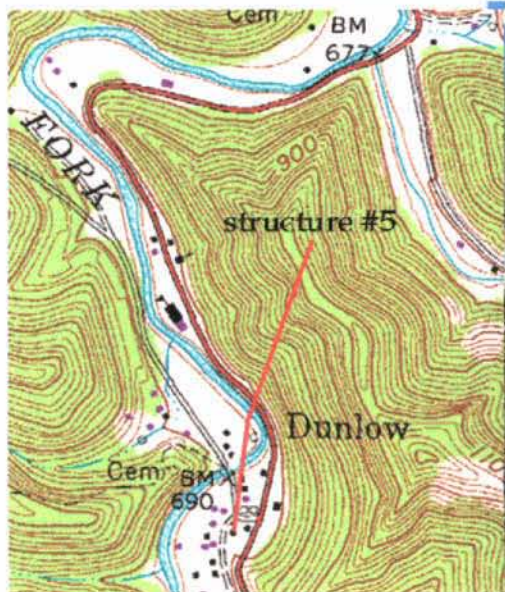


Internal Rating: CE

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

WA-0035-0005

STREET ADDRESS County Route 44	COMMON/HISTORIC NAME Dunlow Depot	NO. IN SURVEY 5	NO. OF BAYS 1 FRONT 6 SIDE
TOWN OR COMMUNITY Dunlow	COUNTY Wayne	NEGATIVE NO.	NOT VISIBLE FROM ROAD ☐
ARCHITECT/BUILDER N&W Railroad	DATE OF CONSTRUCTION circa 1890-1900	EXTERIOR BUILDING FABRIC board and batten	
NAT. REGISTER LISTED _____ STATE REGISTER LISTED _____	DATE _____	ROOFING MATERIAL standing seam tin	STYLE (STAFF USE ONLY)
PROPERTY USE OR FUNCTION past: rail depot present: not in use	TYPE OF FOUNDATION stone piers		
	QUADRANGLE NAME Radnor		
SURVEY ORGANIZATION AND DATE West Virginia Division of Highways December 1995	PART OF WHAT SURVEY Dunlow Thru Truss Bridge Replacement		



WA-0035-0005

PRESENT OWNERS

Cora Deerfield

OWNER ADDRESS

Wayne, WV

GENERAL CONDITION OF PROPERTY

fair

ADDITIONS

☐

YES

☒

NO

IF YES, DESCRIBE

ALTERATIONS

☐

YES

☒

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

one privy, one shed

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

see continuation sheet

HISTORICAL/CULTURAL SIGNIFICANCE

see continuation sheet

BIBLIOGRAPHICAL REFERENCES

see continuation sheet

FORM PREPARED BY

Michelle Harter, WVDOH Historian

DATE

December, 1995

ADDRESS

Capitol Complex
Building 5
Charleston, WV 25305

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Historical Significance

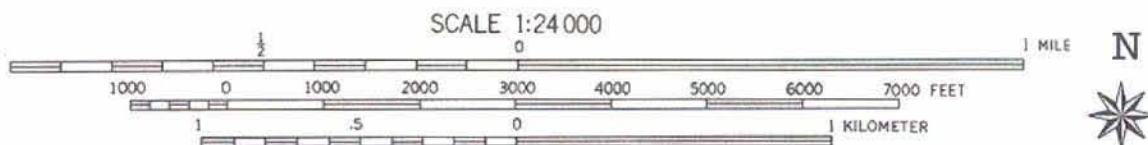
SITE #

Originally, the depot at Dunlow was a stop on the Norfolk and Western Railroad in the late 1800s to the early 1900s. The depot no longer serves the N&W Railroad. The tracks were abandoned in 1934 (Maynard 1995). Once abandoned, the right-of-way that the tracks occupied reverted back to the state of West Virginia and the tracks were removed. Many of the bridges and rail bed that the tracks followed were renovated for use by automobile and pedestrian traffic. At the Dunlow Depot, the tracks formerly were where a fence, bank, and ditch are today. The depot at Dunlow is similar to the design of C&O depots of the 1890s(Dixon, 1991). The design is simple and functional.

This structure is an excellent example of early 20th century railroad depots and the associated infrastructure development within the southern West Virginia coalfields. The depot was essential to the survival of the community. When the train would stop at Dunlow, the need arose for services such as lodging and food. As a result, services to accommodate the railroad began to spring up in Dunlow. In addition, population also increased to make an unincorporated community into a small town of 160 inhabitants in the span of about 10 years (WV State Gazetteer).

The Dunlow Depot should be considered eligible for the National Register of Historic Places, under Criteria A and C. The depot falls under Criterion A because it is a property associated with a pattern of events. The station served as the focus of a community's transportation system and commerce. The N&W railroad moved the coal that was mined from the coalfields of southern West Virginia. The mining of coal led to the unionization of the miners, the creation of many small towns, increase in population, as well as a competitor in the world market for fuel in the new industrial age. As for Criterion C, the depot is representative of the standard depot of the late 1800s to the early 1900s. The depot has been unchanged from it's original construction with the exception of basic maintenance. The only major visible change is the wood covering the windows. There is a privy located close to the station; however it is unclear as to whether this privy was associated with the depot or another structure that may have been nearby. The depot at Dunlow is one of very few structures left as a reminder of the boom years there. This depot is very similar to those built by the Chesapeake and Ohio railroad during the same time period. The community of Dunlow is representative of many small boom towns in the early part of the 20th century. The depot portrays the importance that was once held by Dunlow.

Bridge No. 976 (plan No. 2014) Sta. 2720+59 (pier)



State Project No. S250-44-5.61 Federal No. BR 0044(025)E

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME _____ Description of Property _____

SITE # _____

This structure is a one story frame building covered with a side gabled roof made of standing seam tin, with a small centered gable. An internal chimney is centrally located. The exterior of the depot is board and batten. All windows have been boarded over, but were double hung sash. In addition, every elevation has at least a one bay fenestration. The bay type protrusion under the centered gable was probably used as the ticket window. The facade, W and N elevations all possess double doors used for unloading and loading passengers and cargo. A dock-type elevated porch surrounds the station from the facade around the N elevation to the W elevation of the depot. On the N and S elevations, the name of the station is still visible although years of weather has made the lettering on the S elevation somewhat less distinctive.



WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Dunlow N & W Depot

SITE # _____



Dunlow N & W Depot western side to CR 44



WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME Bibliographical References

SITE # _____

Thomas Dixon, Jr., Chesapeake and Ohio Standard Structures, The Chesapeake and Ohio Historical Society, Inc., Clifton Forge, VA, 1991

Virginia and Lee McAlester, A Field Guide to American Houses, Alfred A. Knopf, New York, 1993

Roy Maynard, local resident, personal conversation, November 1995

West Virginia State Gazetteer and Business Directory, R.L. Polk and Company, Detroit, Chicago, and St. Louis, vol. VI-XI



depot storage shed



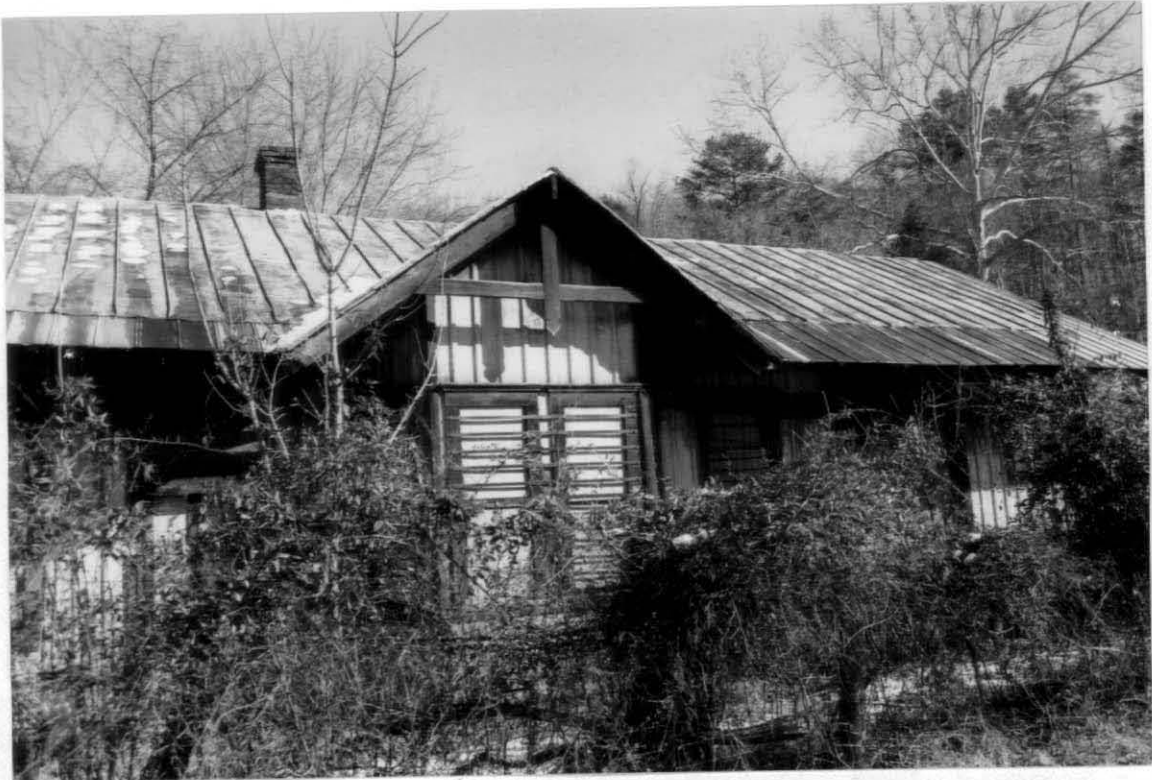
depot privy

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME _____

SITE # _____



WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME _____

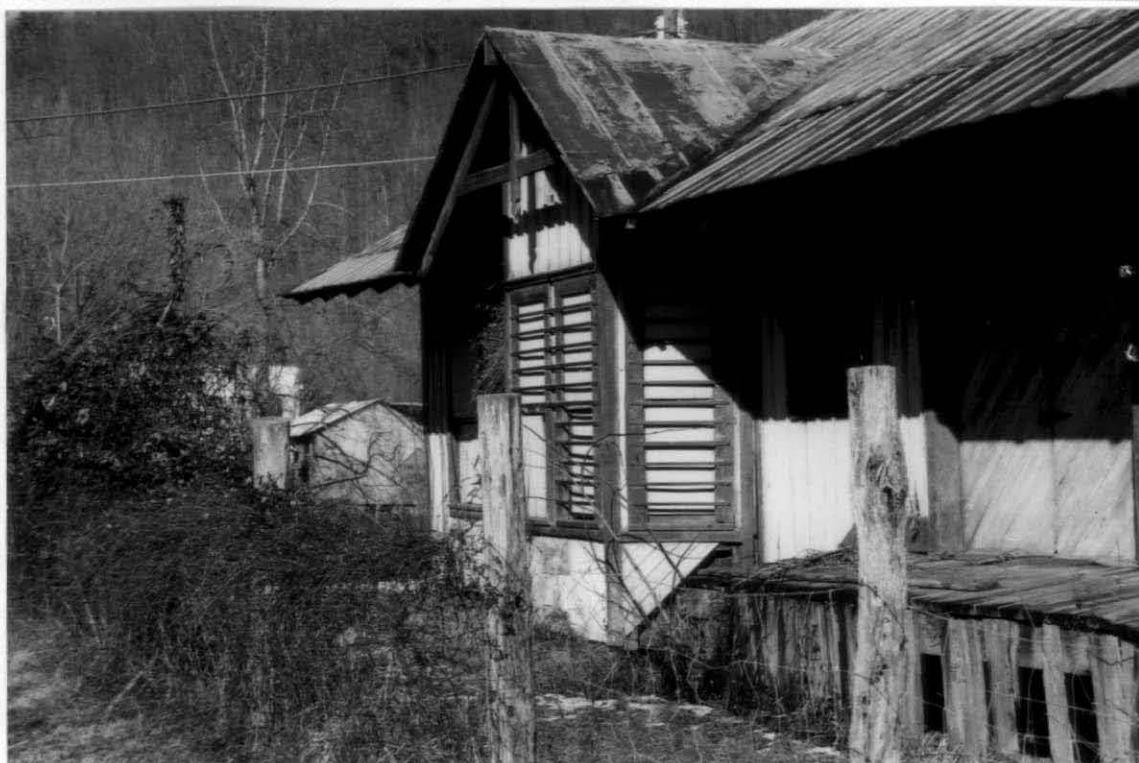
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