

Architectural And Historic Survey



442

Identification

STREET ADDRESS: East Market Street

MAP & PARCEL: 53-162

CENSUS TRACT AND BLOCK:

PRESENT ZONING: M-2

ORIGINAL OWNER: Chesapeake & Ohio Railroad Company

ORIGINAL USE: Railroad Yard

PRESENT USE: Railroad Yard

PRESENT OWNER: Chesapeake & Ohio Railroad Company
ADDRESS:

HISTORIC NAME: C & O Railroad Yard

DATE / PERIOD:

STYLE: No Identifiable Style

HEIGHT (to cornice) OR STORIES:

DIMENSIONS AND LAND AREA: Unknown

CONDITION: Fair

SURVEYOR: Bibb

DATE OF SURVEY: Summer 1982

SOURCES: City/County Records 1877 Gray map of
Robert W. Miller Ch'ville
Sanborn Map Co. - 1907, 1920, 1929-55, 1969

ARCHITECTURAL DESCRIPTION

The Machine Shop/Boiler Room is a large one-storey building on East Market Street, but facing the railroad yard, close to the site of the roundhouse. It is set on a very low foundation. Wall construction is of brick laid in 5-6 course American bond. Seams in the brick work denote three or more stages of construction. The building has a fairly high-pitched gable roof, covered with composition roll roofing, with deeply projecting eaves and verges, purlins, and exposed rafter ends behind cornice fascia. It continues as a lower pitched shed roof over a shallow projection of the western half of the facade (south elevation). The windows on the west end and in the western bay of the Market Street (rear) elevation are very large, metal double-sash, 15-over-15 light, with brick sills. This section is the boiler room. All other windows are segmental-headed, 15-over-15 light, with moulded surrounds and wooden sills. Those on the Market Street elevation have been boarded up. The rear elevation, on Market Street is five fairly equal bays wide with seams in the brickwork marking off the first bay and the second bay at the western end. The facade, facing the railroad yard, is four bays wide, but spaces so as to correspond to the eastern four bays of the rear elevation. There is a window in the eastern bay and in each of the other three there is a large, nicely proportioned, round-arched garage door. One has been converted to a regular door. The office is a one-storey board-and-batten building set on piers. With one side oriented to the street, and one to the railroad tracks, it is slightly trapezoidal in shape. It has a medium gable roof covered with composition shingles, with projecting eaves and verges and exposed rafter ends behind cornice fascia. Most windows are double-sash, 6-over-6 light, with plain trim, but there are also some small square windows. There are bands of small one-light fixed-sash windows across the gable ends above the first storey level. Many of these have now been boarded up. There are deeply recessed central entrances on both the street and railroad facades. The privy is narrow, one-storey, two-bay board-&-batten building with moulded battens. It has a medium-pitched gable roof with projecting eaves and verges and exposed rafter ends.

HISTORICAL DESCRIPTION

The Virginia Central Railroad (later the C&O) was extended to Charlottesville in 1850, but the railroad yard was apparently not established until about a quarter of a century later. The round house was probably built between 1874 and 1877, as it is shown on the Gray map. The Machine Shop and two frame office buildings were built before the 1907 Sanborn Map. The livestock shed south of the railroad, east of Lyman and Douglas Streets, is said to have been built during the same period; two deeds indicate it was c. 1900 (City DB 10-320, 15-221). The office building that still stands in the yard was probably built about 1907. The privy next to it is from the 1920's. The brick bunkhouse opposite Ninth Street was built in the 1920's and enlarged in 1965. The Boiler Room at the west end of the Machine Shop was probably added in the 1920's. A frame carpentry shop was built east of the present office between 1907 and 1920 and faced with sheet metal for use as an oil storage building between 1929 and 1955. The round house was demolished in the 1950's. Only five of these buildings in the C&O Yard remain: the bunkhouse, the machine shop and boiler room, the office, the privy, and the oil storage building. The bunkhouse is opposite Ninth Street, the other four close together opposite Tenth Street. Across the railroad tracks, the livestock shed is falling into ruin.

53-162✓

#442

C & O bldgs off East Market St

C & O RR

0 bldgs, 0 dimensions of lot

1896 Sanborn - area not shown

1890 Ch'v Land Co. map shows passenger & freight depots,
roundhouse, machine shops, & nothing else

53-167✓

142x100 (14,200)

M-2

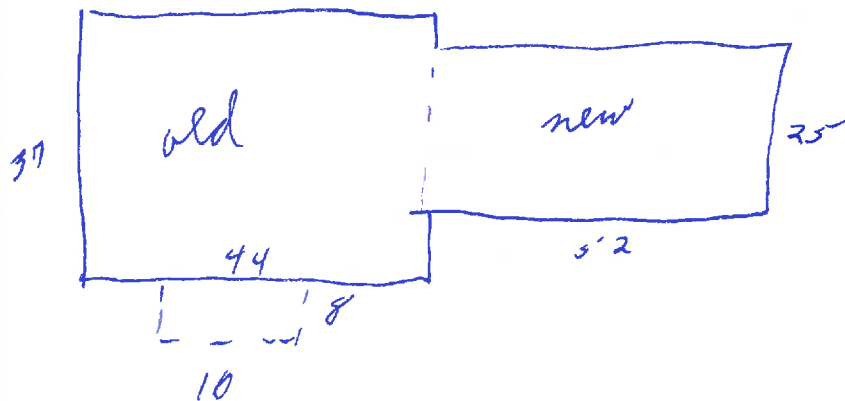
C & O Bunkhouse
Market & 26th

E & O RR Co

1 & 2 story

brick wall, comp. shingle & built-up flat
old & 1966

1965 - new section & remodel old
good class C constr.



Moore

- p. 187 Railroads discussed in 1830's
- p. 188 1850^E Va Central RR to Louisa (orig Louisa RR Co)
1852^W " " " to Mechum
1854 " " " to Valley
1858 " " " tunnel completed
- p. 1889 1852 Orange & Alex. RR, using Va Central track to Gordonsville
1855 " " " started ~~central~~ tracks south
1859-60^S " " " to Lynchburg (Woods says 1863)
- p. 242 by 1868 Va Central = C & O
- p. 243 late 1870's Ch'v & Rapidan Railway Co organized
1881^N " " " to Orange
- p. 284 1886 Va Midland Co (L'by - Ch'v - Alex) leased to Rich. & Dan RR
- p. 286 c. 1894 R & D = Son RR
1898 Son RR bought Orange & Alex, Va Midland, Rich. & Dan, &
eventually Ch'v & Rapidan = Son
1897 Son moved Ch'v shops to Monroe

Union Station built

Soa tracks north re-located

1st C&O station

present " "

early station at Soa side

Union Station

1886

4/3/77 Albert^V Holliday, C&O freight agent
(long article on decline of local railroad yards)

see Bicen Prog, Bus & Ind, p 2

10/6/64 Robt W. Miller yardmaster C&O, worked since 1907,
706 7 $\frac{1}{2}$ st SW
bro Roy B an engineer 53 $\frac{1}{2}$ yrs

12/9/54 - Vera Via

1877 Gray map

only Roundhouse & a Virginia I-house at SE corner
E Mkt & 9th (unopened), near
3 houses shown on E Mkt beyond it

3-1900

Howard Newlon - call after vacation
 bldg on Market - brick dorm
 student study

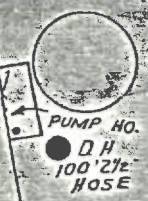
call Mason Paulett - 3-1975
 prob late 19th century, couldn't be before 1845-48
 try Alderman Lib on Va Central RR

5-2029 Robt. W. Miller went to work there 1907
retired 1970
 station 1904
 round house < 1907
 machine shop next to ^{round house on} Market < 1907
 office newer, > 1907, old office torn down
 steel water tank > 1907
 cattle pen on rt of track in yard < 1907
 on south side track, east of Belmont Bridge

6-3238 ^{office}
~~6-3238~~ H. V. Holliday Jr - 37 years there 1982
- 37
1945

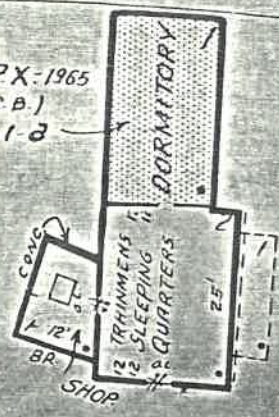
6-5209 oldest is station, c1904-1910
 next - ~~station~~ round-house office on Market
 & machine shop
 ask engineering dept in Baltimore
 ask manager of " in Richmond 226-7490

1969



355

FPX-1965
(C.B.)
0-1-2



16

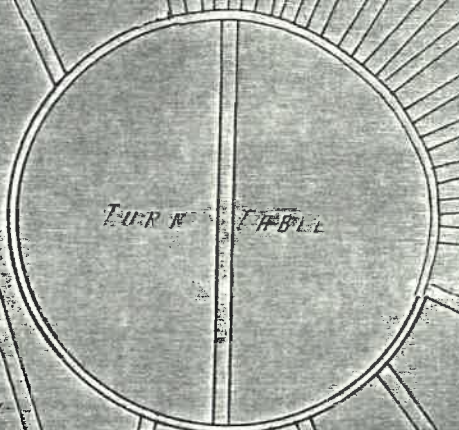
E. MARKET

CHESAPEAKE & OHIO RAILWAY

REPAIR SHOPS



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MEN ON DUTY DAY & NIGHT -
NO WATCHMAN - POWER - STEAM -
LIGHTS - ELEC - FUEL - COAL -
OUTSIDE HYD'S WITH HOSE AS SHOWN



D.H.
100' 2 1/2"
HOSE



FA

TH

7

1961

65

2200 5 696

9th St
E. Market St

frame
office

office

brick
machine shop
shl. sm

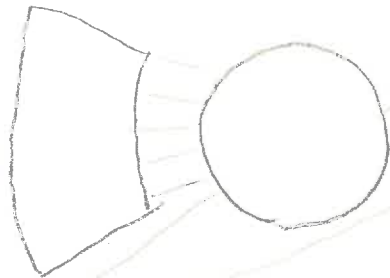
beam
pipe house

frame
carpenter

1920
Sanborn

1116

houses



Lyons

Goodman

Douglas

platform



frame
cattle shed

69-2924 297
1874

Road to Pirarus

(formerly Thor L. Fawcett)

John Wood, Jr.

Goodman \rightarrow 240

30

G. W. Dillard

C 40

Dillard

Central
Hotel

Freight Depot

$d \approx 0$

James D,
Goodman

CxO → Goodman

2002

NO. 110

Main St.

Passenger
Depot

~~64-544~~
68-167
73-364+365
75-233

69-290 CW Dillard → C40
12/1874

69-295 C40 ⇌ James D. Goodman
10/1874 → C40: ³⁰ strips north of RR & now used as a road fr RR opposite
dwelling home of Goodman to road road fr Ch'ville to
Piraeus
same as AT Fawcok → Goodman 1/6/1864

75-233 C40 → Goodman - "pass
10/1879 ~~Good~~ (2) improve street thru Goodman property from
Newman line to the South Depot yard,
as on 1871 plat, & dedicate to public use

City DB 10	1900	Garrett St property
" 10 & 11	"	Water St " for station
" "	"	"Rivers Cottage", 4 or E and Lyman St, below station, N RR, E Brennan (see 10-720)
" 12	1901	14th St bridge
" 15	1904	L W Graves' "Hors de Ville" ^{bet} north of Lyman St (plat 15-221), mention Stock Pen Lot & Mont. Rd
" 17	1906	mentions same area
" "	"	Water St

C&O Engine Room - Machine Shop / Boiler Room

1-5 bldg built in ³ sections

East - 3-bay, 5-e Am
~~cent~~ West - 1 " , " ;
West - 1 " , 6-e "

low found, W end below ground level

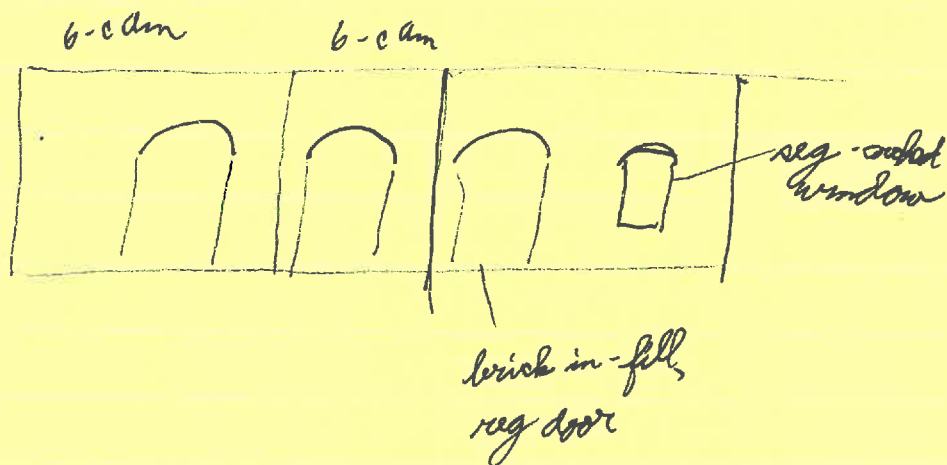
2/ windows ^{E & cent} seg-arched, ^{cent wider} ~~wooden~~ wooden sills, boarded up
W window larger, brick sill, 15/15 metal sash, top boarded
~~W bay of E section - door (boarded up) - all windows~~
med-high gable roof, roll roofing ^{deeply} ~~deeply~~ eaves & verges,
exposed rafter ends, ^{behind fascia} proline both ends

W end: 2 15/15, a
roof cont into ~~shallow~~ lower shed roof over
shallow rear addn
mark of smaller gable-roofed bldg, ^{arched} centered

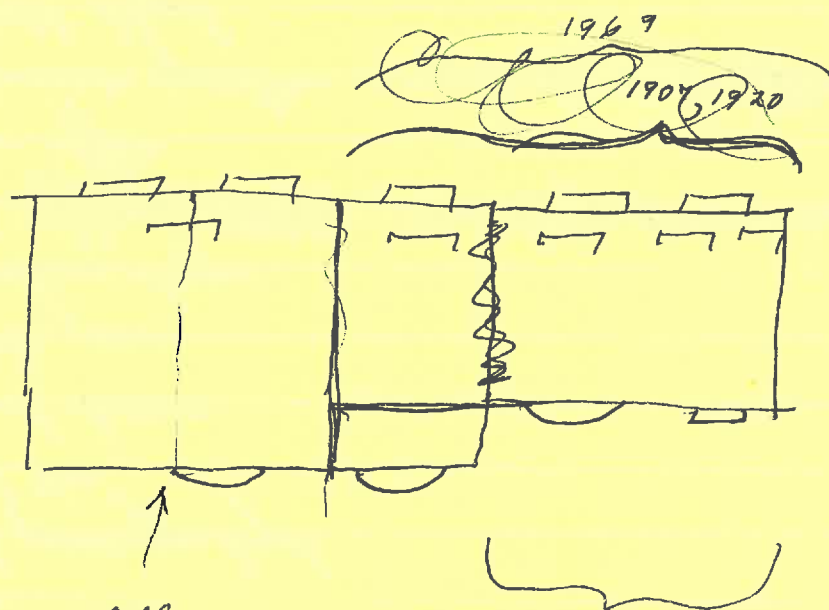
E end: seg-^{headed} ~~arched~~ 15/15 window, moulded ~~swallow~~
smaller window rear bay covering cent & W

Rear - ~~at base~~ Each of these & 1/2 E have large
round-arched garage doors (E bricked, reg door);
1 reg seg-headed 15/15 E end E

shed add'n all makes part wider



Market - no break in roof, only W bay cliff



could there be
seam there too?
~~no~~ probably

maybe not simple
rectangle 1907 & 1920
as Sanborn says

1850 railroad east
 1852 " west
 1850-65 1st passenger depot
 by 1868 sale to C&O
 1865 fire
 1865-74 2nd passenger depot
 1861-65 Civil War
 < 1877 round house
 < 1904, c1900? stock pens
 1877-¹⁸⁹⁰~~1907~~ machine shops
¹⁸⁹⁰~~1877~~-1907 old offices (2 bldg) - one enlarged 1907-1920
 new office
 > 1920 trainmen's quarters - on site of one of offices
 freight depot
 < 1877 yard estab.

C & O office

1 or $1\frac{1}{2}$ - 5, on ~~the~~ piers

board & batten, once painted brick red

windows 6/6 w/ plain trim

deeply recessed cent ent w/ conc steps

plain 1 l/2 panel door

horiz porch ceiling paneling

med gable roof, gable on facade, proj eaves & eaves,
new comp shingles, exposed rafter ends behind fascia

above windows on facade, band of small 1-l fixed-
sash windows irreg interspersed w/ board & batten

sides — bays

rear: ~, but w/ full band little windows
& band 4 nearly sq W bay & 2 ang of E
door 4 l/2 panels

E side: 2 pr sq in high band & some on lower

W " " 3 6/6, 5 panel door, 2 sq 6-l hinged, former door

S wall follows tracks, sides of ent recess // side walls



~~guthrie~~
~~roster~~
~~prince~~
~~labeled~~
~~trick~~
~~workroom~~
~~no~~

1-5, 2-bay (2 doors 3, 2 2.1 hinged wind w/ plan 11)
red gable, proj eave & verge, exposed rafters

b & b w/ battens
possibly 1 on window each side

Bunkhouse

2-5, 5-bay, double-pile?

found. - very high concrete in rear

brick - 5-c am-wf - 1 flm painted lt gray w/ dk green trim

med. gable roof, comp. shingles, close verges, boxed cornice

windows 1/1 w/ no surrounds, same ht, paired on ends

1-5, 3-bay veranda - flat roof, boxed cornice, pl
fringe, sq pillars, 0 bal, — floor

ent in 2nd & 4th bays - replaced

lowered attic vents prob were windows

0 chim

rear fenestration irreg

1-5 west wing


metal-clad bldg east of privy

1874 not there

1877

1907 something nearby, but prob not it

2/1920 something there 

1920 frame carpenter shop 

1929-57 oil storage, neither frame nor brick (i.e. metal??), changed
or added 1929-57, w/ frame office on east end

built 1907-1920, changed 1929-1957

<u>Building</u>	<u>Probable Age</u>	
Roundhouse	< 1877	demolished c1950's
Passenger Depot		
Machine Shop, etc	1877-1907	
Office	1907-1920	
Oil Stge	1929-1955?	
Trainmen's Qtrs	> 1920	
Cattle Shed	1900	
Outhouse		

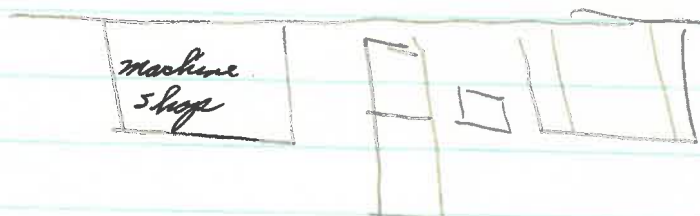
2/20 Sanborn

c40 RR stock shed

approx 1100 - 1118 E mbt

Feb 1920 Sanborn

c40



alley

alley

10 ft

2/20 ✓

= storage shed w
2/20 ✓ both 2-5

inch = stark

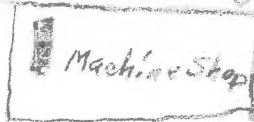
2/20 ✓ 4-bay stall

large, storage
2/20 ✓

15
Frame, 50x7



1 of 5
frame, single



frame, single

15
brick, 50x7
Ix. H. 12'

Back Veneer

Round
House

↓
current in Lyman

1907 Sanborn

homes

130
RR 2/20

Brick
Trimmen's
qtr

frame
locker

frame
tailor making

Brick
boiler
room

Brick
Eng. Rm &
mach. shop

frame
office

frame

*
oil dge

frame
office

2

1

1-1/2

1-1/2

1-1/2

1

1

1

1

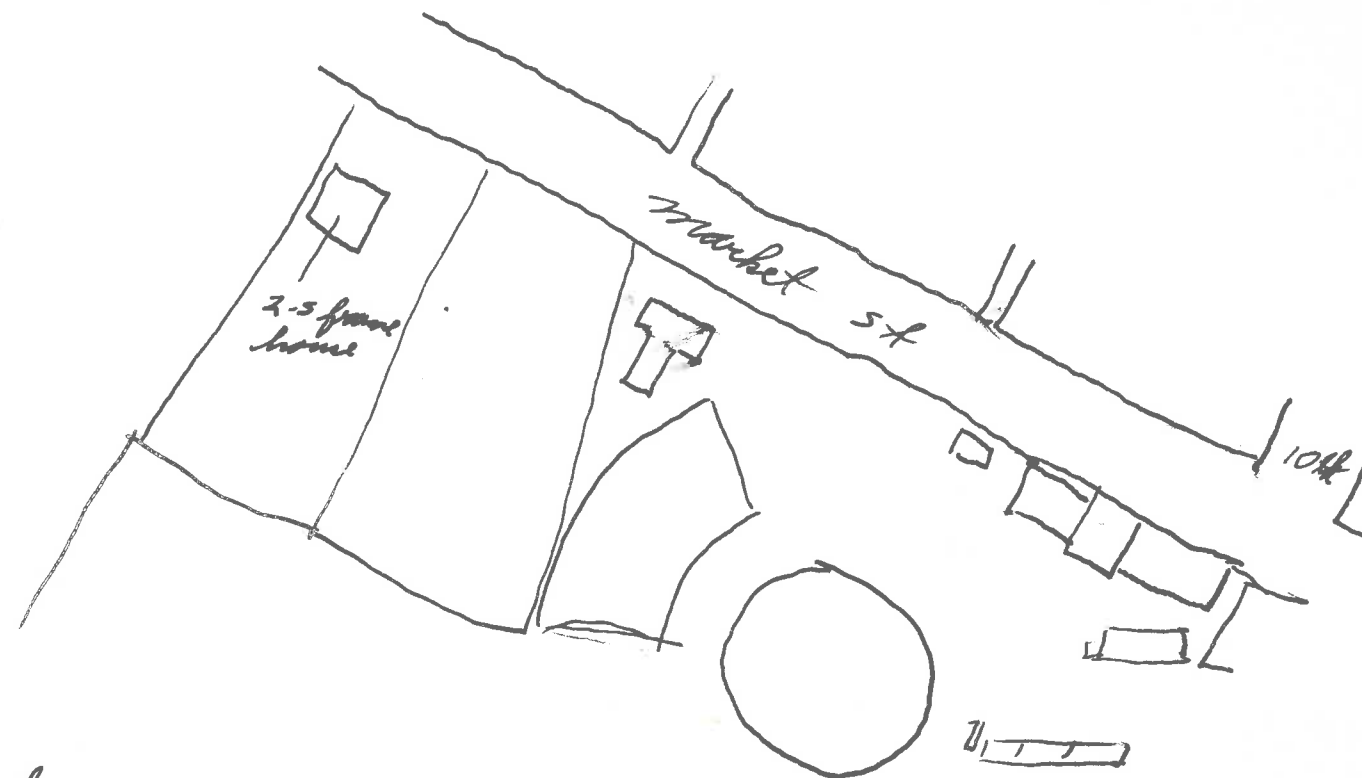
added
1929-55?
or changed?

* not frame
or brick

1929-57 Sanborn

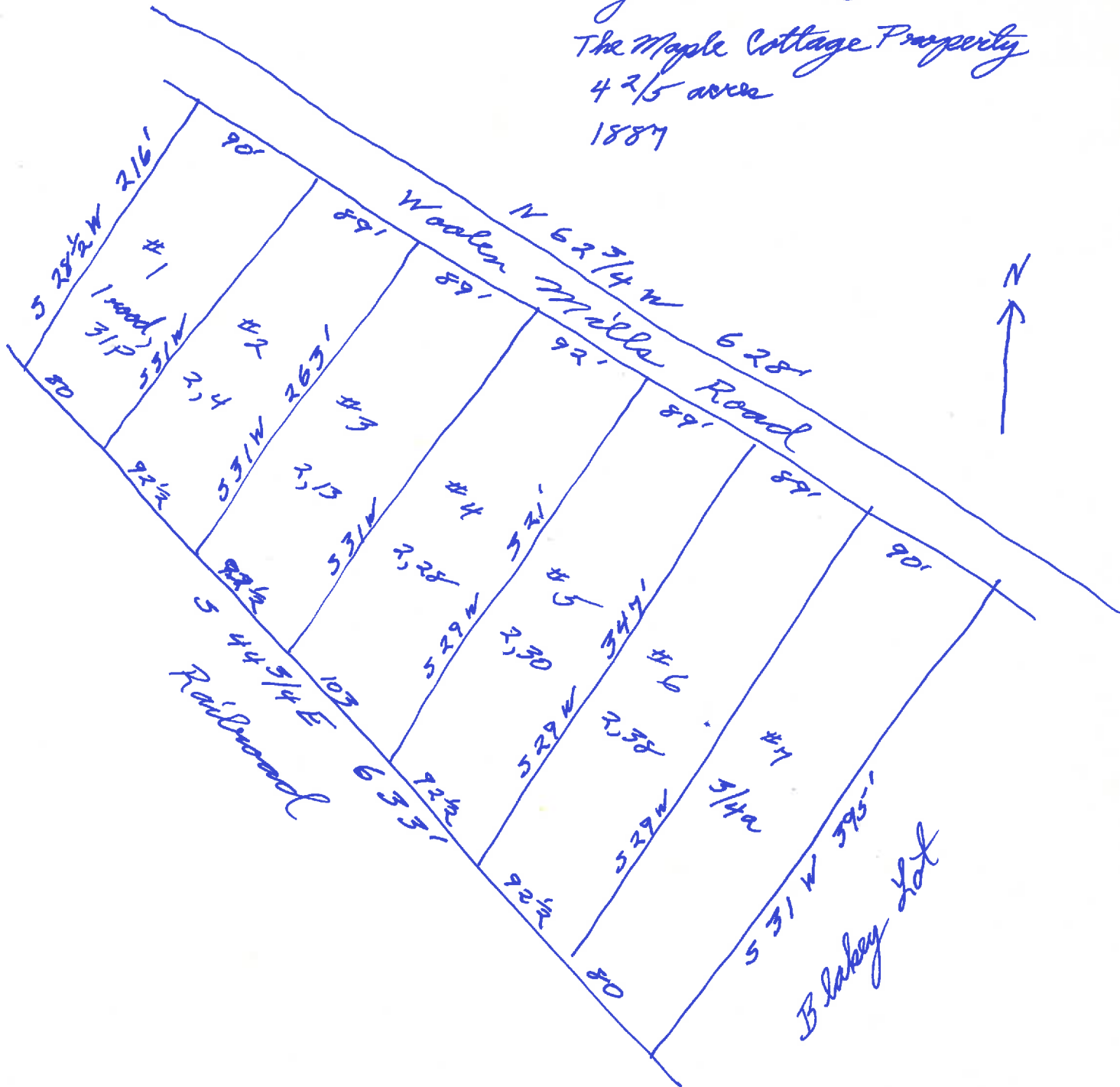
City DB
88-77

N
↑



C & O Yard
1935

City DB 1-203
 The Maple Cottage Property
 4 2/5 acres
 1887



1 road	31pp	X1
2	4	X2
2	13	X3
2	28	X4
2	30	X5
2	38	X6
<hr/>		
11 roads	144pp	= 3 1/2 ac 24pp
3	24pp	X7
<hr/>		
14		4 1/4 ac 24pp

or 4 ac 1 road 24pp = 4 ⁶⁴/₁₆₀ ac 4.4 acres

Willow Cottage

1870, 65 Drayton 200 80 p north h'w 1/2 m SE + 0 = 12,250
 " 65, 60 Geo L Peyton 3 m " " + 0 = 306
 " Geo L Peyton 366 m 140 p " 1 m NE + 9000 = 22610
 " 10 " " 4 m " + 0 = 54.62
 " 12 " " 4 m SE + 2200 = 2445

1865
 1871 Geo L Peyton 5 m 1/2 m SE + 900 = 1500