

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**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

STATE

Ohio

__ VICINITY OF

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

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

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.

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	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING

B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING

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
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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).