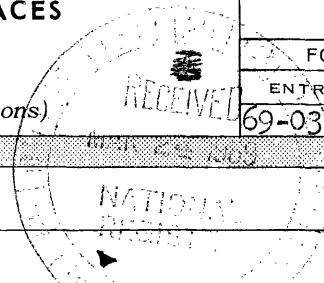


PH0011835

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

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
69-03-08-0001	3/24/69



1. NAME

COMMON:
Union Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Intersection of Massachusetts and Delaware Avenues, N. W.

CITY OR TOWN:
Washington

STATE: **District of Columbia** CODE: **08** COUNTY: **District of Columbia** CODE: **001**

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input checked="" type="checkbox"/>	Public <input type="checkbox"/>	Public Acquisition: <input type="checkbox"/>	Occupied <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> Structure <input type="checkbox"/>	Private <input checked="" type="checkbox"/>	In Process <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	Unrestricted <input checked="" type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)				
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>	Comments <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>	
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>		
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>		

4. OWNER OF PROPERTY

OWNERS NAME:
Washington Terminal Company (still owner) for more contact call James 393-2493

STREET AND NUMBER:
Union Station, Intersection of Massachusetts and Delaware Avenues, N. E.

CITY OR TOWN: **Washington** STATE: **District of Columbia** CODE: **08**

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Recorder of Deeds

STREET AND NUMBER:
6th and D Streets, N. W.

CITY OR TOWN: **Washington** STATE: **District of Columbia** CODE: **08**

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **232,000 sq. ft. (building only)**

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: **Proposed District of Columbia Additions to the National Register of Historic Properties recommended by Joint Committee on Landmarks**

DATE OF SURVEY: **March 7, 1968** Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
National Capital Planning Commission

STREET AND NUMBER:
726 Jackson Place, N. W.

CITY OR TOWN: **Washington** STATE: **District of Columbia** CODE: **08**

SEE INSTRUCTIONS

STATE: **District of Columbia**
COUNTY:
ENTRY NUMBER: **69-03-08-0001**
DATE: **3/24/69**
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input checked="" type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input type="checkbox"/>	Unaltered <input checked="" type="checkbox"/>		Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Union Station faces southwest toward the Capitol at the north side of the intersection of Massachusetts and Delaware Avenues, N. E. The south principal part of the steel frame, symmetrically planned station is 626'10" long x 210'9" wide. The monumental central pavilion of white Vermont granite is composed of three arches (29'6" wide and 48'9" high) with six massive Ionic columns, two on each end and one in front of each arch-supporting pier. On pedestals atop these columns stand six 18' high draped allegorical figures against a high frieze course. From west to east these figures by Louis Saint-Gaudens represent Fire, Electricity, Freedom, Imagination, Agriculture, and Mechanics. Inscriptions about these subjects developed by Charles W. Eliot are cut into the three granite frieze panels over the arches. Flanking the central pavilion on the east and west, lower arcaded wings have Ionic pilasters rising between seven arches (12'4" wide and 24'8" high) below an entablature and balustrade. Flanking these wings are great single arched (22' wide and 38'6" high) end pavilions. On each pavilion two Ionic columns on either side of the arch support two 8' high granite eagles with inscriptions cut into the frieze panels. The end pavilions, arcaded wings, and central pavilion form a continuous vaulted loggia running the entire length of the building.

The west facade has five carriage exit arches (19'2" wide and 37'7" high) and one arch 12'4" wide and 24'8" high leading into the loggia. The east facade has a similar arch 22' wide and 38'6" high leading to the loggia, two arched windows, and five arches (12'6" wide and 24'8" high) originally exits, now windows.

Inside the main entrance pavilion the general waiting room is 120' wide by 219' long exclusive of the transverse colonnades, with a barrel-vaulted coffered ceiling 96' above the floor at its highest point and patterned after Roman baths of Diocletian. A semicircular window 72-1/2' in diameter at the east, three semicircular windows in the south side, and five on the north side (each 27-1/2' in diameter) and the glass roof over the ticket lobby at the west end provide light for the waiting room. In the west wing was the ticket office, baggage room, small waiting room, and vehicular entrance; on the east, a dining room, lunch room, women's waiting room and reception room for distinguished visitors and vehicular entrance. On the north, five archways (30' wide and 50' high) lead to the concourse through colonnaded portals. Both the transverse colonnades leading to the east and west wings and the colonnaded portals on the north and south are surmounted by standing sculptural figures.

The great concourse (760' long x 130' wide) in the rear of the main building extends the entire length of the station and affords direct passage to the trains from every part of it. The concourse, of white enameled brick with terra cotta trim at the doors and window is covered by a segmental arched ceiling 45' high at the center, with two longitudinal sections of glass and three of coffered ornamental pilaster.

Although structurally sound, the building has long been neglected and shows signs of decay. It is badly in need of cleaning, repainting, and repair.

The Columbus Monument, sculpted by Lorado Taft, in front of Union Station and Union Station Plaza extending to the Capitol a half mile away are also landmarks recognized by the Joint Committee on Landmarks.

SEE INSTRUCTIONS

8. SIGNIFICANCE

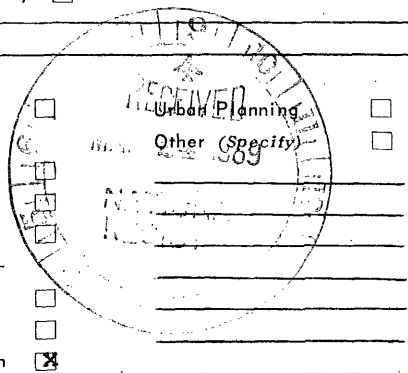
PERIOD (Check One or More as Appropriate)

Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1903-1908

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	Education	<input type="checkbox"/>	Political	<input type="checkbox"/>
Prehistoric	Engineering	<input type="checkbox"/>	Religion/Phi-	<input type="checkbox"/>
Historic	Industry	<input type="checkbox"/>	losophy	<input type="checkbox"/>
Agriculture	Invention	<input type="checkbox"/>	Science	<input type="checkbox"/>
Art	Landscape	<input type="checkbox"/>	Sculpture	<input type="checkbox"/>
Commerce	Architecture	<input type="checkbox"/>	Social/Human-	<input type="checkbox"/>
Communications	Literature	<input type="checkbox"/>	itarian	<input type="checkbox"/>
Conservation	Military	<input type="checkbox"/>	Theater	<input type="checkbox"/>
	Music	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>



STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

The Joint Committee on Landmarks has designated Union Station a Category I Landmark of great importance which contributes significantly to the cultural heritage of both the Nation and the District of Columbia, and which must be preserved. One of the first great union terminals, this imperial station with its vast interior spaces, was literally the cornerstone of the McMillan Commission's efforts to revive L'Enfant's original plan of the city.

Almost immediately after the McMillan Commission was appointed in 1901, its members realized that any further development of L'Enfant's plan necessitated removing existing railroad facilities from the Mall. Through the efforts of Senator McMillan and architect Daniel Burnham and with the civic-minded cooperation of the railroad companies, Congress approved a union terminal site on the north side of Massachusetts Avenue in 1903. The following statement from the Commission's 1902 Report indicates the significance attached to this station at a time when trains were virtually the only means of long-distance transportation: "This great station forms the grand gateway to the capital, through which everyone who comes to or goes from Washington must pass; as there is no railroad entering the city that will not use the station, it becomes the vestibule of the capital. This being the fact, the importance of this station is greater than that of any other one in any city in the world." The architect of Union Station was the Chairman of the McMillan Commission, Daniel H. Burnham, who had been the Director of Works for the 1893 Columbia Exposition. To make Union Station a truly monumental gateway to the capital, Burnham turned for his design to the triumphal architecture of Rome, deriving the central pavilion from the Arch of Constantine and modeling the interior after the baths of Diocletian.

In October 1903, construction crews began to level Patterson's woods and to fill in the swamp that existed on the chosen terminal site. The station opened on October 27, 1907, and was completed in April 1908. The cost of the building was somewhat more than \$4,000,000, but the entire enterprise (tracks, yards, power plant, etc.) cost \$21,800,000 divided between the Federal government, the District of Columbia, and the railroad companies.

Burnham planned the station to accommodate inaugural crowds of 100,000 to 120,000. By 1932 approximately 285 trains on 32 tracks carried approximately 30,000 passengers to and from Union Station each day. By the late 1960's, however, train travel into Union Station had declined to approximately 7,000 passengers a day and the Washington Terminal Company, which

(Continued on Form 10-300a)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

The Improvement of the Park System of the District of Columbia, Rept. No. 166, 57th Congress, 1st session. Washington, D. C.: U. S. GPO, 1902.

H. P. Caemmerer, Washington-the National Capital, Sen. Doc. 332, 71st Congress, 3rd session. Washington, D. C.: U. S. GPO, 1932.

National Visitor Center, Washington, D. C., Report of the National Visitor Center Study Commission, September 15, 1967.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	38°	53'	50"
NE	°	'	"	°	'	"	77°	00'	23"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Nancy C. Taylor, Landmarks Historian

ORGANIZATION: **National Capital Planning Commission** DATE: **Feb. 26, 1969**

STREET AND NUMBER:
726 Jackson Place, N. W.

CITY OR TOWN: **Washington** STATE: **District of Columbia** CODE: **08**

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: *Tom Felt*

Title: Deputy Mayor-Commissioner

Date: March 24, 1969

NATIONAL REGISTER VERIFICATION

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

Ewert Allen Corns
Chief, Office of Archeology and Historic Preservation

Date: March 24, 1969

ATTEST:

William J. Kuntz
Keeper of The National Register

Date: April 3, 1969

SEE INSTRUCTIONS

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

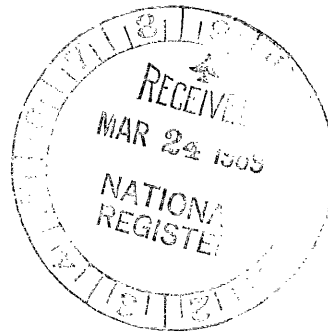
(Continuation Sheet)

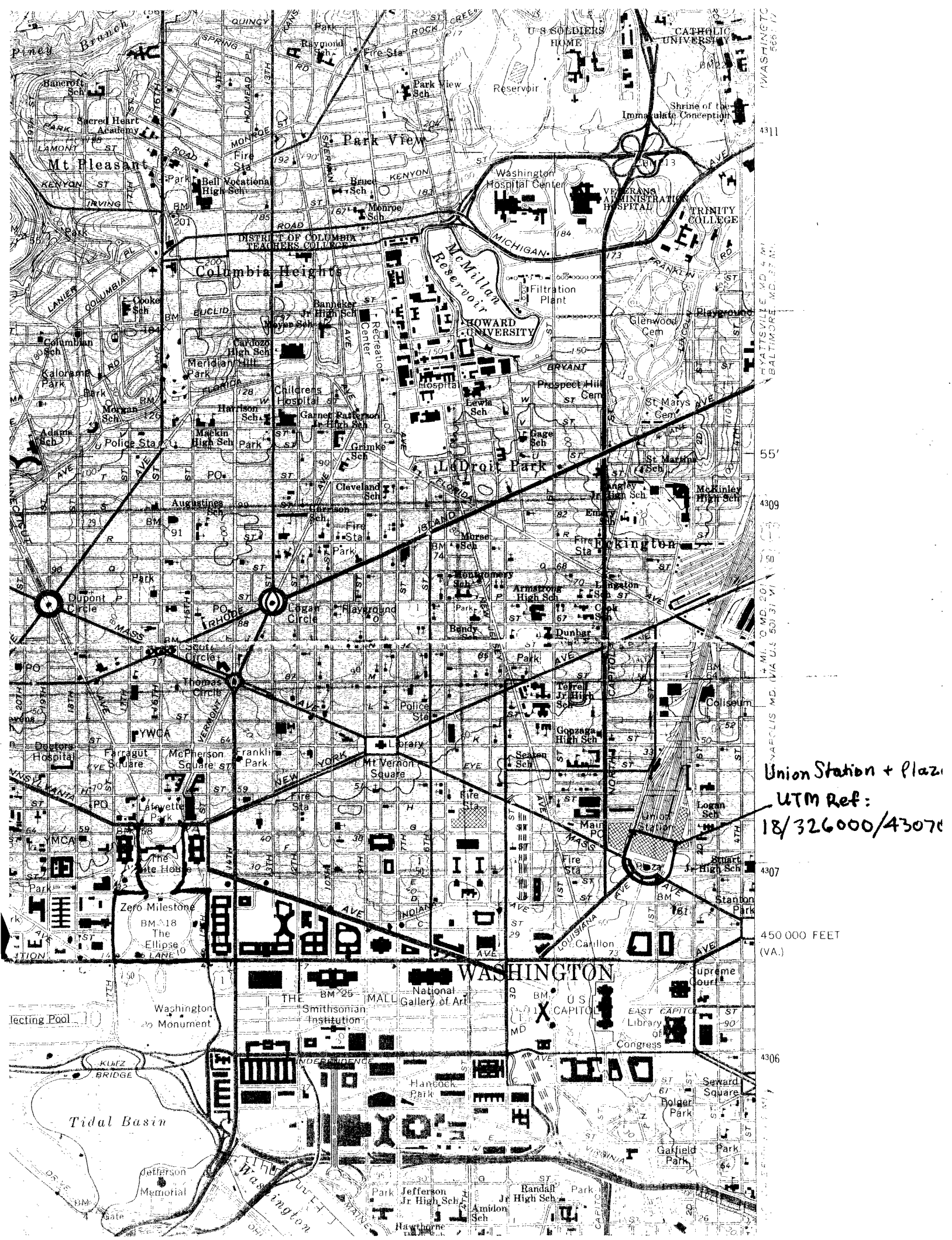
STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
69-03-08-0001	3/24/69

(Number all entries)

8. Significance--Union Station

owns the building, was considering its sale to real estate developers for demolition. On March 12, 1968, Congress passed Public Law 90-264, which provides for the conversion of Union Station into a much needed National Visitor Center which will combine railroad terminal, heliport, and parking garage with rapid transit and bus connections to all parts of the city.





WASHINGTON DC 20001

4311

55'

4309

4307

4306

4305

4304

4303

4302

4301

4300

4299

4298

4297

4296

4295

4294

4293

4292

4291

4290

4289

4288

4287

4286

4285

4284

4283

4282

4281

4280

4279

4278

4277

4276

4275

4274

4273

4272

4271

4270

4269

4268

4267

4266

4265

4264

4263

4262

4261

4260

4259

4258

4257

4256

4255

4254

4253

4252

4251

4250

4249

4248

4247

4246

4245

4244

4243

4242

4241

4240

4239

4238

4237

4236

4235

4234

4233

4232

4231

4230

4229

4228

4227

4226

4225

4224

4223

4222

4221

4220

4219

4218

4217

4216

4215

4214

4213

4212

4211

4210

4209

4208

4207

4206

4205

4204

4203

4202

4201

4200

4199

4198

4197

4196

4195

4194

4193

4192

4191

4190

4189

4188

4187

4186

4185

4184

4183

4182

4181

4180

4179

4178

4177

4176

4175

4174

4173

4172

4171

4170

4169

4168

4167

4166

4165

4164

4163

4162

4161

4160

4159

4158

4157

4156

4155

4154

4153

4152

4151

4150

4149

4148

4147

4146

4145

4144

4143

4142

4141

4140

4139

4138

4137

4136

4135

4134

4133

4132

4131

4130

4129

4128

4127

4126

4125

4124

4123

4122

4121

4120

4119

4118

4117

4116

4115

4114

4113

4112

4111

4110

4109

4108

4107

4106

4105

4104

4103

4102

4101

4100

4099

4098

4097

4096

4095

4094

4093

4092

4091

4090

4089

4088

4087

4086

4085

4084

4083

4082

4081

4080

4079

4078

4077

4076

4075

4074

4073

4072

4071

4070

4069

4068

4067

4066

4065

4064

4063

4062

4061

4060

4059

4058

4057

4056

4055

4054

4053

4052

4051

4050

4049

4048

4047

4046

4045

4044

4043

4042

4041

4040

4039

4038

4037

4036

4035

4034

4033

4032

4031

4030

4029

4028

4027

4026

4025

4024

4023

4022

4021

4020

4019

4018

4017

4016

4015

4014

4013

4012

4011

4010

4009

4008

4007

4006

4005