

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Seaboard Airline/Chesapeake & Ohio Railroads: Main Street Station & Trainshed

AND/OR COMMON

New Union Station

2 LOCATION

STREET & NUMBER

1520 E. Main Street

__NOT FOR PUBLICATION

CITY, TOWN

Richmond

CONGRESSIONAL DISTRICT

STATE

Virginia

__ VICINITY OF

CODE

45

COUNTY

(in cit.)

CODE

760

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER: Railroad Station

4 OWNER OF PROPERTY

NAME

The Chessie System

STREET & NUMBER

Executive Offices, Terminal Tower, P.O. Box 6419

CITY, TOWN

Cleveland

__ VICINITY OF

STATE

Ohio

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Richmond City Hall

STREET & NUMBER

Broad and Tenth Streets

CITY, TOWN

Richmond

STATE

Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Engineering Record

DATE

1970

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington,

STATE

D. C.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The terminal building of Richmond's Union Station is seven bays wide on the entrance facade and three bays wide on the sides. The structure is veneered with an unbonded tile resembling Roman brick with architectural embellishments in stone and terra cotta. A five-bay rough hewn stone loggia with segmented arches frames the entrance and a six-story clock tower forms the southwest corner of the building. The steeply pitched hip roof is covered with red clay tiles and pierced by two rows of dormers. The architectural style of the building is French Renaissance.

Immediately behind the ground floor entrance is a foyer which leads to the main stairway to the first floor waiting room. The rest of the ground floor contains service facilities for baggage, mail, etc. At the top of the stairway is a large colonnaded glass screen which separates it from the main waiting room. The floor of this room is covered with various colored marbles and is appointed with a full range of late-nineteenth century hardware including a very fine wrought iron screen separating it from the trainshed. The upper floors each contain a center corridor running east and west with offices on either side.

The trainshed on the north side of the station measures 123 x 517 feet. Its gable roof is supported by a series of riveted steel trusses on built-up box columns 18 feet on centers. Each truss is a modified Warren type of 123 foot span. It is approximately 24 feet above the level of the platform and has a maximum depth of 14 feet at the peak. A central monitor running the length of the ridge is supported by a similar truss on top of the principal one. A second monitor, much smaller than the first, runs the length of the former. The shed covered six sets of stub end tracks and an overhang of 13 feet 6 inches on either side sheltered a pair of through tracks.*

*Source: With the exception of information on the trainshed, the data is from the Virginia Historic Landmarks Commission photo-data study prepared by Calder Loth, architectural historian, 1969.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1900-01 BUILDER/ARCHITECT Wilson, Harris & Richards
Architects/Engineers

STATEMENT OF SIGNIFICANCE

"Begun in 1900 and completed a year later, Main Street Station marked the cross-roads for the then major north-south railroad, the Seaboard Air Line, and one of the principal east-west lines, the Chesapeake and Ohio. The design of the building was executed by the Philadelphia firm of Wilson, Harris and Richards. From the day it was opened, the station was regarded as "one of Richmond's most renowned buildings," as well as a prestigious ornament for the city. The station was built when rail travel was at the peak of its importance, and according to Paul Dulaney, the monumental structure "symbolizes the importance of the rail terminal as an entrance gateway to the city."

Architecturally, Main Street Station ranks as an excellent example of the influence of the French Ecole des Beaux Arts on American building. Because the building is a successful adaptation of French Renaissance architecture, its style can be more precisely identified as what Marcus Whiffen termed the Second Renaissance Revival, a mode fostered in America in the 1880's by Richard Morris Hunt.*

The trainshed at Main Street Station is one of the last gable roofed sheds to be built for this purpose. As ~~Size of~~ spans continued to get longer, trainshed engineers turned to the arched balloon shed. Gable roof structures continued to be built for other purposes and eventually became the dominant form of industrial building, used wherever unobstructed floor space was desirable. From a purely structural point of view, the Main Street Trainshed was quite progressive. It was built by Wilson Brothers of Philadelphia, the same firm responsible for the mammoth arched balloon trainsheds of the Philadelphia and Reading Railroad, and the Third Broad Street of the Pennsylvania in that city and the Richmond shed expressed the same creativity evidenced in these structures. The use of riveted steel trusses marked the end of the "American system" of pin-connected construction in roof structures. The Main Street Trainshed is one of the earliest examples of that form of rigid truss construction which has become standard in modern trussed structures of all types.

*Source: Virginia Historic Landmarks Commission, National Register Nomination, April 27, 1970.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Walter Berg, Buildings & Structures of American Railroads (N.Y., 1893)
 Dulaney, Paul S., The Architecture of Historic Richmond; Charlottesville: The University Press of Virginia, 1968.
 Sanford, James K., editor, A Century of Commerce - 1867-1967. Richmond: Richmond Chamber of Commerce, 1967.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 10 acres

UTM REFERENCES

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

UTM: 18.285360.4156760

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Dennis M. Zembala, Historian/Eric DeLony, Principal Architect

ORGANIZATION

Historic American Engineering Record

DATE

August 2, 1976

STREET & NUMBER

National Park Service

TELEPHONE

523-5460

CITY OR TOWN

Washington, D. C. 20240

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE 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.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

Carroll Meeks, The Railroad Station (New Haven, 1956).

Carl Condit, American Building Art: 19th Century (New York, 1960).

Carl Condit, "Train Sheds Preserved in Stations of L&N Railroad," Railroad History,
No. 127 (Oct. 1972).