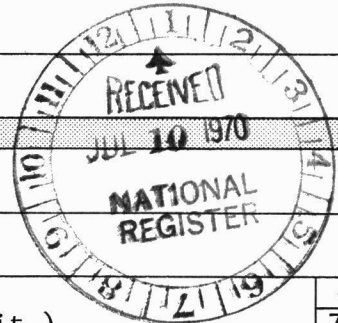


**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

| | |
|-------------------------------|------------------|
| STATE: Virginia | |
| COUNTY: Richmond (in cit.) | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER 70.10.51.0066 | DATE 10/15/70 |



1. NAME

COMMON:
Main Street Station

AND/OR HISTORIC:
New Union Station

2. LOCATION

STREET AND NUMBER:
1520 E. Main Street

CITY OR TOWN:
Richmond

STATE: Virginia CODE: 45 COUNTY: (in cit.) CODE: 760

3. CLASSIFICATION

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

4. OWNER OF PROPERTY Mr. Gregory S. Devine, President

OWNER'S NAME:
Chesapeake and Ohio Company

STREET AND NUMBER:
Executive Offices, Terminal Tower, P.O. Box 6419

CITY OR TOWN: Cleveland STATE: Ohio CODE: 34

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Richmond City Hall

STREET AND NUMBER:
Broad and Tenth Streets

CITY OR TOWN: Richmond STATE: Virginia CODE: 45

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Virginia Historic Landmarks Commission Report #127-172

DATE OF SURVEY: 1969 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Virginia Historic Landmarks Commission

STREET AND NUMBER:
Room 1116, Ninth Street State Office Building

CITY OR TOWN: Richmond STATE: Virginia CODE: 45

SEE INSTRUCTIONS

STATE: Virginia
COUNTY: (in cit.)
ENTRY NUMBER: 70.10.51.0066
DATE: 10/15/70
FOR NPS USE ONLY

7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

See enclosed description copied from Virginia Historic Landmarks Commission photo-data study prepared by Calder C. Loth, architectural historian, April 15, 1969.

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1901

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

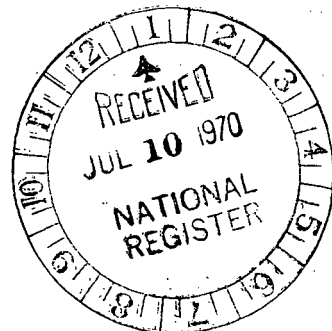
STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

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.

Besides being an important example of its style, Main Street Station is also a significant example of a building type which is fast disappearing. Even the vast cast-iron shed, which so blatantly exemplifies the late-Victorian disregard for the integration of utilitarian architecture with the more decorative historic styles, is one of the few remaining in the country.



9. MAJOR BIBLIOGRAPHICAL REFERENCES

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.

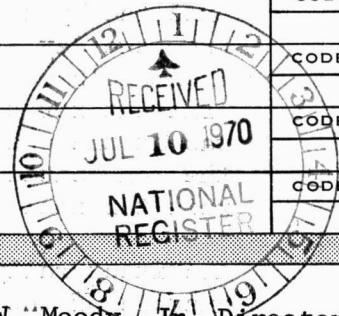
10. GEOGRAPHICAL DATA

| 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 TEN ACRES | | |
|--|-------------------------|-------------------------|--------|---|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
| NW | ° ' " | ° ' " | | 37° 32' 03" | 77° 25' 46" | |
| NE | ° ' " | ° ' " | | | | |
| SE | ° ' " | ° ' " | | | | |
| SW | ° ' " | ° ' " | | | | |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Less than 10 acres**

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

| STATE: | CODE | COUNTY | CODE |
|--------|------|---------|------|
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |



11. FORM PREPARED BY

NAME AND TITLE: **Staff, Virginia Historic Landmarks Commission, James W. Moody, Jr., Director**

ORGANIZATION: **Virginia Historic Landmarks Commission** DATE: **5/27/70**

STREET AND NUMBER: **Room 1116, Ninth Street State Office Building**

CITY OR TOWN: **Richmond** STATE: **Virginia** CODE: **45**

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: **Edw. P. Alexander, Jr.**

Title: **Dr. Alexander, Chairman Virginia Historic Landmarks Commission**

Date: **7-7-70**

NATIONAL REGISTER VERIFICATION

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

Ernest Allen Connolly
Chief, Office of Archeology and Historic Preservation

OCT 15 1970

Date: _____

ATTEST:

William J. Amstutz
Keeper of The National Register

Date: ~~OCT 19 1970~~ **AUG 19 1970**

18/285330/4156920
DIM REF
11-14-75 am

SEE INSTRUCTIONS



B. Description of Exterior:

1. Overall dimensions: (main block) 102 feet 5 inches by 63 feet. Seven bays wide on the entrance facade, three bays wide on the sides. Three and two one-half stories high.
2. Foundations: Rough cut stone veneered over brick.
3. Wall construction: Brick veneered with an unbonded tile resembling Roman brick. Architectural decoration executed in stone and terra cotta.
4. Porches: A five-bay rough hewn stone loggia with segmental arches frames the entrances in the center portion of the ground floor on the entrance facade. A central ell projecting from the rear of the terminal building acts as the concourse or platform joining

the terminal into the train shed. The platform is enclosed on the sides, but open to the shed on the north.

5. Chimneys: An elaborate French Renaissance style chimney rises from between the first and second stories, between the first and second bays from the south. The base of the chimney is corbeled into the wall, and the shaft is anchored to the building by an ornamented tie-rod. An insignificant chimney rises from near the top of the north side of the roof.
6. Openings:
 - a. Doorways and doors: The loggia on the ground floor of the facade contains an entrance to the building's main stairway in the first bay from the west. Other doorways in the loggia are also located in the third and fourth bays from the west. These doors feature sidelights, arched glass transoms and beveled glass panels in each of the double doors. The second and fifth bays from the west may also have contained doors, but they are closed at present. On the ground floor of the west side a doorway in the first bay from the north leads into the secondary stair well. Also located on the west front ground floor are loading docks for the mail room beneath the concourse. On the first floor of the northern end of the building access from the main waiting room to the concourse was gained through a five bay arcade echoing the arcade on the main front of the building. The first bay from the west contains the main staircase leading up from main street. Part of the remainder of the arcade has been obscured by a low modern ticket office. The remaining unaltered bays contain swinging glazed double doors. The upper portions of the arcade are glazed and repeat the tracery pattern of the south front windows.
 - b. Windows: The principal windows of the ground floor are set in the rusticated base of the building and are crowned by segmental arches. On the first floor of the facade the two outside bays contain "French" windows, each of which opens onto a small balustraded balcony supported on consoles. Both of these windows are topped by projecting semi-circular decorative panels. The center five bays are in the form of an arcade with octagonal early French Renaissance type columns supporting the arches. The columns stand on pedestals with balusters between. The second floor of the building is in the form of a low gallery consisting of 13 bays on the entrance facade with two independent bays in the clock tower. The bays of the gallery are separated by engaged Corinthian columns supported on engaged pedestals. The gallery continues around all four sides of the building, but on the east and west sides the first floor windows are single arched windows richly ornamented with stone decoration.

7. Roof:

- a. Shape, covering: Very steep hipped roof covered with red tiles. Decorative bronze finials appear at each end of the ridge.
- b. Cornice: Building is surrounded by a relatively shallow entablature supported on the engaged columns between the second floor windows. The entablature supports an elaborate balustrade composed of balusters alternating with scrolls and pedestals.
- c. Dormers and towers: On the roof are two levels of dormers. The first level consists of relatively plain dormers with steep hipped roofs alternating with quite elaborate dormers with pedimented tops. At the southwest corner of the building is a six-story clock tower. The top of the tower contains coupled engaged Corinthian columns which frame each face of the clock. The columns support an entablature on which rests a square dome crowned by an elaborate bronze finial.

C. Description of Interior:

1. Floor plans:

- a. Ground floor: The ground floor contains the service areas such as the baggage rooms, mail room, etc. The front portion of the ground floor immediately behind the loggia apparently was a public hall, but its plan has been altered.
 - b. First floor: The majority of the area of the first floor is occupied by the main waiting room. In the southeast corner of this level is the smaller ladies' waiting room. The eastern portion of this level contained ticket booths, but this portion of the floor has been partitioned off by a temporary wall, and the ticket office is now on the concourse. On the western side of the waiting room a large colonnaded screen with glazing set in arches between the columns separates the waiting room from the stairway to Main Street. The train shed on the north end of the building at the level of the first floor is approximately 486 feet long. It is made of wrought iron with cast iron supports. Four tracks terminated at the station under the shed, while through tracks are located on either side.
 - c. Upper floors: The second, third and fourth floors are of little interest architecturally as they contain offices of merely functional design. Each level contains a center corridor running east and west with offices on either side.
2. Stairways: The principal stairway is located on the west side of the waiting room and ascends from the Main Street entrance to the first floor without turning, but with a landing in the center. The stair is enclosed on either side by tiled walls. The secondary staircase is located on the west side of the station and ascends to all floors in a nearly square stairwell with a scrolled iron balustrade.
3. Flooring: A variety of masonry flooring materials are found on the

ground floor. The first floor is covered with various colored marbles, while the upper office floors are of hardwood.

4. Wall and ceiling finish: On the ground floor the walls are covered with tiles. On the first floor the walls are plaster as are the ceilings. The upper floors are the same.
5. Doorways and Doors: Doors throughout the building are generally wood with glazed panels.
6. Decorative features and trim: In the public areas the decorative features include the screen of Corinthian columns in the waiting room and the coffered ceiling in both the waiting room and on the concourse. The very fine wrought iron screen between the concourse and the shed area should also be noted.
7. Notable hardware: The full range of late-nineteenth century hardware can be found throughout the building.
8. Lighting: Building has always been entirely lit by electricity.
9. Heating: Radiators supplied with steam from the nearby power plant heat the building.

D. Site:

1. General setting and orientation: The station is located on the north side of lower Main Street in Shockoe Valley. Railroad tracks extend on either side of the building across bridges over Main Street. On the west side of the building is an elevated interstate highway which passes within seventy-five feet of the building at the level of the clock tower.
2. Outbuildings: A low power plant is located to the west of the building.

Prepared by Calder C. Loth
Architectural Historian
Virginia Historic Landmarks
Commission
15 April 1969
Ninth Street Office Building
Richmond, Virginia



U.S.G.S. 7 1/2' quadrangle (Scale:1:24000)
 Richmond, Virginia 1964

Main Street Station

Latitude Longitude

37° 32' 03"

77° 25' 46"



284 (DREWRY'S BLUFF) 285 2.5 MI. TO INTERCHANGE 8 25
 5558 IV NW (95) PETERSBURG 17 MI.

SCALE 1:24000

1 MILE