NPS Form 10-900
(3-82)

OMB No. 1024-0018
Exp. 10-31-84

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Philippi B&O Railroad Station

and/or common Barbour County Historical Society Museum

2. Location

street & number 146 North Main Street ___ not for publication

city, town Philippi ___ vicinity of

state West Virginia code 54 county Barbour code 001

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	X museum
_X_ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	N/A in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_X_ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name City of Philippi

street & number 110 North Main Street

city, town Philippi ___ vicinity of state West Virginia

5. Location of Legal Description

courthouse, registry of deeds, etc. Barbour County Court House

street & number 2 North Main Street

city, town Philippi state West Virginia

6. Representation in Existing Surveys

title N/A has this property been determined eligible? ___ yes X no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	X altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Philippi B&O Railroad Station is located in the center of Philippi at the intersection of U.S. Route 250 (Main Street) with the B&O tracks; its west elevation faces the Tygart Valley River and the famous two-laned Philippi Covered Bridge. The high visibility and prominent siting of the building invest it with a special status among buildings of the community.

Built in 1911, the Philippi station is the largest and most substantial depot in Barbour County. The Mission-style building is one and one-half stories high and is constructed of pressed buff brick over a reinforced concrete foundation. Measuring 81 feet in length and 26 feet in width, the rectangular hipped-roof structure features large arcuated openings on both the east and west elevations that are sheltered beneath deep overhanging eaves (about 5 feet in depth) embellished with massive solid bracketwork (resembling rafter ends). The roof of the depot provides major references to the Mission Style with interior parapets of curvilinear design rising above the broad planes of the roof surfaces. Centrally placed between the parapets on both the west and east faces of the roof is a gabled dormer, also designed with curvilinear parapets in the Spanish manner. Each dormer face is centered with a round window. The entire building is finished with light contrasting stone trim. Adding Mission style elements of design to the composition is an exterior dado, battered in profile, and parged to provide a smooth contrast to the brick surfaces of the superstructure. The roof surfaces were originally covered with red tile, another Spanish stylistic reference; the roofing material was described in the February 16, 1911, issue of the Barbour Democrat as a "Madrid style" Ludowici-Celadon tile.

Principal interior room arrangements include a general waiting room 22x24 feet and men's and ladies' lounges each measuring 10x18 feet. The freight room, or baggage room, as it was originally described, is 26x14 feet and is floored in square wooden blocks that were once set in "asphaltum." Finish work throughout the train station is of oak.

In 1979 the City of Philippi purchased the railroad station from the B&O and restoration work began in 1981 largely through the efforts of the Barbour County Historical Society. Much of the work was completed by 1985, a point at which the Society opened the building as a museum to interpret local history. Restoration of the original tile roof is currently planned. Other preservation work is to begin in the summer of 1986 on interior finish which sustained damage resulting from catastrophic floods which struck central West Virginia in early November, 1985.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	X commerce	___ exploration/settlement	___ philosophy	X transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1911 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Philippi B&O Railroad Station is significant because it is a well-preserved example of Mission-style architecture in central West Virginia. This architectural revival style is rare in central West Virginia and is nearly absent from the repertoire of railroad depot architecture of West Virginia. The station derives additional significance for the role it has played in the commercial and transportation developments of Barbour County, West Virginia.

Though not a monumental building in the town of Philippi, seat of Barbour County, the Philippi B&O Railroad Station is a handsome local example of Mission-style architecture in north-central West Virginia. The Mission-style, popular in the United States from about 1890 to 1920, is characteristic of buildings having arcuated openings, tan-buff-brown colorations, broad eaves with exposed rafter ends, and parapets terminating in curvilinear forms. The Philippi building exhibits many of the standard elements of the style, including the red tile roof universal to the American Mission-style idiom. According to Gary Schlerf, Vice President of the Baltimore and Ohio Railroad Historical Society, "The architectural style of the structure is identified as Mission or Mexican and is rare in West Virginia. Perhaps only one other station of that design was built in West Virginia (at Mannington)."

Completion of the Philippi B&O Railroad Station in 1911 was the culmination of company and community efforts to service the needs of the Tygart River Valley and to provide commercial advantages to local burgeoning business intersests. Mr. Lars Byrne, a Barbour County publisher sho is writing a history of railroading in the Tygart Valley, observes that "the railroad opened up an otherwise local market of cattle, lumber, and coal to America as a whole. Before World War II, the railroad was the most expeditious and efficient means of travel between Philippi and rural Barbour County and other areas of the state and nation."

In 1882 the building of the first railroad from Grafton to Philippi began. It was known as the Grafton and Greenbrier line. Building the road was slow and arduous. On January 1, 1884 the track, a narrow gauge, was completed to Philippi and an ox roast was held -- a free lunch was served on the court square. A silver spike was driven into the tie just north of where the concrete bridge now stands. On January 25, 1884 at 11 o'clock, the first train arrived. Another free dinner was served.

A small freight station was built at the turn-table which was just across from where Southern States now stands. A little later the road was extended to the spot where the passenger station was built. In order to turn, the train backed down to the turn-table. We do not have the exact year that the first station was built, but it was between 1881 and 1891. A second wood station was built between 1891 and 1911.

For three years the road ran only to Philippi. Then in 1887 the road was extended to Belington. It continued to run on a narrow gauge until 1891 when the B&O bought the road and make it a standard gauge. Extentions were made from time to time. By 1920 there had been a great expansion of railroad service -- six passenger trains a day went through Philippi including trains between Pittsburgh and Charleston.

In January 1911 the present station, now known as the Museum, was built. It was substantial and of the Mission architectural style. The interior was designed with a spacious waiting room, men's and women's waiting rooms with toilets, a ticket office, a small supply room, express room with floor made of wood blocks resembling large bricks, a small basement with furnace, red tile floor, and perhaps one would say, a sophisticated atmosphere.

By 1956 service on the railroad had dwindled to one passenger train each way per day, consisting of baggage and mail car, and one passenger car. Even this failed to make its way, and train service was completely discontinued. Now coal trains are all that move through Philippi. The whistling of the passenger trains is only in the memories of townspeople.

After 1956 the B&O used the station as a workshop. The building deteriorated seriously. In 1979 the City of Philippi purchased the building and grounds for $75,000. The historical society then leased the building for an "indefinite" period. From 1981 until June 1985 the society worked on raising funds and restoring the building, spending over $100,000. It was dedicated on June 3, 1985, for the people of Philippi and Barbour County.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property one half acre

Quadrangle name Philippi, W.Va. Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	17	582680	4334010
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name/title Barbour County Historical Society; Mrs. Hu C. Myers (edited and Re-written by Rodney Collins)

organization date November 25, 1985

street & number 146 North Main Street telephone 304-457-1383

city or town Philippi state West Virginia 26416

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state _X_ 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 State Historic Preservation Officer date March 26, 1986

For NPS use only

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

date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 894-785

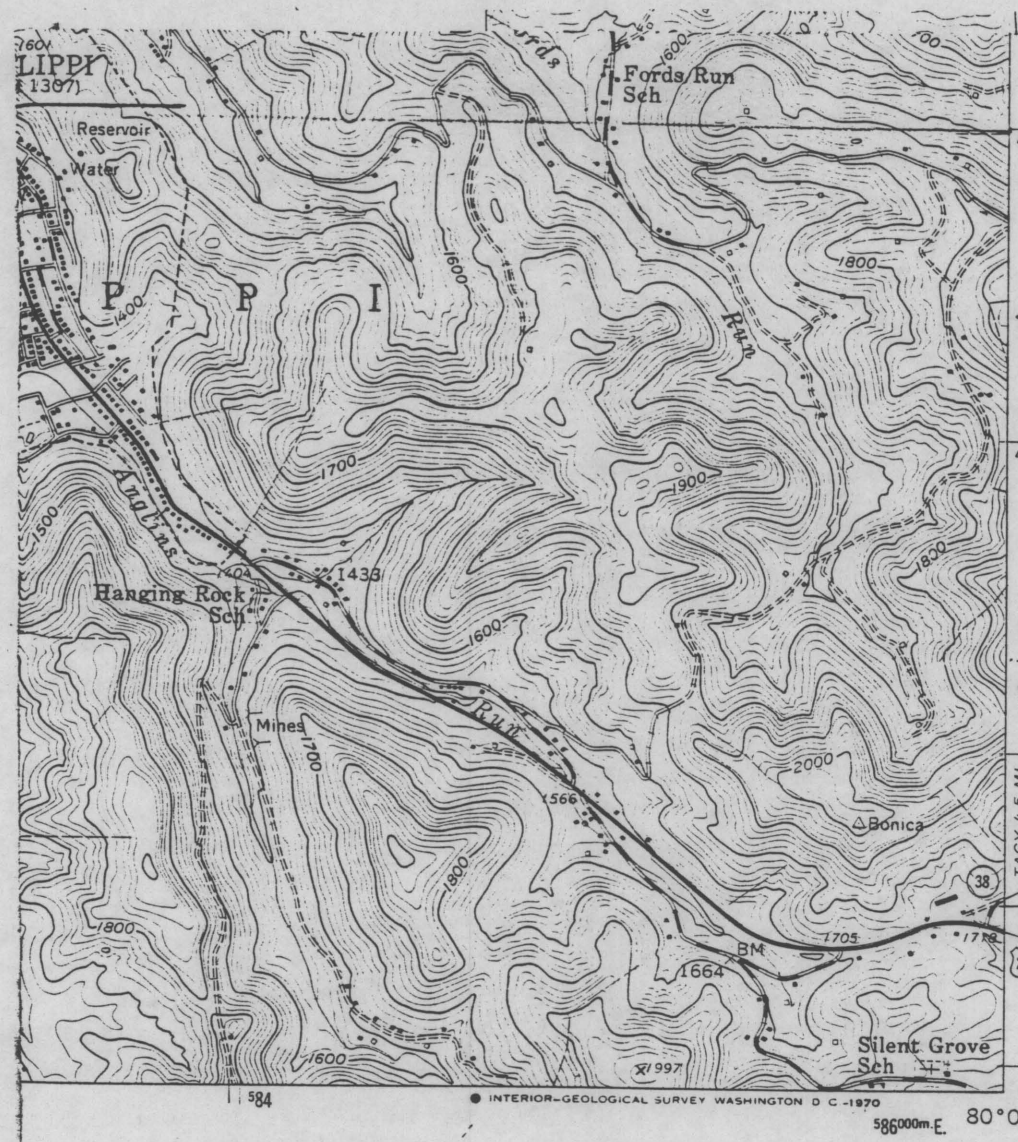
Bibliographical References

(1) "Philippi's New Station," Barbour Democrat, February 9, 1911, p.1
(2) "Comfortable and Convenient," Barbour Democrat, February 16, 1911, p.1
(3) "Baltimore & Ohio Railroad, Schedule Effective November 7, 1911," Barbour Democrat, February 9, 1911
(4) "Grafton and Greenbrier R.R., "Barbour County Historical Society, Barbour County: Another Look (1979), p.27
(5) "Barbour County Railroads, 1875-1920," (map), Barbour County Historical Society, Barbour County: Another Look (1979), p.28
(6) Fairmont Newspapers (Unidentified), February, 1911.

Oral History References:

(1) Otis Zirkle, Barbour County Historical Society
(2) Lars Byrne, Vice President
Barbour Publishing Co., Inc., Philippi, WV
Researcher and pending author of "The History of the Railroad and its Impact on the Tygart Valley."
(3) Gary Schlerf, Vice President
Baltimore & Ohio Historical Society,
Baltimore, Maryland

BEGINNING at a point on the northerly right-of-way of Main Street, N 88°15' E, 19.5 feet from a point on the centerline of the main track, being 18.0 feet easterly and radially from said centerline; thence, northwesterly with a curve to the right, concentric with and 18 feet from said centerline a distance of 220.73 feet, the chord of which bears N 21°09'54" W, 218.97 feet to a point corner to the lot of Gary Lee Knotts; thence, with Knotts N 61°55' E, 18.1 feet to a point on the northwest corner of a lot of Michael Simpson; thence, with Simpson and another lot of said Knotts S 39°50' E, 106.4 feet to a point; thence, continuing with Knotts and a lot of Larry C. and Diana H. Poe, N 62°54' E, 130.7 feet to a point on the southwesterly right-of-way of Bosworth Street; thence, with said right-of-way S 40°00' E, 35.9 feet to a point at the northwest corner of a lot of Mary Logsdon; thence, with Logsdon and Calvin Nestor, S 62°54' W, 141.9 feet to a point; thence, continuing with said Nestor and Craig Booth, S 21°55' E, 104.2 feet to a point on the northerly right-of-way of said Main Street; thence, with said right-of-way, S 88°15' W, 57.1 feet to the point of BEGINNING, containing 16,905 square feet, more or less, as surveyed by J.M. Fogg, L.L.S. 70, September 17, 1979. (Barbour County Deed Book 282, pp. 99-100.)



PHILIPPI B & O
RAILROAD STATION
MAIN ST. & U.S. RT.
250
PHILIPPI, BARBOUR
CO., W.VA.

UTM:
17/582680/4334010

ROAD CLASSIFICATION

Heavy-duty
Medium-duty
Light-duty
Unimproved dirt
U. S. Route
State Route

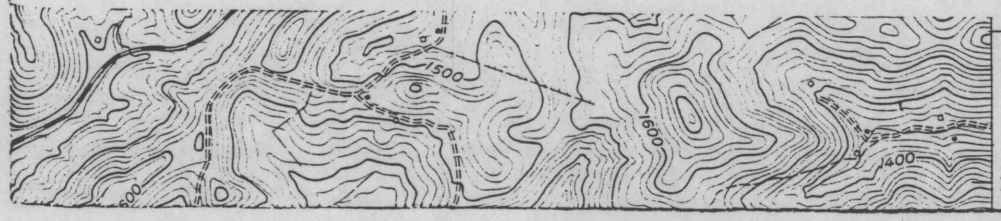
(BELINGTON 1:62500)
5062 III

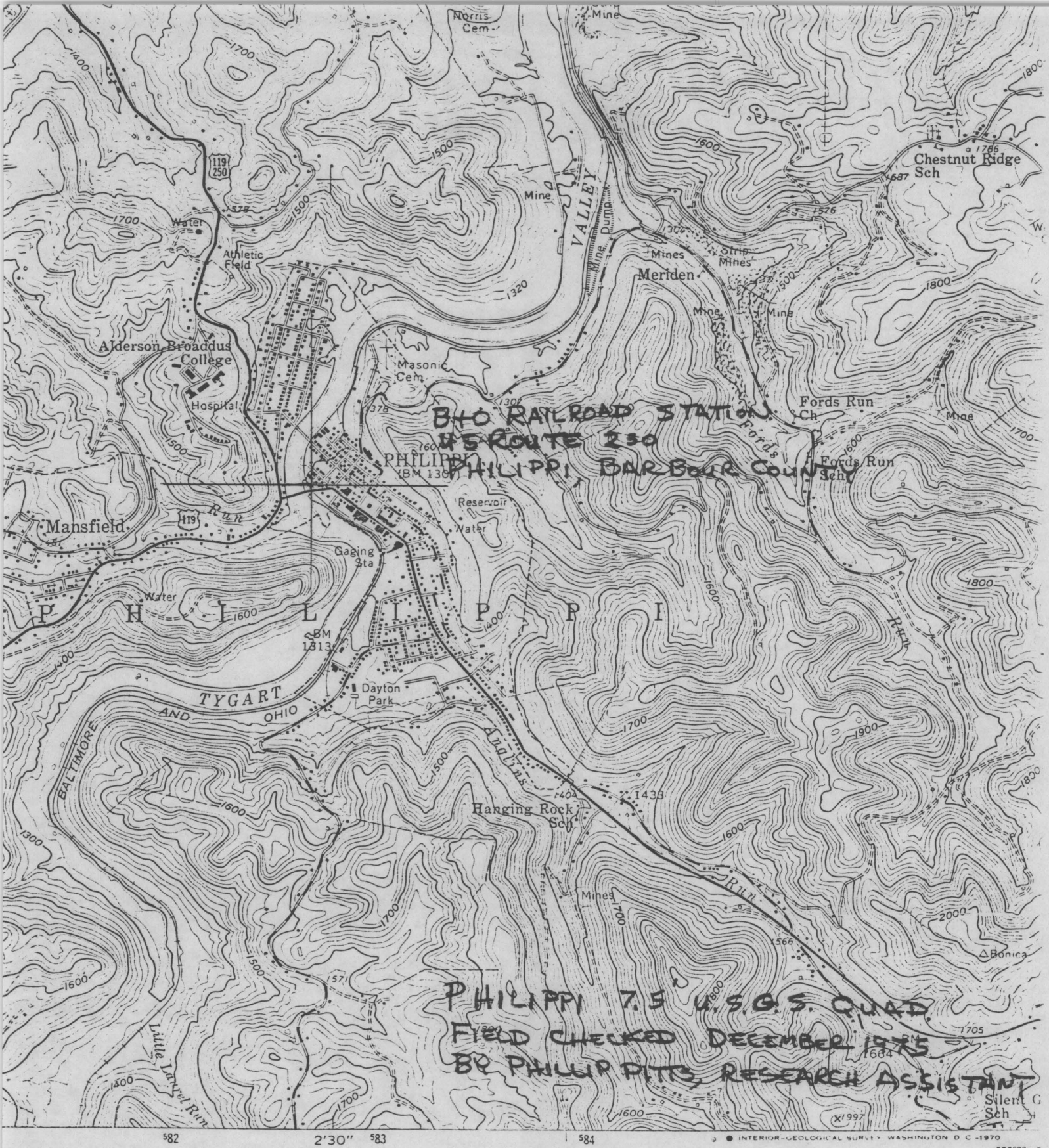
QUADRANGLE LOCATION

PHILIPPI, W. VA.
NE/4 PHILIPPI 15' QUADRANGLE
N3907.5 — W8000/7.5

1960

AMS 4962 II NE—SERIES V854





B+O RAILROAD STATION
US ROUTE 250
PHILIPPI, BARBOUR COUNTY
PHILIPPI 7.5' U.S.G.S. QUAD.
FIELD CHECKED DECEMBER 1975
BY PHILLIP PITTS, RESEARCH ASSISTANT
Norris Cem
Mine
Chestnut Ridge Sch
Water
Athletic Field
Mines
Strip Mines
Meriden
Alderson Broaddus College
Hospital
Masonic Cem
Fords Run Ch
Fords Run Sch
PHILIPPI
Reservoir
Mansfield
Gaging Sta
P H I L I P P I
BM 1313
Dayton Park
TYGART
AND
OHIO
BALTIMORE
Hanging Rock Sch
Mines
Bonica
Little Laurel Run
Silent G Sch
VALLEY
Mine Dump
Fords
Run
Anglins
1433
1566
1684
1997
1705
1900
2000
1800
1700
1600
1500
1400
1320
1300
582
2'30"
583
584
INTERIOR-GEOLOGICAL SURVEY WASHINGTON D C -1970
1 MILE
5000
6000
7000 FEET
1 KILOMETER
20 FEET
ROAD CLASSIFICATION
Heavy-duty
Light-duty
Medium-duty
Unimproved dirt
U. S. Route
State Route
7.5' QUAD.
PHILIPPI, W.
NE. 4 PHILIPPI 15' QUAD