses a high degree of each of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

¹ Anne Stuart Beckett, "West Virginia Historic Property Inventory Form: N&W Dunlow Depot," Aurora Research Associates, June 26, 2017, West Virginia State Historic Preservation Office.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Narrative Description

Setting

The Dunlow Depot is situated on a small grass field in the center of the unincorporated community of Dunlow. The property is bounded on the north by Dunlow Hill Road and on the west by Old Railroad Road. To the south and east are fields and trees. Further on the east, running through the trees and wrapping around a hill, lies West Virginia Route 152. To the north, on the other side of Dunlow Hill Road, lies an empty field and a single residence. To the west, on the other side of Old Railroad Road, is a smattering of residences and outbuildings. Northwest of the depot is a United States Post Office, the most contemporary structure in the neighborhood. Beyond the buildings and fields, to the north and west, runs Twelvepole Creek. From the 1890s to 1933, the Twelvepole Line of the Norfolk & Western Railway ran through the middle of Dunlow, where Old Railroad Road is today. After the line closed in 1933, the tracks were removed and the railbed was converted into a road for automobile traffic. South of the depot there once stood two wood structures, an outhouse and a storage shed. Each have been removed after collapsing due to deterioration. Dunlow still retains a rural, isolated, quiet setting.

Exterior

The depot is a rectangular, one-story, board and batten, wood frame building, measuring 24 feet by 49 feet. The siding is painted pale yellow and the trim painted maroon. The structure has a side gabled, tin metal roof with a single central dormer on the west side. This roof has wide eaves with scalloped rafter tails. Topping the roof is a brick internal chimney with a corbelled cap. The north and south gable ends, as well as the dormer, have decorative, sawn-wood gable trim. The gable trim on the south side is partially damaged, with the center vertical plank missing. The name "Dunlow" is painted on both gable ends. The foundation originally consisted of sandstone pillars.² Today, the sandstone has either been replaced or supplemented with wood beams and cinderblocks.

The exterior is clad in original vertical wood siding. The north and northwest sides feature four-paneled wood doors with transom windows. A three-sided bay protrudes underneath the dormer on the west side. A freight platform wraps around the southwest, south, and southeast sides of the building. Early photographs indicate that the platform was originally much larger, in order to facilitate the transfer of freight to and from rail cars, but the surviving portion provides a good representation of its original appearance and usage (See Figure 1). Three wood, sliding double doors are present along the platform, with one on the southwest, south, and southeast sides, respectively. Each door opens into the depot's freight room. A small metal tag is affixed above the southwest freight doors, bearing the designation "N-5222-A."

Fenestration consists of ten double-hung wood sash windows. The north and northwest sides each have one six-over-six window, while the northeast side has two. The bay has four four-

² Dickinson, *Last Train to Dunlow*, 33.

Dunlow Norfolk & Western Railway Depot

Wayne, WV

Name of Property

County and State

over-four windows, while the southwest side has two three-over-three windows. All windows appear to be original, although most are covered with plywood. The two windows on the southwest side are protected with metal bars, which appear to be original to the construction.³ The four bay windows and part of one northeast side window are shielded with horizontal metal strips, which may have been added later for protection.

Interior

The interior of the depot consists of four rooms. Each has hardwood flooring. On the north side, there are two passenger waiting rooms, one on the east side, one on the west side. They are connected via a central doorway, and each room has its own exterior door. The central portion of the depot contains the office and ticket booth. It is accessible through doors from both the west waiting room and the freight room. It also has a square window opening into the east waiting room and a semicircle shaped opening into the west waiting room; one or both of these openings were likely used for selling tickets. The west side of the room extends into the bay. On the east side of the room is a stove with a pipe connecting to the chimney. The waiting rooms and office feature tongue and groove wainscoting, and vertical wood paneling on the walls and ceiling. The windows and doorways are lined with moulding trim and corner block rosettes.

The south side of the depot contains the freight room. It is accessible through the southwest, south, and southeast freight doors, as well as a door connecting to the office. All the sliding freight doors are in working condition. Compared to the waiting rooms and office, the freight room is relatively bare given its utilitarian purpose. The wood rafters in the ceiling are exposed. The walls are clad in unpainted, unadorned vertical and horizontal wood planks. Graffiti in the form of various dates and initials are present on parts of the walls.

Integrity

The depot possesses an exceptional degree of integrity. The form, massing, location, and interior floor plan remain the same. The siding, windows, doors, flooring, trim, and chimney are all original. The age of the metal roof is unclear, but if it is a replacement, it remains visually similar to the original. The interior exhibits very few alterations, with no changes in the layout and all the wall paneling and wainscoting intact.

Changes made to the structure have been relatively minor. Some deterioration is evident on the east side eave and rafter tails. Part of the gable trim on the south side is gone. Portions of the ceiling in the office have been removed. Several windowpanes are broken. Metal strips were added overtop the bay windows and a northeast side window at an unknown date. The most significant loss has been the shortening of the freight platform and the replacement of some of its planks due to wood rot. Despite this, what remains of the platform sufficiently conveys its historic appearance and function. Overall, this structure remains an excellent, largely intact example of a standard Norfolk & Western Railway passenger and freight combination station in a rural setting.

³ Dickinson, *Last Train to Dunlow*, 33.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

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.)

- 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 old or achieving significance within the past 50 years

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Areas of Significance

(Enter categories from instructions.)

Criterion A: Transportation

Criterion C: Architecture

Period of Significance

1891-1933

Significant Dates

1891

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

J. H. Millender Lumber Company

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Dunlow Norfolk & Western Railway Depot is eligible for the National Register of Historic Places under *Criterion A: Transportation* and *Criterion C: Architecture*. Constructed in 1891, the facility was one of a series of train depots established along the Norfolk & Western Railway's Twelvepole Line, its first to cross the Ohio River and ship coal from Southern West Virginia to the Midwest. The depot and the N&W were responsible for the development of the Dunlow community. In its early years, the N&W facilitated a brief period of economic flourishing in Dunlow during a short-lived coal boom in the 1890s. For years, the depot also provided a vital transportation link for Dunlow until the gradual adoption of automobiles. While the depot closed and the Twelvepole Line was removed in 1933, the structure remains almost entirely intact, demonstrating a high degree of integrity. It is a rare surviving relic of the N&W's late nineteenth century Twelvepole Line. The depot is also an excellent example of the standard utilitarian design of wood frame combination stations that were widely employed by railroads in smaller and rural communities.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

History

In the years following the Civil War and the creation of West Virginia, outside investors began eyeing the young state and its vast reserves of raw materials for use in the rapidly industrializing economy. To take advantage of the region's natural resources -namely coal and timber- a series of railroads were constructed to facilitate the transportation of these materials out of the rugged, isolated Appalachian Mountains and into national and international markets. The first of these major railroads was the Chesapeake & Ohio, which was built between 1869-1873. It traversed the remote, coal-rich New River Gorge and terminated at the new city of Huntington, along the Ohio River. Other railroads built during the next half century included the Western Maryland, the Coal & Coke, the Kanawha & Michigan, and the Virginian Railway.⁴

The Norfolk & Western Railroad Company (N&W) emerged in 1881 as the result of a merger between several smaller regional railroads. Like other railroad companies, the N&W focused primarily on servicing extraction industries in Appalachia. N&W president Frederick J. Kimball made it a priority to develop new lines into the coalfields of Southern West Virginia and Southwestern Virginia. That decade, the company built several extensions that allowed coal to be shipped from mines around the Virginia-West Virginia border to Norfolk, Virginia on the East Coast. By the late 1880s, the N&W was making plans to build an extension from Bluefield (at

⁴ Thomas Dixon, Jr., "Railroads," *e-WV: The West Virginia Encyclopedia*, August 1, 2016, accessed August 16, 2022, <https://www.wvencyclopedia.org/articles/1972>.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

the Virginia-West Virginia border), traveling northwest to the Ohio River. This would provide a route for the company to ship coal from Southern West Virginia to the American Midwest.⁵

Construction of this new route, dubbed the Ohio Extension, began in December 1890, and was completed by 1893. Frederick Kimball selected a path that followed the Tug Fork River along the Kentucky-West Virginia border for 90 miles, then Twelvepole Creek in Wayne County, West Virginia for 70 miles, then crossed the Ohio River and ran towards Ironton, Ohio. The Ohio Extension proved to be more expensive than anticipated due to the many bridges and tunnels that had to be constructed. Initially estimated at six million dollars, the extension cost the N&W more than eight million. These expenses, combined with a series of external factors (including an economic recession in the mid-1890s) forced the N&W into receivership in 1895. It reorganized a year later as the Norfolk & Western Railway. Despite these issues, the Ohio Extension proved quite profitable for the company. In its first year, the extension carried over 94,000 tons of coal and 167,000 tons of coke.⁶

Wayne County, West Virginia experienced a great deal of growth thanks to the presence of the N&W. The Ohio Extension, referred to in the county as either the Twelvepole Line or the Tadpole Line, followed along Twelvepole Creek, a tributary of the Ohio River which flowed northwards through the heart of the county. In the county's northwestern corner, where an impressive steel bridge ferried the line across the Ohio River, the N&W established the town of Kenova to house some railroad facilities. Other, smaller, settlements sprang up along the line as well, including Lavalette, Fleming, and Dunlow. A land speculating company, the Guyandotte Coal Land Association, was created in 1889 by N&W financier Edward W. Clark and former Confederate cartographer Jedediah Hotchkiss to promote economic development along the line. Hotchkiss played a critical role in selecting the names and locations of many towns, railroad stations, post offices, and coal companies along the Ohio Extension between 1888 and 1895. One of Hotchkiss and the Guyandotte Coal Land Association's major activities was to lease land to local coal mining companies. In Wayne County, this included the Dunlow Coal Company and the Coaldale Mining & Manufacturing Company.⁷

While the N&W's main concern was the transportation of coal, it also offered passenger and local freight services for the communities traversed by the line. To accommodate this part of their business, the company erected dozens of train stations along its lines. The stations varied in size and style, but most were modest wood frame structures. Many were combination stations, dual purpose buildings that could be used both for passenger trains and freight trains. Combination stations often had a passenger section on one side, containing waiting rooms and ticket windows, and a freight side, containing a large open space for the storage and movement of freight to and from railcars. The two sections were separated by an office in the middle. In

⁵ *Through the Coal Fields*, Federal Highway Administration, 2010; Robert L. Frey, "Norfolk & Western Railway," *e-WV: The West Virginia Encyclopedia*, August 1, 2016, accessed August 16, 2022, <https://www.wvencyclopedia.org/articles/1683>.

⁶ *Ibid.*

⁷ Dickinson, *Last Train to Dunlow*, 7-15.

Dunlow Norfolk & Western Railway Depot

Wayne, WV

Name of Property

County and State

Wayne County, the N&W built stations in Kenova, Ceredo, Cyrus, Lavalette, Wayne, Radnor, Dunlow, Genoa, Wilsondale, Crum, Webb, Prichard, and Fort Gay.⁸

In August 1891, the J. H. Millender Lumber Company of Ceredo contracted with the N&W to build three combination stations – one in Beech Fork (Lavalette), one in the Town of Wayne, and one in Dunlow – for \$1,250 each. The N&W gave detailed requirements for every aspect of the stations, including a stipulation that high quality poplar and oak wood be used in the construction. The contract stated that the N&W sought “to secure a first-class station, thoroughly built in every respect, and such only will be accepted.”⁹ Construction of the Dunlow Depot began in September 1891 and was completed that December.

The community of Dunlow, nestled within a bend in Twelvepole Creek in southcentral Wayne County, owes its very existence to the N&W. A small village and post office known as Twelve Pole existed in the vicinity as early as 1857. In 1889, Jedediah Hotchkiss, while selecting the locations of stations for the Twelvepole Line, chose the site for the establishment of a railroad town and gave it the name Dunlow. Hotchkiss visited Dunlow multiple times and occasionally micromanaged its affairs. In correspondence he expressed support for the construction of a schoolhouse and a Presbyterian church (and offered to contribute towards the pastor’s salary), criticized a coal company for operating on Sundays, and appealed to the U.S. Postal Service for more reliable mail delivery to the community.¹⁰ In 1890, Dunlow became the headquarters for the Guyandotte Coal Land Association. From here, Association staff organized land transfers and coordinated the development of railroad facilities, coal mining operations, and other business enterprises in the Twelvepole region. The first train arrived in Dunlow on December 13, 1891, immediately after the N&W depot was completed. The town was formally surveyed and platted in 1892. Maps identified the depot as the focal point of the community, emphasizing the centrality of the railroad to Dunlow.¹¹

For a brief period, Dunlow flourished. By 1892, less than a year after the depot opened, the town’s population was over 200 and thirteen trains passed through daily. Many of these new residents worked for the N&W or coal companies.¹² Various businesses, a school, and a church opened to service the community. In addition to the Guyandotte Coal Land Association, the newly created Irvine Coal Company and Dunlow Coal Company each set up headquarters in town. At least twice, in 1891 and 1895, interested parties floated the idea of making Dunlow the seat of a new proposed county to be carved from the southern half of Wayne. N&W investor Edward W. Clark even offered to pay for the construction of a courthouse in town.¹³ In July 1897, a journalist from the *Charleston Mail* visited Dunlow and declared it to be “one of

⁸ C. Nelson Harris, *Norfolk and Western Railway Stations and Depots*, (Charleston, SC: Arcadia Press, 2009), 11-32; Dickinson, *Last Train to Dunlow*, 1-3.

⁹ Dickinson, *Last Train to Dunlow*, 33-34.

¹⁰ “Jedediah Hotchkiss Letters Relating to Wayne County,” in Dickinson, *Last Train to Dunlow*, 146-163.

¹¹ Robert Thompson, *Pioneers, Rebels, and Wolves: A History of Wayne County* (self-published, 2010), 138; Dickinson, *Last Train to Dunlow*, 75-76.

¹² Thompson, *Pioneers, Rebels, and Wolves*, 138.

¹³ Dickinson, *Last Train to Dunlow*, 75-94; Thompson, *Pioneers, Rebels, and Wolves*, 164; Jack and Kay Dickinson, *Trail of the Powhatan Arrow: The N&W’s Big Sandy Line* (self-published, 2007), 6-7.

Dunlow Norfolk & Western Railway Depot

Wayne, WV

Name of Property

County and State the

busiest as well as the most beautiful towns, along the Norfolk & Western Railway, in Southern West Virginia.”¹⁴ The writer noted the presence of a furniture store, general store, doctor’s office, law office, logging operation, several fraternal organizations, and the seventy-room Hotel Dunlow. The Dunlow station agent, R. K. Currie, was described as “one of the most efficient and popular employees” on the N&W line.¹⁵ Dunlow’s prosperity proved to be short-lived, thanks largely in part to the troubled history of the Twelvepole Line.

Problems with the Twelvepole Line emerged soon after its opening. The line was a single track, meaning that if two trains were traveling on the line in opposite directions, one had to be diverted onto a side line to allow the other train to pass. The winding curves and steep grades of the Twelvepole Line also forced trains to limit their speed, causing bottlenecks.¹⁶ These issues prompted the N&W to construct the Big Sandy Line between 1902 and 1904, bypassing the Twelvepole area. This straighter, faster line ran alongside the Big Sandy River on the far western side of Wayne County. The Big Sandy was originally single track as well. The N&W sent full coal cars westbound on the Big Sandy Line, and empty coal cars returned eastbound on the Twelvepole Line. In 1923-1925, the N&W converted the Big Sandy into a double track line and began using it for both westbound and eastbound coal trains. The Twelvepole was relegated to a branch line, and traffic dropped considerably.¹⁷

Other factors also influenced the decline of the Twelvepole Line. The N&W’s hope for prosperous, local coal companies in southern Wayne County never materialized. While several mines opened in the early 1890s, they were all short-lived. The Dunlow Coal Company, for instance, shuttered in 1894. While ample sources of coal were identified in the area, much of it was too difficult to mine profitably. Most of the coal that did pass through Twelvepole, therefore, was shipped from mines further south and was diverted to the Big Sandy after that line was constructed.¹⁸ A massive fire in late December 1901 destroyed much of Dunlow’s business district, and the town never fully recovered.¹⁹ By 1919, the population had declined to around 75.²⁰ The growing adoption of automobiles deprived the Twelvepole Line of much passenger and local freight traffic. The Great Depression in the early 1930s further diminished economic prospects in the area. By this time, only one passenger train ran daily on the Twelvepole.²¹ Finally, according to one magazine article, the N&W “reached the conclusion that it was high

¹⁴ “Dunlow – An Up-to-Date Town – The Best Business Point in Southern West Virginia,” *Ceredo Advance*, July 14, 1897.

¹⁵ *Ibid.*

¹⁶ Dickinson, *Trail of the Powhatan Arrow*, 4-7.

¹⁷ “Petition Received Here Gives N. & W. Reason For Abandonment Of Old Line,” *Wayne County News*, March 10, 1932; *Interstate Commerce Commission Reports Volume 193: Decisions of the Interstate Commerce Commission of the United States (Finance Reports) April – December 1933* (Washington, D.C.: United States Government Printing Office, 1934), 363-369.

¹⁸ Dickinson, *Trail of the Powhatan Arrow*, 6.

¹⁹ Thompson, *Pioneers, Rebels, and Wolves*, 145.

²⁰ Dickinson, *Last Train to Dunlow*, 93.

²¹ Robert Thompson, *Dirt Floor Poor: The Great Depression in Wayne County, West Virginia* (self-published, 2020), 38

Dunlow Norfolk & Western Railway Depot

Name of Property

Wayne, WV

County and State

time to cut off a drain of useless expense necessary to maintain a service that was no longer needed.”²²

In February 1932, the N&W filed a petition with the U.S. Interstate Commerce Commission to abandon a 54-mile portion of the Twelvepole Line between the towns of Wayne and Lenore. Dunlow sat roughly in the middle. In its application, the N&W reported that traffic had declined from 2,249 cars in 1927 to just 360 in 1931. Average daily passenger numbers fell from 147 in 1927 to 43 in 1931. The company made roughly \$50,000 in revenue from the Twelvepole Line in 1931 and incurred operating expenses of over \$100,000. Finally, it noted that there were no prospects for profitable, long-term coal mining or logging around the line in the foreseeable future. Despite opposition from local residents, the state government, and the Public Service Commission of West Virginia, the Interstate Commerce Commission granted permission for the line to be abandoned. It concluded “In each year since 1927 the cost of operating the branch line has exceeded by a substantial amount the gross revenues to the system from the branch-line traffic... The operation of the line in question is distinctly a burden upon the applicant and upon interstate commerce.”²³

One local historian called the loss of the Twelvepole Line “perhaps the most devastating psychological and economic event to occur in Wayne County during the Great Depression.”²⁴ The final train passed through Dunlow on September 1, 1933. Two days later, work crews hired by the N&W began removing the line’s rails and ties. The dismantlement was completed in December. The N&W also transferred ownership of the empty railbed over to the State Road Commission. In 1934, it was paved and opened for automobile traffic. Portions of the former Twelvepole Line were incorporated into what is now WV Route 152. Others, including the section running past the Dunlow Depot, became side roads.²⁵ The development of highways mitigated Dunlow’s dependence on the N&W, but the town remained small, rural, and largely underdeveloped, a condition that persists today.

The N&W’s many train stations and other facilities along Twelvepole were not removed or demolished with the railroad. Instead, the company sold them to local residents. Many were converted to homes and businesses.²⁶ It is unclear what happened to the Dunlow Depot right after it closed. It is likely that it too became a residence. Locals recalled that a schoolteacher lived in the depot at some point during the mid-1900s.²⁷ By the time the West Virginia Division of Highways surveyed the building in 1995, it was vacant.²⁸ It was still unused during an additional survey conducted in 2017.²⁹

²² “The Last of the ‘Twelve Pole’ Line,” *Norfolk and Western Magazine* 11, no. 11 (November 1933): 406-410.

²³ *Interstate Commerce Commission Reports Volume 193*, 363-369.

²⁴ Thompson, *Dirt Floor Poor*, 54.

²⁵ Thompson, *Dirt Floor Poor*, 54-55, 68-69.

²⁶ “Twelve Pole Line,” *Norfolk and Western Magazine*, 409.

²⁷ Billy Meddings, interview with Steven Cody Straley, July 8, 2022.

²⁸ Michelle Harter, “West Virginia Historic Property Inventory Form: Dunlow Depot,” West Virginia Division of Highways, 1995, West Virginia State Historic Preservation Office.

²⁹ Beckett, “West Virginia Historic Property Inventory Form: N&W Dunlow Depot.”

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

In 2018, the depot was purchased by Billy and Arlene Meddings with the intent of preserving the structure. Changes since then have included the removal of a non-historic barbed wire fence, the clearing of brush, the removal of the outhouse and storage shed remains (after they collapsed due to deterioration), the replacement of rotting wood on the loading platform, and the painting of the exterior.³⁰

Criterion A: Transportation

The Dunlow Norfolk & Western Railway Depot is eligible under *Criterion A: Transportation* for its association with the N&W's Twelvepole Line. The Period of Significance is 1891-1933, the complete lifespan of the line. The Dunlow Depot was one of many stations built along the N&W's first extension from Southern West Virginia into Ohio. Dunlow held added importance as the headquarters of the Guyandotte Coal Land Association, which facilitated the development of coal mines and other enterprises around the Twelvepole Line. The depot and railroad made the creation of Dunlow possible, as it provided regular and reliable transportation in and out of the isolated area in the days before automobiles and highways were common. For a time, the depot served as a vital link to the outside world. On one side of the building, passengers could buy tickets and board trains to various destinations; on the other side, goods could be moved on and off trains using the loading dock and freight room. Many coal, freight, and passenger trains passed through the depot during its four decades of operation. The depot is one of only a handful of known surviving resources from the N&W's Twelvepole Line. Never moved from its original spot, the structure maintains its integrity of location. The continued rural nature of Dunlow and the former Twelvepole Line railbed's current function as a paved road also adequately preserves the site's integrity of setting.

Criterion C: Architecture

The Dunlow Depot is also eligible for *Criterion C: Architecture* as an ideal example of a railroad combination station. The most significant date is 1891, the year that the building was constructed. The Dunlow Depot was just one of several different standard designs that the N&W employed in the construction of train stations along all its lines. They were primarily modest, low, board and batten, wood frame structures. The version employed for the Dunlow Depot was known as Standard Combination Station #2. There were some minor variations; the blueprints in Figure 9, for example, depict a depot with an extra door to the right of the gable bay, and two chimneys rather than one. These depots still maintained a high degree of uniformity, however. The Dunlow Depot has a near identical design to other N&W depots constructed in Ceredo, Crum, Dingess, Keystone, Prichard, Wayne, and Wilsondale, West Virginia; Castlewood, Lowry, and Swords Creek, Virginia; and Lawshe, Ohio. Most of these structures are no longer extant.³¹

Many N&W stations, the Dunlow Depot included, most closely conformed to the Folk Victorian architectural style. Popular in the late nineteenth and early twentieth centuries, this basic style

³⁰ Billy Meddings, interview with Steven Cody Straley, July 8, 2022.

³¹ Harris, *Norfolk and Western Railway Stations and Depots*.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

was characterized primarily by the application of Victorian detailing on simple, wood frame folk buildings. Common features included decorative trim, minor window pediments, brackets under eaves, friezes, and spindlework porch detailing.³² The Dunlow Depot, being designed economically for utilitarian purposes, is quite modest and lacks a more elaborate form and ornamentation. Yet it still possesses some Folk Victorian features such as gable trim and window pediments.

For the sake of efficiency, the Dunlow Depot and many other N&W stations were built to function as combination freight and passenger stations. Good surviving examples of combination stations include two National Register-listed sites in West Virginia: the St. Albans Chesapeake and Ohio Depot and the Marlinton Chesapeake & Ohio Railroad Station and Bunkhouse. Like the Dunlow Depot, the St. Albans and Marlinton facilities are both modest, wood frame structures with separate sections for passengers and freight. The Marlinton station in particular shares many architectural characteristics with the Dunlow Depot, including a gabled, three-sided bay, gable trim, vertical wood siding, and transom windows. Unlike the Dunlow Depot, no portions of the loading dock remain at the Marlinton station.³³

The Dunlow Depot displays a remarkable degree of architectural integrity despite its age. The structure retains almost all of its original features both on the interior and exterior, including the siding, doors, windows, chimney, flooring, wall paneling, and trim. The interior floor plan remains the same. Alterations have been minimal, and while some deterioration is evident, it does not meaningfully impact the integrity. The only substantial change has been with the loading dock, which has been reduced in size and experienced some wood replacement. The replacement materials, however, are sympathetic to the original. While smaller than it once was, the loading dock still visually conveys its historic function. Overall, the depot possesses strong integrity of design, materials, and workmanship.

³² Virginia Savage McAlester, *A Field Guide to American Houses*, 2nd edition (New York, NY: Alfred A. Knopf, Publisher, 2013), 396-405.

³³ Katherine M. Jordan, "National Register of Historic Places Registration Form: St. Albans Chesapeake and Ohio Railroad Depot," April 23, 1997, accessed August 18, 2022, <https://mapwv.gov/shpo/docs/PDFs/NationalRegister/97000785.pdf>; C. E. Turley, "National Register of Historic Places Registration Form: Marlinton Chesapeake & Ohio Railroad Station and Bunkhouse," March 15, 1979, accessed August 18, 2022, <https://mapwv.gov/shpo/docs/PDFs/NationalRegister/79002598.pdf>.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

9. Major Bibliographical References

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Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

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Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

10. Geographical Data

Acreage of Property 0.28

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|--------------|-----------------|-------------------|
| 1. Zone: 17N | Easting: 374346 | Northing: 4209314 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

From the northwest corner of Old Railroad Road and Dunlow Hill Road, extending 200 feet south along Old Railroad Road, then 60 feet east, then 200 feet north to Dunlow Hill Road, then 60 feet west back to the corner of Old Railroad Road and Dunlow Hill Road. Listed as Parcel 6 on Map 16A, Deed Book 727, Page 538.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the property owner's entire parcel and includes the depot as well as the sites of the now-demolished outbuildings.

11. Form Prepared By

name/title: Steven Cody Straley, National Register and Architectural Survey Coordinator
organization: West Virginia State Historic Preservation Office
street & number: 1900 Kanawha Boulevard, East
city or town: Charleston state: WV zip code: 25305
e-mail Cody.Straley@wv.gov
telephone: 304-558-0240
date: October 19, 2022

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Dunlow Norfolk & Western Railway Depot

City or Vicinity: Dunlow

County: Wayne

State: West Virginia

Photographer: Steven Cody Straley

Date Photographed: July 8, 2022

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0001
Exterior, north elevation from road

Photo 2 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0002
Exterior, north elevation

Photo 3 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0003
Exterior, northeast elevation

Photo 4 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0004
Exterior, east elevation

Photo 5 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0005
Foundation, east side

Photo 6 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0006
Roof eave and scalloped rafter tails, east side, south elevation

Photo 7 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0007
Loading dock, east side, north elevation

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

- Photo 8 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0008
Exterior, southeast elevation
- Photo 9 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0009
Exterior, south elevation from road
- Photo 10 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0010
Exterior, south elevation
- Photo 11 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0011
Loading dock, south side, east elevation
- Photo 12 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0012
Exterior, southwest elevation
- Photo 13 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0013
Exterior, west elevation
- Photo 14 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0014
Barred window, west side, south of freight door
- Photo 15 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0015
Barred window, west side, north of freight door
- Photo 16 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0016
Metal tag labeled "N-5222-A" above freight door, west side
- Photo 17 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0017
Bay, west elevation
- Photo 18 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0018
Foundation, northwest side
- Photo 19 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0019
Exterior, northwest elevation
- Photo 20 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0020
Chimney, northwest elevation
- Photo 21 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0021
Interior, northeast waiting room, north elevation
- Photo 22 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0022
Interior, northwest waiting room, southeast elevation

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

- Photo 23 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0023
Interior, northwest waiting room, northeast elevation
- Photo 24 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0024
Interior, office, east elevation
- Photo 25 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0025
Interior, office ceiling
- Photo 26 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0026
Interior, office, west elevation
- Photo 27 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0027
Interior, office ticket window, west elevation
- Photo 28 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0028
Interior, view of northwest waiting room and office through freight
room door, south elevation
- Photo 29 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0029
Interior, freight room, northeast elevation
- Photo 30 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0030
Interior, freight room, west elevation
- Photo 31 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0031
Interior, freight room wall graffiti, west elevation
- Photo 32 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0032
Interior, freight room, north elevation
- Photo 33 of 33: WV_Wayne County_Dunlow N&W Railway Depot_0033
Interior, door connecting freight room to office, southeast elevation



DUNLOW

HIGH-SPEED
INTERNET
740.552.6906

DUNLOW





DUNLOW









DUNLOW





DUNLOW



DUNLOW





DUNLOW







N-5222-A







DUNLOW























BW
911
2

NOTICE

LUBRICANTS

V.P.R.

5-10-97
Ryan

Circleville

R

H.L. Prince

"Shorty"

Albat.

5/11/97

B.W.S.

9/11/97

22

90

Disc. M.S.

90

90





Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

Figure Log

- Figure 1 of 9: Dunlow Depot, circa 1910
- Figure 2 of 9: Dunlow, 1932
- Figure 3 of 9: Plat map of Dunlow, 1892
- Figure 4 of 9: Map of N&W Twelvepole Line and Big Sandy Line, 1930
- Figure 5 of 9: Dunlow Depot Site Plan
- Figure 6 of 9: Dunlow Depot Floor Plan
- Figure 7 of 9: USGS Map
- Figure 8 of 9: Satellite Map
- Figure 9 of 9: Blueprint of N&W Standard Combination Station No. 2, 1896

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State



Figure 1 Dunlow Depot circa 1910. Image courtesy of Jack Dickinson.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State



Figure 2 Dunlow in 1932. The depot can be seen in the center. Image courtesy of Jack Dickinson.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

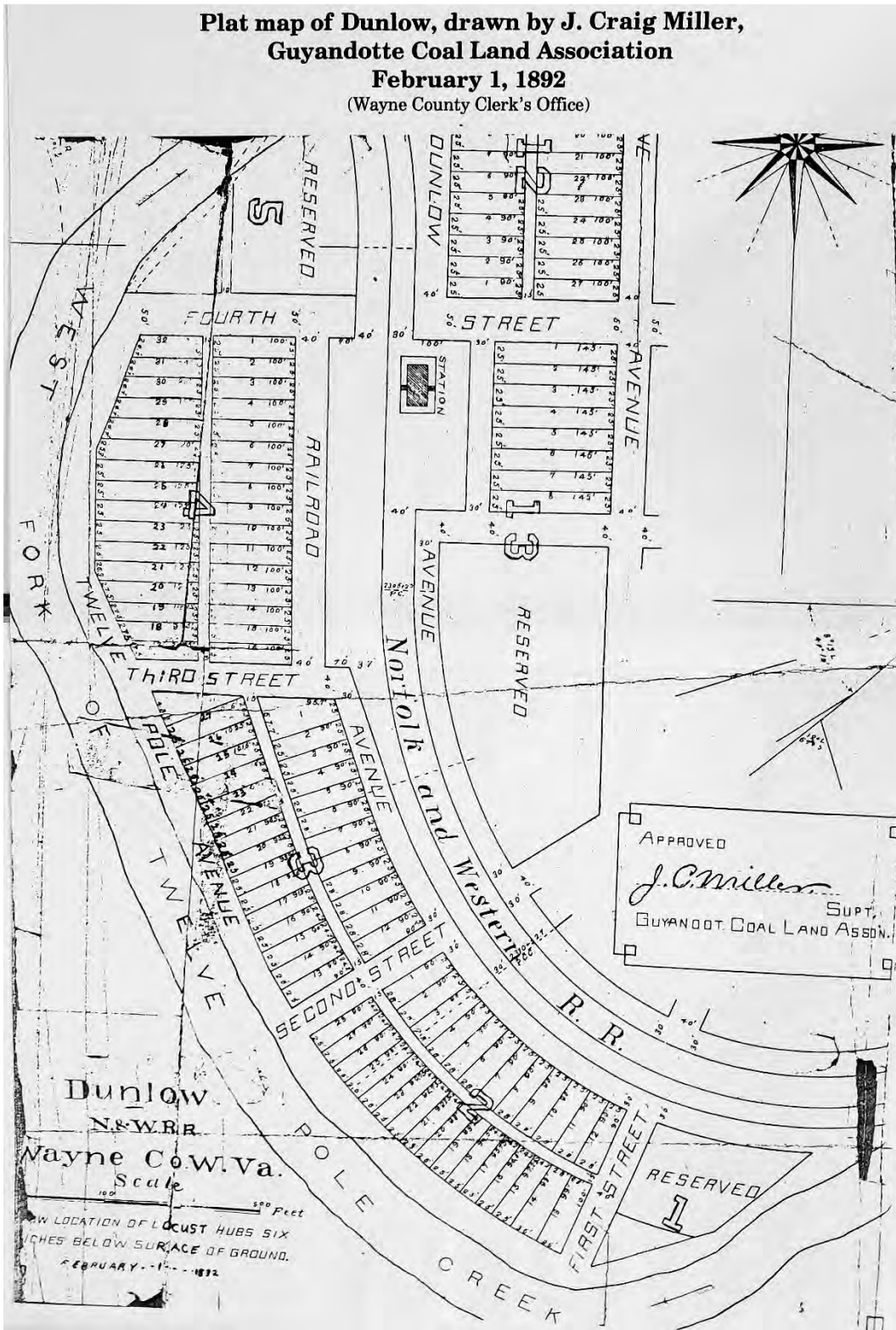


Figure 3 Plat map of Dunlow, with depot and railroad in center, 1892.
Image courtesy of Jack Dickinson.

Dunlow Norfolk & Western Railway Depot
Name of Property

Wayne, WV
County and State

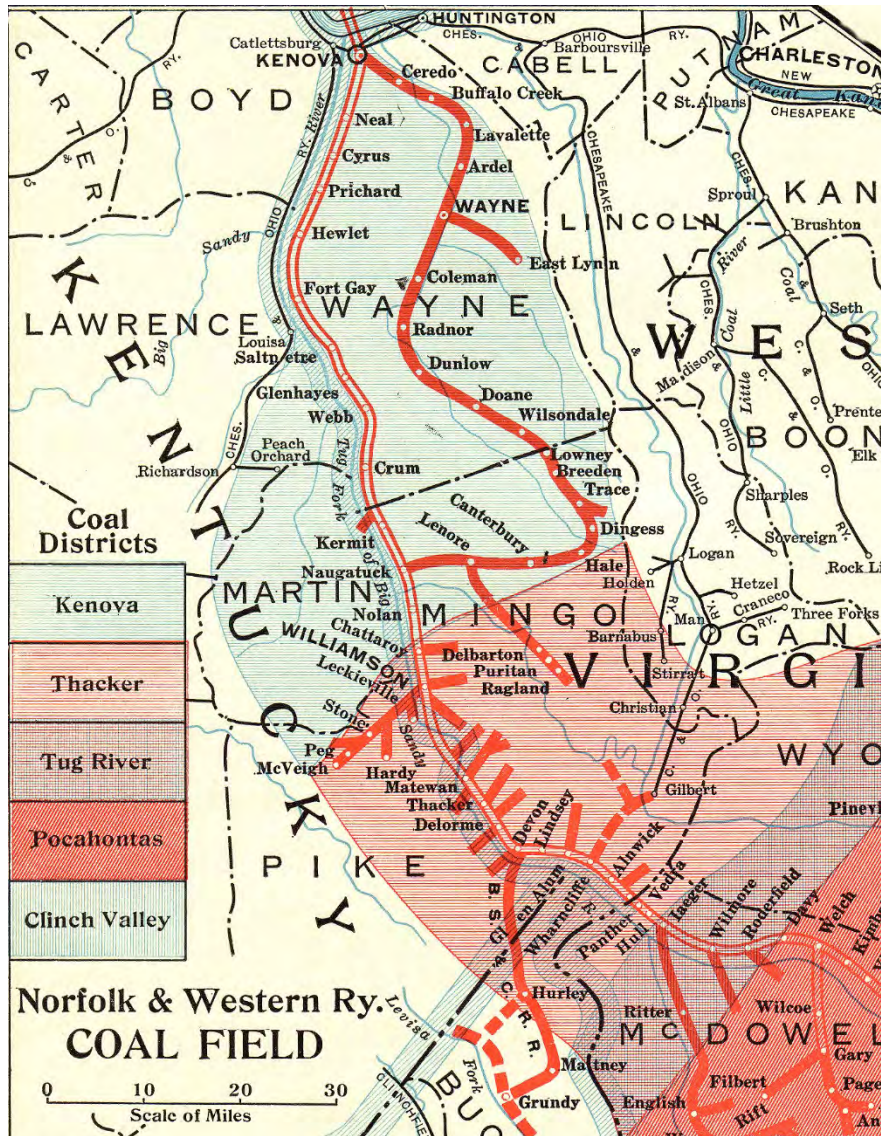


Figure 4 Map of the N&W Railroad in Wayne County, showing the Twelvepole Line and Big Sandy Line, 1930. Image courtesy of Jack Dickinson.

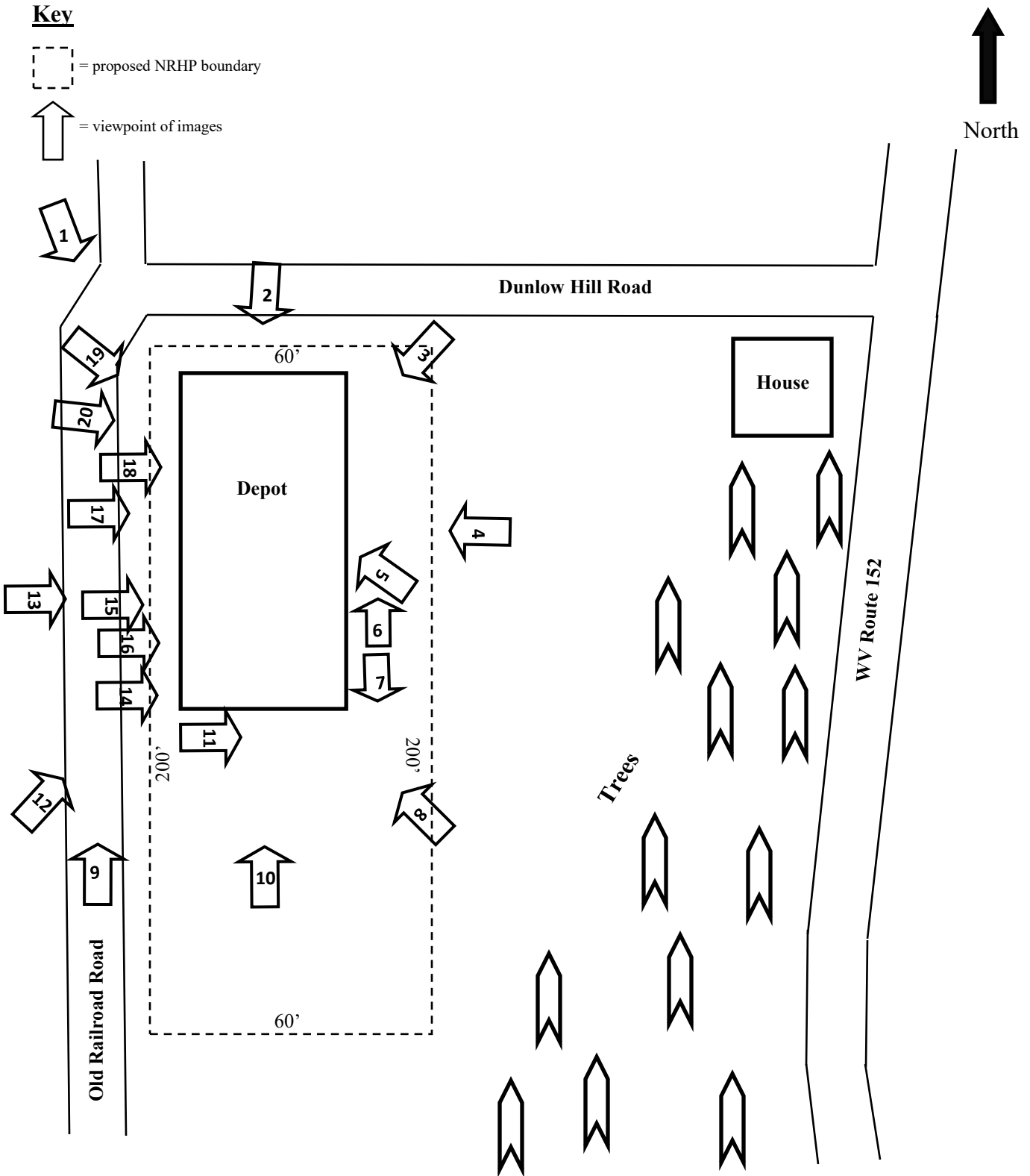


Figure 5
 Dunlow Norfolk & Western Railway Depot
 63 Old Railroad Road, Dunlow, Wayne County, West Virginia
 Site Plan

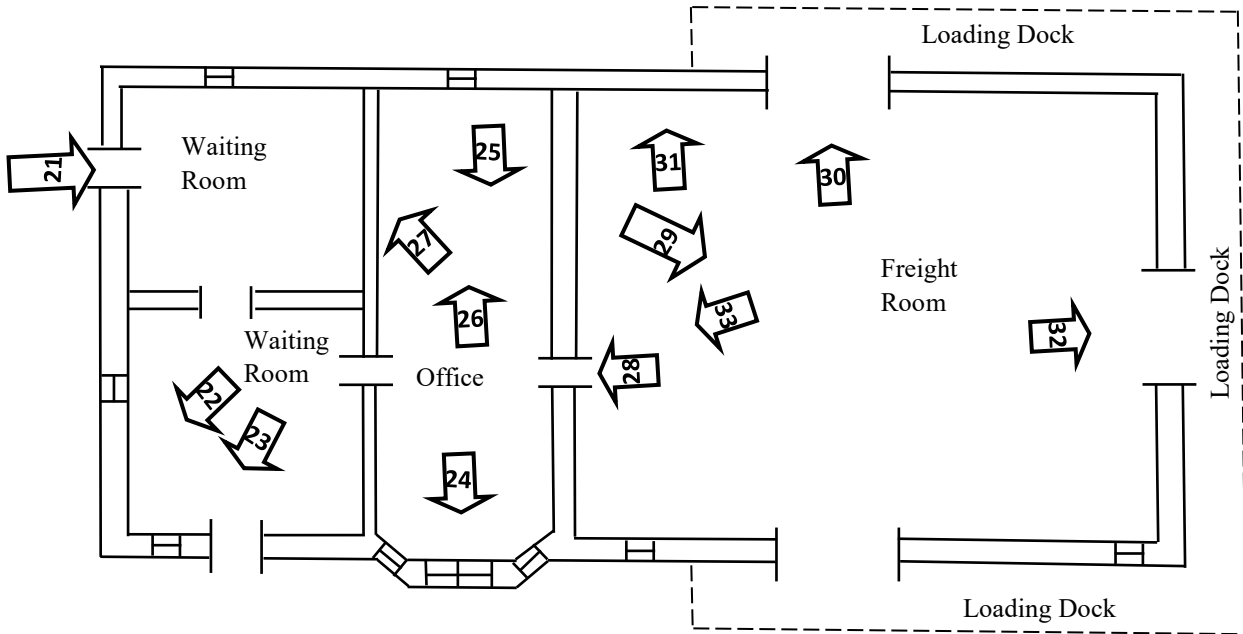
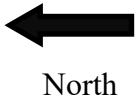
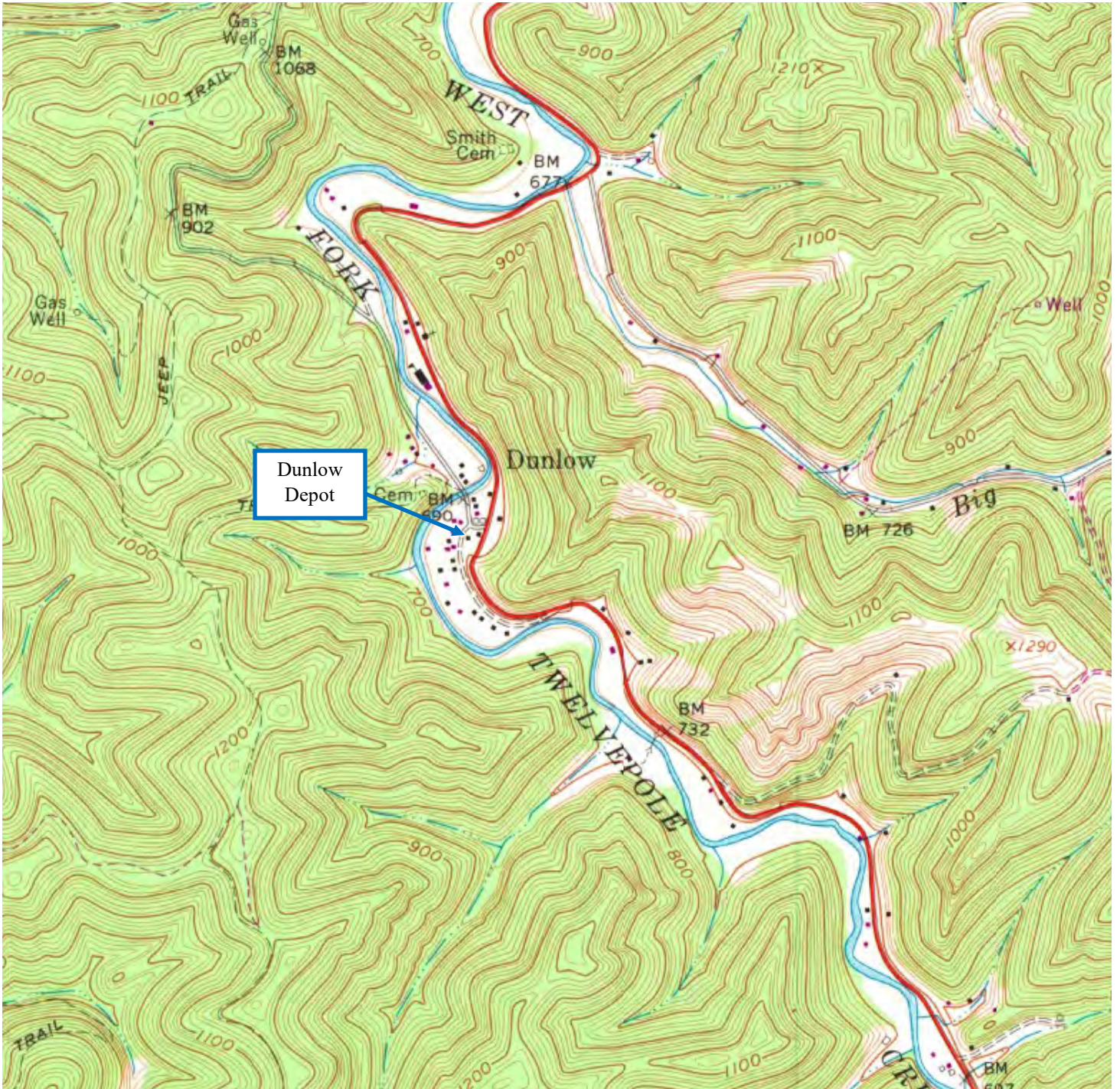


Figure 6
Dunlow Norfolk & Western Railway Depot
63 Old Railroad Road, Dunlow, Wayne County, West Virginia
Floor Plan
Not to Scale

Figure 7



**Radnor Quadrangle 1989
West Virginia—Wayne Co.
7.5 Minute Series (Topographic)
SW/4 Wayne 15' Quadrangle
United States Geological Survey**

**UTM Zone 17N
Easting: 374346
Northing: 4209314**



Figure 8



October 19, 2022

1:2,257

0 0.01 0.03 0.06 mi

Dunlow, WV Satellite Map

Notes:

WVSHPO

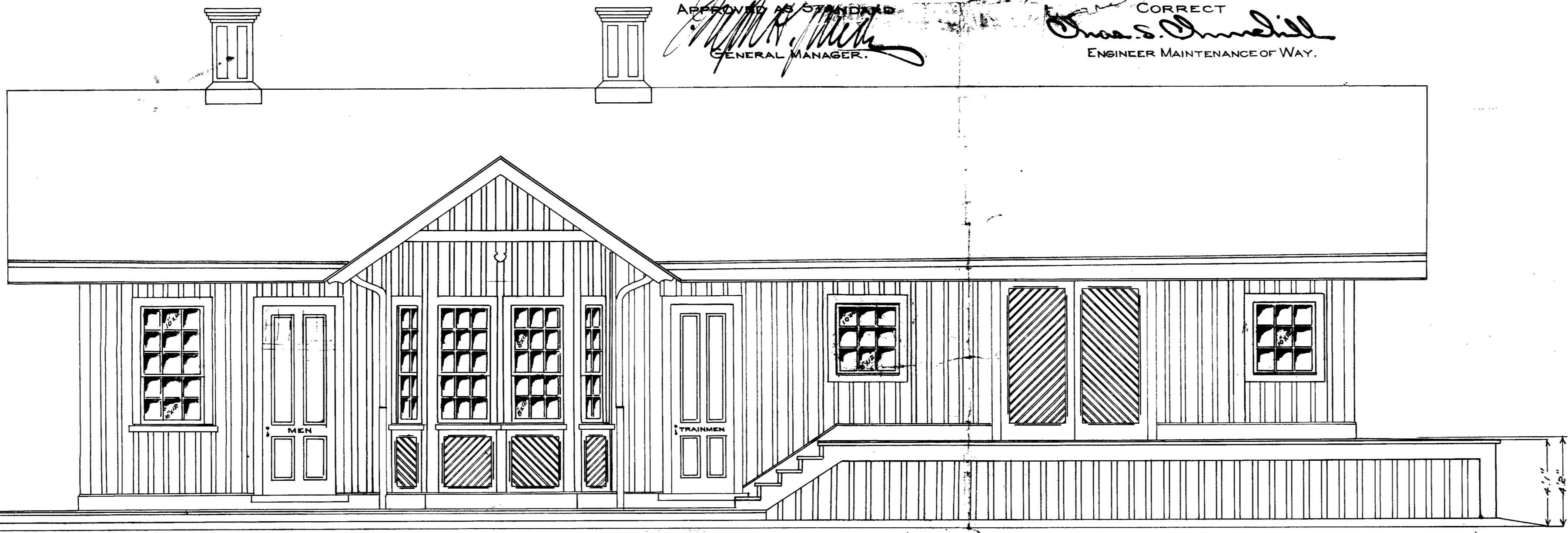
Accessed 10/19/2022

SHE. 1

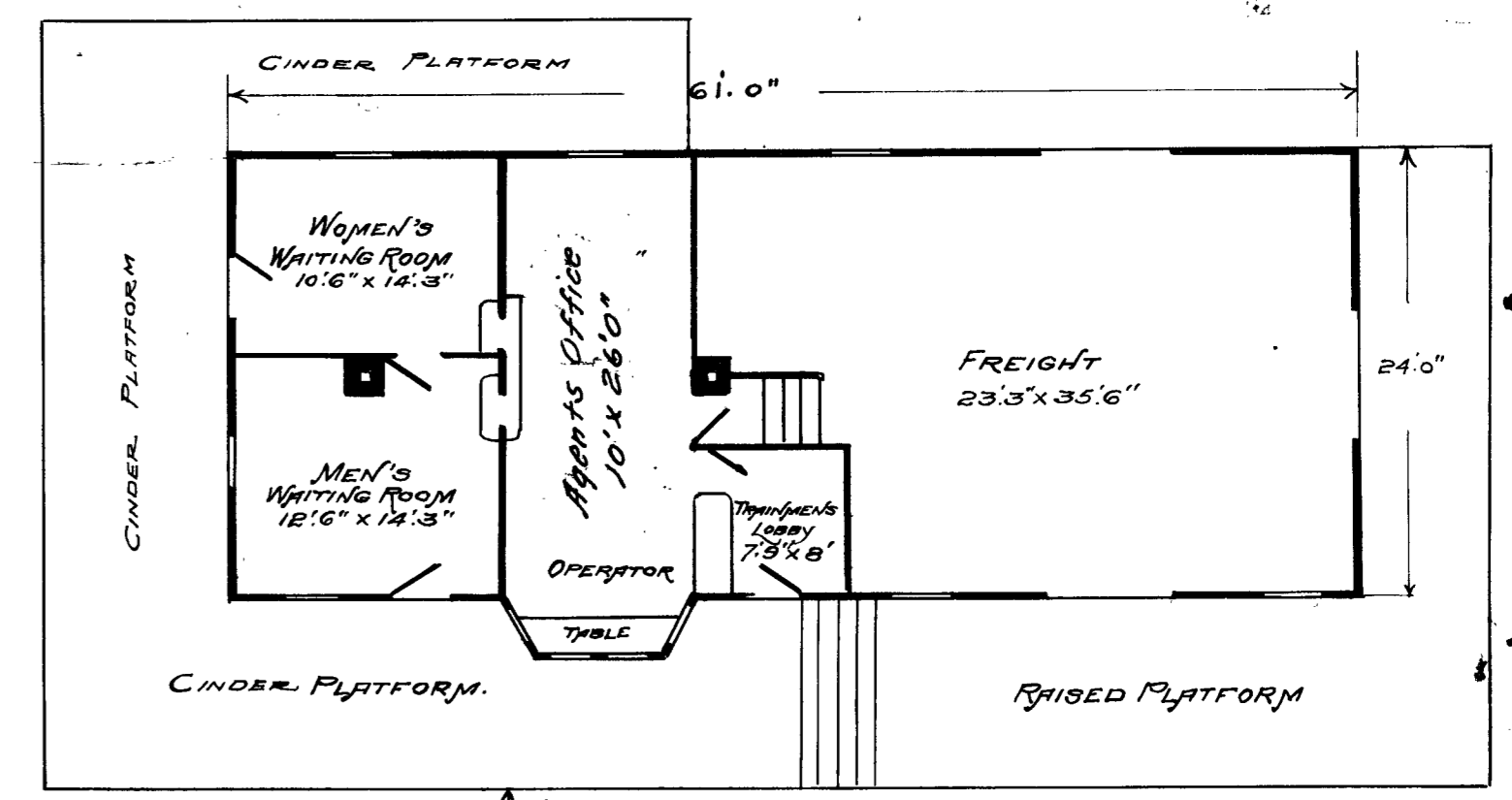
APPROVED AS STANDARD
[Signature]
GENERAL MANAGER.

CORRECT
[Signature]
ENGINEER MAINTENANCE OF WAY.

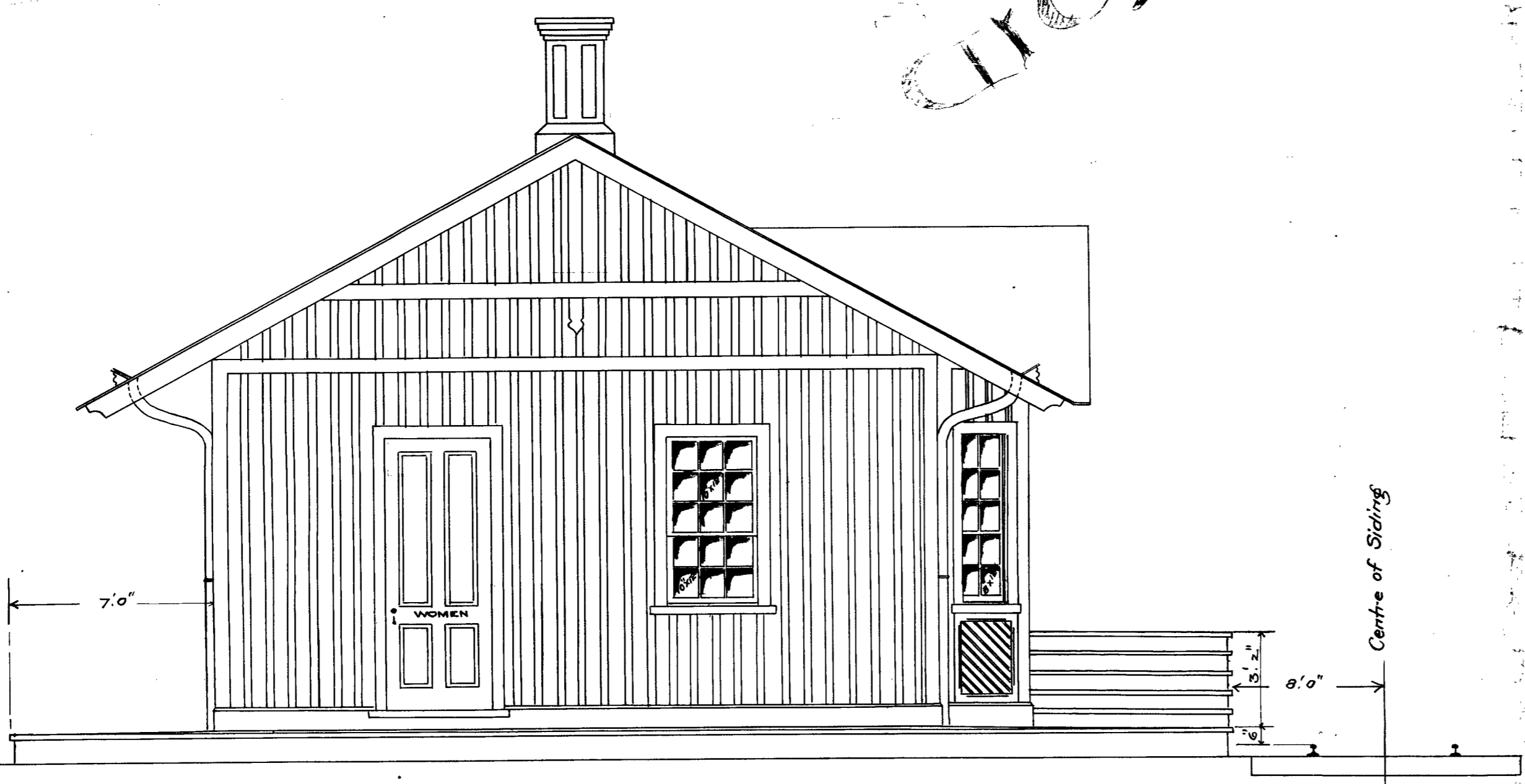
to suit the requirements at different places.
Station may be reversed if required.



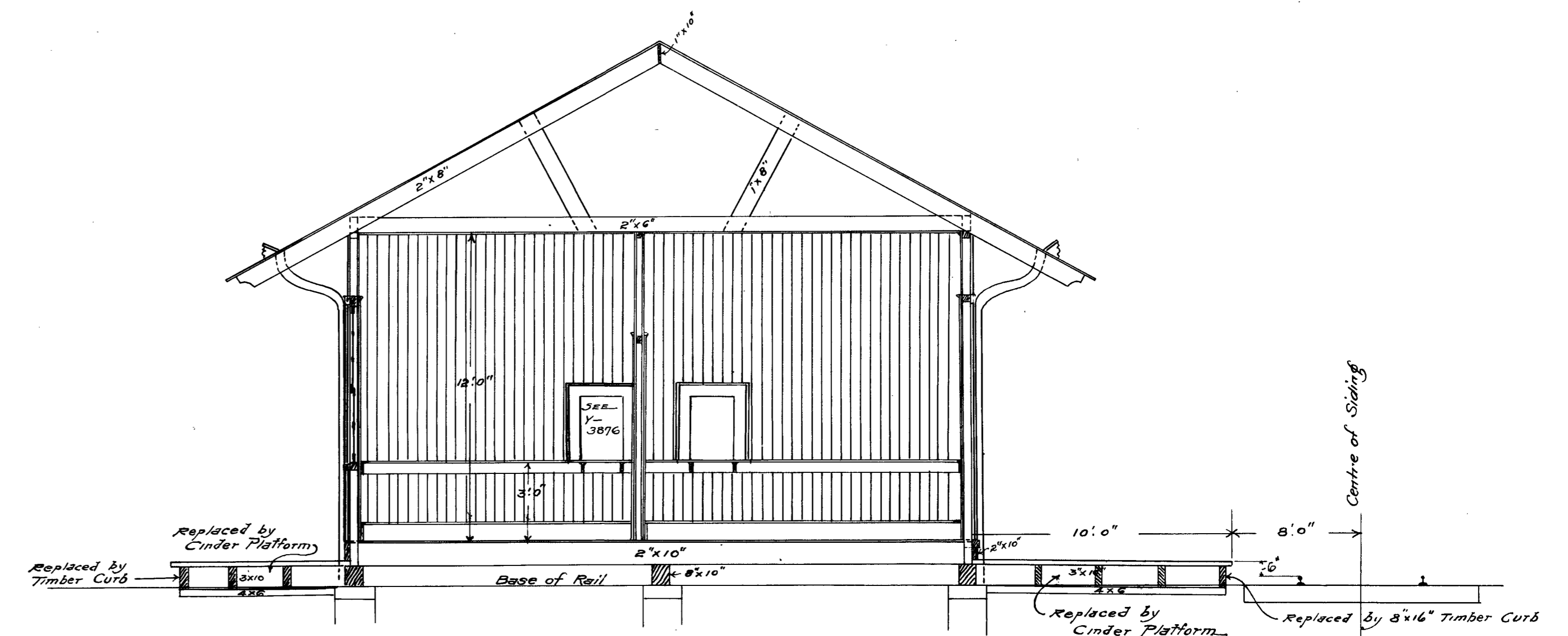
FRONT ELEVATION



PLAN
10' = 1"



END ELEVATION



SECTION THROUGH WAITING ROOM

Figure 9

N&W Standard Combination Station #2
Courtesy of Norfolk & Western Historical Society
Collection #HS-D10649

