### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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

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#### 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

LOCATION					
STREET & NUMBER 1520	E. Main Street				
CITY, TOWN			NOT FOR PUBLICATION CONGRESSIONAL DISTRICT		
Rich	mond	VICINITY OF			
STATE		CODE	COUNTY	CODE	
Virg	inia	45	(in cit.)	760	
CLASSIFIC	ATION				
CATEGORY	OWNERSHIP	STATUS	PRES	ENTUSE	
DISTRICT	PUBLIC	X_OCCUPIED	AGRICULTURE	MUSEUM	
BUILDING(S)	XPRIVATE	UNOCCUPIED	COMMERCIAL	PARK	
XSTRUCTURE	ВОТН	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDENCE	
SITE	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS	
OBJECT	XIN PROCESS	YES: RESTRICTED	GOVERNMENT	SCIENTIFIC	
	BEING CONSIDERED	X_YES. UNRESTRICTED	INDUSTRIAL	X_TRANSPORTATION	
		NO	MILITARY	<u>x_other_Railroa</u> Stat	
STREET & NUMBER					
Execu CITY, TOWN	tive Offices, Termina	al Tower, P.O. Box	STATE		
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# 7 **DESCRIPTION**

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EXCELLENT GOOD FAIR	DETERIORATED RUINS UNEXPOSED	UNALTERED ALTERED	ORIGINAL	SITE 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 Rennaissance..

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 tope 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.\*

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\*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.



PERIOD	AR	EAS OF SIGNIFICANCE CH	ECK AND JUSTIFY BELOW	
PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
1700-1799	ART		MUSIC	THEATER
1800-1899		EXPLORATION/SETTLEMENT	PHILOSOPHY	X_TRANSPORTATION
_X1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)
		INVENTION		
SPECIFIC DAT	ES 1900-01	BUILDER/ARCH	HITECT Wilson, Harris	-

#### 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."

Architects/Engineers

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 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 desireable. 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

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