

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 25, 2012

TO: CHAIRMAN AND MEMBERS OF OLD AND HISTORIC ALEXANDRIA DISTRICT BOARD OF ARCHITECTURAL REVIEW

FROM: AL COX, FAIA, HISTORIC PRESERVATION MANAGER

SUBJECT: ALEXANDRIA UNION STATION DRAFT NATIONAL REGISTER NOMINATION

We propose to submit a draft nomination to the Virginia Department of Historic Resources (VDHR) to list Alexandria Union Station (110 Callahan Drive) on the National Register of Historic Places and the Virginia Landmarks Register. As a Certified Local Government (CLG), the Boards of Architectural Review are entitled to review and comment upon a draft National Register nomination and relay any comments or concerns to the Virginia Department of Historic Resources. The BAR's comments will be incorporated into the nomination prior to submission to the State Historic Preservation Office (SHPO) Director. Ann Horowitz, a local resident and graduate student, has spent the past two years researching the property and drafting the nomination before you at this time.

Once the nomination has been officially submitted, there will be additional opportunities for public comment as part of the Virginia State Review Board and Historic Resources Board processes. At this time, we request that the Board comment upon the draft nomination and endorse the listing of this architecturally significant building.

Staff Recommendation

Staff recommends that the BAR support the designation of this resource and find Alexandria Union Station eligible for listing on the Virginia Landmarks Register and the National Register of Historic Places.

Attachment: *Alexandria Union Station National Register Nomination (DRAFT)*. Ann Horowitz, 2012.

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Alexandria Union Station

other names/site number VDHR File Number 100-0124.

2. Location

street & number 110 Callahan Drive not for publication

city or town Alexandria vicinity

Alexandria

state Virginia code VA county (Independent City) code 510 zip code 22301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Signature of certifying official Date

Title State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- building(s)
- object

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	2	objects
0	0	buildings
2	2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH and 20TH CENTURYREVIVALS/Colonial Revival

Materials

(Enter categories from instructions)

foundation: STONE/schist fieldstone

walls: BRICK

roof: SYNTHETIC/composition shingles

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Description

The Alexandria Union Station at 110 Callahan Drive in Alexandria, Virginia was built in 1905. Currently it sits on 3.514703 acres. The railroad tracks are not included in this acreage since they are no longer part of the station property. Two buildings—a passenger depot and a baggage annex—comprise the one-story Federal Revival station. A later addition glass-enclosed breezeway connects the two buildings. The station is constructed of Flemish-bond brick. The passenger depot, located to the north, measures 95' 10" x 33' 7". The baggage annex is 41' 7" x 33' 7". Both are contributing buildings. At the passenger depot, the hipped roof is accented by dormer windows while eyebrow vents punctuate the roof of the baggage annex. The brick chimney at the north end of the roof is decorated with a recessed elliptical arch and a granite keystone. A Tuscan columned loggia frames three sides of the passenger building. Semi-circular fanlights with spider web tracery and flanking windows draw attention to the four doorways. Windows are distinguished with granite keynote lintels and are recessed within brick elliptical arches. The building is constructed of masonry load bearing walls with a partially exposed rusticated schist fieldstone foundation. The foundation extends to a fieldstone-faced tunnel leading to the northbound tracks. A veterans' memorial monument and a station identification marker are two non-contributing objects on the property. The station sits within a densely developed commercial area, adjacent to an established residential area and near the intersection of three major in-town roads. The Rosemont National Register Historic District, the Alexandria National Register Historic District, and the 333-foot tall George Washington Masonic National Memorial border the station. As host to Amtrak and the Virginia Railway Express, the Alexandria Union Station is part of a multi-modal transportation center with the subway and bus systems located at the neighboring King Street Metro Station. The dense, urban, mixed-use Carlyle Development borders the station to the southeast. Due to restoration work in 1997, the building provides an excellent representation of the 1905 original station. The buildings are in excellent condition and have had modest alterations since the original period of construction. The addition of a glass breezeway in 1997 was designed to clearly read as distinct for the historic features.

Narrative Description

Detailed Description

Site

When approaching the station from Callahan Drive, a semi-circular paved drive leads to short-term parking in front of the station. The drive exits onto King Street. The long-term passenger and employee gravel parking lot is located in an undeveloped area at the station's south end.

Front landscape features include a circular traffic island with a flagpole in the center. A concrete, limestone and granite Veterans of Foreign Wars memorial monument dating from 1940 sits to the west of the flagpole. Materials for the monument came from a column shaft damaged during the construction of the George Washington National Masonic Memorial.¹ The inscription on the memorial reads: "Donated by Mrs. Florence Angelo Cannaday; Richmond, VA; Erected in memory of Alexandria War Dead; by Russell Mitchell, Post No. 609; Veterans of Foreign Wars and Citizens of Alexandria; November 11, 1940."

At the intersection of Callahan Drive and King Street, a carved granite and brick marker reads "Alexandria Union Station." A hedge-lined, semi-circular brick walkway separates the memorial from the station marker and connects the sidewalks bordering Callahan Drive and King Street.

The Veterans of Foreign Wars monument and the Alexandria Union Station marker are non-contributing objects at the site.

The simple landscape design is dominated by five mature trees north of the Veterans of Foreign Wars memorial and along the northwest part of the property bordering King Street. Shrubs border the southbound track to the station's north and south. Another band of small trees separates the parking lot from the sidewalk lining Callahan Drive. Today's landscaping contrasts with the formal landscape plan portrayed on a 1920's postcard. At that time the front lawn featured flowering plants surrounded by groomed hedges.

According to the blueprints, only one drive accessed the station to and from King Street. However, on a 1908 map of Rosemont, two drives connect to King Street and border a triangular green space. This plot of land appears formally landscaped with bushes and flowers in an early postcard of the station. The front property was originally more expansive until the Alexandria Washington Masonic Association purchased some of the station's land in the early 1920's. Callahan Drive, previously known as Station Drive, was relocated closer to the station when the Masonic Association acquired land from the station in the 1940's.²

Colonial Revival light posts are found in front of the station. These replaced the original scrolled shepherd's crook head light stands. Colonial Revival light sconces are attached to the terminal buildings on the trackside and on the south side of the baggage annex. Non-contributing contemporary box lighting hangs under the southbound and west loggias. In a 1940 photo, schoolhouse dome lighting appeared along the edge of the west loggia.

A concrete walk leads from the front of the train station to the parking area, down stairs to a tunnel north of the station, or to a sidewalk in the direction of the King Street Metro Station. A black wrought iron railing borders the walkway.

Exterior

Although Alexandria Union Station today looks much like it did as originally constructed, by 1982 years of deferred maintenance and minor changes to the building's features altered the station's original condition. At that time, Amtrak and the Richmond, Fredericksburg & Potomac Railroad began exterior renovations that included a new composition shingle roof, removal of the north and west loggias, elimination of the stair canopy, and disposal of the wrought iron fencing.³ The alterations to the building were reversed when the City of Alexandria led a 1997 restoration. Based on original blueprints, the restoration returned the station to its 1905 appearance.

The building has load bearing masonry walls. A Flemish bond brick pattern with dark grey headers and red brick stretchers cover the building's exterior. The low water table has a molded cap. Projecting brick quoins form the corners. The foundation is partially exposed due to the northeast downward slope of the site. A rusticated schist fieldstone forms the building's foundation, the walls of the stairs, and the tunnel. Below the station, mechanical rooms are at the half basement level. A rusticated stone arch capped by a keystone surrounds the tunnel entrance.

Painted brick forms the tunnel's interior. The tunnel passageway leads to the southbound tracks.

A distinguishing element of the station is the Tuscan columned loggia on the west, north and east sides of the building. The loggia is continuous along the north and west sides, also connecting to a loggia on the eastern track-side of the building. Vented aluminum plinths support Tuscan wood columns, originally constructed of pine. The north and west loggias have bead board ceilings and stainless steel standing seam roofs. The roofs were originally constructed of tin.

A wrought iron railing surrounds the front façade and the northern sides of the station. The railing continues along the northbound track.

The four entry doorways consist of wood varnished double doors flanked by 9/1 windows with transoms and decorative lights. Above each door and transom rests a spider web semi-circular fanlight. A spider web elliptical fanlight also spans the door, side windows, and the semi-circular fanlight. Two doors are located on the front (west elevation.) The doors are aligned with two, trackside doors. An angled concrete handicap ramp leads to the northern trackside door.

The ten 9/1 windows are recessed within brick elliptical arches and have granite keystone lintels and imposts. Wood block modillions are below the cornice of the passenger depot and baggage annex. Three 9/1 windows and two smaller nine light windows are on the west elevation. Three 9/1 windows are located on the trackside elevation of the terminal. Two 9/1 windows are located at both the north and south ends of the terminal building. The blueprints indicate the location of a grated, hinged, coal window below the northernmost window on the trackside. A bay window added in 1929 projects from the ticket office on the trackside elevation of the terminal. At the baggage annex, two 9/1 windows are placed at the north and west sides while one 9/1 window is located on both the south and west elevations.

The glass enclosure of the breezeway, an addition during the 1997 renovation, now connects the passenger depot building to the baggage annex. Originally, the breezeway was not enclosed to ease in the movement of baggage between the storage area and the station's driveway. An angled concrete handicap ramp leads to the breezeway entrance. In addition to serving baggage needs, the annex houses the station's bathrooms, which were originally located in the main terminal. A wood paneled door with a simple transom at the north elevation of the baggage annex connects the bathrooms to the breezeway. This door replaces a wood utility door. To the opposite side of the breezeway, another wood paneled door with a simple transom exists at the south elevation of the depot. Previously, a door did not exist in this location. Colonial Revival sconces, coordinating with interior chandeliers, are found on either side of these breezeway doors.

Utility doors, originally used for baggage, freight, and mail handling and storage, are found on the remaining three walls of the annex building. Two are positioned along the southbound track, two on the building's west elevation, and one on the front elevation. Two windows flank the door at the front. The southernmost overhead steel roller door along the tracks is the only one operational today. Wood, duplicating the ridges of the steel door, covers the remaining four doors. The original tin, bracketed canopies that once shielded the utility doors on the south and west sides have been removed. Rusticated granite stone guards frame the sides of each utility door. Flat granite keystones mark the tops of the doors.

Tuscan pilasters frame the pedimented wooden dormers on the main terminal building. Three dormers face the front, three face the tracks, and a single dormer is at the southern end of passenger depot section. Wood block modillions are along the eaves of the dormers' pediments.

Four louvered wood eyebrow vents punctuate the hipped roof of the baggage annex, one on each of the roof's sides. Originally, the roof was slate with a copper ridge roll but the slate shingles were replaced with Black composition shingles.

A prominent brick chimney is located at the north side of the passenger depot's hipped roof. It is accented with a recessed elliptical arch and a granite keystone. A Victorian-styled wrought iron brace supports the chimney. Flue gasses are carried through the chimney from the boiler in the basement.

Interior

The interior of the passenger depot consists of two public rooms. The waiting room at the south end contains schedule information, a public phone, and a baggage check window. This space was formally the "colored"

women's waiting room. A small, attached vending machine room was originally the white women's bathroom. An office sits opposite the vending machine area. The current office previously housed the white women's waiting room. The hallway that leads through a door to the breezeway between the vending machine room and the office was constructed in 1997. After the 1905 construction, the white women's waiting room became the agent's office.

The northernmost space is the waiting room. This served as the general waiting room according to blueprint documents. Oak settees, thought to be originals, furnish the waiting room. A raised, closed, brick fireplace marks the north end of the general waiting room. A three-windowed ticket booth connects both of the main rooms. Originally, a wall divided the two main rooms at the ticket booth area. Sometime between 1905 and 1997, bathrooms and 2 closets were added to the north end of this waiting room. During the 1997 reconstruction, called f these rooms were removed and the waiting room was restored to its original size.

Across from the ticket booth is an enclosed area of offices, one housing a satellite office for the Alexandria Sheriff. This set of rooms was the original location for the "colored" women's and the men's bathrooms.

The flooring of both waiting rooms have black and white ceramic tiling with a Greek key border, added in 1929. Original blueprints note that maple wood flooring covered the station at the time of construction. The bottom third of the walls is white glazed brick wainscoting culminating in a moulded enamel brick course. The upper two-thirds is cream painted brick. A decorative moulded brick cornice caps the walls. The room opens to a vaulted and varnished wood ceiling above the corniced walls. The ceiling's wood scissor trusses were restored in 1997. Light floods the passenger depot space through the seven dormer windows. Neo-classical chandeliers hang from the wood ceiling.

Radiators heated all rooms according to the station's blueprints. The original radiators exist today.

The baggage depot consists four rooms. Mens' and womens' bathrooms are accessed through the breezeway. Two storage rooms are located at the south side of the baggage annex and are accessible through utility doors. Originally, half of the baggage annex, where bathrooms are currently located, was designed as a baggage room. The southern side was a mailroom and an express room. Room configuration and room use were changed sometime between 1905-1997. During this time The space was divided into four rooms. Three rooms were used for storage. Maintenance equipment was stored in the largest room on the east side.

Evaluation of Integrity

The integrity of Alexandria Union Station is confirmed by consistency in location, design, setting, materials, workmanship, feeling, and association. Overall, the station evokes an image identical to its 1905 original appearance. In addition, integrity is strengthened by the station's continued service as a rail depot.

Due to the 1997 restoration, the station has retained the same design, materials, and workmanship to support integrity. The enclosed glassed breezeway accounts for the only architectural alteration to the building's exterior. The aesthetics are not affected because of this change. The use of glass to enclose the breezeway offers the same uninterrupted view to the tracks as designed by the original plan. The rhythm of the building's façade is uninterrupted and the station appears unaltered as a result.

The interior space physical layout remains much the same as originally noted on the 1905 blueprints. Room uses have changed. With the court ordered end to racial segregation, separations for white and "colored" bathrooms were removed. That influenced the relocation of bathroom locations to the baggage annex during the 1997 restoration. Additionally, the changing perspectives on gender equality accounted for the separation of the men's and women's sitting rooms. Today both rooms in the passenger depot are open to all.

The change in setting as it relates to density has strengthened the station's position as a regional transportation center. The King Street Metro Station adds to the area's transportation theme. The mixed-use Carlyle Development took the place of a former commercial and residential neighborhood that also relied on Alexandria Union Station for transportation. When the station opened in a sparsely developed location at the confluence of major, established transportation routes, the area was predisposed to future economic expansion. The development that resulted over the years has enhanced the station's prominence as transportation hub, just as it was originally intended.

The feeling of the station continues to represent a time period in United States history when passenger travel by rail was commonplace. Today at the Alexandria Union Station, a traveler follows the same steps (excluding the

racial and gender barriers) a rail passenger at a small city station encountered between 1905-1932. The design for efficiency and safety still applies.

The association with history continues as the station exemplifies a design relationship with other Pennsylvania Railroad terminals built between 1903-1914 in the mid-Atlantic region. The continuity of location, design, setting, materials, workmanship, and feeling firmly establish the station's association with its historical past.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1905–1932

Significant Dates

September 15, 1905: opening of Alexandria Union Station

1932: Opening of George Washington Memorial Parkway, closure of Washington-Virginia Railway, completion of George Washington Masonic National Memorial

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Office of the Chief Engineer,
 Pennsylvania Railroad, Philadelphia, PA

Period of Significance (justification)

The period of significance begins with the station's construction in 1905 and concludes in 1932. This period overlaps with the "Golden Age" of passenger rail travel that lasted from the late nineteenth century until the Great Depression. George Washington Memorial Highway, connecting Washington, DC to Mount Vernon through Alexandria, opened in 1932. The improvement of this road steered passenger travel away from trains and toward the personal use of automobiles for workers' commutes and tourist travel. The 1932 termination of the Washington-Virginia Railway commuter service provides further evidence of the new highway's popularity for automobile travel between Washington and Alexandria. The nearby George Washington Masonic National Memorial was completed in 1932. Much of the Rosemont suburban housing was developed by that year. Commercial development along King Street had expanded to the train station. By 1932, the character of the current contextual landscape was established while transportation priorities had shifted from mass transit to the automobile. The station's restoration in 1997 was based on the building's appearance during the 1905-1932 period of significance.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Alexandria Union Station, built in 1905, provides an intact representation of regional railroad planning and mid-Atlantic terminal design in the early 20th century. Associated with important regional and local Transportation trends, the station observes Criterion A requirements. The City Beautiful movement, introduced in nearby Washington, DC in the early 1900's, influenced the station's development as a "union" station through the consolidation of rail lines in Alexandria. This marked a shift from the construction of utilitarian rail stations to architecturally significant stations planned as city and town gateways. Under Criterion C, Architecture is addressed since the building is an example of a style characteristic of the Pennsylvania Railroad's design for small city train stations at the time. Additionally, the station possesses a Federal Revival architectural design unique to Alexandria. Locally, the station remains a singular example of the City Beautiful movement. It signifies Alexandria's only Federal Revival public building constructed during that era. It is the city's last remaining railroad building.

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

Historical Background

City Beautiful Movement

The construction of the Alexandria Union Station in Alexandria, Virginia stemmed from changes in the Washington, DC railroad terminal and track structure as influenced by the City Beautiful movement in the early twentieth century. The movement's aim was to improve social and economic conditions in cities by creating beautiful civic spaces and buildings. In the early 1900's, interest in reconstructing a beautiful federal city emerged based on Pierre L'Enfant's original design for Washington, DC. These plans not only impacted the District of Columbia's existing railroad infrastructure but also railroad operations throughout the region.

To commemorate the hundredth anniversary of L'Enfant's *Grand Plan*, the American Institute of Architects held its annual convention in Washington, DC. Papers at the conference addressed L'Enfant's plan and its application to improve the quality of the National Mall. By 1900, railroad lines crossed the mall and a Pennsylvania Railroad station stood on one corner, compromising the vision of the L'Enfant Plan⁴ Additionally, citizen safety at railroad crossings was a concern with numerous tracks intersecting pedestrian ways.⁵

Based on the design proposals presented at the AIA convention, Senator James McMillan of Michigan established the McMillan Commission in 1901 to restore the National Mall according to L'Enfant's Plan. The McMillan Commission was a subcommittee of the senator's Senate Committee on the District of Columbia. Daniel

H. Burnham, Frederick Law Olmsted, Jr., Charles F. McKim, and Augustus Saint-Gaudens served on the commission along with McMillan's secretary and architectural advisor, Charles Moore.⁶

Commission members reinterpreted L'Enfant's plan by incorporating features from European architectural and landscape design. Their goals were to restore the National Mall; plan for the location of future public buildings, memorials, and monuments; and reorganize and connect the city's parks. One step toward accomplishing their objectives was to remove and relocate the railroad tracks and terminal from the National Mall. Daniel Burnham convinced Alexander Cassatt, Pennsylvania Railroad president, to move his company's rail facilities from the Mall. This entailed rerouting the tracks through a tunnel under the Mall to maintain rail connections with southern routes. It also called for the construction of a new terminal to the north of the Mall. In 1902, Congress approved construction of the new station and tracks, a project influenced by, but not included in, the McMillan Plan.⁷ Burnham began to design Washington DC's Union Station in 1903. The monumental station was opened in 1907 and completed in 1908. It was described as the "finest example of the City Beautiful movement, which promised briefly to make the American city something worth looking at."⁸ With the tracks and station removed, the Mall was clear for restoration. Implementation of the McMillan Plan commenced in 1921 when Congress formed the National Capital Park and Planning Commission.⁹

Alexandria's Rail System

On a smaller scale, Alexandria's urban landscape experienced similar disruptions related to railroads. By 1900, four separate rail lines, terminating at four different terminals ran throughout the densely built center city. Travelers and businesses found it inefficient at times to coordinate personal and freight connections between the terminals at North Fairfax, North St. Asaph, North Henry, South Henry, and South Patrick streets. Congestion and dangerous conditions resulted on city streets with pedestrians and horse drawn vehicles competing with railroads for space along roads and intersections.

When its position as a major seaport faded, Alexandria turned to the development of five railroad projects in the late 1840s to regain its economic footing.¹⁰ The Orange and Alexandria Railroad was the first successful line established in 1851. The railroad built Alexandria's two remaining railway structures. Hoofs Run Bridge was constructed in the West End in 1856 and expanded in 1885-1895. It was listed on the National Register in 1993. Wilkes Street Tunnel from 1856 is found within the Alexandria National Register Historic District between Royal and Lee Streets. The tunnel connected the Potomac River waterfront and its industries in Alexandria with Gordonsville, Virginia. Between 1900-1905, the Baltimore and Ohio, the Washington and Southern, the Southern, and the Pennsylvania Railroads traveled the Alexandria rails. Over the years, the names and ownership of these rail lines changed through eventual mergers and acquisitions.

The Richmond, Fredericksburg & Potomac Railroad (RF&P) and the Louisville and Nashville were two well-managed rail lines in the South during the post-Civil War era. At that time, the Southern railroad companies lacked the leadership of their northern peers to build a comprehensive and efficient rail transportation network. As exemplified in Alexandria, local communities wanted to maintain the independence of their lines and avoided mergers, resulting in short, fragmented routes. The RF&P linked northeastern railroads north of Washington, DC to a number of routes travelling south beyond Richmond.¹¹

The reorganization of railroad lines and terminals in Washington, DC subsequently led to railroad changes in Alexandria. The Washington Southern Railway was an Alexandria passenger and freight railroad that connected a number of southern short lines with Washington, DC. Washington Southern Railway was formed in 1890 through a series of mergers and acquisitions of various Alexandria rail lines beginning in 1854. Until 1901, it was a subsidiary of the Pennsylvania Railroad. Washington Southern then merged with the RF&P. As part of the RF&P, Washington Southern maintained its name and separate accounts.¹²

As plans to build Washington's Union Station emerged, six railroad companies established the Richmond-Washington Company in 1901 to coordinate and improve freight and passenger rail connections between Richmond and Washington. These rail companies were: the Pennsylvania Railroad, the Atlantic Coast Line Railroad, the Southern Railway, the Chesapeake and Ohio Railway, the Seaboard Air Line Railway, and the Baltimore and Ohio Railroad. The Richmond-Washington Company was responsible for relocating the freight yards from

Washington, DC, another effort to beautify and restore the federal city's image. The District of Columbia's freight yards relocated to Potomac Yards, outside Alexandria's northern city limits. The 450-acre freight facility, considered at the time to be the largest U.S. rail freight classification yard, opened on August 1, 1906.¹³ To reduce track congestion and improve transportation efficiency,¹⁴ the Richmond-Washington Company planned for double tracking the Washington Southern Railroad. Double tracking would alleviate traffic congestion generated by Potomac Yards and the District of Columbia's Union Station. By 1907, the entire length of double tracking was completed, linking Quantico to the south of Alexandria with the Long Bridge that spanned the Potomac River crossing into Washington DC.¹⁵ The new double tracks moved outside the Alexandria central city. Eventually the inner city tracks of the Washington Southern Railroad became obsolete in later years.

The creation of Alexandria Union Station was the continuation of the Richmond-Washington Company's efforts to consolidate all rail traffic along efficient tracking, eliminating the need for multiple inner city tracks and stations. The Pennsylvania Railroad's Office of the Chief Engineer in Philadelphia developed the plans for the new passenger station.

As a result of the Potomac Yards and Alexandria Union Station plans, increases in real estate values and population were reported in the Washington Post on August 28, 1904. The newspaper reported "that fully 100 families who are now living in hotels, boarding houses, tenement houses, and in Washington are clamoring for houses of moderate size and with modern improvements."¹⁶ Real estate prices rose up to 100% around the union station site.

In preparation for station and track construction, contractors Reiter, Curtis & Hill of Philadelphia built "temporary offices, stables, tool houses, and bunk houses ... about on the sight (sic) of the proposed new union depot."¹⁷ They cleared structural obstructions along the track right of way westward on Duke Street. To those not following the day-to-day railway progress, the new rail dominated topography appeared unrecognizable.¹⁸

The "modern station in every particular"¹⁹ opened on September 15, 1905. It stood outside Alexandria's western city limits, one and one quarter miles from City Hall. The station, costing \$62,020.55, and its accompanying \$25,086.11 freight facility opened at the same time east of the tracks. The Washington Southern, the Southern Railway, and the Chesapeake and Ohio Railway operated through the new station.²⁰ At the time of its construction, some Alexandrians were unhappy with the station's location, believing it to be "out in the country."²¹

The Alexandria Union Station set the scene for the first Virginia visit of Woodrow Wilson as President-elect on December 28, 1912. A crowd of nearly one thousand raced to the last train car and greeted Wilson with three cheers as the bells of city hall and the fire stations rang in his honor. Alexandria's mayor cancelled a celebratory bonfire near the station due the dangers associated with the day's high winds.²²

Alexandria annexed the train station area and surrounding suburbs in 1915. When Washington Southern merged with the Richmond, Fredericksburg & Potomac Railroad in 1920, the latter took ownership of the station and the tracks.²³ Due to its link with Washington's Union Station where northern passenger routes stopped before travelling south, the slogan for the RF&P was "Linking North with South."²⁴

To augment passenger travel, the Southern Railway offered the "Mystery Special" out of Alexandria Union Station on June 5, 1932. Five hundred passengers boarded the train on a three-hour ride to an undisclosed destination. Within minutes of the tour's end, leaflets announced the end of the line to be Fry's Springs near Charlottesville, Virginia. Passengers were met with sounds of an orchestra and the aroma of a Southern barbecue.²⁵

In 1971, Amtrak, the National Railroad Passenger Corporation, took over the passenger routes of the Chesapeake & Ohio, the Southern, and the RF&P railroads that ran through Alexandria Union Station. At that time, Amtrak began to lease the Station from the RF&P.²⁶

The CSX Corporation, formed in 1980 to acquire and merge rail lines, took ownership of the RF&P in 1991.²⁷ CSX divested of its real estate holdings and established the RF&P Corporation to manage and develop the Alexandria Union Station real estate. CSX continued to control the tracks. Amtrak maintained its lease agreement for the station and the southbound platform. Passenger train service expanded at the station when the Virginia Railway Express (VRE), a commuter rail line connecting Virginia cities with Washington, DC, leased the northbound and southbound platforms around 1992.²⁸

By 1975, Amtrak reported that the physical condition of the station had deteriorated due to neglect. The rail line was reluctant to finance renovations due to uncertain lease terms with the RF&P Corporation. Consequently,

Amtrak demolished building features in disrepair and altered others in 1982.²⁹ Through Alexandria city planning efforts, restoration improvements in 1997 returned the station to its original design and condition.³⁰

After the station improvements, Atlantic Commonwealth Properties, the real estate division of RF&P gave the train station property to the City of Alexandria, the present owner.³¹ Currently, the Alexandria Union Station operates within a multi-modal transportation center where Amtrak and commuter lines link to subway and bus systems at the adjacent King Street Metro Station.

The opening of the Alexandria Union Station contributed to westward commercial expansion in the Alexandria National Register Historic District along King Street.³² Through history, King Street functioned as the primary commercial center for the city of Alexandria. The station received credit, along with the Washington-Virginia Railway's streetcar, for the construction of Rosemont. Construction began on the early-twentieth century middle-class suburb of Craftsman bungalows and Colonial Revival homes in 1908 and ended in 1940. The majority of development occurred by 1932. The neighborhood remains largely unchanged to this day.³³

The Washington-Virginia Railway ceased operations in 1932 as a result of the opening of the George Washington Memorial Highway, connecting Washington, DC to Mount Vernon through Alexandria. Preference for the automobile diminished the popularity of the streetcar and the railroad as commuter options.

The station's ties to the Washington, DC City Beautiful Movement denote the Transportation significance of the property under Criterion A. The building's origins reflect the broader regional plan to reorder the railroad transportation corridor around Washington, DC as initiated by McMillan Commission supported proposals. First applied in Washington, DC, the City Beautiful philosophy became a national trend adopted by city planners in numerous American cities during the early 20th century. As a result of the railroad and track consolidation initiated in Washington, DC and subsequently implemented in Alexandria, the Alexandria Union Station is the only local representation of a once popular national urban planning philosophy.

Historic Context: Place

The station stands in a densely built residential, commercial, and public transit area. Callahan Drive sits on a diagonal between King and Duke Streets, two heavily trafficked thoroughfares leading to major highways connecting with outlying suburbs and Washington, DC.

The Alexandria National Register Historic District, incorporating commercial and residential buildings from the 18th–20th century, is located to the east of the station. To the north, the Rosemont National Register Historic District is the city's first streetcar suburb featuring homes constructed from 1908-1940. The 1922-1932 constructed George Washington Masonic National Memorial, to the west, stands on the highest point in the city at 333 feet tall.

An iron, undergrade railroad bridge spans the walkway from Alexandria Union Station and King Street. The Richmond-Washington Line built the through plate girder type bridge with a concrete abutment and steel pier substructure in 1904. The floor of the bridge was raised in 1965. It has two spans, carries four tracks and is 79 feet in length.³⁴ Trains travelling to and from the train station pass on the bridge now owned by the CSX Corporation.

Aboveground tracks, a platform, and the parking lot for the 1983 King Street Metro Station run parallel to Union Station. Being in close proximity, the two stations form a multi-modal transportation hub with connections to subways, buses, and the Alexandria trolley.

The 230-acre mixed-use Carlyle Development dominates the southeastern view. Construction first began in the late 1990's and continues today. The dense urban commercial, governmental, and residential center encourages the use of public transportation offered by the King Street Metro and the Alexandria Union Station.

At the time of construction, the station sat isolated, surrounded by mostly undeveloped land. What is today's National Register Historic District ended at West Street, about four blocks to the east. Open land marked the future Rosemont neighborhood. Currently the site of the George Washington Masonic National Memorial, a golf course, a school, and two parks perched on Shuter's Hill.³⁵ To the west of the golf course, a reservoir supplied Alexandria's water. A one story, brick Railway Express Building used for package distribution stood to the south of the baggage annex between 1943-1982.³⁶

An I.C.C. Valuation account book from 1917 indicates that a bunkhouse, a section tool house, and a four man dwelling were built on the station property in the late 1900's. Exact locations are unknown.³⁷

A freight facility, also constructed in 1905, serviced the needs of the Alexandria Union Station. The Metro platform, constructed in the 1980's, now stands in its place. Due to frequent flooding of Hoofs Run, few buildings stood in the current parking lot area of the King Street Metro. Eventually underground conduits diverted Hoofs Run in the 1920's.³⁸ Automobile dealers and repair shops located at the edges of this lowland. A steam pump manufacturer conducted business nearby. To the manufacturer's north, a baseball field provided recreation in the 1920's.

In 1922, construction began on the landmark George Washington Masonic National Memorial. Designed by Helmle and Corbett, the tall, neoclassical monument provides a commanding architectural presence and is visible from many regional vantage points. To house the Masonic belongings of George Washington, the National Masonic Lodge commissioned the building. The exterior achieved its final form in 1932. Today, it also serves as the group's national headquarters.

King and Duke Streets, bordering Alexandria Union Station, figured as major transportation routes throughout Alexandria's history. Due its position on the Potomac River, Alexandria thrived as a port and trade city beginning in 1731 with its first settlement at the base of what is now Oronoco Street. Early settlers exported regionally produced tobacco brought to the port on these roads. From 1749-1798, the seaport thrived by exporting wheat, flour, and tobacco produced by inland farms. Again, the early roads served commercial enterprises by delivering products to markets.³⁹

Cattle from the Shenandoah Valley were driven down the Little River Turnpike (Duke Street) to West End slaughterhouses. Additionally, wheat was transported from the interior to mills.⁴⁰ The site for Alexandria Union Station may have been chosen in part because of its relationship to these well-travelled and established transportation routes.

The Alexandria Union Station site holds the potential to provide archeological information on Alexandria's pre-history and history. At the base of Shuter's Hill, the location of the George Washington Masonic National Memorial, evidence of Native American settlements has been discovered at the summit's peak as well as along the creek beds draining along the hillside. The station sits on a plain between Shuter's Hill, 190 feet above King Street, and Hoofs Run, sited below. Native American patterns indicate commonly placed settlements near water and upland environments that provided a variety of resources.

From the late eighteenth century to the late nineteenth centuries, the Shuter's Hill was privately owned, used for residential, agricultural and pastoral purposes. The exception was during the Civil War, when the Union Army confiscated Shuter's Hill and placed a fort at this strategic point. A Civil War photograph reveals a soldiers' encampment near the current location of train station.

Although construction of Alexandria Union Station and the King Street Metro Station may have disturbed artifacts relating to pre-history or Civil War history, the potential exists for the discovery of archaeological resources at the site.⁴¹

Historic Context: Property Type and Architecture

The architecture of the Alexandria Union Station, constructed in 1905, clearly represents the general philosophy of train station design during the late 19th and early 20th centuries. Its construction date places the station in the midst of the "Golden Age" of passenger travel that lasted until the Great Depression. Between the 1880's and 1910, passenger train route miles grew from 93,000 to 240,000.⁴² To address the increased number of passengers, railway designers built new stations that followed proven guidelines for efficiency and safety. In Alexandria, the Pennsylvania Railroad (PRR) applied these industry defined plans to the station's design as well as to other depots in the mid-Atlantic and Virginia between 1903-1914. These stations shared a Federal Revival design that varied in the intricacy of architectural detailing and building size based on city or town size and level of rail activity. In Alexandria Union Station's case, the era's design beliefs extended to incorporating landscape improvements into the building's maintenance plans.

The overall form of Alexandria Union Station represented a mid-point in architectural thinking between the perpendicular silhouettes of the decorative Victorian stations and the horizontal outlines of the non-ornamented Modernist terminals. In *The Railroad Station: An Architectural History*, author Carroll Meeks explains this stage of

station design as characterized by the symmetrical form, horizontal massing, classical architectural detail, restrained cornices, lowered rooflines, and heavy entablatures. If decorative features were removed, Meeks states that the modernist image would emerge.⁴³ Alexandria Union Station embodies architectural elements characteristic to the transitional era of train station design. It is symmetrical and horizontal in form. Federal Revival detailing, a style common in the early 20th century, is evident.

Blueprints for Alexandria Union Station are stamped “Office of the Chief Engineer, Pennsylvania Railroad, Philadelphia, PA.”⁴⁴ With no specific name attributed to the design, it is assumed that an engineer or a group within the office developed the plans. A Pennsylvania Railroad Technical & Historical Society representative believes William H. Brown, a PRR Chief Engineer, was the station’s designer. During his career with the PRR, Brown was known for the construction of railroad bridges and tunnels.⁴⁵ Another theory is that a PRR Chief Engineer, Caspar Wistar Haines, designed Alexandria Union Station. A Richmond, Fredericksburg, and Potomac Historical Society historian concludes that Haines consulted with PRR civil engineers, Walter H. Washabaugh and Charles Edgar Dare, who were also working for Washington Southern in 1905 as they built the nearby Potomac Yards freight yard.⁴⁶

The PRR-designed station at Chester, PA, built in 1903, may have served as a blueprint for Alexandria Union Station. Both share very similar architectural details. The Chester, Pennsylvania station is also constructed with a Flemish bond brick pattern, includes a wrap around loggia supported by Tuscan pillars, and bears the distinctive chimney with a recessed keystone arch. Windows, decorated with keystones, are set within recessed and keystoned arches. The hip roof features identical dormer windows and a cornice decorated with block modillions.

Matching architectural features are found at other PRR designed stations in the region, constructed between 1903-1914. Because of this, it is assumed the same engineers employed in the PRR’s Engineering Department during those years were responsible for designing the railway’s similarly styled stations. In addition to Chester, other PRR stations sharing design features with Alexandria Union Station are located at New Brunswick, New Jersey (1903), Duncannon, Pennsylvania (c. 1903), Perryville, Maryland (1905), Irwin, Pennsylvania (c. 1910), Fredericksburg, Virginia (1910), Northumberland, Pennsylvania (1910), and Salisbury, Maryland (1913-1914). They are all brick and each features a hip roof interrupted by dormer windows and block modillioned cornices. New Brunswick, Irwin, and Duncannon stations, like Chester, share the same pedimented dormer window pattern with the Alexandria station—two single windowed dormers flank a double windowed dormer on the long access of the roof. Tuscan pilasters frame the dormers. A single windowed dormer is at the opposite ends of the Chester, Irwin, and New Brunswick stations while the Duncannon station features eyebrow windows (replicas of the eyebrow vents on the Alexandria station’s baggage annex). Additionally, the same keystone accented windows exist at these stations. Windows set within keystoned, recessed arches, like those found in Alexandria, are noted again at Perryville. Brick quoins decorate all the stations but the smallest at Duncannon and Irwin.

Railway companies used standard designs for stations as a common practice, especially in the west. Standard styles saved companies money by reducing design and building costs. The practice reduced competition between towns for the “biggest and best” station since the size of station was predetermined based on a town’s population. Stock styles also created a branded image for the railroad. A particular style or unique paint scheme served as a “company trademark” for passengers and rail employees.⁴⁷

Commenting on standard designs, Walter Gilman Berg, Civil Engineer and Principal Assistant Engineer for the Lehigh Valley Railroad, recommended that rail station designers vary their plans by altering details so stations did not appear redundant along the rail landscape.⁴⁸ Although the PRR’s stations explored here share architectural features, they are not duplicative. Their signature details—brick structures with hipped roofs broken by dormer windows and windows framed with keystones—implicitly communicate a rail company connection. Designs vary by size, color of brick, and level of architectural detailing, giving each station its own identity.

In addition to the standardization of architectural detailing common to the era’s passenger train stations, the overall layout of stations became systemized to ensure ultimate business efficiency. In *Metropolitan Corridor: Railroads and the American Scene* by John R. Stilgoe and *Buildings and Structures of American Railroad: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students* by Walter Gilman Berg, the authors outline defined schemes characteristic of different sized railroad stations. The level of train activity and the size of town or city determined the overall station plan. Country stations servicing few passengers and minimal freight were the

smallest. They were one story tall, and often employed at most two workers. Baggage processing and claims tended to be found at an adjoining building location for all but the smallest stations. One waiting room accommodated passengers.

Stations providing rail transportation for towns or small cities were also one story. Separate waiting rooms were furnished for men, women, and in the south, African Americans. Still, one to two railway workers could handle the operations at this train station size.

At locations in medium sized cities with an increased level of train activity handled by more than two rail employees, two-story buildings were constructed. The second floor contained offices for railway workers. On the first floor, space was dedicated to a restaurant or café.

In major cities and transportation hubs, large terminals opened to a general waiting room of grand scale and elaborate ornament. In *The Railroad Station: An Architectural History*, author Carroll Meeks labels the era of “megalomania” for large city train station design between the years of 1890-1914.⁴⁹ Station scale had dramatically increased as passenger service boomed. Multiple waiting rooms for gentlemen, ladies, smokers, readers, and emigrants were included in plans. During segregation in the South, separate waiting rooms for African Americans were designated. The stations were multi-storied and provided shoe shines, book stalls, barber shops, coat rooms, restaurants, physician’s rooms, and telegraph, telephone, and messenger services. The vast number of rail and station employees servicing the facility required space for offices, worker bathrooms, lunch rooms, and sleeping quarters. Hotels were attached to stations at some locations.⁵⁰ Well-known architects were appointed to design the grand stations that served as decorated and sophisticated gateways to large cities. PRR stations of this category include Pennsylvania Station in New York City (1906-1910) by McKim, Mead, and White, Washington DC’s Union Station (1903-1907) by Daniel H. Burnham, and the Philadelphia Broad Street Station (1892-1893) by Frank Furness.

The small to medium sized brick Federal Revival train stations designed by the PRR illustrate the different characteristics associated with building size. The depots at Duncannon and Irwin represent styles for country stations. Both are one-story structures with no auxiliary baggage annexes. Judging by the size of the buildings from photographs, it is likely that one waiting room serviced the stations. Comparing the size and simple ornamentation of these two stations with Alexandria Union Station, it is clear that Alexandria is emblematic of the next largest tier of stations; one found in a small city. As noted on the PRR Chief Engineer’s blueprints for Alexandria’s one-story rail facility, a separate baggage annex was attached to the station by a covered passageway. Three separate waiting rooms accommodated waiting passengers. The New Brunswick station is similar in size to the Alexandria station but it is not as ornate.

Pennsylvania Railroad stations at Chester, Perryville, Fredericksburg, Northumberland, and Salisbury represent stations serving mid-sized cities. All are two stories. The architectural detailing is more ornate than the country station examples but closely matches the level of craftsmanship and decoration found at the Alexandria station. This could indicate that Alexandria Union Station did not process the passenger and freight levels of its larger neighboring cities but was considered a relatively important station location due to its level of architectural detailing. Because of its positions as the “Gateway to the South,”⁵¹ and as a union⁵² station, possibly PRR builders believed the design should depict a more refined style than those of similar size.

Despite the size variances, all stations were planned for efficiency. The movement and processing of people, baggage, freight, vehicles, and trains according to strict time guidelines required a building layout that maximized safety, comfort, and employee effectiveness.⁵³ The activities that universally occurred at each depot location determined the comprehensive form. When railroad station builders discovered the design formula that worked, they rarely deviated from the plan.⁵⁴ With the exception of the largest city terminals, the building prototype followed standard layout guidelines.

Stations were long and rectangular, positioned parallel to the tracks. Side stations, as these were known, offered unsafe access to tracks on the far side of the building since passengers had to cross tracks to reach their trains.⁵⁵ In Alexandria, dangerous track crossing was eliminated by the construction of the tunnel on the north side of the station that crossed under the southbound tracks and emerged at the northbound platform.

A bay window protruded from the stations on the trackside of the buildings. The function of the bay window was to provide the agent with visual access to trains on the tracks. There they could signal trains and telegraph the rail line's progress while finishing paperwork.⁵⁶

In addition to the station agent's attention directed outside the station, they simultaneously addressed the needs inside the facility. They sold tickets, processed baggage and freight, offered travel advice, accommodated those using the telegraph, and monitored the behavior of loiterers or unruly passengers. On the interior, the ticket booth had windows that opened to the waiting room. If there was more than one waiting room, ticket windows were positioned on either side of the agent booth, facing both rooms. Bathrooms were located opposite the ticket office so rail agents could keep an eye on potentially dangerous or objectionable activities occurring around these areas.⁵⁷

Managing the flow of arriving and departing travelers and those meeting passengers influenced aspects of station design. Waiting rooms were intended for passengers planning to depart from the station or those meeting passengers. Doors to waiting rooms lined up with the street side of the station and the train platforms. With this layout, those entering the station could walk directly to the ticket window, purchase a ticket, drop off baggage, and then proceed straight through the trackside door to the train. Benches in waiting rooms lined up to create aisles to foster a smooth pedestrian flow through the station.⁵⁸ Travelers arriving at the locale were directed on walkways around stations so congestion would not result at the station's doors with those heading to departing trains. When picking up baggage after arrival, travelers were directed to the platform at the adjoining baggage annex separate from the main station (although not typical at country stations where baggage was picked up in the terminal.) After baggage was retrieved, those leaving the station premises were led through the covered passageway that adjoined the main building with the baggage annex to the street side. Again, arriving passengers were routed away from those departing the station. Doors from the baggage room also opened to the street side where luggage could be delivered directly to vehicles waiting at the curb.⁵⁹ Another accommodation to prevent congestion was a provision for large covered platforms that included seating. With this detail, stations with small waiting rooms could support the needs of more travelers and diminish the potential crowding inside the station.⁶⁰ At Alexandria Union Station, the blueprints called for long expanses of covered platform around all sides of the building and along the northbound tracks opposite the station. Settees are noted in these outdoor waiting areas.

The standard station plans addressing building layout, station agents' duties, passenger flow, and baggage handling were all applied to the Alexandria Union Station and extended to designs for the waiting rooms. Three separate waiting rooms were part of the station's original scheme as evident on the blueprints. The largest waiting room north of the ticket office is marked as a "general waiting room." This room contained a fireplace. Designers added fireplaces for heating, ventilation, and decoration.⁶¹ Separated by a wall from the general waiting room and closest to the ticket office on its south side was the women's waiting room. Adjoining this through a doorway lay the white women's waiting room at the most southern part of the station. Men's bathrooms were accessed through the general waiting room. "colored" women's bathrooms were found off the women's waiting room. These two categories of bathrooms were located opposite the ticket office. White women's bathrooms were located off the white women's waiting room.⁶²

A locality's status was determined on whether or not their station had a separate women's waiting room. Since Alexandria's station had defined waiting rooms, this is another indicator of the station's prominence as a rail travel stop despite its relatively small size. Separate waiting rooms for women were designed since stations were considered dangerous places for women, especially those travelling alone. Distinct waiting areas kept women away from smoking areas and an "undesirable element, emigrants, laborers, hackman, and loungers."⁶³ Being a southern station, the original blueprints reflect a separation of waiting rooms by race. What is uncommon is the racial segregation only by sex. No adjustment in the stations waiting rooms or bathrooms is made to separate white from African American men; only white and African American women have separate spaces. Absolutist views about separating the races also did not apply since white women, if unaccompanied by a man, purchased tickets at the closest ticket window in the waiting area noted as the women's waiting room (assumed to be for African American women since the "colored" women's bathrooms led off it.) Although racial segregation applied to women at the station, it is interesting that another primary criteria for separating waiting rooms was employed: to disassociate men

from women, regardless of a woman's race. The wall near the ticket office offered no male access to the women's wing of the building.

Whether the waiting room distinctions were actually used according to the blueprints when the station opened in 1905 is questionable. Public facilities were separated by race in Alexandria at that time. It is possible that the waiting room at the south end of the passenger depot was always used as a waiting room for African Americans as noted on blueprints acquired during the 1997 restoration. The northern waiting room was designated as a point of respite for whites, both male and female.

Another important feature of waiting rooms was good interior lighting.⁶⁴ At the Alexandria Union Station the dormer windows provided additional natural light to illuminate the building during daylight hours.

The blueprints note that freight hauling was another part of the Alexandria station's responsibilities. The baggage room facility included a room for express freight and one for mail. Large shipments were processed through a separate freight building, built in 1905, located across the tracks where the platform for the current Metro station now stands. It was typical for larger stations to have separate freight facilities. Small, country stations had freight rooms within the main building.

The grounds of the Alexandria Union Station, as originally planned, reflected the importance of landscaping for train depots in the late 19th and early 20th centuries. In his 1893 book, Walter Gilman Berg recommended that railways should employ landscape architects to design pleasant grounds that included railings and paved walks and roads.⁶⁵ To encourage more passenger service, railways incorporated landscaping into their plans to soften the industrial image of the rail station.⁶⁶ Paul Huebner of the Reading Railroad System wrote in the 1906 issue of *Horticulture*, "A railroad company does not beautify its station grounds for 'philanthropic reasons.' The basic idea is to increase traffic, and to do this, surroundings are made as attractive as possible."⁶⁷ By 1905, the year of the Alexandria Union Station's construction, people expected rail station grounds to be maintained and landscaped. A postcard of the Alexandria Union Station dating from the 1920's shows formal landscaping on both sides of a paved drive at the front of the building.⁶⁸ The station's 1916 ICC valuation accounted for lattice fencing, grass, shrubs, hedges, and flowerbeds. Fencing, walks, grass and seed, flowers, sodding, and shrubs are noted in the 1925 ICC valuation.⁶⁹

By comparing the era's standard practices for station design and PRR stations built between 1903-1914, a better understanding of the position Alexandria Union Station held in the region emerges. Constructed to accommodate passenger and freight service for a small city, it was embellished with architectural detail typical for a larger urban area's station. Because of its rail connections to the south through the elegant Washington DC Union Station and its local prominence as a union station, it is probable PRR engineers designed the station as a dignified and fashionable gateway for passengers travelling to and from the South.

The Alexandria Union Train Station meets the requirements of Criteria A and C. Under Criterion A the station is a singular representation of the City Beautiful era in Alexandria and an example of a PRR standardized design for efficient and safe rail travel. The station is the only remaining building representing the city's extensive railroad history. As an uncommon example of the Federal Revival style in Alexandria, the station is eligible for National Register status under Criterion C. The Flemish bond brick exterior detail is rarely found as a building material in Virginia.⁷⁰ Although numerous Federal styled buildings are located in Alexandria, none feature the whimsical yet refined Federal detailing found at the station. The architectural style of the intact Alexandria Union Station is clearly identifiable as a design planned by the Pennsylvania Railroad in the mid-Atlantic region from 1903-1914. By transplanting their local design practices to Alexandria, the PRR designers created an architectural landmark unique to the city of Alexandria.

Developmental history/additional historic context information (if appropriate)

N/A

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Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
 Name of repository: _____

Historic Resources Survey Number (if assigned): VDHR File Number 100-0124 _____

10. Geographical Data

Acreage of Property 3.514703
 (Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>18</u>	<u>320870</u>	<u>4297090</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
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	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundaries are defined by King Street to the west, Callahan Drive to the south, the railroad tracks to the east, and the CSX railroad bridge to the north. This is illustrated on the **City of Alexandria's Real Estate Assessment Map-Block-Lot Number of 073.01-03-04.**

Boundary Justification (explain why the boundaries were selected)

The building and the 3.514703 acres historically associated with the property, excluding the railroad tracks, define the boundaries.

11. Form Prepared By

name/title Ann D. Horowitz
 organization _____ date _____
 street & number 313 North Royal Street telephone 703-739-6567
 city or town Alexandria state VA zip code 22314
 e-mail annhorowitz@me.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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