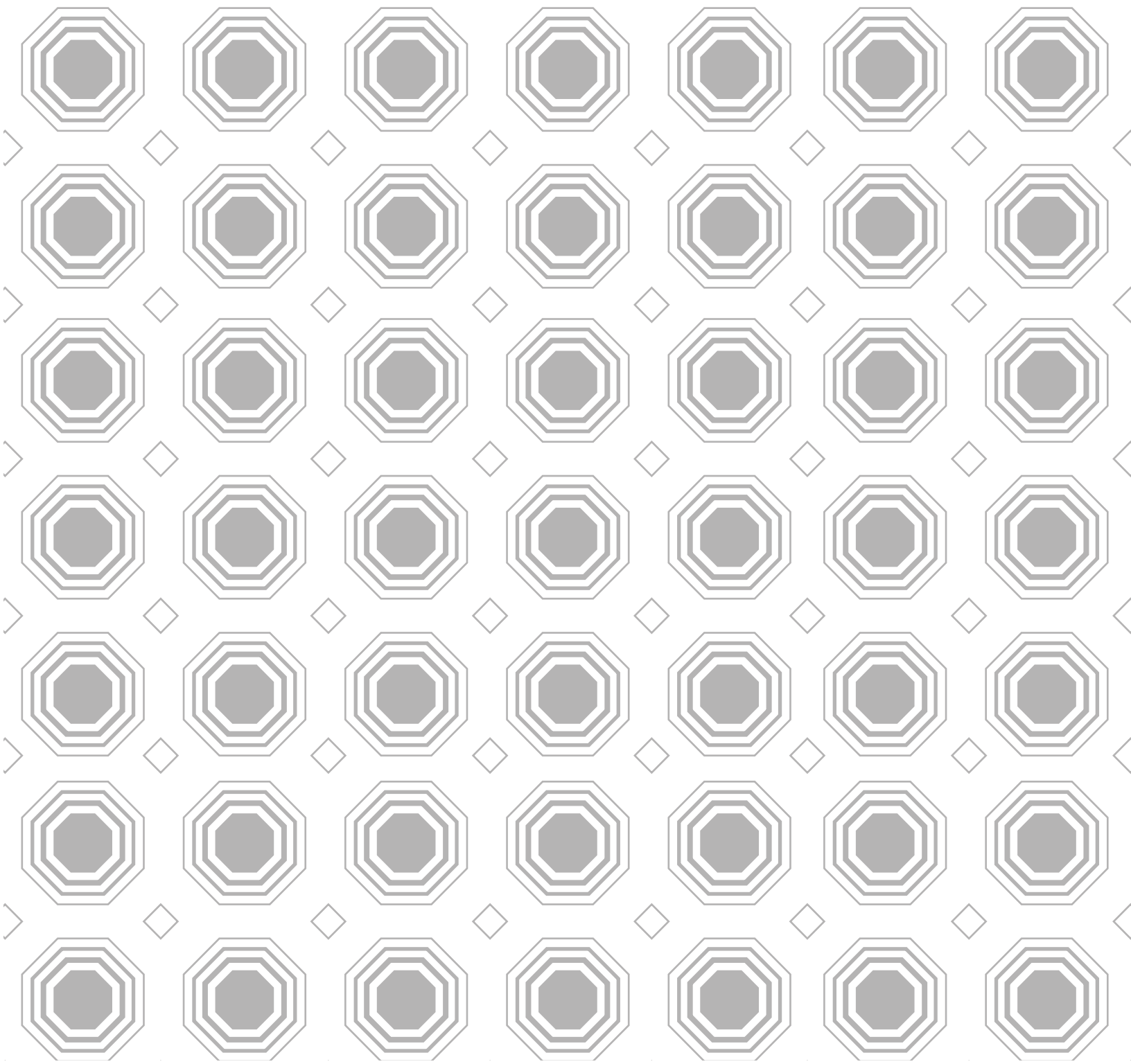


WASHINGTON UNION STATION

HISTORIC PRESERVATION PLAN: VOLUME I



WASHINGTON UNION STATION

HISTORIC PRESERVATION PLAN

VOLUME I of III

Prepared For

THE WASHINGTON UNION STATION

HISTORIC PRESERVATION PLAN PARTNERS

Union Station Redevelopment Corporation (USRC)

National Railroad Passenger Corporation (Amtrak)

Akridge

Union Station Investco (USI)

Prepared By

BUILDING CONSERVATION ASSOCIATES, INC. (BCA)

329 RACE STREET

PHILADELPHIA, PENNSYLVANIA 19106

Raymond M. Pepi

Dorothy S. Krotzer

Michele Boyd

Marlene Goeke

Danius Glinskis

Emily Rinaldi

Meredith Keller

Dean Koga

Lauren Drapala

Beth Bailly

Alexandra Marshall

JUSTICE & SUSTAINABILITY ASSOCIATES, LLC.

DHK ARCHITECTS AND ENGINEERS

KARELL ARCHEOLOGICAL SERVICES

JEANNE GIORDANO LTD.

WHITNEY COX ARCHITECTURAL & INTERIORS PHOTOGRAPHY

GRAE STUDIO

JUNE 2015

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- Union Station Redevelopment Corporation (USRC), the organization established by the U.S. Secretary of Transportation in 1983 to preserve, operate, and manage Union Station, led by Beverley Swaim-Staley, who personally championed this plan from start to finish and ensured that key historic preservation stakeholders had an opportunity to contribute to the development of this plan. Beverley was assisted by John Bowie of John Bowie Associates as historical architect and Cindy Petkac and Sarah Mayersohn of USRC as project coordinators.
- The National Railroad Passenger Corporation (Amtrak), represented by Gretchen Kostura, and Johnette Davies.
- Akridge, a local private developer who owns the air rights above the terminal rail yard, represented by David Tuchman of Akridge and Mark Gilliland of Shalom Baranes Associates Architects.
- Union Station Investco (USI), the station's retail developer, represented by Emily Eig of EHT Traceries, Inc.

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BCA could not have completed this plan without the skillful contributions of our sub-consultants, including:

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- Vanessa Rahman and Melissa Washington of Grae Studio provided a beautiful and functional graphic design for the Historic Preservation Plan.

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- Advisory Council on Historic Preservation
- Architect of the Capitol
- Capitol Hill Restoration Society
- Committee of 100 on the Federal City
- D.C. Preservation League
- D.C. State Historic Preservation Office
- National Capital Planning Commission
- National Park Service, National Mall and Memorial Parks
- National Trust for Historic Preservation
- U.S. Commission of Fine Arts

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Finally, thank you to the nameless travelers, shoppers, commuters, station workers, citizens, and tourists, who bring Union Station to life every day. This plan is for you, to ensure that the beauty and majesty of the historic station building will enrich your lives for decades to come.

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Figure 1-1. Washington Union Station, Washington, D.C., 1910. (Library of Congress)

1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY

Designed by D. H. Burnham & Company, Washington D.C.'s Union Station is one of the city's most iconic buildings. It is a symbolic threshold to the nation's capital and one of the grandest of the city's monumental buildings that is truly public in design and function. Opened in 1908, the building united competing train lines into one station through a magnificent design inspired by Ancient Rome. The design of Union Station embodies the key principles of the Beaux-Arts style—symmetry, grandness of scale, and ornamentation inspired by classical architecture. When it was built, Union Station set the mode for Washington's classical-revival architecture for the next 40 years. Today, the station retains the fundamental Beaux-Arts characteristics associated with its original design and continues to convey a sense of monumentality, grandeur, and history to all those who pass through its doors.

Not only is Union Station an architectural landmark, but it is also a thriving transportation facility. It has become a well-regarded model for integrated transportation planning and continues to be an important civic stage for events of local, regional, and national significance. Today, with renewed growth in rail travel, it has emerged as one of the nation's busiest transportation hubs and a model for multimodal transportation centers across the country. This historic site is also positioned at the center of Amtrak's 2012 Master Plan for Washington Union Station, which calls for a phased approach for increasing rail passenger capacity and train service at Union Station, as well as adding an integrated mixed-use, private development project north of the station.

The station's architectural merit and the continuation of its original use as a transportation center contribute

to its overall significance, which relates to its original period of construction (1903-1914) and the role it has played in this country's transportation history. Given Union Station's architectural and historical significance, as well as the central role it will play in future rail improvements and the development of the surrounding neighborhood, special consideration needs to be given to the preservation of its existing historic fabric. Putting the preservation of Union Station at the center of these larger planning efforts presents a remarkable opportunity to enhance the beauty of the landmark in tandem with the growth of the station and the surrounding area.

As planning proceeds for the station complex and the surrounding neighborhood, tools to protect and enhance the historic character of the station become especially important. This Historic Preservation Plan (HPP) is intended to provide preservation guidance for the stewards of the building whenever a rehabilitation or development project is proposed.

Development of the HPP included an investigation of the original design of the station complex and identifying the extent and condition of remaining historic fabric. It examined not only the historic station building, but also Columbus Plaza and the terminal rail yard (including adjacent retaining walls, underpasses, and bridges). These elements of the station complex were part of Burnham's original plan for the station and, like the station itself, were designed according to Beaux-Arts principles of symmetry, order, and ornament.

The HPP establishes an overarching preservation philosophy for Union Station that is intended to provide philosophical consistency for its stewards during future planning and design processes. Given the station's high degree of architectural integrity,

as well as the continual need to update the facility so that it can effectively serve its function as a transit hub, the most appropriate preservation philosophy for Union Station in the majority of cases is one of "Rehabilitation." Rehabilitation, as defined by the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, is the most flexible preservation treatment in that its focus is on preservation of existing historic fabric while accommodating contemporary uses. A Rehabilitation philosophy can include a range of treatments, from preservation to restoration to reconstruction; all are appropriate and all should be considered as changes are made to modernize and enhance the station. This overarching preservation philosophy of Rehabilitation for Union Station is not intended to be technical or prescriptive. Instead, it is intended to provide a single philosophical approach as rehabilitation, restoration, and redevelopment occur in and around the station complex.

The HPP includes a set of guidelines to ensure that the historic character of the station is protected and enhanced by future rehabilitation, restoration, and redevelopment efforts. These guidelines, while pragmatic in nature, were developed to maximize the preservation goals of future projects and benefit users of Union Station. For example, in Section 4.0 Considerations for Preservation and Development, the HPP encourages reanimation of Columbus Plaza by repairing the fountains, the re-introduction of daylight to the interior by re-opening historic interior skylights, and establishing design guidelines for new construction to ensure design excellence.

By serving as a key planning tool for the station's stewards, the HPP will protect the irreplaceable historic architectural character of Union Station's original design and uphold its iconic identity as a driver of the transportation hub's future. The best practices of historic preservation strike a balance between preservation and compatible changes that support modernization. This HPP will help ensure that improvements to the station, its rail operations, and surrounding neighborhood will reflect design excellence that is sensitive to and appropriate for this nationally significant historic building.

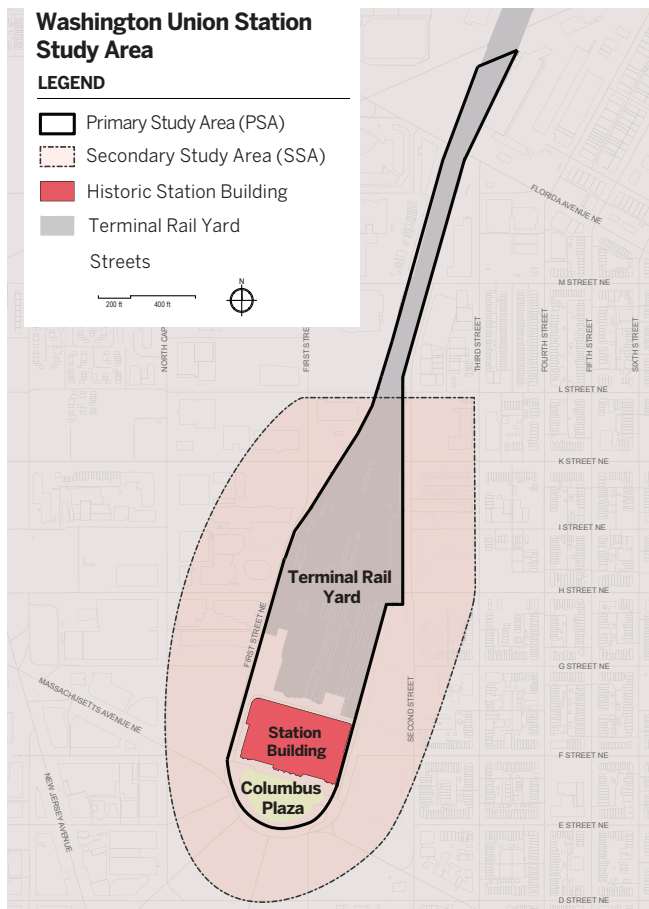


Figure 1-2. Primary and Secondary Study Areas for the development of the Union Station Historic Preservation Plan, 2015. (BCA; Base Map Courtesy of USRC)

1.2 OVERVIEW OF THE HISTORIC PRESERVATION PLAN

1.2.1 Impetus

Although the need for a historic preservation planning tool for Washington Union Station has been recognized for some time, particularly in the Washington, D.C., preservation community, the impetus for the HPP can be attributed primarily to two recent activities. In 2012, the National Railroad Passenger Corporation (Amtrak) released its Master Plan for Union Station. The Amtrak Master Plan provides an overview of a phased approach for tripling rail passenger capacity and doubling train service at Union Station. It envisions the station as a high-functioning and well-integrated multimodal transportation hub, one that would need to operate beyond its current capacity. Also part of the 2012 Amtrak Master Plan is a new mixed-use development known as Burnham Place that is proposed by a local developer, Akridge. The Burnham Place development is fully integrated with the Amtrak Master Plan and will

essentially create a new neighborhood to the north of, and immediately adjacent to, Union Station.

In addition, recent rehabilitation work being performed at the station in response to a range of repair needs and changes in use have also provided the impetus for this HPP. As repairs and restoration work are performed, and modifications are made to meet the challenge of changes in use, preservation guidelines are needed to ensure changes are sympathetic to the historic station.

Future change and development must be designed to protect the irreplaceable historic architectural character of Daniel Burnham's original design and leverage its iconic identity as a key element of the station's redevelopment and rehabilitation. This HPP will help ensure that improvements to the station, its rail operations, and surrounding neighborhood will reflect design excellence that is sensitive to and appropriate for this nationally significant historic complex.

1.2.2 Area of Focus

The primary focus of the HPP is the Union Station complex. The station complex consists of the historic station building and Columbus Plaza to the south, as well as the terminal rail yard extending northeast to New York Avenue. (Figure 1-2) A more detailed description of the Primary Study Area (PSA), including a map, is included in Section 2.1 Primary Study Area. In addition, the neighborhood surrounding the station, referred to as the Secondary Study Area (SSA), was examined to assess existing and potential historic resources. This SSA is described in Section 2.5.

1.2.3 Sponsors and Project Team

The HPP was undertaken at the request of the following entities, known collectively as the Historic Preservation Plan partners:

- Union Station Redevelopment Corporation (USRC), the organization established by the U.S. Secretary of Transportation in 1983 whose mission includes the preservation, operation, and management of Union Station;
- National Railroad Passenger Corporation (Amtrak);
- Akridge, a local private developer who owns the air rights above the terminal rail yard; and

- Union Station Investco (USI), the station's retail developer, which holds a 99-year sublease with USRC.

The HPP project team was lead by Building Conservation Associates, Inc. (BCA) as the prime consultant. BCA was supported by six sub-consultants:

- Justice & Sustainability Associates, LLC (JSA) spearheaded the civic engagement component of the HPP;
- DHK Architects and Engineers (DHK) consulted on matters related to development and transportation;
- Karell Archeological Services performed the archeological assessment;
- JLG Ltd. consulted on issues related to retail and best practices for new development;
- Whitney Cox Architectural & Interiors Photography carried out the photographic documentation of select interior and exterior sculpture; and
- Grae Studio provided graphic design services related to the final HPP.

1.2.4 Civic Engagement

Given the public nature of Union Station and its wide range of user groups, a key part of the HPP project was engaging community stakeholders beyond those represented by the Historic Preservation Plan partners. Because the HPP focus is specifically on issues related to historic preservation, a decision was made at the onset of the project to engage prominent members of the Washington, D.C., preservation community. Engaging an informed group of preservation professionals ensured useful and relevant feedback on the development of the HPP.

Until recently, the preservation community had not been directly involved in any aspect of planning at Union Station, and there was concern that the role of historic preservation in the short- and long-term plans for the station was not well-defined. As a result, the National Trust for Historic Preservation, the D.C. Preservation League, the Committee of 100 on the Federal City, and the Capital Hill Restoration Society banded together in 2012 to form the Union Station Preservation Coalition. The timing of the Coalition's

formation also coincided with the release of the 2012 Amtrak Master Plan for Union Station. The Coalition published a report the same year entitled, "A Golden Opportunity to Re-Invest in Historic Union Station," which outlined their primary concerns for the future preservation of Union Station. These concerns centered around the following:

- Planning at and around the station must be integrated and comprehensive;
- Preservation of the station is a top priority; and
- Transportation must be the station's primary use.

Recognizing the importance of garnering support from local preservation organizations and involving them in some capacity in the planning process for the station's future development, USRC cultivated a relationship with key Preservation Stakeholders and invited them to formally participate in the HPP project in 2014. Eleven historic preservation entities, a mixture of both advocacy and governmental organizations, were invited to take part in the HPP project as stakeholders, in addition to the Federal Railroad Administration.

The Preservation Stakeholders that were invited to participate in the HPP project include:

Advisory Council on Historic Preservation
Architect of the Capitol
Capitol Hill Restoration Society
Committee of 100 on the Federal City
D.C. Preservation League
D.C. State Historic Preservation Office
National Capital Planning Commission
National Park Service, National Mall and Memorial Parks
National Trust for Historic Preservation
U.S. Commission of Fine Arts

Each organization selected one individual to represent it in the HPP process and these representatives were invited to five work sessions that took place over the course of the project. Representatives of the Preservation Stakeholders also provided comment on the final draft of the HPP.

The work sessions, which were facilitated by JSA, were two hours in length and interactive in nature to foster discussion between BCA and the Preservation Stakeholders. Typically, the work sessions consisted

of a presentation of HPP progress to date by BCA, followed by a review of specific parts of the HPP that benefited from stakeholder input. Following each work session, the Preservation Stakeholders were allowed a period of time to review and provide comment on the content of the work session and any associated deliverables. These comments were consolidated by BCA, reviewed with the Historic Preservation Plan partners, and then addressed in subsequent revisions of the HPP. The dates and subject matter of each of the five work sessions are included below.

Work Session 1— June 30, 2014: Review of the station complex history and alteration chronology; review of BCA's National Register eligibility survey of the area around the Washington Union Station complex (SSA).

Work Session 2—September 8, 2014: Overview of Preservation Stakeholder comments received on prior deliverables; overview of conditions assessment; presentation and discussion of preservation philosophy for Union Station, including BCA's evaluation of National Register documentation, the proposed period of significance, and BCA's system for assessing historical significance.

Work Session 3—October 20, 2014: Review of the period of significance for the station complex; review of the preservation zone terminology and preservation zone graphics showing ranking of spaces; review of case studies of other historic train station renovations that can be used as "best practices" examples for Union Station.

Work Session 4— November 21, 2014: Review of a glossary of preservation terms for the HPP; review of detailed preservation design considerations for Preservation Zones 1 and 2.

Work Session 5—January 12, 2015: Review of design considerations revised to address Preservation Stakeholder comments; presentation of BCA's terminal rail yard research and survey; and discussion of the draft outline for HPP.

1.2.5 Methodology

The work associated with the HPP was executed over the course of 14 months, from February 2014 through March 2015. There were numerous phases of research and investigation that were implemented in tandem with regular meetings with the Historic

Preservation Plan partners. The regular meetings, which occurred approximately every two weeks, provided an opportunity for substantial feedback on key deliverables as they were produced. Such an approach was beneficial, as it allowed for routine review, discussion, and revision of sections of the HPP as they were developed and prevented the need for an exceedingly large document to be reviewed at the very end of the project.

In addition to the regular meetings with the Historic Preservation Plan partners, BCA also consulted with key Preservation Stakeholders throughout the project, as discussed above.

The key phases of work for the HPP, which generally mirror the organization of this document as described below in Section 1.2.6, included the following:

- Archival research;
- Preliminary archaeological assessment;
- Field investigation of station complex to document remaining historic fabric, alterations, and conditions;
- Development of an alterations chronology for the station complex;
- Assessment of existing and potential historic resources in the SSA surrounding the Washington Union Station complex;
- Evaluation of the existing National Register listing;
- Development of a preservation philosophy for the station complex;
- Development of preservation zones for the station complex to guide future development and proposed changes;
- Development of design considerations for the preservation and future development of the station;
- Creation of a summary of the historic preservation regulatory review process for the station complex; and
- Regular engagement with Preservation Stakeholders throughout the project.

The HPP is not intended to fulfill the requirements of federal laws, such as Section 106 of the National Historic Preservation Act of 1966 (NHPA) or the National Environmental Policy Act (NEPA). However, it lays the groundwork for consultation under the legislation.

1.2.6 Overview of HPP Organization

Because of the quantity of information included in the HPP, it has been organized into three distinct volumes. Although the volumes are inter-related and inter-dependent, each volume is thematically organized so that it can serve as a standalone document. Each volume contains a combination of written narrative, photographs, and graphics created by the BCA team to illustrate specific topics.

Volume 1 describes the overall efforts and methodology used to develop the HPP and includes a compilation of all historical research and existing conditions information for the station complex. Volume 2 lays out the overarching preservation philosophy for the station complex and presents a series of design considerations for the preservation and development of the site. It also summarizes the current historic preservation review process. Volume 3 includes all appendices for the HPP.

The entire HPP is designed to be user-friendly and easy to navigate, whether it is accessed as a printed hard copy or as an electronic file. Both printed hard copies and an electronic version of the final HPP are being provided to the Historic Preservation Plan partners. The electronic version has the potential to be easily shared through a website or other online archive sponsored by one of the Historic Preservation Plan partners.

The HPP is intended to be a dynamic, evolving planning document that is continually updated to ensure its relevance. A system should be developed for reviewing and updating the HPP on a regular basis, particularly as portions of the 2012 Amtrak Master Plan are implemented over time.

Unless otherwise noted, all contemporary photographs are by BCA.

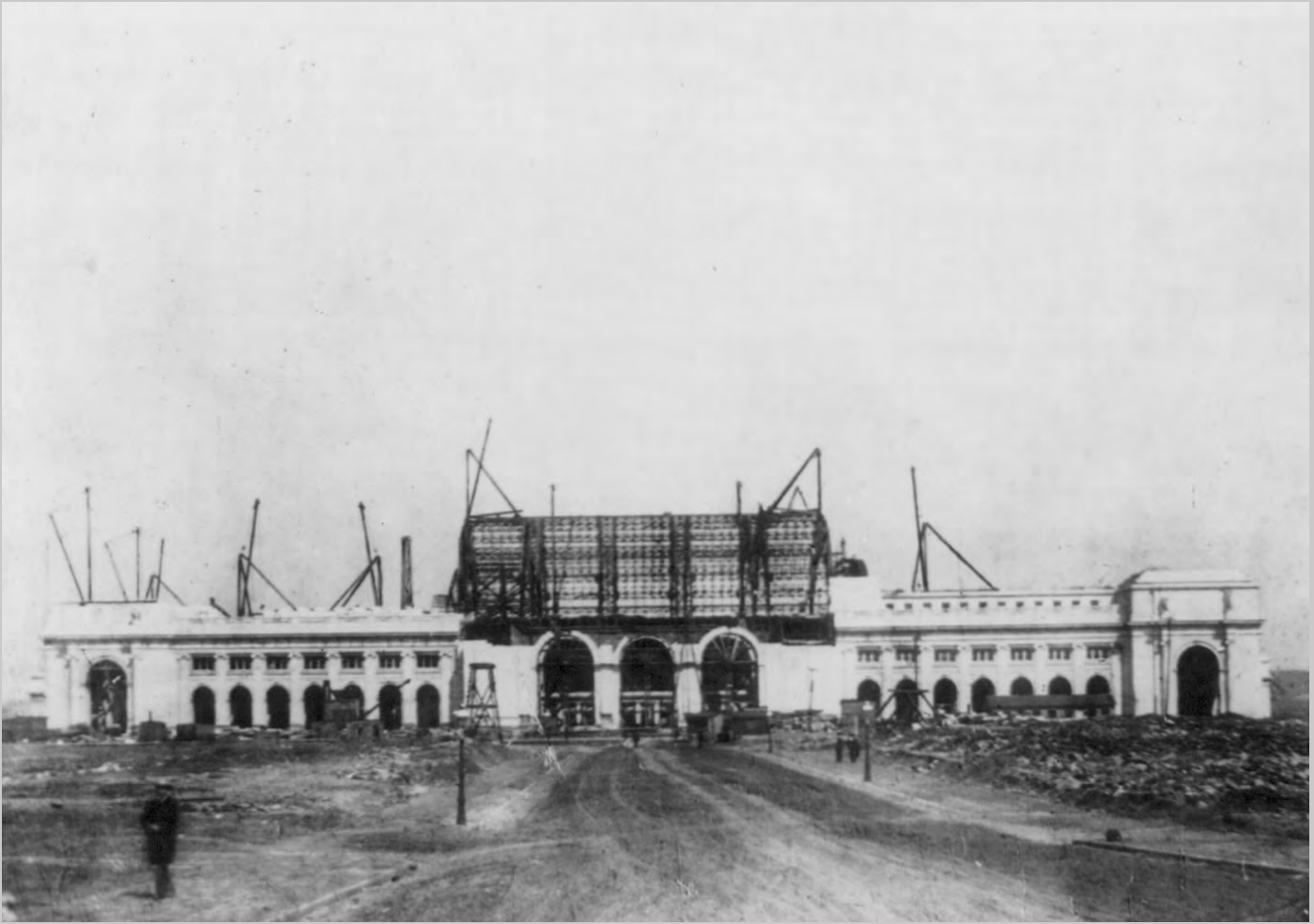


Figure 1-3. Washington Union Station, Washington, D.C., 1907. (Library of Congress)

2.0 DOCUMENTATION AND HISTORICAL ANALYSIS

2.1 PRIMARY STUDY AREA

The Primary Study Area (PSA) for the Historic Preservation Plan, illustrated in Figure 1-2, is comprised of the historic portions of the Washington Union Station complex.

2.1.1. Boundaries of the Study Area

The boundaries for the PSA are New York Avenue, N.E., to the north and Massachusetts Avenue, N.E., to the south. The western boundary is the terminal rail yard retaining wall from the station building to K Street, N.E., and then along the raised tracks to New York Avenue. The eastern boundary consists of the terminal rail yard retaining wall to just north of F Street, N.E., where the retaining wall terminates; followed by the eastern edge of the terminal rail yard to H Street, N.E., where the retaining wall resumes along Second Street, N.E., to M Street, N.E., and then continues along the tracks to New York Avenue.

2.1.2 Historic Resources and Locations, Including Limitations

The following historic resources are included in the PSA:

- The historic station building, consisting of the headhouse and concourse designed by D. H. Burnham & Company and completed in 1908.
- Columbus Plaza, to the south of the historic station building.
- The terminal rail yard, to the north of the historic station building—extending to New York Avenue—and defined on the east and west by the monumental masonry retaining walls and including the platforms, tracks, umbrella sheds, K Tower, catenary, switch valves, Substation 25A, rail underpasses, and the north portal to the First Street Tunnel. Note that the REA Building is not

part of the current terminal rail yard but is included in the HPP because it was designed and built as an important component of the original station complex.

Although included within the boundary of the PSA, the modern passenger concourse located to the north of the historic station building's north wall and known as "Claytor Concourse," is not a primary focus of the HPP, because it was built in the 1980s and is not historic. Similarly, the Washington Metropolitan Area Transit Authority (WMATA) station at Union Station has not been thoroughly evaluated as part of the study. However, alterations in these areas may directly or indirectly affect the historic character of Union Station, so potential effects should be carefully considered and evaluated as part of the historic preservation review process described in Section 5.0.

2.2 ARCHIVAL RESEARCH METHODOLOGY

2.2.1 Archival Sources Consulted

BCA's research methodology consisted of the following elements:

- Original archival research, including:
 - » Review and analysis of all D. H. Burnham & Company drawings for the design and construction of Union Station at the Library of Congress.¹
 - » Review and compilation of archival photographs at the Library of Congress, the Washington Historical Society, and the Time & Life Pictures Collection at Getty Images related to the architectural evolution of Union Station.

¹ This drawing collection was donated to the Library of Congress by USRC in 1999.

- » Review and analysis of all annual reports from the Washington Terminal Company, which operated Union Station from 1908 to 1968.
- » Review and analysis of relevant documents relating to the National Park Service stewardship of the building available at the National Archives and Records Administration.
- » Review and analysis of the Harry Weese Associates drawings for the 1980s rehabilitation of the station.
- » Review and analysis of documents from the personal collection of Aram Mardirosian, former partner at the Potomac Group and architect who oversaw the implementation of the National Visitor Center at Union Station.
- » Compilation and review of select articles and books on historic railway stations and railway infrastructure and electrification.
- Review and analysis of many additional archival documents relevant to the architectural evolution of Union Station compiled by others for the fulfillment of the Existing Conditions Survey of Union Station, which was prepared by A. Morton Thomas Associates, Inc. (AMT) and completed in 2014. This information was shared with BCA electronically by AMT, and is referred to as the AMT Catalog within this report.

All documents consulted by BCA are listed in the Index of Archival Materials (derived in part from the AMT Catalog) in Appendix B and in the Bibliography in Appendix I. In addition, Section 2.0 Documentation and Historical Analysis includes extensive endnotes that reference archival sources.

In order to supplement the information gained through archival research, BCA performed field investigations of the historic resources in the PSA. The resources were visually examined to document remaining original fabric and alterations made over time; these findings were compared with information collected through the archival research. BCA performed these field investigations in May, June, July, and December of 2014 and the results are summarized in Sections 2.3 and 2.4.

2.2.2 Notable Archival Sources

BCA utilized a wide variety of archival sources, as explained above. However, the following sources proved

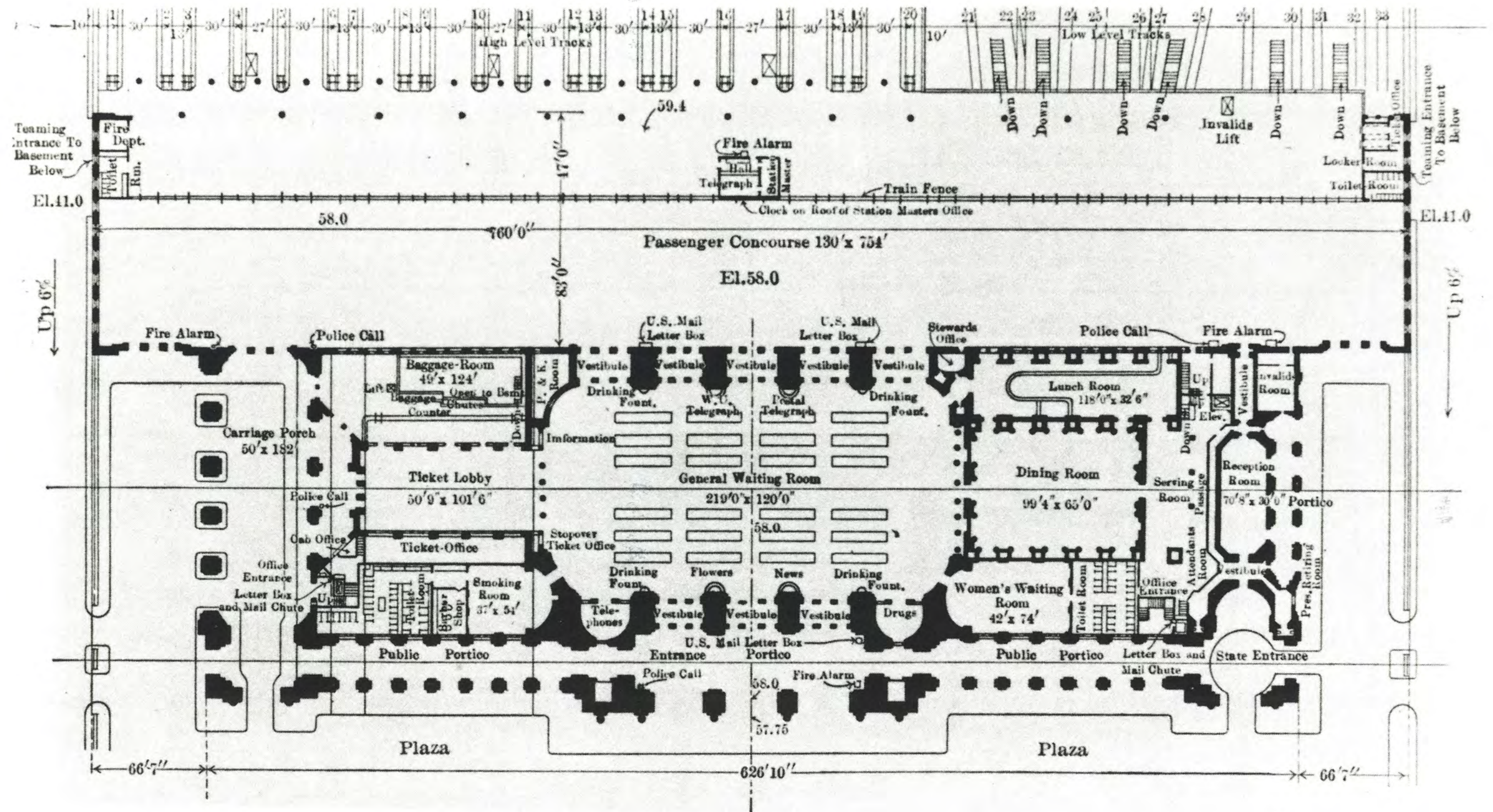
especially noteworthy in reaching an understanding of the extant historic fabric:

- *The Reconstruction of the Passenger Terminals at Washington, D.C.*, 1911, by W.F. Strouse, published by the American Society of Civil Engineers.
- The D. H. Burnham & Company 1903-1908 architectural drawings of Union Station on file at the Library of Congress.
- The Harry Weese & Associates Historic Structures Report and architectural drawings for the major rehabilitation of Union Station in the mid-1980s.
- Historic images of Union Station from many periods in the Prints and Photographs Collection of the Library of Congress.

2.3 HISTORIC STATION BUILDING

The following section presents a comprehensive description of the historic station building, as documented through archival research. It includes a brief historic overview of the station's development, a description of the historic architecture, and a detailed chronology of events and alterations that trace the building's physical evolution. The building description focuses on the original design dating to 1908–1913. Much of the original design is intact. Where the original configuration or architectural details have changed, general information is provided about existing conditions. Improvements, additions, and alterations that occurred after 1913 are covered in detail in Section 2.3.2 Alterations Chronology. This comprehensive understanding of the station's original design and subsequent changes (as well as the detailed description of the condition of surviving historic fabric in Section 3.0 Existing Conditions) informs the evaluation of the station's architectural significance and the HPP's recommended preservation philosophy and treatment recommendations.

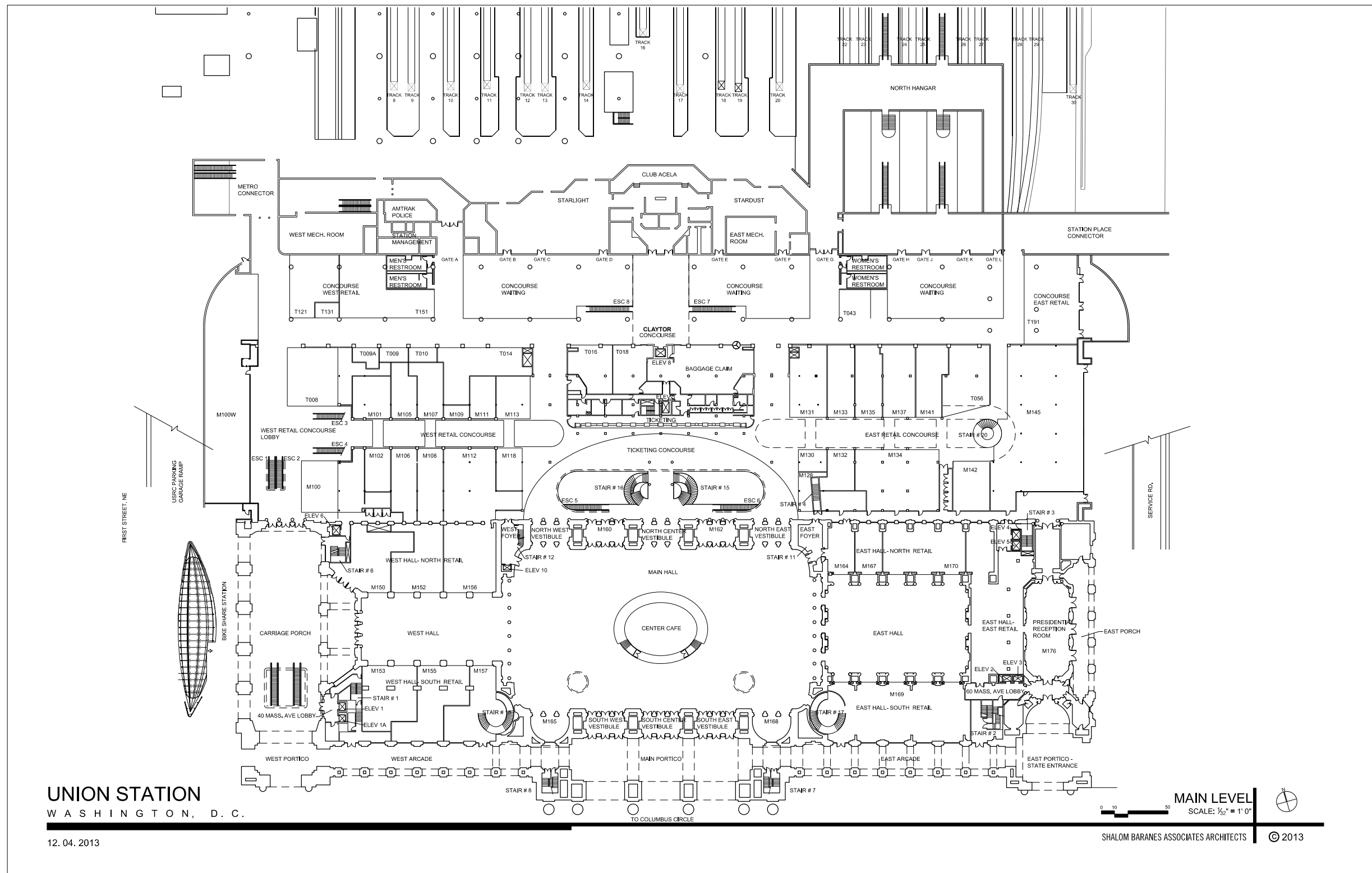
It should be noted that throughout the following building description, both historic names and current names of spaces are provided for clarity. Floor plans annotated with the historic and current names are illustrated in Figures 1-4, 1-5, 1-6, and 1-7 for reference when reading this document.



UNION STATION HISTORIC FLOOR PLAN—MAIN LEVEL

Figure 1-4. Historic plan of main level, Washington Union Station, 1910 (Strouse, "Passenger Terminals")

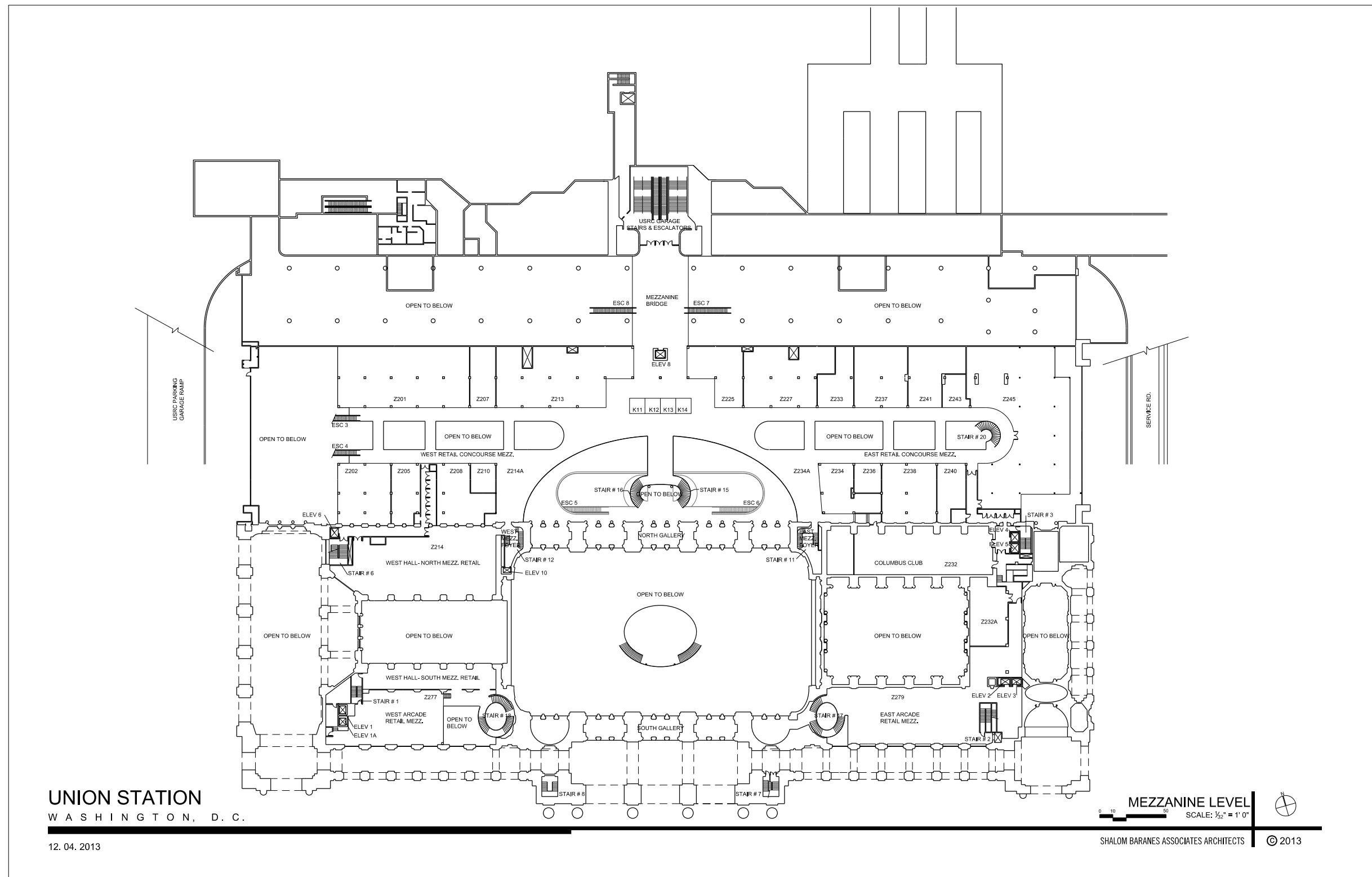
FIGURE 1-4. HISTORIC FLOOR PLAN MAIN LEVEL



UNION STATION EXISTING FLOOR PLAN—MAIN LEVEL

Figure 1-5. Contemporary plan of main level, Washington Union Station, 2013 (Shalom Baranes Associates Architects)

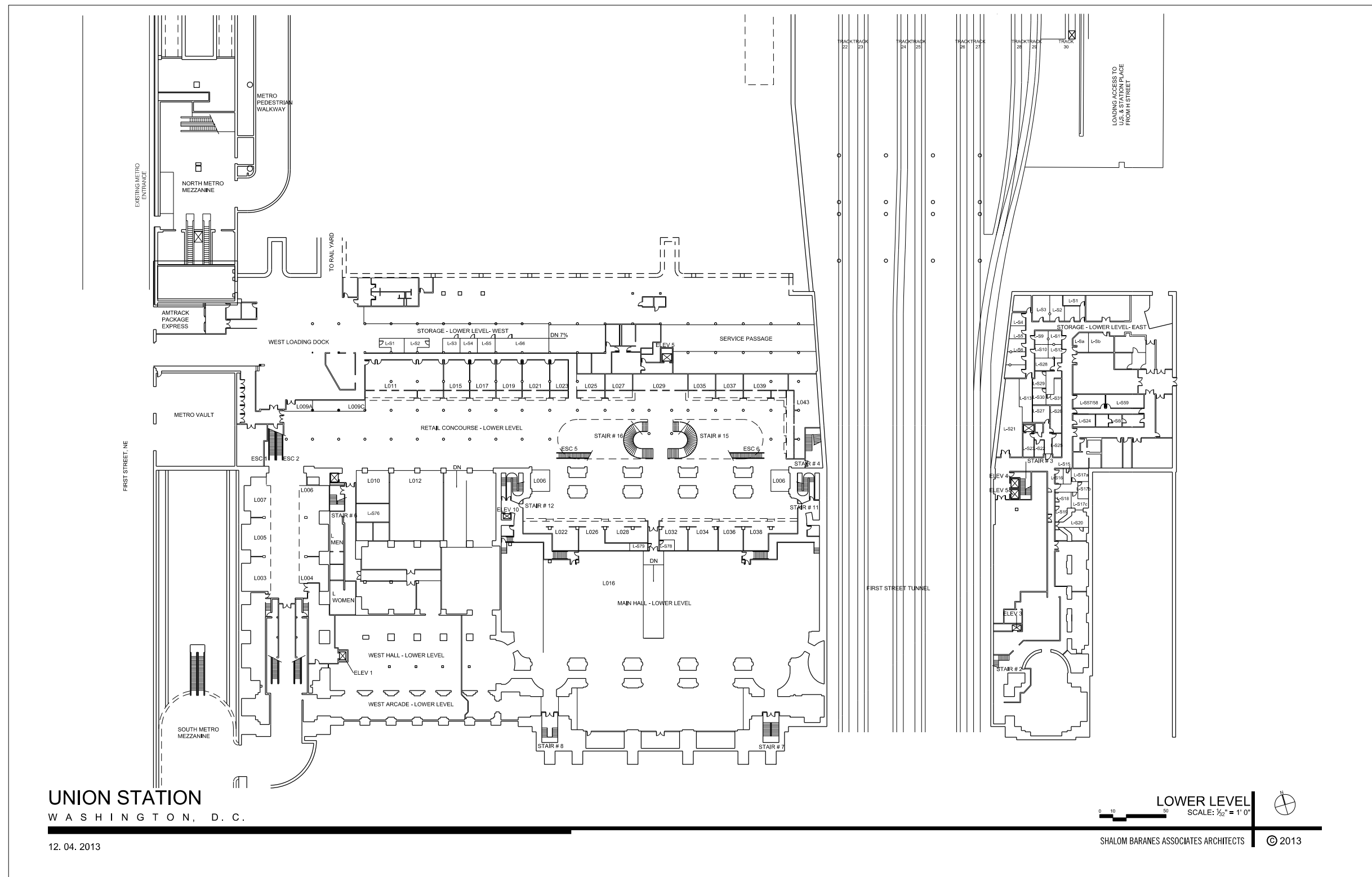
FIGURE 1-5. EXISTING FLOOR PLAN MAIN LEVEL



UNION STATION EXISTING FLOOR PLAN—MEZZANINE LEVEL

Figure 1-6. Contemporary plan of mezzanine level, Washington Union Station, 2013 (Shalom Baranes Associates Architects)

FIGURE 1.6. EXISTING FLOOR PLAN MEZZANINE LEVEL



UNION STATION EXISTING FLOOR PLAN—LOWER LEVEL

Figure 1-7. Contemporary plan of lower level, Washington Union Station, 2013 (Shalom Baranes Associates Architects)

FIGURE 1-7. EXISTING FLOOR PLAN LOWER LEVEL



Figure 1-8. Washington Union Station complex, 1919. (Library of Congress)

2.3.1 Historic Overview and Architectural Description

HISTORICAL OVERVIEW

The Union Station complex stands at the intersection of Massachusetts and Delaware Avenues, N.E., one-half mile north of the United States Capitol in Washington, D.C. The monumental Beaux-Arts-style station was intended to be the city's main point of arrival and departure, and, as such, combined the practicalities of function and revenue as a rail station with its role as a symbolic threshold to the nation's capital. The station was built during a construction campaign that began in 1903 and was significantly completed by the summer of 1908. (Figure 1-8)

Prior to 1902, Washington, D.C., was served by the facilities of several competing railroad companies. The Baltimore & Ohio Railroad Company owned a right-of-way that extended from Maryland to its passenger terminal at C Street and New Jersey Avenue, N.W. Its main competitor, the Pennsylvania Railroad Company, merged two of its subsidiaries to form the Philadelphia, Baltimore, and Washington Railroad, which entered the capital city on a right-of-way that passed along Virginia

Avenue, south of the U.S. Capitol, to its station on the National Mall at Sixth and B Streets, N.W. See Appendix E. Archaeological Assessment for Washington Union Station for historic maps and images that show earlier tracks and facilities.

After many decades of debating the locations of railroad operations in the capital, on February 12, 1901, Congress passed two pieces of legislation that required these two competing railroad companies to eliminate grade crossings and to provide two new modern passenger terminals for the city. Soon after the passage of the Acts of 1901, the U.S. Senate Park Commission made recommendations for a new union station that would combine the operations of the two railroad companies into one joint passenger and express freight terminal.²

According to the Senate Park Commission's 1902 report, "This great station forms the grand gateway to the capital, through which everyone who comes or goes to Washington must pass; as there is no

² Olszewski, *Construction History*, 26ff; and see also Public Law 57-49 and Public Law 57-50.

railroad entering the city that will not use the station, it becomes the vestibule of the capital. This being the fact, the importance of this station is greater than that of any other one in any city in the world.”³

Congress passed legislation in February 1903 that provided for the erection of a union station of monumental design and the construction of the necessary approaches and infrastructure to support it. The site selected for the terminal depot was near the intersection of Massachusetts and Delaware Avenues, four blocks from the north wing of the U.S. Capitol. The new facility was owned and operated by the Washington Terminal Company, a corporation created specifically for that purpose, jointly organized and owned by the two railroad concerns, the Baltimore & Ohio and the Philadelphia, Baltimore, and Washington railroad companies.⁴ In October 1907, the Washington Terminal Company entered into rental agreements with three other regional rail companies, who were allowed to use the passenger station, tracks, and facilities at Union Station.⁵

Though incomplete, the station was first used by the Baltimore & Ohio Railroad Company in October 1907, and by the trains of the Philadelphia, Baltimore, and Washington Railroad Company in November 1907.⁶ Installation of many of the station’s other practical and decorative elements would be added later, such as Columbus Plaza in 1912 and Louis Saint-Gaudens’s sculptural group in 1913.⁷

The Union Station complex was designed by D. H. Burnham & Co., founded by the renowned city planner and architect, Daniel Hudson Burnham (1846-1912). Building upon his experience with the vast scale of planning for the World’s Columbian Exposition in

1893, Burnham developed an international reputation as one of the early planners in the City Beautiful aesthetic. In 1901 Burnham was appointed Chairman of the Senate Park Commission and subsequently served as Chairman of the U.S. Commission of Fine Arts in Washington, D.C. Burnham is closely identified with city planning for Cleveland, San Francisco, and Manila and Baguio, Philippines. His magnum opus, the *Plan of Chicago*, was authored in partnership with architect Edward Bennett and published in 1909. After Burnham’s death in 1912, his partner Ernest R. Graham and his two sons, Daniel H. Burnham, Jr., and Hubert Burnham, continued the practice as Graham, Burnham, and Company until 1917; the firm then reformed as Graham, Anderson, Probst, and White.⁸

William Peirce Anderson (1870–1924) led the design of Washington Union Station for D. H. Burnham & Company. Anderson received an A. B. degree from Harvard in 1892 and a diploma in architecture from the École des Beaux-Arts in Paris in 1899. Peirce Anderson, as he was known professionally, was the head of design for D. H. Burnham & Company from 1908 through 1912. After Burnham’s death in 1912, he was assigned a similar position in the firm’s successor, Graham, Burnham, and Company, and was the partner in charge of design at Graham, Anderson, Probst, and White from its formation in 1917 until Anderson’s death in 1924. President Taft appointed Anderson as Burnham’s successor as a member of the U.S. Commission of Fine Arts. Anderson is well known for his railway station designs, which include the union stations in Washington, D.C., and Chicago, as well as 30th Street Station in Philadelphia and Cleveland Terminal Station. Anderson is credited with the design of the City Post Office and Columbus Plaza, which form part of the ensemble of monumental buildings and landscape improvements surrounding Washington Union Station.⁹

In the obituary of Anderson published in the *Architectural Record*, architect Thomas Tallmadge described Washington Union Station as perhaps Anderson’s greatest professional achievement:

It has always seemed to me that the great marble gateway to the nation’s capital, almost

³ U.S. Senate, *Report on the District of Columbia*, 30.

⁴ Coverdale and Colpitts, *Affiliated Lines*, 344–46.

⁵ These three railroad companies were the Southern Railway Company, the Chesapeake & Ohio Railway Company, and the Washington Southern Railway Company; and Coverdale and Colpitts, *Affiliated Lines*, 349.

⁶ Coverdale and Colpitts, *Affiliated Lines*, 348.

⁷ Louis Saint-Gaudens was the brother of noted sculptor Augustus Saint-Gaudens. “Statues,” *Washington Post*, 1908; “Statues,” *Washington Post*, 1913; Wright, “On Line,” 183–88; and see also Public Law 59-267.

⁸ Chappell, *Graham, Anderson, Probst and White*, xxv.

⁹ *Ibid.*, 4–5, 29–30, 84–85, 93, 273–76.

exclusively his work, best epitomizes his genius. It stands a peer, in that beautiful city, with the creations of Latrobe, Thornton, Hoban, McKim and Bacon. Over against the dome of Walter and the colonnades of Bulfinch, its triumphal arch gives back to the setting sun the glory that was Rome and to the sun in its rising the promise that is America.¹⁰

William F. Strouse (1864-1945), as chief engineer of the Washington Terminal Company, supervised the construction of the Union Station complex. He was a graduate of the engineering program at Penn State College and served as a civilian engineer with the U.S. Army during World War I. Prior to his role at Union Station, he was a supervisory engineer for the Baltimore & Ohio Railroad Company. In later years, from 1919 to his retirement in 1931, he served as the chief engineer of the Public Service Commission of the State of Maryland.¹¹

An especially significant example of the Beaux-Arts style, Union Station set the mode of Washington's classical-revival architecture for the next 40 years, including the development of Federal Triangle, Cass Gilbert's Supreme Court Building, and John Russell Pope's National Gallery of Art.

The Washington Terminal Company continued to administer and operate Union Station through a long period of decline in train travel in the decades following World War II. In 1968, the historic station building was leased to the Department of the Interior and remodeled in the 1970s for use as the National Visitor Center, administered by the National Park Service. The National Visitor Center was not successful, and closed in 1981.

The passage of the Union Station Redevelopment Act in 1981, which led to the acquisition of the property for the federal government, assigned the right, title, and interest in the complex to the Secretary of Transportation. Established in 1983 to serve as steward of Union Station, the Union Station Redevelopment Corporation continues to operate and administer

the Union Station complex on behalf of the federal government.¹² Following the closure of the National Visitor Center, the station was extensively rehabilitated in the early 1980s.

Today, Union Station is a thriving transit center used by 100,000 people a day.¹³ Passenger services at the station include Amtrak regional and long-distance rail service, commuter rail by Maryland Area Regional Commuter (MARC) train service and Virginia Railway Express (VRE), intercity bus service, and subway service by the Washington Metropolitan Area Transit Authority (WMATA). Union Station is also an important civic stage for events of local, regional, and national significance, such as presidential inaugural balls, as well as a busy retail center serving travelers, office workers, and local residents.

BUILDING DESCRIPTION

Methodology

The following building description was largely drawn from the reports of William F. Strouse, supplemented by a review of the drawings of D. H. Burnham & Company and contemporaneous photographs. It describes the historic station building, which is largely intact, with reference to the building's current configuration and existing conditions. As described below, the historic station building is comprised of two sections: a headhouse at the southern end of the complex and the original passenger concourse (now the Retail Concourse), located adjacent to the headhouse to the north.

Strouse, the supervisory engineer charged with the difficult task of overseeing the construction of the terminal complex for the Washington Terminal Company, published a series of articles about the construction and features of the Washington terminal improvement in the *Engineering Record*, a prominent industry trade journal, between 1904 and 1909. After the station was completed, he presented a paper entitled "The Reconstruction of the Passenger Terminals at Washington, D.C." at the annual meeting of the American Society of Civil Engineers on October 19, 1910. This paper synthesized and expanded upon his previous articles and was first published in the society's

¹⁰ Tallmadge, "Peirce Anderson," 472a–472d; and Chappell, *Graham, Anderson, Probst and White*, 277.

¹¹ Obituaries, *Hagerstown Morning Herald*, 1945.

¹² Union Station Redevelopment Corporation, *Corporate History*, 2–4.

¹³ Parsons Brinckerhoff/HOK, *Union Station Master Plan*, 1.



Figure 1-9. South façade, 1913-25. (Library of Congress)

Proceedings of August 1910. The following year, the society published an authoritative and final version of Strouse's report as Paper No. 1180 in the March 1911 edition of *Transactions of the American Society of Civil Engineers*.¹⁴

According to the report, the layout of Union Station embraced every feature and facility involved in the construction of a "first-class railroad," including:

...a depot building planned and constructed after the most modern lines, and containing every feature for the convenience, comfort, and pleasure of the traveling public; the most complete and up-to-date facilities for conducting the business of a large railroad station; a main power plant for furnishing power of every kind required for the successful operation of the station and yards; a large

and completely equipped express terminal for caring for the express business handled by the Adams, Southern, and United States Express Companies; a modern commodious roundhouse and shop layout for caring for repairs to equipment; the most complete interlocking layout and intercommunication system ever constructed; one of the most complete passenger equipment yards ever built, and a track system covering yards and main tracks within the passenger terminal zone aggregating about 60 miles of single track.¹⁵

Exterior Description

Fronting Massachusetts Avenue, N.E., the Union Station headhouse is composed of a soaring four-story central pavilion linked to two flanking subsidiary wings that extend to the east and west, terminating in corner pavilions. (Figure 1-9) The entire ensemble is 626 feet, 10 inches long by 210 feet, 9 inches wide and clad in white granite from quarries near Bethel, Vermont.

¹⁴ See Strouse, "Passenger Terminals," (1910): 963-1108; and Strouse, "Passenger Terminals," (1911): 11-157. A full listing of Strouse's articles in *Engineering Record* can be found in the bibliography at the end of this report.

¹⁵ Strouse, "Passenger Terminals," (1911): 19-20.



Figure 1-10. Statue of Electricity by Louis Saint-Gaudens, 1912. (Library of Congress)

The dressed granite is laid on its natural bed in ashlar coursing with quarter-inch-thick flush mortar joints. The face of the granite is tool-marked in vertical lines with a bush-hammer finish.¹⁶

The central barrel-vaulted pavilion dominates the exterior and is the most conspicuous external mass, which is pushed forward to emphasize the main entrance to the station. The pavilion is fronted by a large and capacious portico composed of three triumphal arches, which measure 29 feet wide by 48 feet high and are modeled after the Arch of Constantine in Rome. Six massive Ionic columns are placed symmetrically across the facade to frame the three portals, two on either end and one in front of each pier supporting the main arches. Above the three arched portals is a wide attic story into which is cut inscriptions written by the academician Charles W. Eliot and paired with biblical passages chosen by him. The inscriptions serve as a dramatic backdrop for the

¹⁶ Strouse, "Passenger Terminals," (1911): 20; and Harry Weese & Associates, "Historic Structures Report," II-1.

sculptural group, *The Progress of Railroading*, designed by sculptor Louis Saint-Gaudens, whose six draped allegorical figures stand 18 feet tall on the cornice at the attic level above each column.¹⁷ (Figure 1-10)

On either side of the central pavilion, two sets of arcaded, vaulted loggias form hyphens that connect this main block to the terminating pavilions at the east and west ends of the headhouse. Each loggia is composed of an arcade of seven monumental arches divided by Ionic pilasters. Three double-hung windows punctuate the second story above each arch and fill the space between the pilasters. A deep balustrade on top of the hyphens screens the windows of the attic story from the street. Uniformity in all of the station's facades is emphasized by a continuous base course, entablature, and cornice line that runs above each loggia and wraps around the terminating pavilions, with the exception of the central pavilion where the scale is enlarged and the cornice is higher.¹⁸

To the east and west, the terminating pavilions present symmetrical principal facades that are each dominated by a large triumphal arch that measures 12 feet, 4 inches wide by 24 feet, 8 inches high. Each portal is framed by pairs of massive Ionic columns and is topped by a wide attic story with inscriptions, which were also chosen by Charles W. Eliot.¹⁹ Enormous sculpted eagles perch 8 feet tall on the cornice at the attic level above each column. The west pavilion

¹⁷ Strouse, "Passenger Terminals," (1911): 20-25. The six allegorical figures designed by Louis Saint-Gaudens and sculpted by Andrew Bernisoni represent, from west to east: Prometheus, Thales, Themis, Apollo, Ceres, and Archimedes. The biblical quotations chosen by Eliot to compliment his text are, from west to east: Hebrews 2:8, John 8:32, and Isaiah 35:1. See also Eliot, "Inscriptions Over Pavilions" and "Crown," *Washington Post*, 1912.

¹⁸ Strouse, "Passenger Terminals," (1911): 20; and Harry Weese & Associates, "Historic Structures Report," II-1.

¹⁹ Strouse, "Passenger Terminals," (1911): 20-25. The south elevation of the west pavilion's attic story features a quotation from *The Life of Samuel Johnson, L.L.D.* (1791), while the east pavilion features two inscriptions: a quote attributed to Thomas Wolsey and an excerpt from James Russell Lowell's "Sonnet IV" (1840). The attic story of the east elevation of the east pavilion is inscribed with excerpts from Alexander Pope's translation of *The Odyssey* (1725/26) and Ralph Waldo Emerson's poem "Written at Rome" (1833). See also Eliot, "Inscriptions Over Pavilions."



Figure 1-11. Southwest corner, 1916. (Library of Congress)

was designed to function as a porch and features five monumental arches on its west facade that served as vehicular exits. (Figure 1-11) The east pavilion leads to the Presidential Reception Rooms, originally intended for the use of the president and official guests of the nation (most recently these rooms were used as a restaurant and were closed to the public at the time of BCA's investigation). Along its east facade, another series of five monumental arches create a portico with connections to the Presidential Reception Rooms. (Figure 1-12) Currently, the arches of the East Porch (former east portico) are filled in with glass doors so that the space can be used year-round. A stepped pyramidal roof crowns both the east and west terminating pavilions.²⁰

The portico of the central pavilion, the two loggias, and the two terminating pavilions together form a continuous covered porch that spans the entire width of the southern facade, providing protection from the elements for pedestrians entering and leaving the station. (Figure 1-13) This area is paved with concrete, which was originally scored in a pattern to match the lines of the walls and pilasters. The ceiling is comprised

of a series of vaulted masonry domes. The vaults of the central and terminating pavilions, the loggias connecting them, and the East Porch were originally specified to be of granite, but only the domes inside the central pavilion are granite. All of the other domes are constructed of cast stone and terra cotta, the texture and color of which imitate granite. In the west pavilion, the ceiling of the Carriage Porch is a cement-plaster barrel vault. (See Figure 1-14) The plaster is grooved on its exposed side to simulate stone and to match its surroundings. In the east pavilion, the elaborate niche above the entrance to the Presidential Reception Rooms (the State Entrance) was specified to be of terra cotta, but is constructed of cast stone. In order to emphasize this important space, Anderson designed a hemispherical, coffered half-dome that is ornamented with rosettes.²¹

Exterior Doorways and Openings

The granite walls on the ground floor originally housed exterior doors and windows of wood frame. On the ground floor, 13 windows were designed to face the open loggias that extend across the front of the station

²⁰ Strouse, "Passenger Terminals," (1911): 20.

²¹ Ibid., 40; and Harry Weese & Associates, "Historic Structures Report," II-2.



Figure 1-12. East façade, c. 1906. (Library of Congress)

to supply natural light to the women's waiting room and toilets (now the East Hall-South Retail space) and to the men's smoking room, barber shop, and toilets (now part of the West Hall-South Retail space). Each window had cast-iron mullions, transoms with dentil molding, and was decorated with eagles of ornamental iron at the top of each mullion. On the second and third floors, plate glass was used below the transom line, and double-thick glass above it, while translucent glass was used on the first floor for the men and women's restrooms. The exterior doors were originally paneled in mahogany, some with glazing and some without. Cast-bronze metal hardware was used on all of the original doors. Most of the original windows remain. However, in the 1980s, several ground-floor window openings in the loggia were re-purposed for new entrances.

The central pavilion contains three vestibules that communicate with the Main Hall (originally the general waiting room) and that serve as the primary public entrances to the building. The original wood doors at these entrances have been replaced. Echoing in form and placement the arches that define the pavilion's monumental portico, three large masonry arches frame the vestibule openings. Each opening is divided by a wide entablature that rests on four engaged Doric



Figure 1-13. East view in South Portico, c. 1907-20. (Library of Congress)



Figure 1-14. Carriage Porch, looking south, 1914. (Library of Congress)

columns. These columns separate the lower zone of each arch into three entrance bays of paired exterior doors below transom lights of fixed plate glass. Above the entablature, the upper zones frame large, semi-circular windows that illuminate the station's general waiting room (now the Main Hall). An ornamental iron grille divides these windows into a Grecian pattern of triangular panes of glass. Designed by Louis Saint-Gaudens, granite statues of Roman legionnaires holding shields stand sentinel on the cornice above each of the six columns, dramatically silhouetted against the screen of fenestration.²²

Other public entrances on the ground floor were located in the west pavilion for the convenience of passengers arriving and departing by way of the Carriage Porch. In the center of the west facade, along the interior side, four pilasters separate three entrance bays. Originally, all three bays held paired exterior doors below transom lights of fixed plate glass. Currently, only the central bay features paired doors. The flanking bays are now equipped with revolving doors. These doors lead from the Carriage Porch into the area designed as the ticket lobby (now the West Hall). A large clock by the Magneta Company of New York is installed in the transom space over the middle door between the West Hall and the Carriage Porch. This "secondary" clock was part of a unified station-wide clock system that included a master clock located on the third floor of the station.²³

Along the north wall of the Carriage Porch, a large masonry arch frames an opening that leads directly into the Retail Concourse (formerly the passenger concourse). It is divided by a wide entablature that rests on two engaged Doric columns in antis between pilasters. These four vertical elements separate the lower zone of the arch below the entablature into three entrance bays. Originally, all three bays held paired exterior doors below transom lights of fixed plate glass. Currently, only the central bay features paired doors. The flanking bays are now equipped with revolving doors. Above the entablature, the upper zone frames a large, semi-circular window that illuminates the Retail Concourse. An ornamental iron grille divides this window into a Grecian pattern of triangular panes of glass.

²² "Statues," *Washington Post*, 1913.

²³ Strouse, "Passenger Terminals," (1911): 45.



Figure 1-15. Carriage Porch, east wall, showing portion of taxicab counter, 1914. (Library of Congress)

At the north end of the Carriage Porch, between the entrances to the West Hall and the Retail Concourse, are two portals that originally led to the baggage room. On either side of a structural pier, the two openings are framed by ornamental molding. Originally each portal was comprised of two wood exterior doors covered in iron plates that slid vertically to provide access to the Carriage Porch for baggage handlers. A small rectangular glass pane was inset into the center of each door. A range of six clerestory windows was arranged above the doors and was covered by ornamental iron grilles in a stylized fish-scale pattern. The northernmost portal is now filled with solid metal panels with one set of doors. The southernmost portal now has three sets of paired doors that lead to retail space off the West Hall.

South of the entrance to the West Hall is another portal, contained within a shallow, projecting bay topped by a simple entablature. This portal originally housed a series of service openings covered with decorative iron grilles that allowed passengers to communicate with employees of the taxicab counter. (Figure 1-15) Above the service openings, three ranges of plate-glass windows provided natural light to the interior of

the taxicab counter and were covered by ornamental iron grilles that divided the windows into stylized Grecian and fish-scale patterns. The Grecian/fish-scale grilles remain, although there are no longer windows behind these grilles. The service openings have been replaced with display windows for Union Station shop merchandise.

Two non-public entrances lead to the Amtrak offices (originally the Washington Terminal Company offices) in the upper stories of the station building. One entrance, currently known as the 40 Massachusetts Avenue lobby, is located at the southeastern corner of the Carriage Porch. At this location, four pilasters separate the portal into a central bay of paired exterior doors with one bay of sidelights on either side; all three bays are surrounded by decorative frames of ornamental iron and have fixed transom lights of plate glass. The existing paired doors at the center bay are replacement doors. The second employee entrance, currently known as the 60 Massachusetts Avenue lobby, is located in the recessed arch of the easternmost bay of the east loggia. It consists of a single pair of exterior wood and glass doors and a single transom light of hinged plate glass surrounded by an elaborate grille of ornamental iron and glass designed in a Grecian pattern. The upper portion of the arch contains a four-paned, round-arched window of plate glass that rests on a simple entablature of ornamental iron. Two ornamental iron eagles rest on brackets at the cornice level above the doorjamb.

Within the recessed niche on the south facade of the east pavilion, a formal entrance leads to the Presidential Reception Rooms. Two segmented, Ionic columns of white granite frame the entrance portal, a pair of paneled, mahogany exterior doors set within a hollow-chamfered door surround of matching granite blocks. An unknown artist designed the inset granite sculpture that sits above the portal. It combines features of both the seal of the president of the United States and the official seal of the War Office to allude to the president and his role as commander in chief. The lower half of the shield contains emblems of the federal government's manifold powers to tame, direct, and regulate the railroad industry; to construct transportation-engineering projects, civil and naval; to connect American territory and promote national interests; to regulate interstate commerce and trade; and to protect the public welfare from the misconduct of corporate monopolies. Clockwise from upper left,

these emblems read as symbols of the U.S. Army Corps of Engineers, the U.S. Naval Civil Engineering Corps, the Department of Labor, and the Department of Commerce.²⁴

Additional openings in the East Porch are found within its three center bays, which each contain a pair of paneled, mahogany doors covered by a granite hood and surmounted by a round-arched window of fixed plate glass with an ornamental iron grille in a Grecian pattern. All of the doors open directly into the Presidential Reception Rooms. Originally, to the south of this range, there was a double sash window framed by a wide architrave and surmounted by a flat hood. That window has been removed and is now an opening to the south vestibule. To the north of this range, one single, paneled, mahogany door leads to the north vestibule of the Presidential Reception Rooms. On the south wall of the portico, covered by a flat hood, a single, paneled, mahogany exterior door leads to the former president's retiring room (now part of the restaurant space); a door of similar design on the north wall originally led to a room to be used by invalids arriving to or departing from the station (now also part of the restaurant space).

Light Wells

The headhouse has three light wells that provide illumination to the second-, third-, and fourth-floor office spaces. The walls of the light wells are faced with two types of brick: a buff pressed brick in the upper reaches and a white glazed brick in the lower reaches. The use of the light-colored brick was calculated to achieve maximum reflection of natural light into nearby skylights and clerestories. By contrast, the station building's north-facing facades are constructed of red brick. Both the pressed and glazed brick light well walls were constructed with narrow 1/8-inch wide mortar joints.²⁵ Wood double-hung windows line the walls of the light wells. Aluminum cladding has been added to the exteriors of the light well windows.

²⁴ The Department of Commerce and Labor was established under Theodore Roosevelt in February 1903, and would be split into two Cabinet-level departments during the Taft administration in March 1913. In its way, Union Station manifests the ability of federal power to tame corporations for the public good by combining the services of two competing railroad companies into a union terminal, eliminating dangerous grade crossings from the capital, and removing the "blight" of the railroads from the national mall.

²⁵ Harry Weese & Associates, "Historic Structures Report," II-5.



Figure 1-16. West concourse end, c. 1908–10. (Library of Congress)



Figure 1-17. East concourse end, facing northwest, undated. (Library of Congress)

Exterior Lighting

The open portico extending across the front of the building, the East Porch, and the Carriage Porch are artificially lighted by ornamental bracket chandeliers that are mounted to the interior faces of the piers forming the sides of the colonnade, and by ceiling fixtures in the domes over the central pavilion, two of the subsidiary domes, and the domes in the East Porch and Carriage Porch. On the faces of the piers in the main entrance there are 20 bracket chandeliers. Ceiling fixtures hang from the three domes over the main entrance. The domes of the East Porch and two of the subsidiary domes in the South Portico originally contained six lamps each. In the State Entrance, there are 12 bracket chandeliers and one dome fixture. The Carriage Porch has 36 bracket chandeliers. In the South Portico and East Porch there are 55 bracket chandeliers. All of the fixtures are bronze and were originally finished in verde antique.²⁶

²⁶ For details about the wattage of the original fixtures, see Strouse, "Passenger Terminals," (1911): 54 and Harry Weese & Associates, "Historic Structures Report," IV-13–15.

Concourse Exterior

To the north of the headhouse, the passenger concourse originally measured 760 feet long by 130 feet wide, and was roofed by a graceful, segmentally arched vault, which was 45-feet-high in the center and 22 feet at the springing line above the main floor.²⁷ (Figure 1-8) In their original configuration, the east and west facades of the concourse were designed to be mirror images of each other, and, like the headhouse, were clad in dressed white granite from quarries near Bethel, Vermont. (Figures 1-16 and 1-17)

Each facade was nine bays wide, with each bay separated by slender pilasters with wide corner piers to either side, and topped by a dentiled entablature and a wide attic story. Along each facade's parapet, pyramidal stone caps emphasized the vertical thrust of the concourse's corner piers and helped to frame the side facades of the roof's arched vault. Above a modest stringcourse, the first floors of both facades were punctuated by nine large vertical casement windows with hinged transoms above, one per bay. These windows illuminated the terminating ends of

²⁷ Strouse, "Passenger Terminals," (1911): 20.

the passenger concourse and were placed above short, decorative balustrades and surmounted by flat recessed stone panels. Above the level of the parapet, the end walls of the concourse's segmentally arched vault were originally filled with multi-paned glass and were covered with louvers of ornamental iron. Inset about 45 feet from the street wall to either side, a short ventilator with louvered ends originally ran along the centerline of the vault's roof.²⁸ In the 1970s, approximately 70 feet was removed from the west and east ends of the passenger concourse at the first-floor level and new facades of concrete and glass were installed.

The original stone foundations of the passenger concourse remain at ground level on the east and west facades. (Figure 1-18) They follow the slope of the perimeter streets, First Street, N.E., on the west, and the station driveway on the east. Originally, they were punctured with five openings, the center of which contained a pair of paneled mahogany doors with a transom of hinged plate glass above, which led into the station's basement level. Classical door surrounds framed these portals with a molded architrave, entablature, and cornice. On the west side, this central opening has been filled in. On the east side, the central opening was covered with the construction of the S.E.C. Building to the northeast of the station.

On the side of each door closest to the headhouse were two ranges of three plate-glass double-hung windows that were protected by screens of ornamental iron bars. The double-hung windows are no longer extant and the openings have been filled in with louvers or covered with grilles; however, the ornamental iron screens still exist at the two openings still visible on the east side. On the opposite side, closest to the terminal rail yard, two 19-foot-wide portals with steel rolling doors led into a basement area used for teaming freight. The rolling steel doors are no longer extant, but the basement-level access remains at the west.

The north facade of the passenger concourse was designed with two zones: a lower level and the main passenger level. The lower-level facade is divided by the First Street rail tunnel, which proceeds under the station and allows for rail connections to points south of Washington, D.C. The lower level, and the interior of



Figure 1-18. East facade, facing south, c. 1913–25. (Library of Congress)

the tunnel nearest its north portal, were originally faced with rough-faced Potomac stone. Massive pilasters of rough-cut Potomac stone framed the tunnel portal. This stone survives inside the tunnel but is only partially intact at the north facade.

From the east wall of the tunnel to the east property line, the lower level was divided into six bays. Round arched windows defined five of the bays, and these openings were originally protected by wrought iron grilles. Closest to the east wall of the tunnel's north portal, the sixth bay contained a round arched doorway that originally led into the basement under the concourse, where the telegraph terminal, the immigrants' waiting room, and toilets were located. The doorway was entered through a short staircase that led to a landing balcony. The arched windows and doorway have all been infilled, and the staircase removed. To the west of the tunnel entrance, a gradual incline led to a pair of wood exterior doors with inset plate glass panels, which led into the lower level underneath the concourse. At the west edge of the lower level, a masonry retaining wall emerges from the foundation of the concourse to extend into the terminal rail yard

²⁸ Burnham Architectural and Engineering Drawings, B69.

and separate the lower- and upper-level platforms. This retaining wall is still extant, but has been modified to accommodate modern uses and equipment.²⁹

On the north facade, a stringcourse of white Bethel granite distinguished the basement level from the main passenger level. As originally built, the entire width of the main floor of the passenger concourse was open to the terminal rail yard and allowed passengers to access the train and baggage platforms beyond. Tall pilasters of white glazed brick with terra cotta trim framed the east and west end walls of this immense opening, which was punctuated by a colonnade of nine steel-plated Doric columns with cast-iron capitals spaced equally along its width. At the eastern edge of the passenger concourse, a fence was designed to protect the public from the steep drop to the lower-level platforms. Similar to the fence that was designed to top the terminal rail yard's retaining walls, it was composed of an open ornamental iron railing decorated in a Grecian pattern strung between round granite posts. Covered stairways with decorative canopies and railings led down to the lower-level platforms.

To the west, the upper-level platforms and the main passenger concourse were on the same floor level. Below the vault of the roof, a high attic of "hard-burned" red brick enclosed the upper area of the concourse's north facade.³⁰ A transitional porch was part of the original construction and covered the station end of the platforms along the north facade of the concourse. (Figure 1-19)

In the 1980s, a contemporary passenger concourse, today's Claytor Concourse, was constructed immediately to the north of the north wall of the original passenger concourse (now the Retail Concourse). The construction of the Claytor Concourse resulted in the demolition of the original connection between the passenger concourse and platforms and all associated infrastructure. The colonnade portion of the original north wall may be extant or partially extant behind the Claytor Concourse construction. At the lower level of the north facade, small areas of historic fabric remain, including some of the rough-faced Potomac stone and arched openings. The full extent

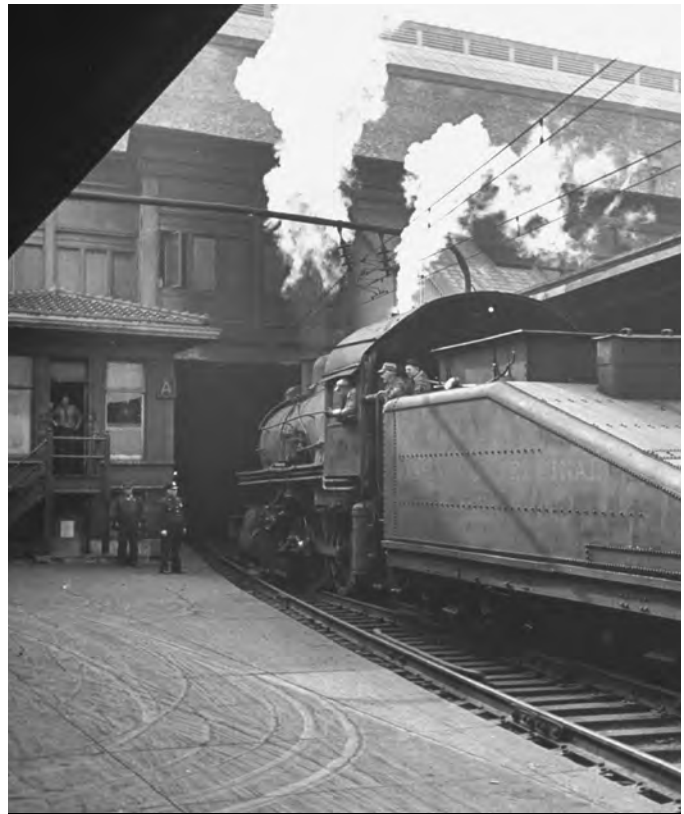


Figure 1-19. North facade of station building, showing A Tower at left, 1944. (Photo by Alfred Eisenstaedt/Pix Inc./The LIFE Picture Collection/Getty Images)

of surviving historic fabric on the north wall is unclear because it is obscured by later construction.

Building Systems

Foundations and Masonry

The Thompson-Starrett Company of New York was contracted for Union Station's original foundation work, masonry, cut stone, and brickwork. All masonry was specified to be of concrete below the finished street and plaza grade and of stone and brick above these points. The exterior walls of the headhouse and the interior walls of the Main Hall (former general waiting room) are white granite from quarries near Bethel, Vermont. Interior partitions and the backing of exterior walls are constructed of local red brick.³¹ Parapet caps and windows sills are formed of terra cotta.³²

Structural Systems and Framing

According to William F. Strouse, the American Bridge Company of New York was awarded the contract for

²⁹ Burnham Architectural and Engineering Drawings, RB15.

³⁰ Strouse, "Passenger Terminals," (1911): 28.

³¹ Ibid., 27–28; and "Progress," *Engineering Record*, 294.

³² Harry Weese & Associates, "Historic Structures Report," II-5.

the structural steelwork and framing for the station's headhouse and concourse, which was carried out by the masonry contractor, the Thompson-Starrett Company. The structure consists of a skeleton of structural steel and fireproofing, including the floor and partition construction, which is supported on steel columns carried on concrete foundations.³³ The floor and roof construction is supported on steelwork consisting of girders and I-beams spaced at intervals of from 4 to 5 feet on centers. The spaces between these beams are filled with hollow-tile arches, furnished by the National Fire Proofing Company of Pittsburgh and set in a lime mortar tempered with Portland cement. All partitions and corridor walls were originally specified to be formed of tiles, which also protected all columns not encased in brickwork.³⁴ The steelwork that roofs the concourse and the general waiting room spans 130 feet and rests on a series of trusses. The lower chords of the concourse trusses are segmental arches that have a rise of 23 feet and a depth of 16 feet. The lower chords of the general waiting room (now Main Hall) are semicircular with a depth of approximately 20 feet.³⁵

Roofing Systems and Skylights

The roofing, sheet metal, and skylights were originally furnished and erected by the J.C. McFarland Company of Chicago. The roofs of the headhouse and concourse were reinforced concrete tiles with skylights at the concourse, and the ticket lobby (now West Hall) was completely roofed by glass over the entire space. (Figure 1-8) Ehret's slag roofing covered the remainder of the station's roof area, including some of the skylight monitors. Above the steel-frame trusses of the headhouse and concourse, the concrete-tile roof system consisted of two layers. The first layer of flat tiles was laid directly on the skeleton steelwork and the entire surface was covered with waterproof roofing felt.

Light angles, running along the transverse length of the roof, were bolted to the first layer of tiles to form a surface to hold the next layer of tiles in place. Hydrolithic waterproofing compound was used to coat the inside of the upper layer of concrete tiles. All flashing and other sheet-metal work was 16-ounce copper, except in the ceiling light construction, which

was of galvanized iron.³⁶ The concourse roof originally covered an area that measured 130 feet wide by 760 feet long, and was covered by a segmentally arched roof with a span of 130 feet and a rise of 23 feet, the height of which was 45 feet above the concourse floor.³⁷

In the original Burnham & Company design, 57 skylights were used for general illumination and to provide dramatic lighting effects. Within the headhouse, the ticket lobby (now the West Hall) contained the most spectacular skylight, a high barrel vault with inset skylight panels of ribbed wire glass. The inner skylight was covered by an exterior layer of glazing comprised of thick, wire glass panels laid shingle style with copper mullions and leather gaskets. Both the dining room (now the East Hall) and the baggage room (now the West Hall-North Retail space) were covered by a saw-toothed roof system of individual monitors. The northern inclines of the monitors were glazed and the southern inclines were composed of "book tile" and composition roofing. For both rooms, a flat layer of wire glass set within metal frames comprised the inner layer of the skylights. In the concourse, two immense skylights ran down the longitudinal length of the structure on either side of the roof ventilator. These skylights contained both interior and exterior layers of wire glass with mullions and frames of galvanized metal. Pyramidal skylights provided natural light to other interior rooms as well, such as the kitchens in the east wing (now the East Hall-East Retail space) and many of the office and administrative spaces on the third floor.³⁸

In the 1980s, a new terne-coated stainless steel roof was installed over the Main Hall and the West and East Hall skylights and laylights were restored. The Retail Concourse laylights were also repaired at this time, but the Retail Concourse skylights are currently covered by roofing.

³³ Strouse, "Passenger Terminals," (1911): 28.

³⁴ Ibid., 38.

³⁵ Ibid., 28.

³⁶ Ibid., 28–29.

³⁷ Ibid., 55.

³⁸ See Harry Weese & Associates, "Historic Structures Report," II-6 to II-8. Figure 50 is a schematic plan that illustrates the placement of skylights throughout Union Station. For the original location of the skylights, see also Burnham Architectural and Engineering Drawings, A16 and A17.



Figure1-20. General waiting room (now the Main Hall), facing west, c. 1908-10. (Library of Congress)

Interior Description

In monumental Beaux-Arts style, Peirce Anderson derived the ground floor plan of Union Station from the Baths of Diocletian in Rome. This ancient precedent provided a model for how to organize a public building with a complex program and move large groups of people with efficiency and ease, as well as an architectural language with which to express these ideas in built form.

Both Union Station and the Baths of Diocletian are symmetrical in plan and contain a central pavilion perforated by three exterior doorways that lead through a series of vestibules to a large, vaulted, central chamber. Anderson transformed the Roman *frigidarium* at the heart of the bath complex into Union Station's grand and spacious general waiting room (now the Main Hall). To either side, public rooms are arranged around spacious, rectangular courtyards illuminated by natural light. At the Baths of Diocletian, these courtyards were used as *palaestra*, where wrestling and other physical exercises took place, which the architect modified to become the vaulted

ticket lobby (now the West Hall) and the dining room (now the East Hall) at Union Station. To the rear of the bath complex, a broad rectangular area called the *natatio* framed a large bathing pool open to the air. Anderson adapted this space to become the passenger concourse (now the Retail Concourse), which he widened to the full width of the station building. Although the concourse was roofed, unlike its ancient predecessor, it was flooded with natural illumination through the immense skylights that ran longitudinally along its roof and the large opening in the north wall that left the vast room exposed to the open terminal rail yard, which lay beyond the passenger and baggage platforms.

The following description of the original layout of Union Station's interior spaces is divided into four sections, which examine: (1) the ground floor of the headhouse, (2) the Retail Concourse (former passenger concourse) to the north, (3) the basement service spaces below the headhouse and concourse, and (4) the office and administrative spaces on the upper floors of the headhouse. Where the historic configuration has changed, general information is provided about existing

conditions. Improvements, additions, and alterations that occurred after 1913 are covered in detail in Section 2.3.2 Alterations Chronology.

Headhouse

This description of the ground floor of the headhouse is divided into nine main sections that describe the following spaces as they were originally constructed: (1) the main entrance vestibules; (2) the spacious Main Hall, (3) the East Hall, (4) the East Hall-North Retail space and Columbus Club, (5) the East Hall-South Retail space, (6) the Presidential Reception Rooms, (7) the West Hall, (8) the West Hall-South Retail, (9) the West Hall-North Retail, and (10) other miscellaneous and non-public rooms on the ground floor.

Main Entrance Vestibules

Three spacious vestibules allow access to the Main Hall from the station's South Portico. Separated by pilasters, the north and south walls of each vestibule contain three bays of paired exterior doors below transom lights of fixed plate glass. The floors of the vestibules were originally inlaid with colored marbles: Glen Falls black, verde antique, red Champlain, and Vermont white.³⁹ These floors were replicated during the 1980s rehabilitation. The side walls are decorated with flat, recessed panels above 6-foot-wide grilles of ornamental iron. The vestibules are illuminated with 54 "sun-burst" bronze fixtures attached to the granite panels of the coffered ceiling.⁴⁰

Main Hall (former General Waiting Room)

Measuring "larger than the average city depot," Union Station's Main Hall is monumentally scaled. (Figure 1-20) It measures 120 feet wide by 219 feet long and is covered by a massive, 90-foot-high, Roman barrel vault decorated with sunken coffers patterned after the Baths of Diocletian.⁴¹ All of the station's passenger facilities were originally arranged to communicate with this vast hall. The dramatic vaulted ceiling is supported by 12 thick masonry piers, which are connected by round arches that create coffered alcoves along the north and south walls of the room. Between the piers, a peristyle of 36 freestanding Doric columns encircles the main floor and is topped by a wide, classical



Figure 1-21. General waiting room (now the Main Hall), looking west into the ticket lobby (now the West Hall) at legionnaires, c. 1921-1922. (Library of Congress)

entablature: colonnades of eight columns screen the Main Hall from the connecting halls to the east and west, while pairs of columns stand in antis between the piers along the north and south walls. A Roman-arched portal perforates each of the four corner piers and communicates with rooms beyond. The columns and ashlar walls of the room are faced with white Bethel granite from Vermont to match the exterior. Supplied by the Vermont Marble Company, the floor was originally laid with 24-inch tiles of white marble laid in pattern with 6-inch squares of red Champlain marble.⁴² The current floor is a replica of the original, installed in the 1980s.

Designed by Louis Saint-Gaudens, plaster statues of helmeted Roman legionnaires stand behind shields on the cornice level above each column. (Figure 1-21) The artist designed three prototypes for the 46 legionnaires at Union Station, 36 of which are located in the Main Hall, four against the west wall of the West Hall, and six above the vestibules under the entrance portico on the station's exterior. At the time of their commission, they

³⁹ Strouse, "Passenger Terminals," (1911): 32.

⁴⁰ Ibid., 54-55; and Burnham Architectural and Engineering Drawings, RA43.

⁴¹ "New Union Station," *American Architect*, 181.

⁴² Strouse, "Passenger Terminals," (1911): 21, 28.



Figure 1-22. General waiting room (now the Main Hall), facing east, undated. (AMT Catalog)

were intended to correspond to the number of states, before New Mexico and Arizona were admitted to the Union in early 1912.⁴³

The Main Hall is well illuminated by natural light on all sides. Framed by monumental arches, there are eight semicircular windows: three on the south wall above the vestibules and five on the north wall, each approximately 27 feet in diameter. All of the windows are covered with ornamental iron grilles that are decorated in a Grecian pattern. The east and west end walls of the barrel vault terminate in 72-foot-wide arches. (Figure 1-22) The east arch is filled with a semicircular window divided into a Grecian pattern by an ornamental iron grille, but the west wall is dramatically left open to allow light to spill in from the adjacent West Hall.⁴⁴

The barrel-vaulted ceiling of the Main Hall and the alcoves along the north and south sides of the hall are composed of sunken coffers that are suspended from the lower chords of the steel roof trusses by iron

channels and clamps.⁴⁵ These areas were originally painted a light gray, to harmonize with the masonry sidewalls. Gold leaf was used to accent the centers of the sunken, coffered panels of the roof and alcoves, to define the ribs of the vault, and to decorate the arch at the west end of the room.⁴⁶ The ceiling, and its historic finishes, have recently been restored following damage inflicted in a 2011 earthquake.

The south wall of the Main Hall is dominated by the three main entrance vestibules, which are framed by paired columns in antis between the piers. Two granite drinking fountains initially occupied the fronts of the two end piers, while a flower booth and a newsstand were originally designed to stand in front of the two central piers. Today, the two drinking fountains are extant, but the flower booth and newsstand are not. Two semi-circular alcoves were designed to fill the spaces between the vestibule and the corner piers. The one at the west end of the room contained a public telephone station with an exchange and 14 booths, while the east alcove contained a drug store and a soda

⁴³ Dryfhout, *Augustus Saint-Gaudens*, 317.

⁴⁴ Strouse, "Passenger Terminals," (1911): 21.

⁴⁵ *Ibid.*, 29.

⁴⁶ *Ibid.*, 39.



Figure 1-23. General waiting room (now the Main Hall), facing northwest, c. 1908-10. (Library of Congress)

fountain.⁴⁷ Furnished by the L.A. Becker Company of Chicago, the soda fountain had a frontage of nearly 10 feet and was constructed of a thick slab of white Vermont marble slab that sat atop pilasters.⁴⁸ The alcove spaces are now used for contemporary retail.

Similarly arranged, the north wall of the Main Hall contains five entrance vestibules, also framed by paired columns in antis between the piers, that were designed to allow visitors to pass directly into the passenger concourse. (Figure 1-23) They are illuminated with 120 “sun-burst” bronze fixtures attached to the granite panels of the coffered ceiling.⁴⁹ The floors of the vestibules are inlaid with colored marbles: Glen Falls black, verde antique, red Champlain, and Vermont white.⁵⁰ The sidewalls are decorated with flat, recessed panels above 6-foot-wide grilles of ornamental iron. Two granite drinking fountains and two telegraph booths, one for the Western Union and one for the Postal Telegraph Company, originally occupied the



Figure 1-24. General waiting room (now the Main Hall), northwest corner, 1908. (Library of Congress)

⁴⁷ Ibid., 21.

⁴⁸ Ibid., 49–50.

⁴⁹ Ibid., 55.

⁵⁰ Ibid., 32.



Figure 1-25. Dining Room (now the East Hall), facing northeast, 1908. (Library of Congress)

fronts of the four piers along this side of the hall.⁵¹

The two drinking fountains were replicated during the 1980s rehabilitation. The original booths are no longer extant.

As originally designed, the bureau of information and the stop-over ticket office were located under the west colonnade at the entrance to the West Hall (former ticket lobby). (Figure 1-24) The Roman-arched portal in the southwest corner of the Main Hall originally led to a suite of rooms that contained the men's toilets, a barber shop, and the smoking room or men's lounge. The spaces that were once the men's toilets, barber shop, and smoking room now comprise the West Hall-South Retail space. In the northwest corner, a similar portal allowed customers to communicate with clerks in the parcel room.⁵² The former parcel room is now known as the West Foyer and serves as a stair hall for the mezzanine-level retail space.

On the opposite side of the Main Hall, the east colonnade was designed to screen the general waiting room from the entrance to the dining room (now the East Hall). Above the colonnade, one of the station clocks is on the high attic, framed by elaborate terra cotta ornament of wreaths, swags, and moldings. To the right, in the southeast corner of the room, the Roman-arched portal that originally led to the women's waiting room and ladies' toilet now leads to the East Hall-South Retail space. In the northeast corner, a similar portal originally allowed access to a small vestibule for the steward's office and the lunch room. This vestibule is now a modern non-public stair hall to the mezzanine-level catering space known as the Columbus Club.

East Hall (Former Dining Room)

The East Hall was originally an elegant dining room. (Figure 1-25) This space measures 80 feet wide by 100 feet long, and is illuminated by an expansive ceiling of glass panels 29 feet, 6 inches above the floor. Flanking the structural piers, a series of 32 Ionic columns create a peristyle that defines the perimeter of the room.

⁵¹ Strouse, "Passenger Terminals," (1911): 21.

⁵² Ibid., 22.

Along the north and south walls, these columns frame recessed alcoves, which were designed to create spaces for intimate dining.⁵³ In the 1980s, openings were punched in these alcoves to allow greater access to retail spaces off the East Hall. The room's range of vertical columns and piers support a wide, classical entablature. At the attic level, between the entablature and ceiling, six clerestory windows puncture the north and south walls above the alcoves, while decorative panels fill the corresponding spaces along the east and west walls.

Originally there were four portals in the dining room: to the general waiting room at the center of the west wall; to the serving room (now East Hall-East Retail) at the center of the east wall; and to the lunch room (now East Hall-North Retail) at the east and west bays of the north wall, for staff and customers, respectively. Along the north wall, the entrance that communicated between the lunch room and the dining room was an open portal; the remainder of the doorways had paired interior doors lit by plate glass transoms, framed by classical surrounds, and surmounted by flat hoods. The center portal on the west wall of the East Hall retains its wood surrounds but is now open, and two additional openings with wood surrounds matching the central doorway were added during the 1980s rehabilitation to provide additional access to the Main Hall. The center portal on the east wall retains its paired doors, and there is now an opening that connects the East Hall to the 60 Massachusetts Avenue lobby.

Strouse stated that “the decorations of the dining room [were] detailed from the very best examples of Pompeian work” by the Joseph F. Sturdy Company of Chicago. The panels in the alcoves were originally covered with tapestry burlap ornamented and painted in oil. The center panels were dark red accented by side panels of dark green, both finished with ornamental details in yellowish brown. The ceiling beams and clerestory walls were covered with canvas painted in oil in light yellow highlighted with red and green ornaments. The ornamental plaster was gilded with gold leaf and picked out in harmonizing colors.⁵⁴

⁵³ Burnham Architectural and Engineering Drawings, RA88. Proposed table arrangements are indicated on the revised plans for dining room from 1906.

⁵⁴ Strouse, “Passenger Terminals,” (1911): 39.



Figure 1-26. Lunch room (now the East Hall-North Retail), facing east, c. 1908. (American Architect and Building News, 3 June 1908)

The American Art Marble Company of Philadelphia decorated many surfaces in the dining room in scagliola, a type of architectural finish that imitates decorative stone. The faces of all of the piers were decorated in this manner, the predominating color being a light yellow. The columns were also finished in scagliola: the cylindrical, lower portions in a dark red color while the fluted, upper portions, including the Ionic capitals, were white with veins in imitation of marble. The bases of the piers and columns were composed of verde antique marble. The floor of the dining room was laid in 12-inch white marble tiles.⁵⁵ The decorative finishes were all repaired and restored in the 1980s.

In addition to the natural illumination provided by the skylights and clerestory windows, a series of decorative fixtures provide additional lighting. Eight ornamental urns are suspended from the ceiling. Around the sides of the room, on the faces of the piers, there are 12 ornamental bracket chandeliers. The alcoves on the north and south sides of the room were originally each

⁵⁵ *Ibid.*, 29–32.



Figure 1-27. Women's waiting room (now the East Hall-South Retail), facing east, 1908. (Library of Congress)

illuminated by one ceiling fixture with a hemispherical globe. Additional outlets in the floor allowed for small electrical lamps to be placed at each table in the dining room.⁵⁶ The floor outlets are no longer extant.

East Hall-North Retail (Former Lunch Room)

To the north of the East Hall, this space originally served as a lunch room for casual dining and overlooked the concourse. (Figure 1-26) It measured 32 feet, 6 inches wide by 120 feet long and had a ceiling that was 28 feet, 8 inches high.⁵⁷ The north and south walls of the lunch room were each divided into six bays by pilasters decorated with inset panels. The five east bays of the north wall contained pairs of vertical plate-glass windows of wood frame with transoms above, where tables were placed to allow diners to observe the arrival and departure of passengers in the concourse. Instead of windows, the west bay contained two pairs of interior doors that opened directly onto the concourse. On the south wall, the west bay was left open to the dining room, while, opposite, the two east bays

contained paired interior doors with transoms above, framed by classical surrounds, and surmounted by flat hoods. These east doorways permitted service staff to pass between the lunch room, the dining room, and the serving room or pantry (now the East Hall-East Retail space). In the west wall, framed by a Roman arch, the main entrance to the lunch room was a paired interior door with inset panels of plate glass, surmounted by a semi-circular, plate-glass window. It communicated directly to the general waiting room via a small oval vestibule.⁵⁸

The paneled surfaces in the lunch room were originally covered with tapestry burlap painted in oil and decorated with Pompeian ornament. The ornamental plaster was gilded with gold leaf and covered with French lacquer. In contrast to the grandeur of the dining room, the general color scheme of the lunch room was designed to be somewhat less formal, with light yellow walls, deep brownish-yellow panels, and contrasting ornamental details. The decorative scheme and ornamental plasterwork of the ceiling and clerestory of the lunch room was very similar to that of the dining room. The floor of the lunch room was 12-inch white marble tile.⁵⁹

In addition to the natural light from the clerestory windows and the windows opening onto the concourse, the lunch room was supplied with artificial light by six ornamental chandeliers suspended from the ceiling. In addition, the six alcoves along the north wall each contained three lamps enclosed within hemispherical globes.⁶⁰

The curved counter, stools, cashier's desk, and oyster-shucking table in the lunch room were supplied and installed by William Grey and Sons of Philadelphia. The counter and desk had galvanized-iron frames, counter tops and bases of verde antique marble, and dados of light-cloud Vermont marble with bronze foot rails. The lunch counter's 57 stools had bronze standards and mahogany seats, anchored to the marble floor. All of the moveable furniture in both the lunch room and the dining room was made of mahogany and upholstered in Spanish leather.⁶¹

⁵⁸ Burnham Architectural and Engineering Drawings, RA88.

⁵⁹ Strouse, "Passenger Terminals," (1911): 32, 39.

⁶⁰ Ibid., 53.

⁶¹ Ibid., 46.

⁵⁶ Strouse, "Passenger Terminals," (1911): 53.

⁵⁷ Ibid., 21.

In the 1980s, this space was extensively remodeled and a mezzanine was added with the insertion of a new floor slab. The mezzanine level retains many of the lunch room's original decorative finishes and is now used as a catering space called the Columbus Club. The main level has contemporary finishes and is currently a gift shop accessed through the East Hall.

East Hall-South Retail (Former Women's Waiting Room and Toilets)

This space, south of the East Hall, was originally devoted to a large and spacious women's waiting room and women's toilets. (Figure 1-27) Entered through a portal in the southeast corner of the general waiting room, the waiting room measured 42 feet by 75 feet and served as a lounge for female travelers. The north and south walls of the waiting room were divided into three bays by shallow piers, from which sprang ribs that defined a barrel-vaulted ceiling. Above a dentiled crown molding, a lunette plate glass window defined the upper zone of each bay and was covered by an ornamental iron grille in a Grecian pattern. Opposite, on the south wall, the three bays were filled almost entirely with large windows that opened onto the portico and overlooked the plaza in front of the station. The waiting room's western wall was curved like an apse and had a centrally placed marble drinking fountain to provide refreshment. At the northwest corner of the apse, a round arch led into a vestibule and served as the room's main entrance. A false wood paneled door was located opposite, at the southwest corner, for symmetry. The east wall of the women's waiting room was pierced by a central doorway, which led directly to the women's toilets and was framed by a classical surround with a high entablature. A paneled wood partition and bootblack stand separated the entrance to the toilets from the rest of the women's waiting room.⁶²

In the original design, the plaster sidewalls of the women's waiting room sat above a marble wainscot and baseboard and were inset with decorative panels, which were infilled with tapestry burlap painted in floral designs in green and brown. The ceiling was originally covered with canvas panels decorated with designs in light green and cream, which matched a stenciled floral border that encircled the room under the crown molding. Plaster ornament on the ceiling and sidewalls

was highlighted in gold leaf. The floor was laid in 15-inch white marble tile in pattern with 3-inch squares of red Champlain marble. One of the station's clocks was located on the east wall of the women's waiting room above the entrance to the toilets. It had a face 3 feet in diameter and was set into a decorative frame of plaster. Artificial light was originally provided by three ornamental chandeliers suspended from the ceiling and nine wall brackets.⁶³

A large toilet room adjoined the ladies' waiting room to the east, which measured approximately 42 feet square. It had two bays of plate-glass windows on the south wall that allowed natural illumination from the portico. The room originally contained 32 lavatories in three rows and a row of 12 marble basins on the west wall, surmounted by mirrors. The floor was laid in 12 by 24 inch white marble tile and the walls were ornamented with plaster decoration above a marble wainscot and baseboard.⁶⁴

In the 1980s this space was extensively remodeled for use as a restaurant and split into upper and lower levels with the insertion of a new mezzanine. The original plaster ceiling remains, including the arched ceiling over the former waiting room space, the decorative cornice over the former toilet room, the clerestory windows and windows to the portico, and portions of the original plaster walls.

Presidential Reception Rooms

At the extreme eastern end of the station, within the headhouse, the original architects designed a suite of rooms for the exclusive use of the U.S. president and official guests of the nation. (Figure 1-28) In its original configuration, it consisted of a large and spacious central reception room connected by vestibules to the passenger concourse to the north and the State Entrance to the south. Private retiring rooms for the president and his attendants were arranged off of the south vestibule to either side of the State Entrance. A service corridor ran along the western perimeter of the reception room and connected the two vestibules with the serving room to the west, allowing servants and staff access to the station's kitchens and basement.

⁶² Ibid., 21–22, 29; and Burnham Architectural and Engineering Drawings, RA133.

⁶³ Strouse, "Passenger Terminals," (1911): 29, 33, 39, 45, 53; and Burnham Architectural and Engineering Drawings, A45.

⁶⁴ Burnham Architectural and Engineering Drawings, A6.



Figure 1-28. Presidential Reception Room, facing south, c. 1910-20. (Library of Congress)

Adjacent to a private driveway, this separate suite of rooms was arranged so that dignitaries could reach trains and ground transportation without coming in close contact with the general public. This secure layout was informed by the assassination of President James A. Garfield, which took place in 1881 at Union Station's predecessor, the former Baltimore and Potomac railroad station.⁶⁵

North Vestibule

Rectangular in plan, the north vestibule was designed to provide private access to the Presidential Reception Room from the passenger concourse. The room is 30 feet long and features marble flooring and baseboards, cement walls with applied decoration, and a barrel-vaulted ceiling of ornamental plaster coffers. The original light scheme consisted of concealed incandescent lamps with reflectors in the coves of the cornice at the springing lines of the room's ceiling vault.⁶⁶

Presidential Reception Room

Designed for formal and ceremonial functions, the Presidential Reception Room measures 30 feet wide by 70 feet, 6 inches, long with an area of 2,130 square feet.⁶⁷ Large piers framed by Ionic pilasters divide the east and west walls into six large bays, three on each side of the room, while engaged Ionic columns frame the entry portals at the center of the north and south facades. The Presidential Reception Room faces the East Porch (former east portico) and is well supplied with natural light. Each bay along the east wall is filled with pairs of mahogany and glass-paneled doors with large semicircular transoms above, which are covered with ornamental iron grilles designed in a Grecian pattern. Across the room, the bays of the west wall are filled with recessed decorative panels. In the 1980s, a new opening was punched through a panel at the south end of the west wall to provide access to the East Hall-East Retail space.

The floor of the Presidential Reception Room is finished with 12-inch white marble tile laid in pattern with 3-

⁶⁵ Burnham Architectural and Engineering Drawings, A6, A8, and A26.

⁶⁶ Strouse, "Passenger Terminals," (1911): 54. See also A26, Burnham Architectural and Engineering Drawings.

⁶⁷ Strouse, "Passenger Terminals," (1911): 22; and "Union Terminal," *Railway Age*, 648-49.

inch squares of red Champlain marble.⁶⁸ The room's vaulted ceiling measures 28 feet, 8 inches, above the floor and is covered with decorators' canvas painted in oil. Many of the room's elaborate moldings and ornamental plaster are also painted in oil, with column and pilaster capitals, highlights, and other enrichments finished in gold leaf. Other wall surfaces are covered with tapestry burlap, painted in oil, and decorated with ornaments in brown and green. The small panels on the west wall and the semicircular panels on the east wall were worked in a "tapestry design in soft colors, toned to produce a soft subdued effect."⁶⁹ The room's larger panels are gilded with aluminum leaf and decorated with a fret border about 6 inches wide. The prevailing colors throughout the Presidential Reception Rooms are brown, dull gold, brownish blues, and soft reds, "interwoven so that no single color [asserted] itself."⁷⁰ Two sculptures fill niches about the entry portals on the north and south facades: highlighted with gilding, they represent stylized depictions of the Seal of the President of the United States. Three handsome chandeliers are suspended from the ceiling accompanied by eight decorative brackets mounted to the piers. All of the fixtures are finished in rich gilt.⁷¹

South Vestibule

Roughly oval in plan, the south vestibule lies between the Presidential Reception Room and the State Entrance, to the north and south, respectively, through two pairs of monumental paneled doors. Additional portals are located in each of the vestibule's four corners, which are filled with narrow paired glass-and-mahogany paneled doors. These provide access to subsidiary spaces within the Presidential Reception Room. To the southeast and southwest, short corridors lead to private retiring rooms for the president and his attendants; to the northeast, doors open onto the East Porch, although the door opening was originally a window; and to the northwest, a servants' corridor originally led to the serving room and beyond. The servant's corridor is no longer extant. Tall Ionic columns frame each of these six openings. The south vestibule is finished with a floor and baseboard of white marble and the walls and barrel-vaulted ceiling are decorated with ornamental plasterwork. It was originally lit by concealed incandescent lamps with reflectors in the



Figure 1-29. Ticket lobby (now the West Hall), facing southeast, c. 1908. (Library of Congress)

coves of the cornice at the springing lines of the room's ceiling vault.⁷²

Retiring Rooms

The suite's two retiring rooms are symmetrically arranged to either side of the State Entrance. Both rooms are eight-sided lozenges in plan and are decorated with marble flooring, wood wainscoting, paneled walls, dentiled crown moldings, and ornamental plaster ceilings. Both rooms originally had access to en suite toilets. The east retiring room was designed for the use of the president and has a private entrance to the East Porch. The east retiring room originally had a window in its east wall, but this has been covered.⁷³

West Hall (Former Ticket Lobby)

The West Hall, originally the ticket lobby, measures 50 feet wide by 100 feet long and is covered by a barrel-vaulted roof of glass skylights.⁷⁴ (Figure 1-29)

⁶⁸ Strouse, "Passenger Terminals," (1911): 32.

⁶⁹ Ibid., 39–40.

⁷⁰ Ibid., 39–40.

⁷¹ Ibid., 54, 61.

⁷² Ibid., 54; and Burnham Architectural and Engineering Drawings, A26.

⁷³ Burnham Architectural and Engineering Drawings, A6 and RA76.

⁷⁴ Strouse, "Passenger Terminals," (1911): 22.



Figure 1-30. Ticket lobby (now the West Hall), 1942. (Library of Congress)

The interior walls of the hall are of white Bethel granite to match the general waiting room and the station's exterior. The floors were 24-inch square white marble tiles set in pattern with 6-inch squares of red Champlain marble,⁷⁵ which were replicated in the 1980s. In the center of the west wall, four engaged Doric columns separate three bays of paired exterior doors below transom lights of fixed plate glass. These doors lead from the West Hall to the Carriage Porch. A large clock by the Magneta Company of New York is installed in the transom space over the middle door between the West Hall and the Carriage Porch.⁷⁶ A wide, classical entablature or stringcourse sits atop the columns and encircles the perimeter of the room. Designed by Louis Saint-Gaudens, four plaster statues of helmeted Roman legionnaires stand behind shields on the cornice level above each column. Opposite, on the east wall, eight freestanding Doric columns screen the West Hall from the general waiting room. With their

backs to the West Hall, eight additional plaster statues of Roman legionnaires stand on the cornice level of this colonnade and face the Main Hall.

Divided by pilasters, the south wall of the West Hall originally included five large recessed openings or portals through which travelers could communicate with employees of the station's ticket offices. (Figure 1-30) Within each portal, a wide classical entablature separated a single-pane transom from a lower range of ticket windows. Each of these ranges had a wide marble counter and was divided into three bays by a screen of slender Ionic columns of ornamental iron and protected by ornamental bronze grilles. Silhouetted against the glass above the entablature, ornamental iron eagles rested on brackets above the two central columns of the decorative screen. Above each of the five ticket portals, a line of 15 square windows punctuated the south wall between the springing line of the barrel-vaulted roof and the hall's stringcourse. Each window was protected by an ornamental iron grille in a Grecian pattern, and, in size and decoration, was designed to carry the pattern of the roof vault's skylights down the length of the sidewall.⁷⁷

Opposite, the north wall was originally designed with a similar treatment. Pilasters divided the wall into five large recessed openings or portals through which travelers communicated with employees of the station's baggage room. Within each portal, a wide classical entablature separated a single-pane transom from a lower range of windows and doors. Each of these ranges was divided into three bays by a screen of slender Ionic columns of ornamental iron: a pair of mahogany and glass doors with transom comprised the central bay, while fixed plate glass windows with hinged transoms made up the two side bays. Silhouetted against the glass above the entablature, ornamental iron eagles rested on brackets above the two central columns of the decorative screen. Above each of the five baggage portals, a line of 15 square windows punctuated the north wall between the springing line of the barrel-vaulted roof and the hall's stringcourse. Each window was protected by an ornamental iron

⁷⁵ Strouse, "Passenger Terminals," (1911): 32.

⁷⁶ *Ibid.*, 45.

⁷⁷ See photograph of the ticket lobby's south wall in "Interior of the New Union Station," *Book of the Royal Blue*, 7; and Burnham Architectural and Engineering Drawings, RA34.

grille in a Grecian pattern, and, in size and decoration, was designed to carry the pattern of the roof vault's skylights down the length of the sidewall.⁷⁸

Currently, the portals on the north and south walls of the West Hall contain modern infill installed during the 1980s rehabilitation.

West Hall-South Retail (Former Ticket Office, Men's Smoking Room, and Men's Toilets)

Originally, the space on the south side of the West Hall comprised the station's ticket office. A door in the west wall of the ticket office led to a short hallway that gave access to the taxicab counter, an employee toilet, and a staircase to the station's mezzanine level. Another door, in the ticket offices' south wall, led directly to the men's smoking room.

The large and spacious men's smoking room was originally located south of the ticket office. (Figures 1-31 and 1-32) Entered through an arched portal in the southwest corner of the Main Hall, this area measured 37 feet by 54 feet and served as a lounge for male travelers. The north and south walls of the waiting room were divided into two bays by shallow piers, from which sprang ribs that defined a barrel-vaulted ceiling. On the north wall, above a dentiled crown molding, a lunette plate-glass window defined the upper zone of each bay and was covered by an ornamental iron grille in a Grecian pattern. A concealed door in the center of the east bay of the north wall allowed direct access to the smoking room to employees of the ticket office. Opposite, on the south wall, the two bays were filled almost entirely with large windows that opened onto the portico and overlooked the plaza in front of the station. The smoking room's east wall contained a recessed niche with a marble drinking fountain. At the northeast corner, a round arch led into a vestibule and served as the room's main entrance. The west wall of the men's smoking room featured a centrally placed cigar counter and an ornamental mantelpiece of "light cloud" Vermont marble, which was framed by fluted pilasters and topped by a shallow pediment. To the right, was a doorway framed by a classical surround and surmounted by a high entablature that led to the



Figure 1-31. Men's smoking room (now the West Hall-South Retail), facing west, c. 1908-20. (Library of Congress)



Figure 1-32. Men's smoking room (now the West Hall-South Retail), facing northwest, undated. (Library of Congress)

⁷⁸ Burnham Architectural and Engineering Drawings, A31 and RA39.

men's toilets, bootblack stand, and the barber shop.⁷⁹ In the original design, the plaster sidewalls of the men's smoking room sat above a marble wainscot and were inset with decorative panels, which were filled with tapestry burlap painted with decorative designs. The ceiling was originally covered with decorated canvas panels, which matched a stenciled border that encircled the room under the crown molding. Plaster ornament on the ceiling and sidewalls was highlighted in gold leaf. The floor was laid in 15-inch white marble tile in pattern with 3-inch squares of red Champlain marble. One of the station's clocks was located on the west wall of the smoking room above the mantle. It had a face 3 feet, 2 inches, in diameter and was trimmed in marble and set in a bronze frame. Artificial light was originally provided by two ornamental chandeliers and ten wall brackets.⁸⁰

A barber shop adjoined the men's smoking room to the west. It had one bay of plate-glass windows on the south wall that allowed natural illumination from the portico. The room originally contained a row of five barber chairs on the west wall and a shampoo station with three sinks. A wood paneled bootblack stand with five seats was built into the north wall of the barber shop. The floor was laid in 12 by 24 inch white marble tile and the walls were ornamented with plaster decoration above a marble wainscot and baseboard.

A large L-shaped toilet room lay immediately to the west of the barber shop. Three bays of plate-glass windows on the south wall allowed natural illumination from the portico. The room originally contained 39 lavatories in five rows, an island with six marble basins, and a row of 14 urinals on the north wall. A janitor's closet was located in the northwest corner of the room. The floor was laid in 12 by 24 inch white marble tile and the walls were ornamented with plaster decoration above a marble wainscot and baseboard.⁸¹

In the 1980s, all of these spaces were completely remodeled for retail use. The five large recessed portals on the south wall of the West Hall now open up to restaurant spaces. The historic mezzanine level

was expanded and contemporary wood-and-glass balconies added overlooking the West Hall. The original arched plaster ceiling, niches in the east wall, windows overlooking the portico, and portions of the cornice and ceiling are extant.

West Hall-North Retail (Former Baggage Room)
Originally this space, on the north side of the West Hall, comprised the station's baggage room. Vertical sliding doors on the west and southwest walls gave employees direct access to the Carriage Porch. The northeast half of the baggage room was originally designed to be open to the baggage-handling area in the basement; a baggage lift and ornamental iron chutes allowed luggage and parcels to be transferred easily between the two levels. A staircase along the east wall allowed baggage handlers easy access to the lower level. A marble counter with a copper-covered wood top separated this space from the baggage drop-off area in the southern portion of the room, which was floored with marble to match the ticket lobby. The entire space was well illuminated by natural light, which entered through 12 bays of windows in the north wall and a system of skylight monitors in the roof.⁸²

In the 1980s, the space behind the north wall of the West Hall was completely remodeled for retail use. The five large recessed portals on the north wall currently open up to restaurant spaces. A new mezzanine level was installed and contemporary wood-and-glass balconies added overlooking the West Hall. The historic laylights remain over this space, and portions of the glazed brick and terra cotta walls are still visible.

Miscellaneous and Non-Public Service Spaces
While most of the ground floor of the Union Station headhouse was dedicated to elegant and grand public rooms, some square footage in the original design was also reserved for utilitarian and non-public uses. These spaces include: the invalid's suite, adjacent to the Presidential Reception Rooms; two entrance lobbies that led to the office spaces on the upper floors; the steward's office and the parcel room; and the serving room, which allowed station staff to circulate between the dining room, lunch room, Presidential Reception Rooms, basement, and upper floors.

⁷⁹ Strouse, "Passenger Terminals," (1911): 21–22, 39; and Burnham Architectural and Engineering Drawings, RA126 and RA130.

⁸⁰ Strouse, "Passenger Terminals," (1911): 29, 33, 39, 45, 53; and Burnham Architectural and Engineering Drawings, A45.

⁸¹ Burnham Architectural and Engineering Drawings, A6 and Plumbing Diagram 24.

⁸² Burnham Architectural and Engineering Drawings, A7, B72, and RA115.

Invalid's Room

This space is located immediately to the east of the Presidential Reception Room's north vestibule. There is no current name for this space. It was most recently used as part of a restaurant that occupied the Presidential Reception Room in recent years. Originally, it could be entered through a small vestibule that opened off of the south wall of the passenger concourse; that entrance is no longer extant. In addition to this vestibule, the space consisted of modest but private toilet facilities and a small room reserved for use by passengers who were ill or disabled. A door in the south wall leads directly to the East Porch and the east driveway so that ill or impaired passengers could be more easily conveyed to waiting ambulances or other ground transportation. The room was originally finished with marble tile flooring and baseboards with plaster walls and ceilings.⁸³ The room was completely remodeled in the 1980s and contains only modern finishes.

40 and 60 Massachusetts Avenue Office Lobbies

Two small entrance lobbies provide access to Amtrak offices located on the upper floors of the headhouse. Historically, these office spaces were used by the Washington Terminal Company. The west lobby (currently known as 40 Massachusetts Avenue lobby) is located at the southeastern corner of the Carriage Porch. The east lobby (currently known as 60 Massachusetts Avenue lobby) is located just adjacent to the State Entrance in the east loggia. Both lobbies originally contained elevators with ornamental iron grilles and stairs that ascended to the mezzanine, second, third, and attic floors. Both sets of stairs had treads and platforms of marble, wood handrails, and risers and strings of ornamental iron. Neither set of stairs remains. Interior finishes for both spaces included plaster walls and ceilings with tile floors, baseboards, and pilasters of marble.⁸⁴ The 40 Massachusetts Avenue lobby was restored in the 1980s but modified to include an additional elevator. The 60 Massachusetts Avenue lobby had been completely redesigned several times, and is currently being renovated.

⁸³ Burnham Architectural and Engineering Drawings, A6.

⁸⁴ Burnham Architectural and Engineering Drawings, A45.

East and West Foyers (Former Steward's Office and Parcel Room)

In the original design, the East and West Foyers, located at the northeast and northwest corners of the Main Hall, served as the steward's office and the parcel room, respectively.⁸⁵ The parcel room was where travelers could temporarily check suitcases, luggage, parcels, and other items. Attendants worked at two counters: a marble counter that was located at a window that opened onto the general waiting room and a folding wood counter that was built into the doorway off of the passenger concourse. Once checked, parcels and other items were stored in two-level built-in racks of birch and steel. An iron ladder in the southwest corner of the room gave attendants access to the upper gallery from which bags could be handed down to the ground floor through open wells. The interior finishes of the room included a wood floor and baseboards with plaster walls and ceiling.⁸⁶ The West Foyer currently serves as a stair hall for the mezzanine-level retail space.

The steward's office had a marble floor and baseboard with plaster walls and ceiling.⁸⁷ The East Foyer currently serves as a vestibule to the catering space known as the Columbus Club and contains a modern stair to the mezzanine level.

East Hall-East Retail (Former Serving Room)

The East Hall-East Retail space was originally designed as a utilitarian serving room between the dining room and the Presidential Reception Rooms. It allowed wait staff and other station employees to move among the dining room and lunch room on the ground floor; refrigeration and storage rooms in the basement; and the kitchen, storerooms, and food preparation spaces located in an upper mezzanine gallery.

The main entrance to the serving room for staff was originally located off of the passenger concourse to the east of the lunch room. This door entered into a vestibule that originally functioned as a lobby for the service wing. From it, one could connect directly to the serving room to the south, a small office to the east, or a set of stairs that led up to the offices, employee toilets, and locker rooms on the upper floors. The

⁸⁵ Burnham Architectural and Engineering Drawings, A6 and A7.

⁸⁶ Burnham Architectural and Engineering Drawings, A7 and RA78.

⁸⁷ Burnham Architectural and Engineering Drawings, A6 and RA36.

It is unclear whether there was also a door or window between the steward's office and the vestibule of the lunch room.



Figure 1-33. Passenger concourse (now the Retail Concourse), facing west, c. 1905-10. (Library of Congress)



Figure 1-34. Passenger concourse (now the Retail Concourse), facing northeast, c. 1921-22. (Library of Congress)

northern portion of the serving room contained the service elevator and staircases that allowed for the circulation of service staff among the ground floor, the basement, and the kitchen gallery; an additional set of stairs was located at the southern end of the room, just north of the east office entrance lobby. A door near the service elevator gave access to a service passage within the Presidential Reception Rooms for easy transport of food and refreshments. Additional doors to the north and west gave access to the lunch room and dining room. Dumbwaiters allowed for food and drink to be transported between the service floors. Architectural plans subdivide the serving room into three smaller spaces with discrete functions: a room for the cleaning and storage of silver and two pantries: a small pantry for food preparation containing a bread table, bread locker, and dairy storage, and a larger pantry housing facilities for the cleaning and storage of crockery, glass, and china.⁸⁸

In the 1980s, the former serving room and the upper mezzanine gallery were completely remodeled for use as kitchen, bar, and restroom space for a restaurant located in the Presidential Reception Room, and no historic finishes remain.

Retail Concourse (Former Passenger Concourse)

To the north of the headhouse, the Retail Concourse is a large open hall that was originally designed to connect the headhouse to the train platforms and provide circulation space for arriving and departing rail passengers. (Figures 1-33 and 1-34) In its original configuration, it measured 760 feet long by 130 feet wide, enclosing a volume of 97,500 square feet, which was believed to be the largest enclosed room in the world at the time of construction.⁸⁹ In the 1970s, approximately 70 feet was removed from each end of the passenger concourse at the main floor level.

A graceful, segmentally arched, single-span vault roofs the space, “as though a train-shed had been lifted by some genie from its traditional position and set down



Figure 1-35. Passenger concourse (now the Retail Concourse), facing east, c. 1921-22. (Library of Congress)

again crosswise at the ends of the platforms.”⁹⁰ The centerline of the ceiling rises 45 feet high and is 22 feet high at the springing line above the main floor. Still as it was originally designed, 40 percent of the ceiling area is glass, while the remainder is composed of coffered ornamental plaster. Cast in gelatin molds, these sunken coffers are suspended from the lower chords of the steel roof trusses by light channel irons and clamps.⁹¹ The ceiling was originally a light cream color, painted in oil, while the interior walls are finished with white glazed brick with matching decorative terra cotta trim.⁹² The Rudolph S. Blome Company of Chicago installed the original concrete and cement floor, the main slabs of which were unornamented Portland cement interlaid in a pattern with decorative elements colored red by the use of mortar stain.⁹³ The existing floor, installed in the 1980s, is marble tile. The original design called for natural daylight to be provided by skylights and windows, as well as artificial illumination from 72 arc lamps that were suspended 7 feet below

⁸⁸ Burnham Architectural and Engineering Drawings, RA88.

⁸⁹ By contrast, New York City’s Grand Central and Pennsylvania Stations enclosed volumes of only 75,200 and 58,528 square feet respectively. “Union Terminal,” *Railway Age*, 649; “New Union Station,” *American Architect*, 182; and Strouse, “Passenger Terminals,” (1911): 20.

⁹⁰ Meeks, *Railroad Station*, 124.

⁹¹ Strouse, “Passenger Terminals,” (1911): 20, 29–30.

⁹² *Ibid.*, 27, 40.

⁹³ *Ibid.*, 31–32.

the ceiling.⁹⁴ While the laylights are extant, the skylights are currently covered and do not admit natural light.

An ornamental cast-iron train fence originally divided the concourse into two sections and provided gated access to and from the rail platforms. (Figure 1-35) The north section, closest to the tracks, measured 47 feet wide and was reserved for ticketed passengers and station employees. The wider south section, closest to the headhouse, measured 83 feet wide.⁹⁵ The train fence was removed in the 1970s during the renovations for the National Visitor Center; several gates were salvaged and have been installed in the Claytor Concourse.

To the east and west, both of the gracefully arched end walls of the concourse were divided by ten pilasters into nine bays, which were filled with vertical casement windows with hinged transoms above. Above the range of original windows, a large electric clock rested on a wide, classical entablature in the center of each end wall. (Figure 1-36) Manufactured by the Magneta Company of New York, these timepieces had 5-½-foot dials and were framed by terra-cotta settings that matched the color of the surrounding masonry.⁹⁶ In the 1970s, when 70 feet was removed from each end of the passenger concourse, new east/west facades of concrete and glass were installed.

North of the train fence, facilities were built into the east end wall near the staircases to the low-level platforms, which contained an employee locker room, toilets, and a ticket office. On the opposite side, additional toilet facilities and the fire department's office were built into the west end wall.⁹⁷ None of these facilities remain.

In the original design, eight principal portals in the south wall of the passenger concourse allowed access to the exterior of the station and communicated directly with the interior of the headhouse. (Figure 1-37) Three entryways allowed passage to the exterior and were located at the east and west ends of the south wall: one opened onto the east driveway adjacent to the East Porch and the Presidential Reception Rooms,

while, on the other side of the concourse, two portals gave access to the west driveway and the Carriage Porch. Of these three entryways, only the Carriage Porch portal remains.

Five additional entryways are located in the center of the south wall, which lead directly into the Main Hall through a series of vestibules. Classically inspired surrounds of glazed terra cotta frame each of these principal openings. Each ensemble is divided by tall Ionic columns into three bays and topped by an architrave, frieze, and dentiled cornice. Between the columns, each bay was originally filled with paired mahogany and glass doors with bronze kick plates, surmounted by transoms above. Currently, these entryways are open, without doors.

Additional doorways and windows also penetrate the south wall in the station's original design. The most elaborately detailed is the entrance to the Presidential Reception Rooms, which is located near the wall's eastern end. This entryway and its threshold are enclosed by an architrave, topped by a flat arch, and framed by tall Ionic columns, all of terra cotta. Paneled double doors of solid mahogany lead into the north vestibule of the Presidential Reception Rooms. (Figure 1-38) This entryway remains; however, it is currently in a non-public service area. Four other doorways are framed by similar but more modest terra-cotta surrounds and are topped by flat hoods. From east to west, these openings lead to the former invalid's room, the East Hall-East Retail (former serving room), the East Foyer (former steward's office), the West Foyer (former parcel room), and an electrical closet (former police call box). A fifth opening in the original design, to a fire alarm closet, is not extant. On the east side of the south wall, a series of pilasters define 11 bays of vertical casement windows with transoms above and one bay of doors that provided illumination and access to the lunch room. (Figure 1-39) Opposite, a similar arrangement of pilasters defines 12 bays of windows on the west side of the south wall that provided illumination to the baggage room.⁹⁸ All of these openings are extant, but the window and door assemblies have been removed. Window openings were filled with gypsum board, and many door openings have been repurposed to allow access to various service areas.

⁹⁴ Strouse, "Passenger Terminals," (1911): 55–56.

⁹⁵ *Ibid.*, 21, 40; and Burnham Architectural and Engineering Drawings, RB37 and RB38.

⁹⁶ Strouse, "Passenger Terminals," (1911): 40, 45.

⁹⁷ Burnham Architectural and Engineering Drawings, RB39.

⁹⁸ Burnham Architectural and Engineering Drawings, B64, B65, B71, B72, RB9, and RB10.



Figure 1-36. Passenger concourse (now the Retail Concourse), looking east, 1938. (Library of Congress)



Figure 1-37. Passenger concourse (now the Retail Concourse), facing southwest, c. 1905-10. (Library of Congress)



Figure 1-38. North vestibule of the Presidential Reception Rooms, 1968. (Library of Congress)



Figure 1-39. Passenger concourse (now the Retail Concourse), facing southeast, 1938. (Library of Congress)

The north wall of the original passenger concourse was open to the passenger and baggage platforms that extended to the north of the station complex into the terminal rail yard. Tall pilasters of white glazed brick with glazed terra-cotta trim framed the east and west end walls of this immense opening, which was also punctuated by a colonnade of nine steel-plated Doric columns with cast-iron capitals spaced equally along its width. (Figure 1-35) This colonnade may be extant or partially extant beneath the contemporary finishes of the Claytor Concourse.

Station-Master's Office

An office for the station master was built into the train fence in the center of the passenger concourse. Roughly square in plan, it measured approximately 22 feet wide by 27 feet long and contained a small office and telegraph room. Each of the structure's facades was divided into four-foot bays by narrow Ionic columns of ornamental cast iron: five bays comprised both the east and west facades, while six bays comprised the north and south facades. Doorways on the north and west walls allowed the station master and his staff to enter and exit, while the windows that filled the bays on the north, east, and west walls allowed rail workers to observe the activity of the trains entering and leaving the platform areas. Built into the train fence, the south facade of the office served as a bulletin board that displayed the times and gate information for arriving and departing trains. A flat roof topped the building, which was decorated with acroteria of ornamental cast iron at the roofline. An electric clock by the Magneta Company of New York with a 2-¾-foot dial sat on the roof of the office.⁹⁹ The station-master's office is no longer extant.

Newsstand

Similar to the station-master's office in design and decorative detail, a freestanding newsstand was originally placed at the west end of the concourse, between the south wall and the train fence. It was octagonal in plan and was comprised of ornamental iron panels and wood-framed, plate-glass windows. Pairs of Ionic columns of ornamental iron framed each facade and the structure's flat roof was decorated with acroteria of ornamental iron at the roofline. Adjustable glass shelves held newspapers, magazines, and other

sundries for sale to the station's passengers.¹⁰⁰ The newsstand is no longer extant.

Basement

The larger part of the basement of Union Station was originally devoted to the handling of baggage. Teaming space was provided on the west side of the basement, which was connected to the baggage-checking room by elevator. There were also four trucking subways that gave access to the train platforms, two of which extended the entire length of the station. The other two were transverse subways; one 60 feet wide, was at the station end; the other, 20 to 42 feet wide, was at the other end of the platforms and gave access to the express building.¹⁰¹ Additional spaces were reserved in the basement's original layout for a telegraph terminal, offices for mail clerks and porters, toilets and lockers for employees, refrigerated storage room, an immigrant's waiting room, and a mortuary chapel. The chapel was intended for the use of funeral parties waiting for trains and designed so that it was private and secluded from contact with other passengers.¹⁰² In the 1980s, portions of the lower level were completely remodeled for retail use. The east half of the lower level and portions of the west half of the lower level have been remodeled but retain a service function.

Second, Third, and Attic Floors

The upper floors of the headhouse are reserved for utilitarian and administrative non-public spaces. The west and east sides of the building originally had separate circulation corridors that helped to define use and access for the second, third, and attic floors.

On the west side of the building, the second floor contained offices and storerooms for the Washington Terminal Company. These spaces included meeting rooms for committees and executive officers, clerks' offices, and rooms for file storage. Additional offices were located on the west half of the third floor, including those for the superintendent and assistant superintendent.¹⁰³

⁹⁹ Burnham Architectural and Engineering Drawings, RB40.

¹⁰⁰ Droege, *Passenger Terminals and Trains*, 117.

¹⁰¹ "Union Terminal," *Railway Age*, 649; and Burnham Architectural and Engineering Drawings, B62, B63, RB2, RB14, and RB45.

¹⁰² Burnham Architectural and Engineering Drawings, A11, 8A2, 8A3, and 10A2.

⁹⁹ Burnham Architectural and Engineering Drawings, RB38 and RB44.

On the east half of the building, the original layout of the second floor specified the arrangement of offices for ticket receivers, conductors, and other Washington Terminal Company employees on the north and south sides of the building. On the east side of the floor were storage rooms and linen closets, as well as separate locker rooms, dressing rooms, dining rooms, and toilets for male and female service staff. The second floor also contained the gallery kitchens, pastry and butcher's rooms, and cooks' locker rooms. On the third floor, a telephone exchange, additional railroad company offices, and storerooms were located in ranges on the north and south sides of the building. More than 20,000 square feet was set aside on the east half of the third floor for employee facilities, which included a reading room, social hall, assembly room, card rooms, gymnasium, baths, and dormitories maintained by the Railroad Young Men's Christian Association.¹⁰⁴ In the 1980s, the upper-floor offices were completely remodeled and modernized.

Interior Lighting Systems

D. H. Burnham & Company's design for Union Station relied heavily on the effects of natural light, which dramatically illuminated the building's interior through numerous skylights and clerestory windows. This light was reflected from the polished surfaces of the floors and walls and thrown back to the vaulted ceilings to produce subdued and diffuse effects. Daylighting was simulated at night by backlighting the skylights and mounting fixtures lower to throw additional light across the station's ceilings. These fixtures were carefully tested and installed so as to avoid producing unattractive shadows and to be carefully concealed from the public rooms on the ground floor. In the general waiting room, ranges of specially designed arc lamps with corrugated mirror reflectors were installed in the mezzanine balconies above the vestibule and below the large, semicircular windows in the west wall to simulate the uniform distribution of natural light. In the dining room and ticket lobby, tungsten lamps with metal deflectors were installed between the inner and outer layers of the skylights, specially placed to avoid casting shadows on the vaulted ceiling's truss framework and to prevent the escape of artificial light that would affect the external appearance of

the building. These systems were supplemented by additional fixtures, both functional and ornamental, suspended and wall-mounted, that provided artificial light throughout the station.¹⁰⁵ Access to natural daylight remains through the extant skylights and clerestory windows.

¹⁰⁴ Strouse, "Passenger Terminals," (1911): 43–44; "Union Terminal," *Railway Age*, 649; and Burnham Architectural and Engineering Drawings, A9, A10, and A12.

¹⁰⁵ Harry Weese & Associates, "Historic Structures Report," I-10; "Illumination," *Engineering Record*, 121; "Electric Lighting System," *Electrical Review*, 158–63; and Strouse, "Passenger Terminals," (1911): 50–61.

2.3.2 Alterations Chronology

- Feb. 1901: Congress passes two acts relating to the reconstruction of railroad lines and terminals and the elimination of grade crossings at two different sites—one for the Baltimore & Ohio Railroad and one for the Philadelphia, Baltimore and Washington Railroad Company.¹⁰⁶
- 1901: The Senate Park Commission is formed to study and make recommendations regarding the park system in Washington, D.C. Daniel Burnham and Frederick Law Olmsted, Jr., who are called to the capital to serve as chairmen of the Senate Park, or McMillan, Commission, in turn invite Charles Follen McKim and Augustus Saint-Gaudens to aid in the preparation of plans.¹⁰⁷ The Senate Park Commission recommends a union station that would combine the operations of the two railroad companies into one. The Massachusetts and Delaware Avenue site is selected for the new Washington Union Station. The site is on the line of the proposed Baltimore & Ohio Railroad development previously approved by Congress (in February 1901) while pushing the anticipated commercial center away from the Capitol and maintaining the vista along Massachusetts Avenue.¹⁰⁸
- Dec. 1901: A terminal company is incorporated to carry out the provisions of the Act of Congress dated February 12, 1901.¹⁰⁹ The capital stock issued is owned by the Baltimore & Ohio Railroad. When the bill providing for Union Station was prepared, it contained a provision that one half of the capital stock already issued should be acquired by purchase by the Philadelphia, Baltimore and Washington Railroad Company, and both companies were given equal representation in the board of directors.¹¹⁰
- Feb. 1903: Congress approves the act to provide for Union Station, which includes authorization to purchase land for a Massachusetts Avenue plaza in front of the station.¹¹¹
- Oct. 1903: Principal contracts for the building are issued. Rather than using one general contractor with many subcontractors, the work is divided into separate contracts.¹¹²
- Oct. 1907: Washington Union Station is opened to the public for the first time.¹¹³ The Station is owned by the Washington Terminal Company, which is jointly controlled by the Baltimore & Ohio and Pennsylvania Railroads. Work on the building is incomplete, however, and construction continues through 1913.
- 1910–13: Passenger elevators between the lower level platforms and the concourse are installed. Installation of the elevators require an extension of the concourse floor, relocation of stairways, and installation of four hydraulic elevators. The work is completed in 1913.¹¹⁴

¹⁰⁶ Strouse, "Passenger Terminals," (1911): 12.

¹⁰⁷ Ibid., 13.

¹⁰⁸ Ibid., 15.

¹⁰⁹ Ibid., 151.

¹¹⁰ Ibid., 152.

¹¹¹ Blanton, "Make No Little Plans," 45.

¹¹² Strouse, "Passenger Terminals," (1911): 27.

¹¹³ Ibid., 156.

¹¹⁴ Olszewski, *Construction History*, 104.

1911:	All statuary for Union Station is designed by Louis Saint-Gaudens, and four of the six large stone figures for the exterior are completed. ¹¹⁵
1911:	The concourse floor is extended, stairways are moved, and four hydraulic elevators are installed for the convenience of passengers using trains arriving at and departing from tracks on the lower level. ¹¹⁶
1913:	All statues are set in place, and Saint-Gaudens is paid for his work. ¹¹⁷
1913:	The well in the baggage checking room that allowed bags to pass from the main floor to the basement is floored over. ¹¹⁸ Additional baggage checking windows are added on both the ticket lobby and concourse sides of the baggage checking room. ¹¹⁹
1914:	The City Post Office, located immediately to the east of Union Station and designed by Burnham & Company, opens on September 7, 1914. The bridge to transport mail between the post office and Union Station opens on October 18, 1914. ¹²⁰
1915–17:	Use of portions of the arc lighting system in the station is discontinued because it is too expensive. The arc lighting system is replaced with nitrogen-filled incandescent lamps. The work is completed in 1917. ¹²¹
1916:	Steam heating is extended to the fourth floor. “Bubblers” replaced the faucets in the public drinking fountains as a result of a change in District of Columbia law prohibiting the use of public drinking cups. ¹²²
Dec. 1917:	As a result of the United States’ involvement in World War I, President Wilson signs a proclamation for the property of the Washington Terminal Company to be taken over by a federal Director of General Railroads. Government control becomes effective on January 1, 1918. The station is operated as the Washington Terminal Railroad reporting to the United States Railroad Administration. Control lasts until March 1, 1920. ¹²³
1917:	Heavy wire protection grilles and additional lighting are installed in the ticket lobby. Six generators and two motors used for the arc lighting system are abandoned. ¹²⁴
1919–20:	An extension is made to the parcel room. The baggage room on the lower level is enclosed to protect it from weather. ¹²⁵

¹¹⁵ Ibid., 96.

¹¹⁶ Coverdale and Colpitts, *Affiliated Lines*, 348.

¹¹⁷ Olszewski, *Construction History*, 96.

¹¹⁸ Ibid., 105.

¹¹⁹ Harry Weese & Associates, “Historic Structures Report,” I-18.

¹²⁰ EHT Tracerics and Shalom Baranes Associates, “City Post Office,” 67.

¹²¹ Olszewski, *Construction History*, 105.

¹²² Ibid., 106; and Harry Weese & Associates, “Historic Structures Report,” I-18.

¹²³ Olszewski, *Construction History*, 106.

¹²⁴ Ibid., 105; and Harry Weese & Associates, “Historic Structures Report,” I-18.

¹²⁵ Olszewski, *Construction History*, 107.

- c. 1920: The two service counters at the west side of the general waiting room are modified: both counters are moved forward of the columns and enlarged, and a screen is installed on top of the stopover ticket counter. The parcel room at the northwest corner of the general waiting room is moved to the concourse and replaced with a public telephone room. For this, the counter is removed and a doorway is installed in its place. Two new booths (for Bureau of Information, which is relocated from the west wall, and Traveler's Aid) are installed in the center of the general waiting room, replacing two sets of benches. These booths remain until 1936.¹²⁶ The two water fountains on the north wall of the general waiting room are removed and replaced with booths. Signage is mounted above center doors to the concourse.¹²⁷
- 1920: The United States government returns control of the station to the Washington Terminal Company. The Washington Terminal Company begins rehabilitation work to remove "scars from wartime operations and deterioration of the building." Rehabilitation includes redecoration of the station's interior, and repair and painting of the concourse ceiling.¹²⁸
- 1922: Additional steel supports are added to the concourse roof, and the concourse louvers are covered with copper. An emergency kitchen is installed on the third floor of the station.¹²⁹
- c. 1922: The service counters at the west side of the general waiting room are completely removed.¹³⁰
- 1923: Repairs are made to the roof of the concourse, ceiling, and floor, and the west wall is strengthened. The ticket office is retrofitted and remodeled. The station interior is painted. The station master's office in the concourse is extended.¹³¹
- 1929: The roof of the concourse is replaced.¹³²
- 1932–35: A second bridge to the new City Post Office is constructed on the west side of the station.¹³³
- Sept 1936: The Third World Power Conference banquet is held at Union Station. The banquet requires the temporary removal of the benches and booths in the center of the general waiting room.¹³⁴
- c. 1936: In the general waiting room, the booths in the middle of the room are moved. Lockers are installed on the west wall.¹³⁵

¹²⁶ Harris & Ewing, "[Union Station, Washington, D.C.], c. 1936–37, Photograph LC-H2- B-11120.

¹²⁷ Harris & Ewing, "[Grand Lobby, Union Station, D.C.], c. 1905–10, Photograph LC-D4-71098; and Harris & Ewing, "Union Station," c. 1910–20, Photograph LC-H25- 3007.

¹²⁸ Harris & Ewing, "Union Station," Photograph LC-H25- 3007; and Harris & Ewing, "Union Station [Washington, D.C.], Waiting Room," c. 1921–22, Photograph LC-F82- 7989.

¹²⁹ Harry Weese & Associates, "Historic Structures Report," I-18; and Olszewski, *Construction History*, 107.

¹³⁰ See Harris & Ewing, "Union Station," Photograph LC-H25- 3007, and Harris & Ewing, "Union Station [Washington, D.C.], Waiting Room," c. 1921–22, Photograph LC-F82- 7989, Prints and Photographs Division, Library of Congress.

¹³¹ *Ibid.*, 108.

¹³² *Ibid.*

¹³³ Ronald N. Anderson, "Looking northeast, Massachusetts Avenue facade (center portion)," Photograph DC-570-8, Historic American Building Survey, "City Post Office," HABS DC-570; EHT Tracerics, Inc. and Shalom Barnes Associates, "City Post Office," 69.

¹³⁴ Harris & Ewing, "Union Station, Interior [Washington, D.C.], October 1936, Photograph LC-H2- B-11432 and LC-H2- B-11120.

¹³⁵ Harris & Ewing, "Largest Dinner in Washington, Washington, D.C., Sept. 10," September 10, 1936, Photograph LC-H2- B-11157. The photograph

- 1938: Repairs are made to the ceiling of the concourse.¹³⁶
- 1941: Several changes and improvements are made to the station. The drinking fountains and brine lines are replaced with electric water coolers. Air conditioning is installed in the dining room, lunch room, and cocktail lounge. The toilets and barbershop adjacent to the men's smoking room are improved and enlarged. Additional escalators are installed to access lower-level platforms. Use of the vacuum system is discontinued.¹³⁷ A mail handling facility is built behind the station on the east side of the terminal rail yard, which requires demolition of part of the east retaining wall.¹³⁸
- c. 1941: The original dining room is divided into three sections: a small dining room at the southeast corner, a small cocktail lounge at the northwest corner, and a cafeteria with a service kitchen along the east side of the room.¹³⁹
- 1942: Fluorescent lights are installed in the general waiting room. The ticket office facilities on the mezzanine floor are improved.¹⁴⁰ Additional escalators from low-level platforms are installed. Metal marquees are installed at the south and west ends of the station.¹⁴¹
- c. 1942: The ticket lobby capacity is increased using a free-standing booth in the general waiting room likely to be able to accommodate the increase in use as a result of World War II. Counters are again installed on the west side of the general waiting room.¹⁴² Facilities are also added to the concourse.¹⁴³
- 1943: The toilet facilities are enlarged again. The ticket office facilities are improved. A public address system is installed in the general waiting room. The Presidential Reception Room is turned over to the United Service Organization (USO) and its furniture is retired. The baggage room in the basement is extended.¹⁴⁴ A Traveler's Aid booth is installed.¹⁴⁵ A connection is made to the Potomac Electric Power Company to supply demands beyond the capacity of the station power plant.¹⁴⁶
- 1944: The baggage room in the basement is extended again. Further improvements are made to the public toilets and employee toilets. An incinerator is installed in the basement.¹⁴⁷

shows the general waiting room without the benches, suggesting that the benches were not permanently installed.

¹³⁶ Harris & Ewing, "Ford Motor Co., Union Station," November 23, 1938, Photograph LC-H22-D- 5022.

¹³⁷ Harris & Ewing, "Union Station, [Washington, D.C.], Dining Room," c. 1921–22, Photograph LC-F82- 7992. The photograph shows the original dining room still extant in 1921. The cocktail lounge is mentioned in 1941 in Olszewski, *Construction History*. Layout of the divided space is visible in Washington Terminal Company, First Floor Plan, AI.

¹³⁸ Washington Terminal Company, *Organization and Operation* (Washington, D.C.: Washington Terminal Company, 1981), 8.

¹³⁹ Washington Terminal Company, *Organization and Operation*, 8.

¹⁴⁰ Olszewski, *Construction History*, 109.

¹⁴¹ Coverdale and Colpitts, *Affiliated Lines*, 349.

¹⁴² Harris & Ewing, "[Union Station, Washington, D.C.]," Photograph LC-H2- B-11120; and Parks, "Washington, D.C. Interior of the Union Station with an OWI (Office of War Information) Banner in the Background," November 1942, Photograph LC-USW3- 012129.

¹⁴³ Parks, "Washington, D.C. Soldiers, Sailors, and Marines at the Union Station," November 1942, Photograph LC-USW3- 011383-C.

¹⁴⁴ Olszewski, *Construction History*, 109.

¹⁴⁵ Harry Weese & Associates, "Historic Structures Report," I–19.

¹⁴⁶ Ibid.

¹⁴⁷ Olszewski, *Construction History*, 109.

- 1945: One of the hydraulic passenger elevators in the station is replaced.¹⁴⁸
- 1946: Toilet facilities are installed in the medical examiner's office.¹⁴⁹
- 1947: The YMCA locker room and a bathroom are built on the fourth floor. Bathroom facilities are added to the basement, and some partition walls are removed. The mezzanine level over the baggage room is no longer used.¹⁵⁰
- 1948: The bathroom facilities in the YMCA on the fourth floor are improved. An "improvement program" is begun on the first floor and completed in 1950.¹⁵¹
- c. 1948: Illuminated advertisements are installed on granite walls in the general waiting room and ticket lobby.¹⁵²
- 1950: An office for the general baggage agent is built. Ventilating fans and ducts are installed in the west basement.¹⁵³
- 1951: In the main waiting room, the white marble squares of the flooring are wearing more quickly than the red diamonds that punctuate them, which causes a tripping hazard for station visitors.¹⁵⁴ "[The WTC] replaces the original marble flooring with terrazzo, a composite that was cheaper to buy and install. But the new design of the dark squares against a lighter background abandons Burnham and Anderson's original design, which had matched the building's color scheme and played off the geometry of the ceiling and windows."¹⁵⁵ The terrazzo floor is installed in the general waiting room and ticket lobby.¹⁵⁶
- 1952: The ticket lobby vestibule is altered. The Travelers Aid booth in the general waiting room is replaced.¹⁵⁷ It is possibly moved to the former parcel room at this time.¹⁵⁸ Additions are made to the H Street Bridge.¹⁵⁹
- 1953: A train crashes into the concourse, destroying a portion of the floor, the roof, and the north wall. Portions of the floor require structural repairs.¹⁶⁰ The station master's office in the train concourse is replaced because it was damaged in the train crash.¹⁶¹

¹⁴⁸ Olszewski, *Construction History*, 110.

¹⁴⁹ Ibid.

¹⁵⁰ Ibid.

¹⁵¹ Ibid.

¹⁵² Horydczak, "McArthur Advertising Corporation, 2480 16th Street, Allegheny Meta Display at Union Station II," July 15, 1948, Photograph LC-H814- 2589-004; and Horydczak, "McArthur Advertising Corporation, 2480 16th Street, Kaiser and Frazer Auto Display at Union Station I and II," March 8, 1948, Photograph LC-H814- 2589-001-A and LC-H814- 2589-001-B.

¹⁵³ Olszewski, *Construction History*, 110

¹⁵⁴ Wright, "White City to White Elephant," 29.

¹⁵⁵ Ibid., 30.

¹⁵⁶ Olszewski, *Construction History*, 110.

¹⁵⁷ Ibid., 111.

¹⁵⁸ O'Halloran, "[Passengers Seated in Long Benches in the Waiting Room of Union Station, Washington, D.C.]," August 14, 1963, Photograph LC-U9-10261-6. This 1963 photograph shows Traveler's Aid in the former parcel room.

¹⁵⁹ Washington Terminal Company, *Organization and Operation*, 7.

¹⁶⁰ Washington Terminal Company, Repairs to Concourse, Drawing No. 24261.

¹⁶¹ Olszewski, *Construction History*, 111.

c. 1953:	The baggage and checking room is extended along the southwest wall of the concourse. A number of other rooms are built along this wall. The uses of these spaces change over the years. ¹⁶²
1954:	One of the elevators is replaced with a stairway. ¹⁶³
1955:	The metal marquees on the north and west facades, installed in 1942, are removed. Ventilating fans are installed in the general waiting room and the ticket lobby and more air conditioning units are added. ¹⁶⁴
c. 1958:	The ticket office is heavily altered. A new ticket counter is installed several feet from the south wall of the ticket lobby and the west wall of the general waiting room, enclosing the entire corner. Everything between the piers on the south wall is removed, including the ticket counters and screens, up to the cornice. This modification creates large openings that allow for passage between the new ticket counter and the ticket office space. ¹⁶⁵
1959:	A bird barrier is installed in the main portico. ¹⁶⁶
1960:	Air conditioning and an automatic phone system are installed in the ticket office. ¹⁶⁷
1962:	A public address system is installed in the concourse, on top of the train fence. ¹⁶⁸
1963:	Most of the elevators in the building are replaced. The train fence in the concourse is partially removed and a new booth is built in the center of the concourse. ¹⁶⁹
Nov. 1964:	The Joint Committee on Landmarks, the predecessor of the Historic Preservation Review Board in the District of Columbia, identifies Union Station as a “Category 1” landmark. ¹⁷⁰
1964:	Improvements are made to the mail and baggage handling facilities in the ticket lobby and concourse. ¹⁷¹
1965:	The information booth in the general waiting room is enlarged. ¹⁷²

¹⁶² George Skadding, “Wreckage of Runaway Train after Crashing into Union Station,” 1953, #53379086, LIFE Picture Collection/Getty Images; and Washington Terminal Company, First Floor Plan, AI.

¹⁶³ Ibid.

¹⁶⁴ Harry Weese & Associates, “Historic Structures Report,” I-19.

¹⁶⁵ Trikosko, “[Passengers at the Ticket Counter of Union Station, Washington, D.C.],” November 26, 1958, Photograph LC-U9-1617-7 and LC-U9-1617-7.

¹⁶⁶ Olszewski, *Construction History*, 112.

¹⁶⁷ Ibid.

¹⁶⁸ Ibid.

¹⁶⁹ Harry Weese & Associates, “Historic Structures Report,” I-19. Weese & Associates indicate that the train fence was removed in 1963; however, the train fence appears in Washington Terminal Company, First Floor Plan, and in photographs taken for the Historic American Buildings Survey, “Union Station, 50 Massachusetts Avenue N.E.,” HABS DC-139.

¹⁷⁰ Olszewski, *Construction History*, 126; and Historic Preservation Office, District of Columbia Office of Planning, “D.C. Inventory of Historic Sites.”

¹⁷¹ Olszewski, *Construction History*, 113.

¹⁷² Ibid.

- 1966: A new snack bar, a bookstore, and a drug store are built in the general waiting room. An ice storage facility, truck repair shop and garbage disposal facility are added to the east basement. The roof of the concourse is replaced again.¹⁷³
- 1967: A sandwich shop is installed in the ticket lobby, and a new dining car commissary is added to the west basement. The Traveler's Aid booth is retired from use. The original benches in the general waiting room are permanently removed and new peripheral seating is installed.¹⁷⁴
- Apr. 1967: A subway station at Union Station is approved by the National Capital Planning Commission (NCPC). The report of the NCPC Transportation Committee stressed the need for connections to future development in and around Union Station, such as a proposed intermodal transportation center and National Visitor Center.¹⁷⁵
- Mar. 1968: Legislation PL 90-264 authorizes the creation of the National Visitor Center. It also established the National Visitor Center Facilities Advisory Commission to work with the National Park Service (NPS) to administer the center.¹⁷⁶
- Dec. 1968: A lease agreement is finalized between the Department of the Interior and the former partners of the Washington Terminal Company, the Terminal Realty Baltimore Company, and the Terminal Realty Penn Company, which jointly owned and operated the facility for railroad partners, the Baltimore and Ohio Railroad Company, and the Penn Central Company. Under the terms of the agreement, the railroad partners will renovate the Union Station building, convert it into a visitor center, add a parking facility for 4,000 automobiles, and construct a new passenger railroad station. The total cost of the project will be done at the expense of the railroad-owning companies at a cost not to exceed \$18 million. Congress appropriates funds to lease the facilities from the owners for a term of 25 years, after which the property will pass to the federal government.¹⁷⁷
- c. 1968: Illuminated signage is installed in front of the transoms over the doors to the concourse in the general waiting room.¹⁷⁸
- Mar. 1969: Union Station is listed on the National Register of Historic Places.¹⁷⁹
- Jun. 1969 The railroad partners contract with Cooper & Auerbach for the provision of basic architectural services for the project. Under the contract, which is later amended, the firm is to prepare design and contract documents for the visitor center, the parking garage, and the new railroad station.¹⁸⁰

¹⁷³ Harry Weese & Associates, "Historic Structures Report," I-19.

¹⁷⁴ Ibid., I-20

¹⁷⁵ National Park Service, "Metro Center at Visitors Center Fact Sheet," March 31, 1970, RG 79, entry P11, folder D3415, box 2700, Records of the National Park Service.

¹⁷⁶ National Park Service, *National Parks*, 82.

¹⁷⁷ See Public Law 90-264.

¹⁷⁸ Boucher, Jack E. "Interior, Detail, Entrance to Train Concourse from Waiting Room," Photograph, DC-139-24, Historic American Buildings Survey, "Union Station, 50 Massachusetts Avenue, N.E.," HABS No. DC-139.

¹⁷⁹ National Register of Historic Places, National Register #69000302.

¹⁸⁰ See background information provided in the opinion for *Mardirosian v. American Institute of Architects*.

- Nov. 1971: Working drawings and specifications for the National Visitor Center by Seymour Auerbach are approved by the National Visitor Center Advisory Commission.¹⁸¹ Washington Terminal Company and Baltimore & Ohio and Philadelphia, Baltimore & Washington Railroad companies agree to sell portions of the terminal complex, including land, tracks, and buildings, to the Washington Metropolitan Area Transit Authority (WMATA) for \$4,685,000. WMATA is responsible for building new facilities to replace facilities that are to be removed as part of the subway construction. The main power plant, the inspector's building, the main substation, "C" tower, and "L" signal bridge are all to be removed. Tracks 35 through 37 and 1 through 6 are to be removed from service. In exchange, WMATA will build a new transportation building, a coach yard building, six service tracks, two repair tracks, and two storage tracks. In addition, WMATA will pay to "renovate and improve" K Tower and install infrastructure to connect the Eckington Power Plant with the new station and National Visitor Center.¹⁸²
- 1971–76: Construction of the Metrorail subway station under Union Station requires demolition and alteration of some of the west side of the station building. Approximately 70 feet from each end of the concourse is to be removed to create room for ramps to serve the new parking garage being erected behind the station for the National Visitor Center.¹⁸³ Because the removal of the west end of the concourse is a crucial step before work can continue on the new WMATA subway station, WMATA takes on responsibility for demolition of the west end. Reconstruction of the end wall and demolition of the east wall is to be done by others, presumably as part of the National Visitor Center project.¹⁸⁴ The post office bridge and conveyor bridge are demolished and rebuilt in the same locations. In addition, the subway construction requires demolition, modification, and rebuilding of portions of the west retaining wall. An opening is cut into the wall for an entrance to the metro station from First Street, N.E. Vent openings are created in portions of the wall along First Street. Where demolition occurs, the stone is salvaged for reinstallation. The cap stones are replaced in some places. Where the wall is rebuilt, it is constructed with expansion joints. The portions of the retaining wall that are to remain are restored. To access the new subway station, an opening is cut into the paving of the Carriage Porch and escalators to the new metro station are installed.¹⁸⁵ The subway opens in 1976.
- 1974: The Washington Terminal Company power plant is demolished to make way for the Metrorail system.¹⁸⁶ In addition, the inspector's building, just north of the power plant, is also demolished. Where the west wall of the building is removed, the existing historic masonry retaining wall is filled in with salvaged stones and new stone to match.
- Mar. 1975: Auerbach's design documents for the National Visitor Center are completed. As a result of the high bids received, Auerbach submits modified plans in March 1975.¹⁸⁷
- Apr. 1975: Based on Auerbach's designs, formal construction bids for the National Visitor Center are solicited. Due to cost overruns and mismanagement, federal officials decide to

¹⁸¹ J. Walter Roth to the Washington Terminal Company, November 3, 1971.

¹⁸² Washington Terminal Company, *Organization and Operation*, 5.

¹⁸³ Washington Metropolitan Area Transit Authority, B & O Route Drawings.

¹⁸⁴ Ibid. The drawings indicate that the west wing is gone. See also Joe Heiberger, "The View of the Metro Construction Site Between the Post Office and Union Station," n.d., #481872369, *Washington Post* via Getty Images.

¹⁸⁵ Washington Metropolitan Area Transit Authority, B & O Route Drawings.

¹⁸⁶ Historic American Engineering Record, "Power Plant," Photograph HAER DC, WASH, 562, HAER No. DC-1.

¹⁸⁷ *Mardirosian v. American Institute of Architects*, 633.

terminate the portion of Auerbach's contract that relates to the National Visitor Center. He remains under contract for the parking garage and the new passenger railroad station. Aram Mardirosian's architectural firm, the Potomac Group, is requested to undertake the additional design and construction coordinating services necessary to complete the project by July 4, 1976.¹⁸⁸

- Jul. 1975: The scope of work for the Potomac Group includes cleaning and stabilizing the headhouse; designing the flag installation that defines the perimeter of Columbus Plaza; renovating all bathrooms, the main waiting room, the east and west halls, the concourse, and the presidential suite; completing roof repairs for the concourse and headhouse; designing and performing construction administration of a new concourse mezzanine; and designing an exhibition film program.¹⁸⁹
- Nov. 1975: The implementation plan for the National Visitor Center is complete. The design includes: installation of an audiovisual presentation called "Welcome to Washington" in a sunken area at the middle of the former general waiting room referred to as the "pit"; creation of a Hall of States exhibit in the former ticket lobby and baggage checking room; installation of a bookstore in the former dining room; installation of two theaters in the former lunch room, which involves covering the historic plaster walls and ceiling and filling in the clerestory openings with masonry; conversion of the former men's smoking room into toilet facilities and the former ticket office into various service counters; construction of a raised platform in the train concourse that features exhibits, information desks, and two restaurants; and enclosure of the north wall, which was originally open to the train platforms. Much of this implementation plan is eventually executed, most notably the excavation of the center of the general waiting room to create the "Pit."¹⁹⁰
- Jun. 1976: A new passenger station constructed at the rear of the station opens.¹⁹¹ The new station is located at the bottom level of the new parking garage at the northwest side of the station.
- Jul. 1976: The National Visitor Center officially opens during the city's bicentennial celebrations. Although the center opens, portions of the building are unfinished and work continues.
- Nov. 1976: The total cost incurred on the National Visitor Center reaches \$42 million.¹⁹²
- 1976: The original train fence is removed from the concourse. The station master's office, baggage checking room extension, and other small rooms along the southwest wall of the concourse are removed. By the end of 1976, work is halted on the National Visitor Center due to cost overruns, leaving the parking garage unfinished.¹⁹³ Some structural elements of the garage are left unprotected.
- 1979: An amendment to the Union Station National Register listing, to address Union Station Plaza in front of the station and to include the Columbus Memorial, is submitted to the National Register of Historic Places.

¹⁸⁸ Mardirosian v. American Institute of Architects, 632–35.

¹⁸⁹ Fred D. Ordway, Jr., correspondence with author, 17 April 2014.

¹⁹⁰ Ordway Design, "National Visitor Center Drawing," After Photos from Potomac Group, private collection; and Fred D. Ordway, Jr., correspondence with author.

¹⁹¹ Washington Terminal Company, *Organization and Operation*, 8

¹⁹² *Ibid.*, 4

¹⁹³ Harry Weese & Associates, "Historic Structures Report," I-20

- 1980: The National Register boundary for Union Station is expanded to include Columbus Plaza, based on the 1979 amendment.
- The supervisor's annual report for the National Visitor Center describes the deteriorating physical condition of the Union Station complex and impact of funding shortages. It highlights how the structural steel and concrete for the unfinished parking garage had been left exposed to the elements and that structural supports beneath the building were never repaired. As well, chronic leaking necessitate emergency roof repairs by architects Vosbeck, Vosbeck, Kendrick, and Redinger.¹⁹⁴
- Legislation PL 96-610 authorizes funding for emergency repairs to the primary structure and roof of Union Station, as well as for the protection of the exposed structural elements of the unfinished parking facility. In addition, the National Visitor Center Emergency Repair Act authorizes the Architect of the Capitol to furnish steam from the Capitol Power Plant to the Union Station/National Visitor Center complex.
- 1980–86: The roof of the station is replaced. The work is done through the U.S. Department of the Interior/National Park Service. Work includes removing a layer of original concrete roofing tiles over the vault of the main waiting room and installing a new terne-coated, stainless steel roof over new plywood sheathing; removing the top layer of longitudinal skylights over the concourse and reroofing with a rubber (EPDM) roof; restoring the monitor of the concourse with a new copper roof, and replacing the clerestory windows with corrugated fiberglass panels.¹⁹⁵
- 1981: A portion of the Main Hall ceiling collapses at Union Station as a result of a heavy rainstorm during the roof work; later a burst water pipe renders the visitor center unusable.¹⁹⁶ The NPS declares the main building unsafe and closes it. Congress passes the Union Station Redevelopment Act of 1981 with the intention to preserve the station and reinstate its use as a railroad station.¹⁹⁷
- Dec. 1981: Legislation PL-97-125 authorizes the transfer of the National Visitor Center and Union Station to the Department of Transportation. The Union Station Redevelopment Act also allocates \$8.1 million to allow the Department of the Interior to complete roof and drainage system repairs on the terminal by the end of 1984.¹⁹⁸ In addition, Congress authorizes the completion of the Union Station parking garage, for which architectural and engineering services are provided by Sverdrup & Parcel, based partially on Auerbach's original plans.
- 1982: An electric boiler is installed to provide power to the station and yard. The transmissions steam and air lines to the Eckington Power Plant are removed from service.¹⁹⁹
- 1983: The Union Station Redevelopment Corporation (USRC) is established to serve as stewards of Union Station.

¹⁹⁴ National Park Service, "Annual Report for the National Visitor Center, Washington, D.C., 1980," entry P 17, box 40, RG 79, Superintendents' Annual Narrative Reports.

¹⁹⁵ Harry Weese & Associates, "Historic Structures Report," I-21; and VVKR, Inc., Roof Repairs, sheet 3.

¹⁹⁶ Robinson & Associates, "Administrative History," 75.

¹⁹⁷ Harry Weese & Associates, "Historic Structures Report," I-21

¹⁹⁸ Robinson & Associates, "Administrative History," 21; and Union Station Redevelopment Corporation, *Corporate History*, 2.

¹⁹⁹ The Washington Terminal Company, *Organization and Operation*, 40

- 1984: Short-term repairs are made to Union Station as the NPS prepares to relinquish stewardship of the station. The short-term repair projects include a building clean-out and structural repairs.²⁰⁰
- Feb. 1985: The Union Station Historic Structures Report is prepared for USRC by Harry Weese & Associates.
- Apr. 1985: The Union Station Consolidated Schematic Report is prepared for USRC by Harry Weese and Associates. This report outlines the goals and scope of work for the rehabilitation of the station.²⁰¹
- 1986–88: Union Station is rehabilitated and reopened. The work is divided into several phases. Harry Weese & Associates are responsible for the rehabilitation work, and Benjamin Thompson & Associates design most of the interior tenant spaces.²⁰² All construction related to the National Visitor Center is removed, including non-bearing partitions, displays, carpentry and cabinet work, platforms, carpeting and tile, as well as all suspended ceilings, non-historic signage, and replacement doors in the main level, mezzanine level, and concourse. In addition, most of the partitions, suspended ceilings, and equipment are removed from the upper floors. The rehabilitation work is summarized below.

EXTERIOR

All of the building's exterior granite, terra cotta, and brickwork are cleaned. Paint and other coatings are stripped from granite surfaces. Deteriorated and cracked granite and terra cotta are restored. Missing pieces are replaced. Cracked and deteriorated mortar joints are repointed, and damaged sealant joints are replaced at the cornice level and above in most places. The cement plaster in the Carriage Porch is repaired and repainted.

Most of the exterior wood windows are retained, but the doors (except for those at the State Entrance) are replaced. In several locations within the South Portico, window or grille openings are extended to become door openings. Most iron window and door assemblies are repaired and repainted. In some locations, such as in the West Portico, portions of the door and window assemblies are reconfigured with new and salvaged pieces.

In two locations on the south facade, openings are cut at the tops of arches and new cast iron grilles are installed for ventilation.

The original clock on the West Portico is restored and missing pieces are replicated.

Most light fixtures are original and are restored. Some missing fixtures are replaced with replicas to match existing fixtures.

The north wall of the building, which was enclosed during the National Visitor Center project, is rebuilt and reconfigured to allow access into the new "link" structure (currently referred to as the Claytor Concourse). Only the terra cotta cornice of the original building remains visible.

²⁰⁰See Ewing Cole Cherry Parsky, Short Term Repairs, drawing set.

²⁰¹ See Harry Weese & Associates, "Consolidated Schematic Report."

²⁰² See Harry Weese & Associates, Rehabilitation and Amtrak Facility, drawing set; and Benjamin Thompson & Associates, LOD Drawings, drawing set.

HEADHOUSE—INTERIOR

All of the existing stairs in the building are replaced with new stairs, with the exception of the two sets of stairs that lead from the gallery to the upper floor office spaces. New stairs are added in several locations.

All of the existing elevators are replaced, and new elevators are added in a few locations.

Most interior door assemblies are modified and the doors replaced or removed, with the exception of most doors in the Presidential Reception Room and its vestibules. Some wood frames are retained and repaired, but many are replaced. Most original transoms remain and are restored.

The granite walls and plaster ceiling of the Main Hall are cleaned and restored. The plaster legionaries are cleaned and their shields secured. The clock is restored and made operable. A new marble floor matching the historic in material and design is installed to replace the terrazzo. The floors in the vestibules are also replicated. Arched openings are cut into the ceiling at the gallery of the Main Hall through to the concourse to allow for views between the two spaces. A freestanding structure is built in the center of the Main Hall to house a café. The granite walls and ceiling of the vestibules and curved alcoves on the south facade are cleaned.

The granite walls of the West Hall are cleaned and repaired. The skylights and plaster ceiling are also restored. A new marble floor to match the historic floor in material and design is installed.

Retail spaces are created in the headhouse, including in the former baggage room, ticket office, smoking room, lunch room, ladies waiting room, serving room and presidential suite. This involves installing partition walls to divide the spaces, and often covering up original walls with new gypsum wallboard. In addition, mezzanines are added to the former baggage room, ticket office, smoking room, lunch room, ladies waiting room, and serving room. The former serving room and Presidential Reception Room, including the vestibules, former invalid room, and side rooms, become one retail space.

The former baggage room (currently West Hall-North Retail) is divided into several retail spaces. A mezzanine level is installed with balconies overlooking the West Hall. The mezzanine is accessed by new stairs installed in the former parcel room. The original laylights are restored and broken or missing glass is replaced to match the historic glass. Portions of the north wall remain exposed, but most of the wall is covered.

The former ticket office, smoking room, and men's toilets (currently West Hall-South Retail) are cleared of partition walls added for the National Visitor Center project. Damaged plaster is restored. New retail spaces are created with partition walls. The existing mezzanine level over the southwest portion of the space is partially extended to the southeast corner of the space and through the former ticket lobby to new balconies that overlook the West Hall. New stairs are installed in the east part of the room to access the mezzanine level. Two new openings are punched into the east end of the original wall between the former ticket lobby and men's smoking room at the new mezzanine level, and on the east wall to access the gallery. Most of the original arched ceiling, niches in the east wall, and portions of the cornice and ceiling at the main level and mezzanine level remain and are restored. The laylights over the former ticket office are restored, and broken or missing glass is replaced to match the historic glass.

The former ladies waiting room and toilets (currently East Hall-South Retail) is cleared. A mezzanine is installed, and is accessed by new stairs in the southwest corner of the room. Most of the original plaster ceiling, including the arched ceiling over the former waiting room, the decorative cornice over the toilets, and parts of the original plaster walls, remain and are restored. The clerestory windows are restored. Openings are punched through the main level north wall to allow access to the East Retail space. Openings are also created at the mezzanine level along the west wall to access the gallery above the Main Hall, and at the east wall to allow access to the service space.

A mezzanine level and stair is added to the former lunch room. The east end of the main floor of the lunch room is converted into retail space accessible through new openings cut between the piers in the East Retail space, and the walls are covered with new finishes. The west end of the room contains new stairs to access the mezzanine level. The marble wainscoting on the west wall is removed, but the original marble base is restored. The plaster and decorative finishes of the west facade plaster walls are researched and restored, as well as the ceiling and walls above the capitals on the north, south, and west facades. The clerestory windows are restored; missing windows are replicated. At the mezzanine level, two door openings are cut at the east facade to allow access to the mezzanine-level service spaces. The piers along the north wall are filled in to allow for ventilation equipment, and doors are installed. The capitals remain exposed, and the areas in between are filled with plain painted moldings, so the piers resemble pilasters. The south wall is furred out, creating a flat wall where pilasters once stood. The moldings and stenciling that decorate the pilaster capitals is replicated along the entire length of the south wall.

Much of the former dining room (East Hall) is restored, including the original laylights and clerestory windows, the scagliola, plaster walls and ceiling, and marble floor. The historic decorative finishes are researched and restored. Openings are punched along the north and south walls between the piers to allow access to the north and south retail spaces; existing openings are widened. New frames are installed in the openings in the west wall to replicate the existing original center frame, which is repaired. A new opening is also punched through the south end of the east wall to allow access to the lobby for 60 Massachusetts Avenue.²⁰³

The serving room becomes part of the restaurant in the Presidential Reception Rooms. A full mezzanine²⁰⁴ is added, and a number of partitions walls are installed to create bar, kitchen, and restroom spaces. An original narrow passageway along the east wall is demolished. A partition wall is installed at the south end of the room to divide it from the lobby for 60 Massachusetts Avenue.

The Presidential Reception Room, its vestibules, and waiting rooms are largely restored. Damaged plaster and wood are repaired. The marble floors are cleaned, and missing or damaged tiles are replaced with matching tiles. The historic finishes on the walls and ceilings are studied and restored. In the Presidential Reception Room, one new opening is punched at the south end of the west wall to access the former serving room.²⁰⁵ One historic door between the north vestibule and the East Porch is replaced with a new door,

²⁰³ Benjamin Thompson & Associates, LOD Drawings, sheet LOD-P1.

²⁰⁴ The Weese drawings show a partial mezzanine, which was originally designed, but the Thompson LOD drawings show this area with a floor and partition walls.

²⁰⁵ The Weese drawings call for an opening to be punched at the middle bay, but the Thompson LOD drawings indicate it to be punched at the south bay, which was implemented.

but the rest of the doors and their hardware are restored. The former invalid room, at the northeast corner of the suite, does not contain historic finishes and is not restored.

The 40 Massachusetts Avenue, lobby is mostly restored; however, missing original elements are replicated. The original marble floors and baseboard are restored, as is the plaster ceiling. The west wall, mostly original, is also restored. Missing elements, including marble trim and baseboard and plaster pilasters, on the east wall are replicated. New elevators are installed in the east wall.²⁰⁶

PASSENGER CONCOURSE

The passenger concourse is adapted for retail use. The previously open space is divided into an array of retail stalls of varying sizes and shapes. The design includes the addition of a steel-framed mezzanine level in the center of the concourse. This element covers much of the north and south walls of the public areas of the concourse, except for the central doorways that lead into the Main Hall and the entrance to the Carriage Porch. In addition, small areas are left visible in the service passageways on the south wall, and the area outside the Presidential Reception Rooms. Windows and doors in these spaces are either infilled or expanded to create passages to service spaces. The plaster ceiling is restored or replicated where missing. Broken and missing glass in the skylights is replaced with glass to match historic glass.

A large opening is cut on the south side of the concourse floor near the central entrances to the Main Hall to provide space for stairways and escalators leading down into a new food court and retail area in the building's basement (originally used for the movement of baggage and smaller freight) and up to the new mezzanine. In addition, an opening is cut in the floor on the west side of the concourse for access to the basement level and Metro below.

A new concourse for passengers, referred to as the "link" structure in the Weese drawings and currently called the Claytor Concourse, is added to the Retail Concourse's northern wall. This concourse connects to the parking garage, which sits over the west side stub-end tracks, and is accessible through three passageways on the main level and one on the mezzanine level.

The basement is rehabilitated to include retail space on the west side of the First Street tunnel as well as service space on the east side of the tunnel. A new movie theater is installed in the southeastern portion of the basement.

The second, third, and fourth floors are generally cleared of all partitions and new office spaces are created. Most of the masonry walls are covered with new gypsum wallboard. On the exterior of the upper floors, a small addition is built at the northwest corner of the building to enclose new stairs, and the windows in that location are closed with new masonry. In other locations where new stairs are installed, some masonry openings are closed. Several skylights above the former baggage room are covered.

²⁰⁶ The Weese drawings indicate one elevator at this location. Currently there are two elevators that required cutting one of the pilasters. It is not known if the second elevator was installed during this project.

1987:	The unfinished garage is completed by architects Sverdrup and Parcel. ²⁰⁷
1987–92:	The south section of the west fourth floor behind the false wall is enclosed. The interior is turned into office spaces. ²⁰⁸
1989–90:	The Northwall Station Facility is constructed along the north wall of the Claytor Concourse, underneath the existing parking garage. The Northwall Station Facility contains additional seating and boarding areas, office spaces, and a corridor connection to the Metro. ²⁰⁹
1994:	The East Porch is enclosed with glass doors. The floors are covered with new wood flooring. New glass doors are installed behind the historic doors on the south wall of the south vestibule. An opening is made behind the northeast closet door of the south vestibule to provide direct access the East Porch. ²¹⁰
1996:	A glass storefront extension is made to the west facade of the Retail Concourse. ²¹¹
Aug. 2011:	An earthquake based in Louisa County, Virginia, hits Washington, D.C. Some pieces of the cast plaster panels in the Main Hall and concourse fall, requiring emergency inspection and repair of the plaster.
2011–16:	Repairs are made to the Main Hall ceiling to address earthquake damage.
Undated Alterations:	<p>Bronze plaques to commemorate World War II are installed in the ticket lobby.</p> <p>The lobby of 60 Massachusetts Avenue, N.E., is altered.</p> <p>The rear canopy along the north facade of the concourse is removed.</p>
Before 1994:	Glass doors are installed at the south opening in the north vestibule of the Presidential Reception Room.
Before 1980:	The skylights over the concourse are covered with asphalt roofing. ²¹²
Before 1968:	The lunch counter is removed. The lunch room becomes a banquet room. Telephones are installed in the northwest corner of the room, with an office in the southwest corner. Stairs are installed from the baggage checking room into the basement. The western side of the concourse is dedicated to baggage and mail handling. A sorting platform is installed to aid in mail handling. ²¹³ Various features, including booths, telephone booths, and lockers, are installed in the concourse. ²¹⁴

²⁰⁷ Harry Weese & Associates, "Historic Structures Report," I-21.

²⁰⁸ See Sverdrup Corporation, Northwall Station Facility, drawing set.

²⁰⁹ See William Cochran, B. Smith's, drawing set. The doors are shown on these drawings but are not indicated as new or existing; however, the wood floors at the east porch are noted as new.

²¹⁰ See Benjamin Thompson & Associates, West Concourse Tenant, drawing set.

²¹¹ VVKR, Inc. Roof Repairs, sheet 3.

²¹² Washington Terminal Company, First Floor Plan, A1.

²¹³ See Historic American Buildings Survey, "Union Station," HABS DC-139.

²¹⁴ The space is not enclosed as part of the 1987 restoration, but a roof is visible in photographs from 1992. See Historic American Buildings Survey, "Union Station Plaza," HABS DC-694.

2.3.3 Graphic Documentation of Alterations

INTRODUCTION

The graphics presented in this report are intended to be used as an aid in differentiating between historic and non-historic building fabric within Washington Union Station. Colors are used to identify building fabric with periods of significant alterations, while symbols and hatching are used to denote the type of alteration or modification that occurred. (Figures I-40, I-41, and I-42)

For the purposes of this report, the history of Washington Union Station has been divided into the following five general periods of significant alterations:

- 1903-1914: Construction of the station in its original form. The station was mainly constructed between 1903 and 1908 and Columbus Plaza in 1912. However, the colossal statuary on the south facade of the headhouse was added in 1913 and lawn panels were added to Columbus Plaza in 1914. Therefore, this period includes all built fabric that was in place up until the installation of the lawn panels on Columbus Plaza in 1914.
- 1915-70: Operation of the station in its original form (with moderate alterations). This period begins when all of the character-defining elements of Union Station are in place and includes all changes to the building that occur while it was under the stewardship of the Washington Terminal Company, including the electrification of the terminal rail yard in 1934-1935. Because there is a significant increase in the number of alterations to the property after World War II, this period can be divided into two sub-periods (1915-1940) and (1941-1970). The overall period ends when construction begins for the National Visitor Center and the new municipal subway or Metrorail by the Washington Metropolitan Area Transit Authority.
- 1971-1984: Metrorail/National Visitor Center. Beginning with the start of construction for the Metrorail and the National Visitor Center in 1971, this period includes the substantial alterations and modifications to the station as part of these major improvements. It ends in 1984 before the station's major rehabilitation begins.
- 1985-1989: Major rehabilitation. This period begins in 1985 and encompasses the station's major rehabilitation by Harry Weese & Associates, Benjamin Thompson & Associates, and others. It

ends after the rehabilitation and the initial tenant fit-out are complete.

- 1990–Present: New development. This period includes any changes that occurred after the rehabilitation period was complete and includes tenant alterations and later modifications to building fabric within the historic station building.

Alterations to historic fabric and missing elements are noted by color, which denotes the period when the alteration or modification occurred. Walls appear solid. Features are hatched. Door and window assemblies, including frames, grilles, operable and fixed sashes and doors, are indicated with dots. Missing elements or elements that were removed or demolished are indicated with a dashed line. Finishes, such as decorative plaster and paint, are not included in these graphics unless otherwise noted.

Also provided is an Alteration Schedule, which illustrates specific alterations that required further clarification using historic and contemporary images, photographs, and drawings. The Alteration Schedule is keyed to the plans using Alteration Codes.

LEGEND

COLOR DENOTES DATE OF ALTERATION. SYMBOL DENOTES TYPE OF ALTERATION.

PERIOD OF ALTERATION:	SYMBOL FOR ALTERATION:	
CONSTRUCTION 1903-1914		WALL
ORIGINAL STATION 1915-1970		FEATURE
METRO/VISITOR CENTER 1971-1984		DOOR/WINDOW
MAJOR REHABILITATION 1985-1989		ALTERED DOOR/ WINDOW
NEW DEVELOPMENT 1990-PRESENT		ORIGINAL ELEMENT MISSING
		ORIGINAL ELEMENT SALVAGED & REINSTALLED*
	ALTERATION CODE: X-X-XX-X	
	SEE SCHEDULE	

NOTE: UNLESS OTHERWISE NOTED, INTERIOR ARCHITECTURAL FINISHES ARE NOT INCLUDED.

GRAPHIC DOCUMENTATION OF ALTERATIONS LOWER LEVEL

Figure 1-40.

FIGURE 1-40. GRAPHIC DOCUMENTATION OF ALTERATIONS—LOWER LEVEL

LEGEND

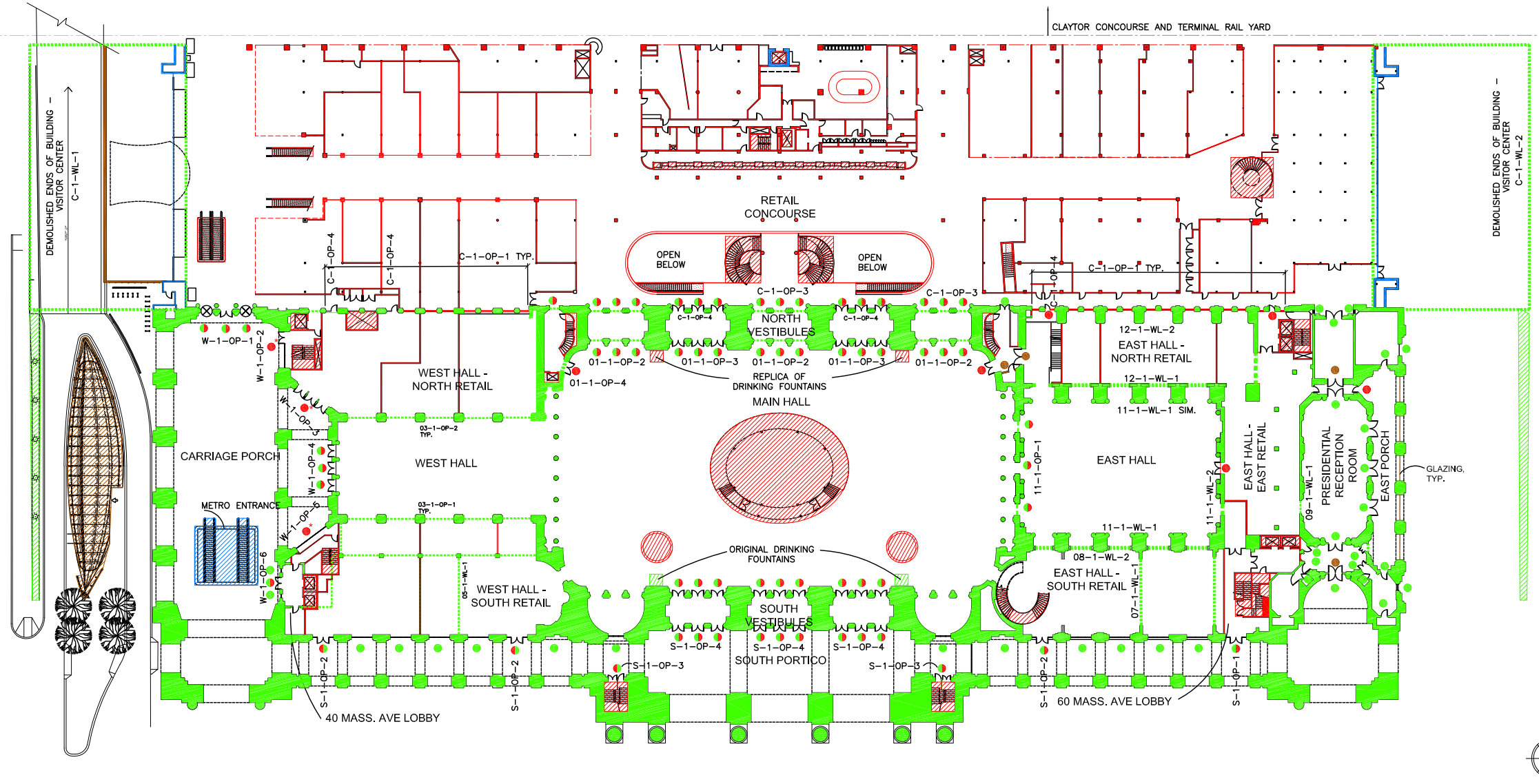
COLOR DENOTES DATE OF ALTERATION. SYMBOL DENOTES TYPE OF ALTERATION.

PERIOD OF ALTERATION	SYMBOL FOR ALTERATION
CONSTRUCTION 1903-1914	WALL
ORIGINAL STATION 1915-1970	FEATURE
METRO/VISITOR CENTER 1971-1984	DOOR/WINDOW
MAJOR REHABILITATION 1985-1989	ALTERED DOOR/ WINDOW
NEW DEVELOPMENT 1990-PRESENT	ORIGINAL ELEMENT MISSING
	ORIGINAL ELEMENT SALVAGED & REINSTALLED*
	ALTERATION CODE: SEE SCHEDULE

NOTE: UNLESS OTHERWISE NOTED, INTERIOR ARCHITECTURAL FINISHES ARE NOT INCLUDED.

WALL	●
FEATURE	⦿
DOOR/WINDOW	⦿
ALTERED DOOR/ WINDOW	⦿
ORIGINAL ELEMENT MISSING	⦿
ORIGINAL ELEMENT SALVAGED & REINSTALLED*	⦿

ALTERATION CODE: X-X-XX-X



GRAPHIC DOCUMENTATION OF ALTERATIONS

MAIN LEVEL

Figure 1-41.

FIGURE 1-41. GRAPHIC DOCUMENTATION OF ALTERATIONS—MAIN LEVEL

LEGEND

COLOR DENOTES DATE OF ALTERATION. SYMBOL DENOTES TYPE OF ALTERATION.

PERIOD OF ALTERATION:

CONSTRUCTION
1903-1914

ORIGINAL STATION
1915-1970

METRO/VISITOR CENTER
1971-1984

MAJOR REHABILITATION
1985-1989

NEW DEVELOPMENT
1990-PRESENT

SYMBOL FOR ALTERATION:

WALL

FEATURE

DOOR/WINDOW

ALTERED DOOR/
WINDOW

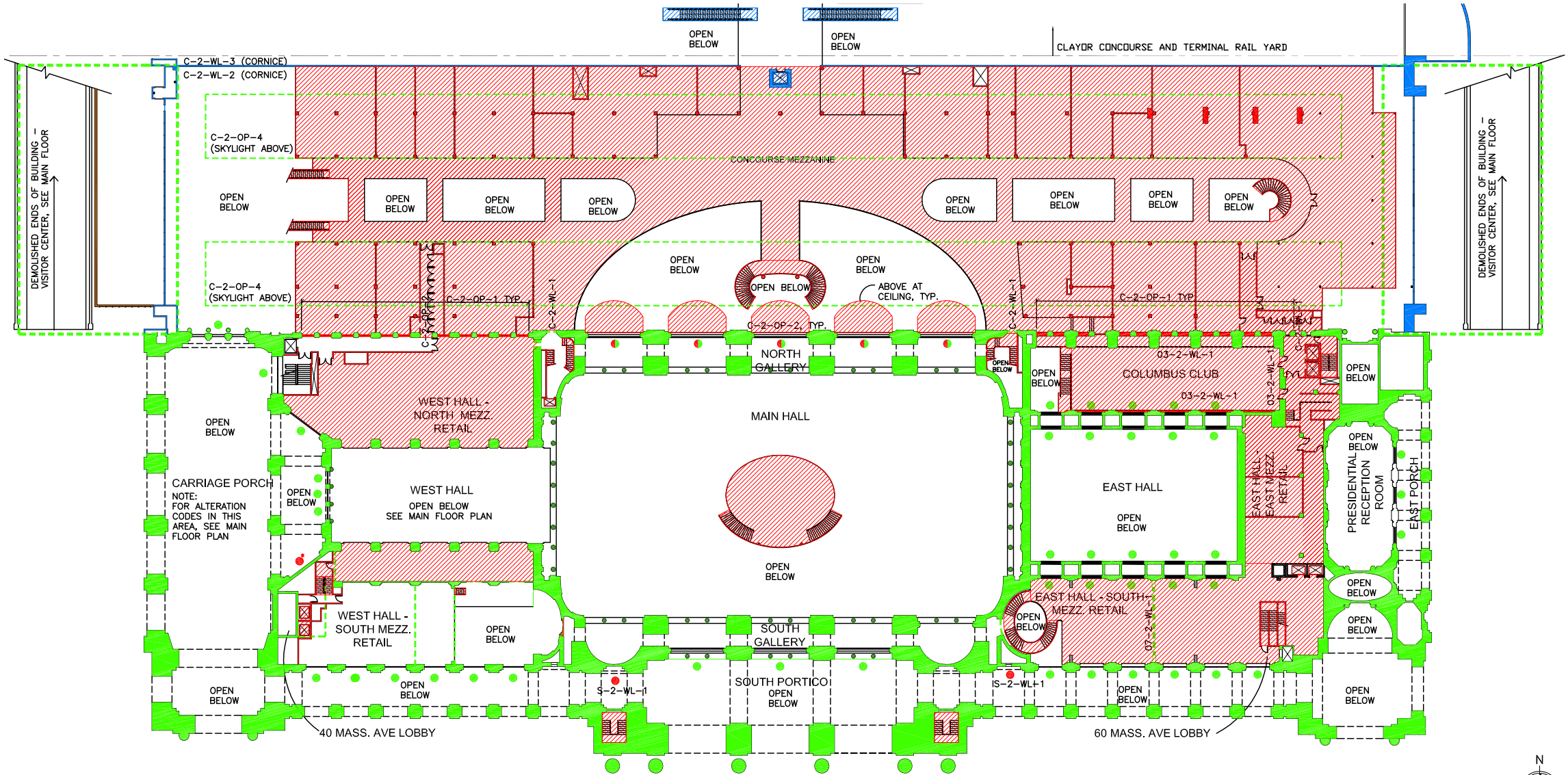
ORIGINAL ELEMENT
MISSING

ORIGINAL ELEMENT
SALVAGED & REINSTALLED*

ALTERATION CODE:
SEE SCHEDULE

X-X-XX-X

NOTE: UNLESS OTHERWISE NOTED, INTERIOR ARCHITECTURAL FINISHES ARE NOT INCLUDED.



GRAPHIC DOCUMENTATION OF ALTERATIONS

MEZZANINE LEVEL

Figure 1-42.

FIGURE 1-42. GRAPHIC DOCUMENTATION OF ALTERATIONS—MEZZANINE LEVEL

CODE	W-1-OP-1	AREA	CARRIAGE PORCH
LOCATION	ENTRANCE TO CONCOURSE	HISTORIC NAME	CARRIAGE PORCH
FLOOR	EXTERIOR		

FEATURE TYPE	MASONRY OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986

ALTERATION DESCRIPTION	ORIGINAL ASSEMBLY WITH REPLACEMENT DOORS
-------------------------------	------------------------------------------

SOURCE OF ALTERATION INFORMATION	BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - A31; HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 1/A54 AND DOOR SCHEDULE
-----------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------

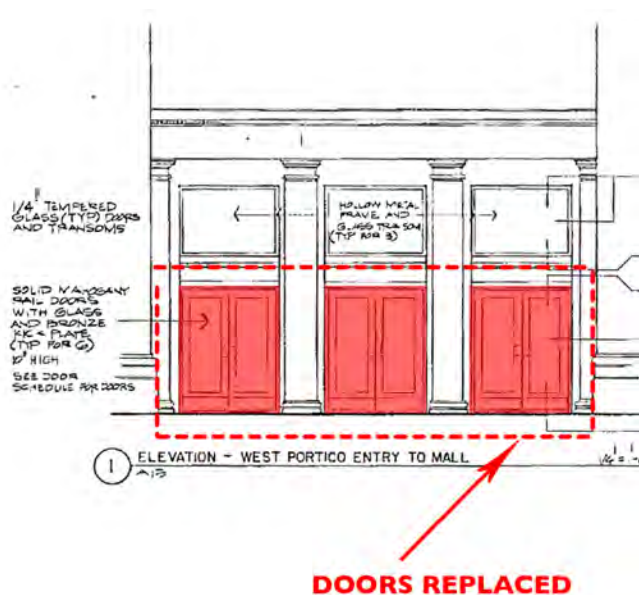
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A31
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COMMENTS

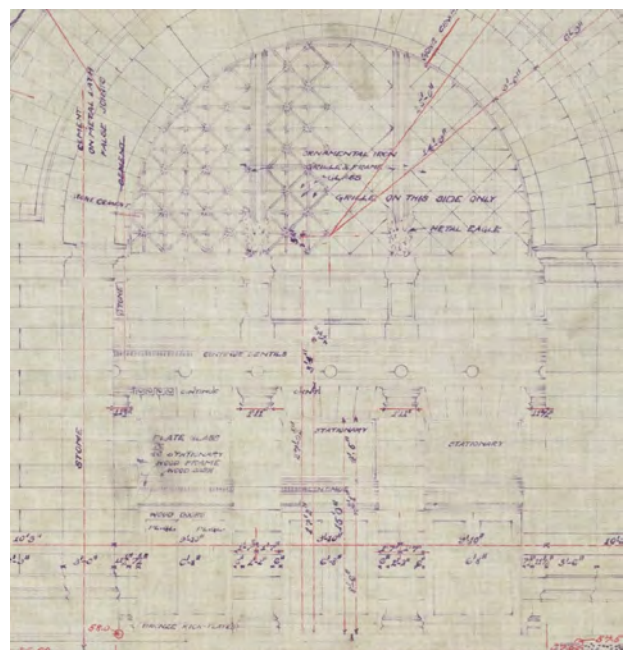
CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

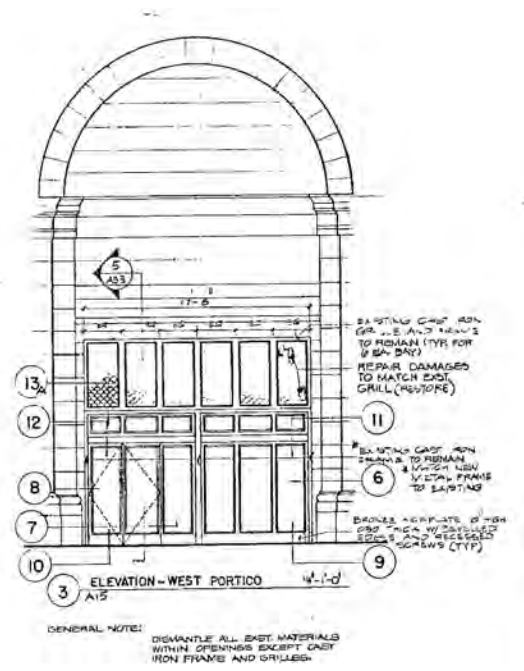
CODE	W-1-OP-2
LOCATION	ENTRANCE TO STAIRS
FLOOR	EXTERIOR
FEATURE TYPE	MASONRY OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	ORIGINAL IRON FRAME AND STEEL GRILLE WITH NEW DOORS AND METAL PANELS
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 3/A53 AND DOOR SCHEDULE
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A27
COMMENTS	

AREA CARRIAGE PORCH
HISTORIC NAME CARRIAGE PORCH

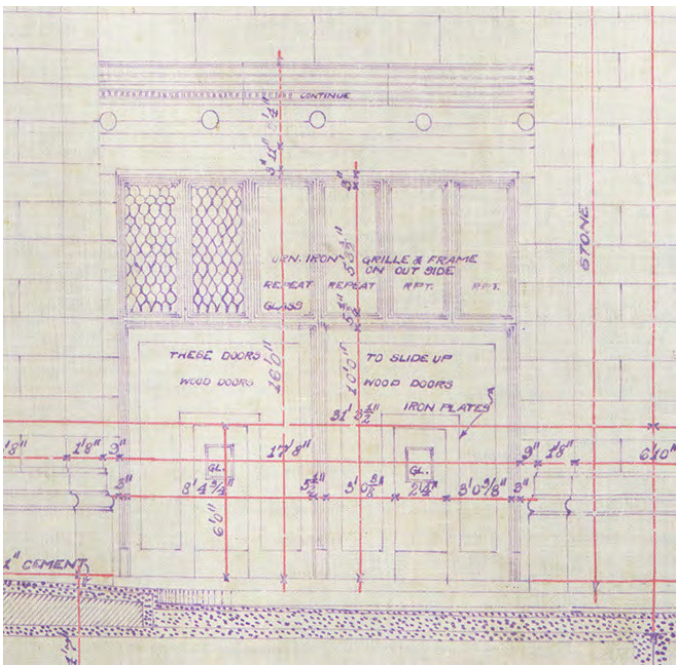
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ALTERATION INFORMATION



HISTORIC IMAGE



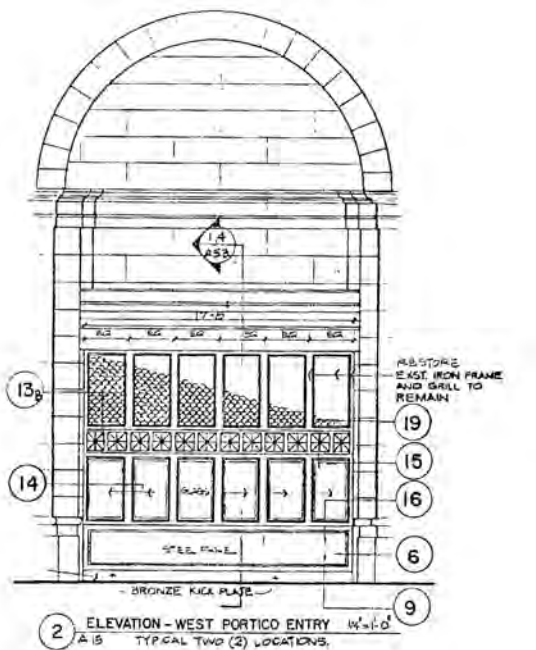
ALTERATIONS SCHEDULE
HEADHOUSE

CODE	W-1-OP-3	AREA	CARRIAGE PORCH
LOCATION	ENTRANCE TO WEST HALL - NORTH RETAIL	HISTORIC NAME	CARRIAGE PORCH
FLOOR	EXTERIOR		
FEATURE TYPE	MASONRY OPENING		
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1986		
ALTERATION DESCRIPTION	ORIGINAL ASSEMBLY REPLACED WITH NEW ASSEMBLY. ORIGINAL STEEL GRILLE REINSTALLED		
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 2/A53 AND DOOR SCHEDULE		
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A27		
COMMENTS			

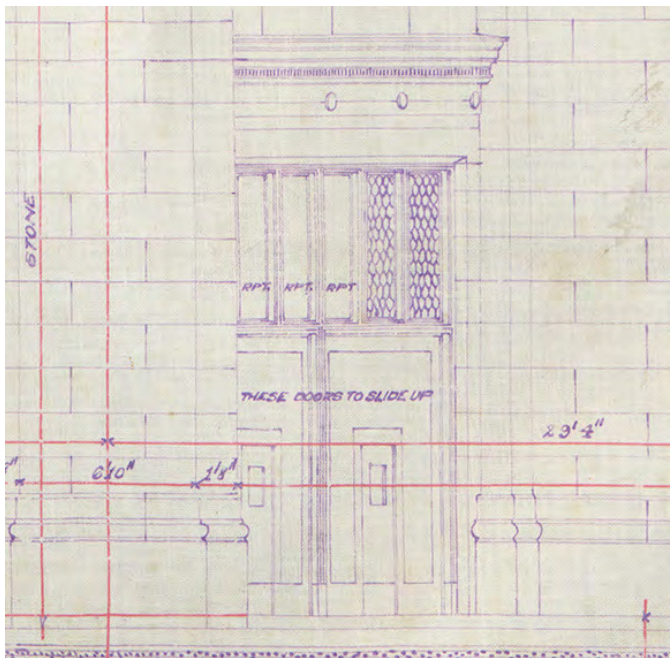
CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE

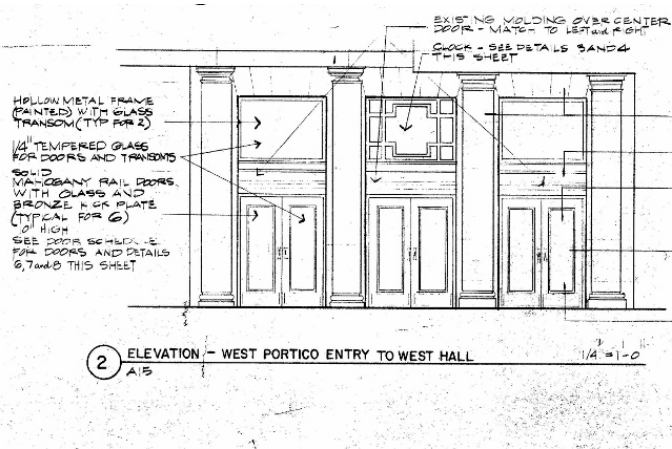


ALTERATIONS SCHEDULE

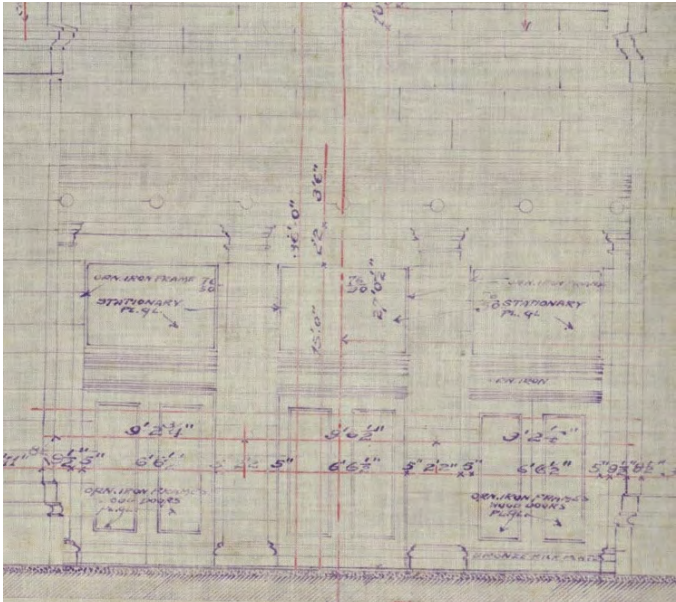
HEADHOUSE

CODE	W-1-OP-4	AREA	CARRIAGE PORCH
LOCATION	ENTRANCE TO WEST HALL	HISTORIC NAME	CARRIAGE PORCH
FLOOR	EXTERIOR		
FEATURE TYPE	MASONRY OPENING	CURRENT PHOTO	
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1986		
ALTERATION DESCRIPTION	ORIGINAL ASSEMBLY WITH REPLACEMENT DOORS		
SOURCE OF ALTERATION INFORMATION	BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - A32; HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 2/A54 AND DOOR SCHEDULE		
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A 32		
COMMENTS			

ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE
HEADHOUSE

CODE W-1-OP-5

LOCATION DISPLAY

FLOOR EXTERIOR

AREA CARRIAGE PORCH

HISTORIC NAME CARRIAGE PORCH

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION ORIGINAL ASSEMBLY REPLACED WITH NEW ASSEMBLY. ORIGINAL STEEL GRILLE REINSTALLED

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 2/A53 AND DOOR SCHEDULE

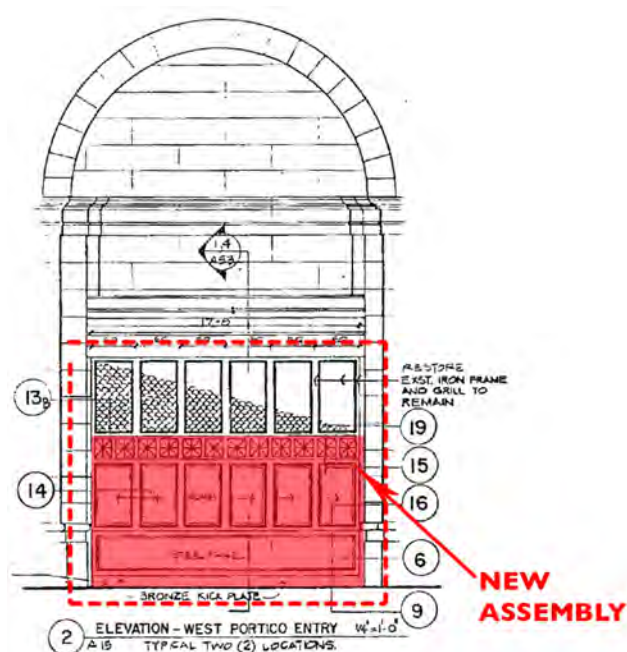
SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, 1914

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE**W-1-OP-6****LOCATION**ENTRANCE TO 40 MASS. AVE
LOBBY**FLOOR**

EXTERIOR

AREA

CARRIAGE PORCH

HISTORIC NAME CARRIAGE PORCH**FEATURE TYPE**

MASONRY OPENING

ALTERATION PERIODMAJOR REHABILITATION 1985-
1989**ALTERATION DATE**

1986

**ALTERATION
DESCRIPTION**ORIGINAL ASSEMBLY WITH
REPLACEMENT DOORS**SOURCE OF
ALTERATION
INFORMATION**PHOTO 1908-1913; HARRY WEESE &
ASSOCIATES, REHABILITATION AND
AMTRAK FACILITY - DOOR SCHEDULE**SOURCE OF
HISTORIC IMAGE**PRINTS AND PHOTOGRAPHS DIVISION,
LIBRARY OF CONGRESS, 1914**COMMENTS****CURRENT PHOTO****ALTERATION INFORMATION**

NO DRAWING AVAILABLE

HISTORIC IMAGE

ALTERATIONS SCHEDULE HEADHOUSE

CODE	S-1-OP-2	AREA	SOUTH PORTICO
LOCATION	ENTRANCE TO EAST HALL- SOUTH RETAIL	HISTORIC NAME	PORTICO
FLOOR	EXTERIOR		

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION ORIGINAL ASSEMBLY. WALL UNDER STONE SILL ALTERED TO PROVIDE OPENING FOR NEW DOORS

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 4/A55 AND DOOR SCHEDULE

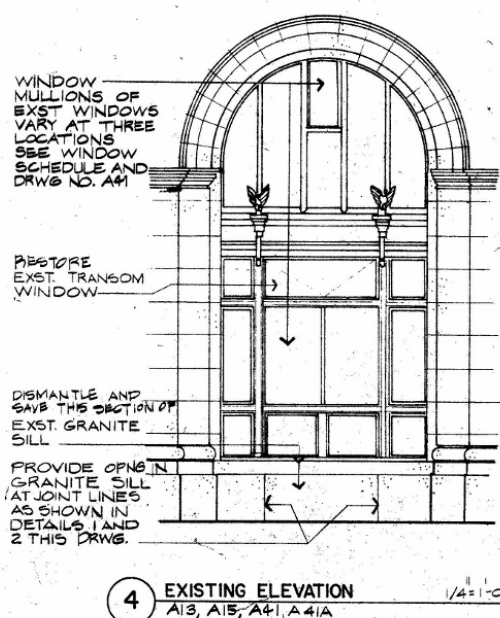
SOURCE OF HISTORIC IMAGE ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A34

COMMENTS

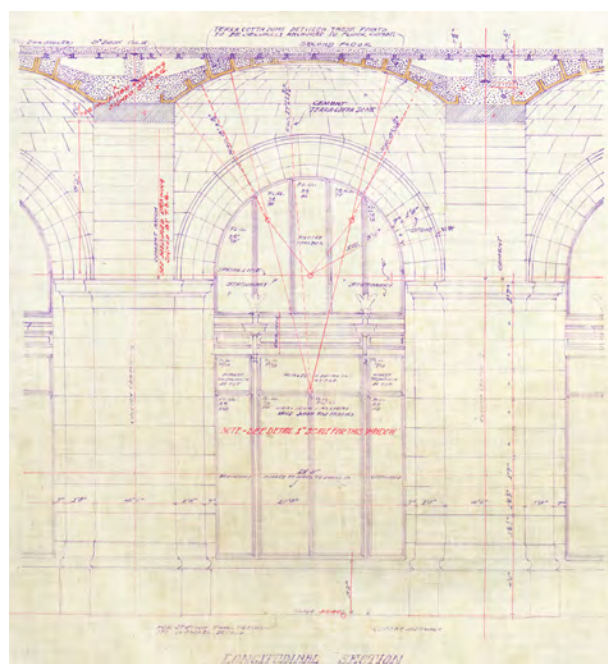
CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

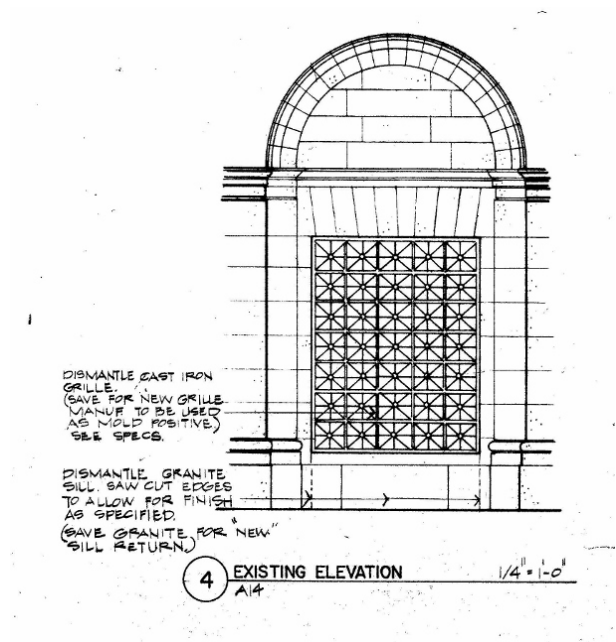
CODE	S-1-OP-3
LOCATION	ENTRANCE TO NEW STAIR
FLOOR	EXTERIOR
FEATURE TYPE	MASONRY OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	WALL AND ASSEMBLY ALTERED. . WALL ALTERED TO PROVIDE OPENING FOR NEW DOORS AND REINSTALLED ORIGINAL GRILLE
SOURCE OF ALTERATION INFORMATION	BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - A33; HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DETAIL 2/A57 AND DOOR AND GRILL SCHEDULES
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A33
COMMENTS	

AREA SOUTH PORTICO
HISTORIC NAME PORTICO

CURRENT PHOTO

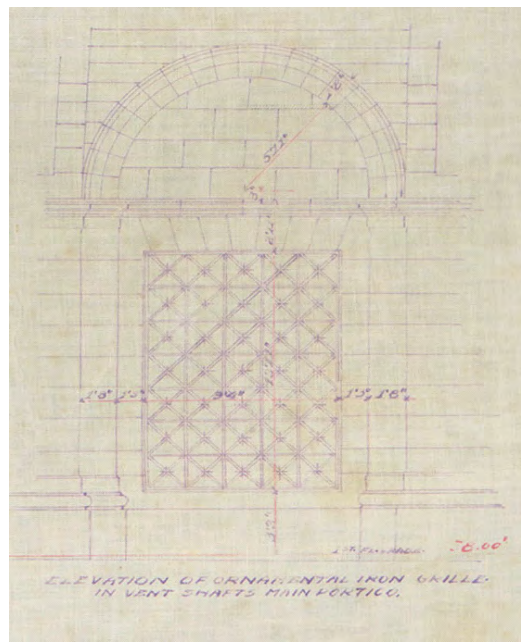


ALTERATION INFORMATION



HISTORIC IMAGE

NO IMAGE AVAILABLE



ALTERATIONS SCHEDULE HEADHOUSE

CODE **S-1-OP-4**

LOCATION ENTRANCE TO SOUTH WEST VESTIBULE (TYPICAL)

FLOOR EXTERIOR

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION ORIGINAL ASSEMBLY WITH REPLACEMENT DOORS

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - DOOR SCHEDULE

SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, 1921

COMMENTS

AREA SOUTH PORTICO

HISTORIC NAME PORTICO

CURRENT PHOTO



ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE

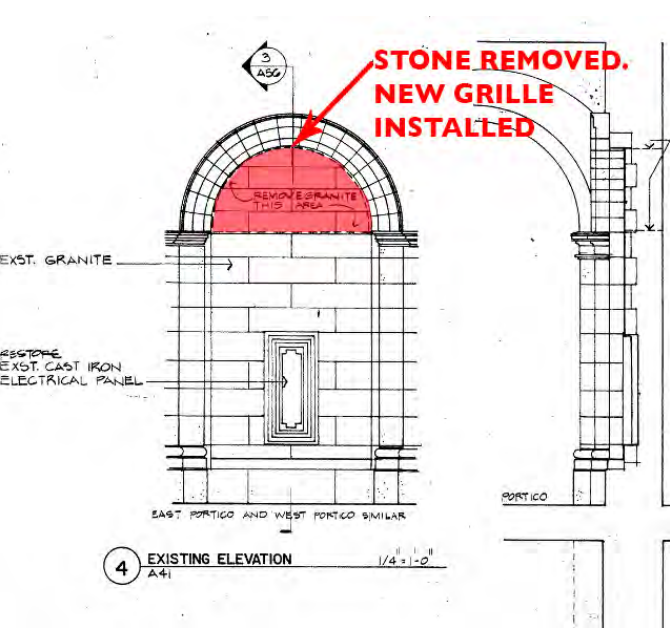


ALTERATIONS SCHEDULE HEADHOUSE

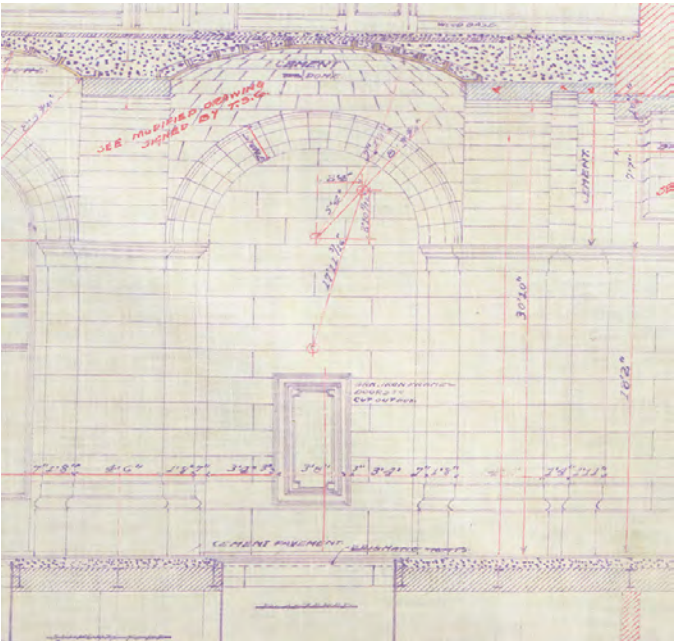
CODE	S-2-WL-1	AREA	SOUTH PORTICO
LOCATION	OPENING TO AIR DUCT	HISTORIC NAME	PORTICO
FLOOR	EXTERIOR		
FEATURE TYPE	MASONRY OPENING	CURRENT PHOTO	
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1986		
ALTERATION DESCRIPTION	PART OF ORIGINAL WALL REMOVED. NEW CAST IRON GRILLE WITH BIRDSCREEN INSTALLED		
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A56		
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET A33		
COMMENTS			



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE 01-1-OP-2

LOCATION NORTH WALL

FLOOR MAIN LEVEL

AREA MAIN HALL

HISTORIC NAME GENERAL WAITING ROOM

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION DOORS REMOVED FROM ORIGINAL ASSEMBLY

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - A81A, DOOR SCHEDULE

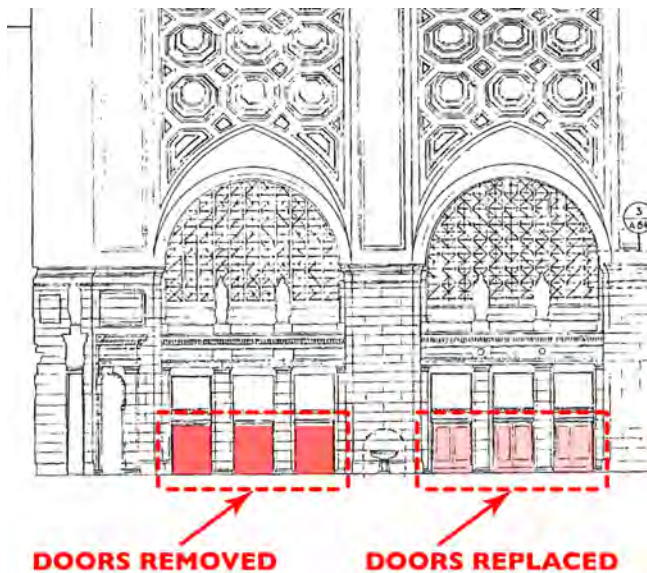
SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, 1921

COMMENTS

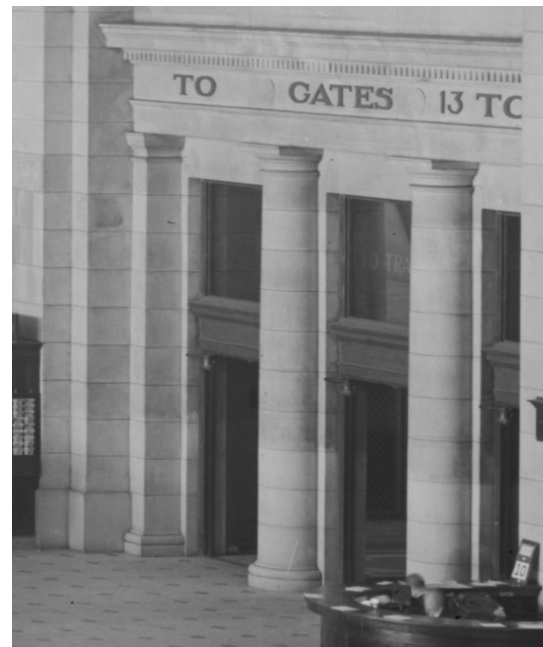
CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE

LOCATION

FLOOR

01-1-OP-4

SOUTH WALL

MAIN LEVEL

AREA

HISTORIC NAME

MAIN HALL

GENERAL WAITING ROOM

FEATURE TYPE

ALTERATION PERIOD

ALTERATION DATE

MASONRY OPENING

MAJOR REHABILITATION 1985-1989

1986

ALTERATION DESCRIPTION

DOORS REPLACED. ORIGINAL COUNTER REMOVED C. 1913

SOURCE OF ALTERATION INFORMATION

HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - A81A, DOOR SCHEDULE

SOURCE OF HISTORIC IMAGE

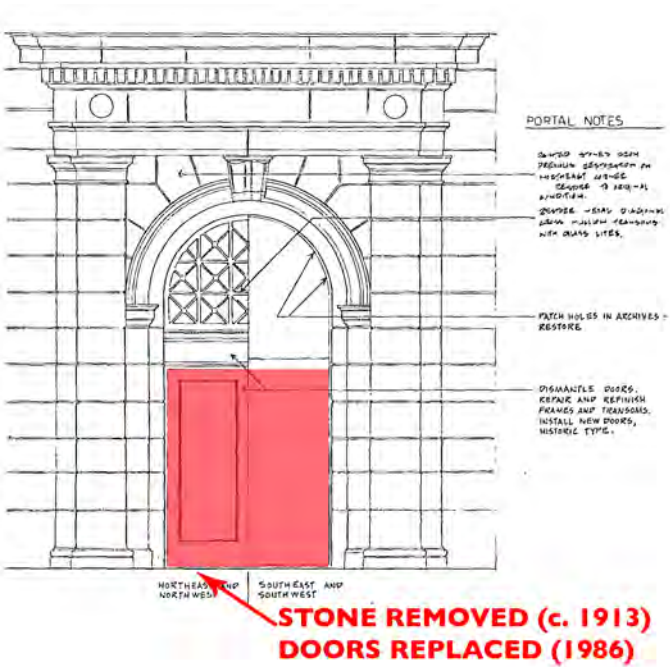
PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE

HEADHOUSE

CODE 03-1-OP-1

LOCATION SOUTH WALL

FLOOR MAIN LEVEL

AREA WEST HALL

HISTORIC NAME TICKET LOBBY

FEATURE TYPE WALL OPENING

ALTERATION PERIOD ORIGINAL STATION 1915-1970

ALTERATION DATE 1950s

ALTERATION DESCRIPTION COUNTERS AND SCREENS IN OPENING BETWEEN SPACES REMOVED (1950s). NEW BALCONY AT MEZZANINE INSTALLED (1986)

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A74, 4/A87; TICKET OFFICE ALTERATIONS, 1950s

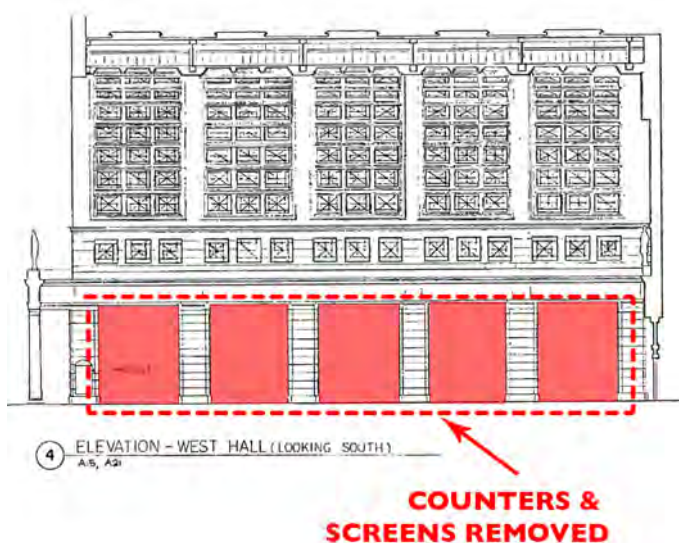
SOURCE OF HISTORIC IMAGE FROM THE ARCHITECTURE OF WASHINGTON DC. BATES LOWRY, ED. DUNLAP SOCIETY. 1976, c. 1910

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE

LOCATION

FLOOR

03-1-OP-2

NORTH WALL

MAIN LEVEL

AREA

HISTORIC NAME

WEST HALL

TICKET LOBBY

FEATURE TYPE

ALTERATION PERIOD

ALTERATION DATE

WALL OPENING

DATE UNKNOWN

ALTERATION DESCRIPTION

DOORS, WALLS AND SCREENS BETWEEN OPENINGS REMOVED (UNKNOWN DATE). NEW BALCONY AT MEZZANINE INSTALLED (1986)

SOURCE OF ALTERATION INFORMATION

HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A74, 2/87A

SOURCE OF HISTORIC IMAGE

ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET RA39

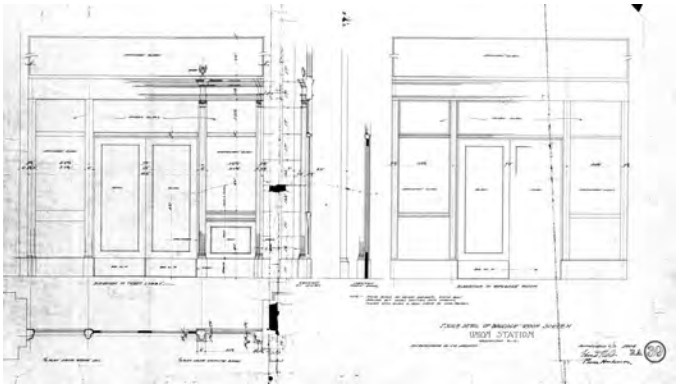
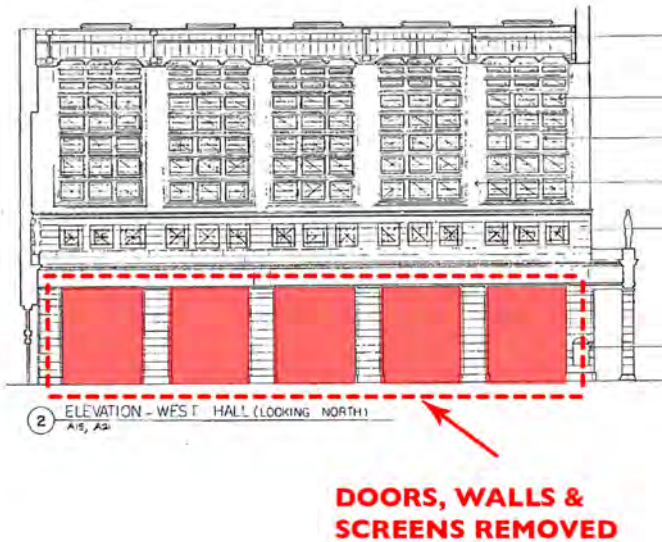
COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION

HISTORIC IMAGE



ALTERATIONS SCHEDULE

HEADHOUSE

CODE 05-1-WL-1

LOCATION WEST WALL

FLOOR MAIN LEVEL

AREA EAST HALL - SOUTH RETAIL

HISTORIC NAME WOMEN'S ROOM

FEATURE TYPE WALL OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION CENTER OF ORIGINAL WALL REMOVED (UNKNOWN DATE). NEW WALL BUILT (1986)

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, 4 AND 5/A89

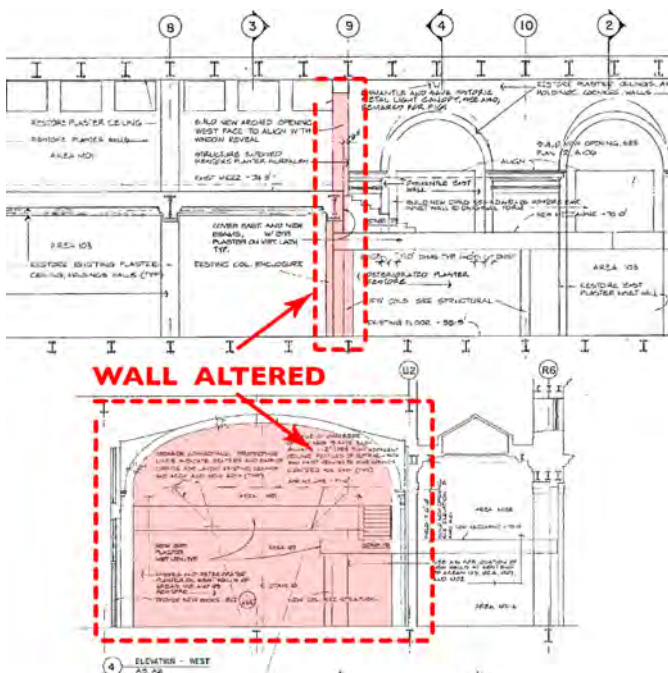
SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, UNDATED.

COMMENTS WALL STILL SHOWN BEFORE 1984 BUT NOT EXTANT IN 1986 PROJECT

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE	07-1-WL-1
LOCATION	MIDDLE PORTAL
FLOOR	MAIN LEVEL
FEATURE TYPE	WALL OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	CENTER OF ORIGINAL END WALL AND MIDDLE WALL REMOVED
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A79
SOURCE OF HISTORIC IMAGE	DEFARRARI, JOHN. "UNION STATION'S 'FORGOTTEN' INTERIOR SPACES," STREETS OF WASHINGTON: STORIES AND IMAGES OF HISTORIC WASHINGTON, D.C.
COMMENTS	

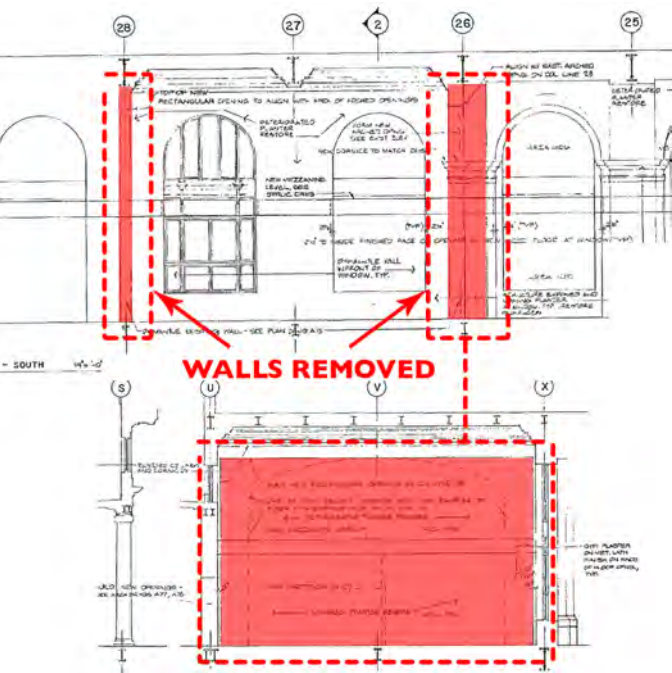
AREA EAST HALL - SOUTH RETAIL

HISTORIC NAME WOMEN'S ROOM

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE 07-1-WL-2

LOCATION NORTH WALL

FLOOR MAIN LEVEL

AREA EAST HALL - SOUTH RETAIL

HISTORIC NAME WOMEN'S ROOM

FEATURE TYPE WALL OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION CENTER OF ORIGINAL WALL REMOVED FOR NEW OPENING

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN

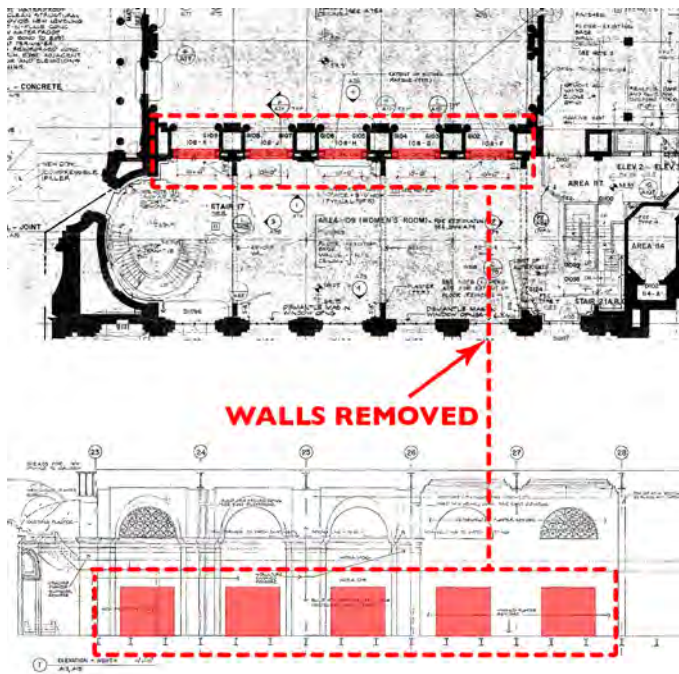
SOURCE OF HISTORIC IMAGE DEFARRARI, JOHN. "UNION STATION'S 'FORGOTTEN INTERIOR' SPACES," STREETS OF WASHINGTON: STORIES AND IMAGES OF HISTORIC WASHINGTON, D.C.

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



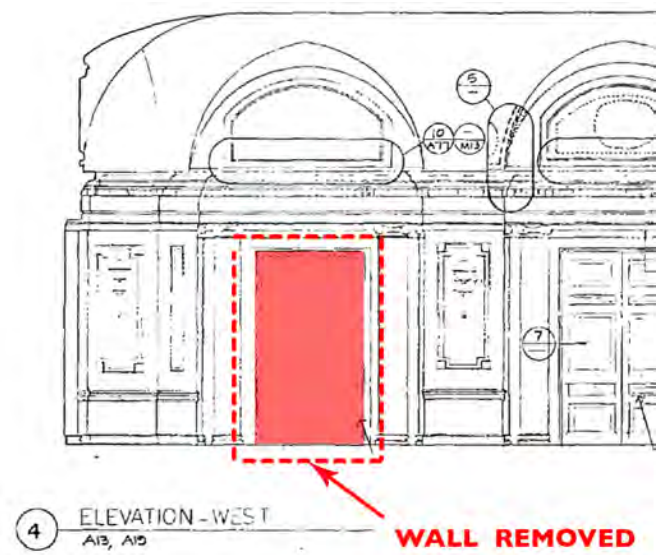
ALTERATIONS SCHEDULE HEADHOUSE

CODE	09-1-WL-1	AREA	PRESIDENTIAL RECEPTION ROOM
LOCATION	WEST WALL	HISTORIC NAME	STATE RECEPTION ROOM
FLOOR	MAIN LEVEL		
FEATURE TYPE	WALL OPENING		
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1988		
ALTERATION DESCRIPTION	CENTER OF ORIGINAL WALL REMOVED FOR NEW OPENING		
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A69A; BENJAMIN THOMPSON & ASSOCIATES, LOD DRAWINGS		
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910-1920		
COMMENTS	1986 DESIGN INDICATES CENTER BAY TO BE REMOVED. LOD DRAWINGS INDICATE SOUTH BAY.		

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE
HEADHOUSE

CODE 11-1-OP-1

LOCATION WEST WALL

FLOOR MAIN LEVEL

AREA EAST HALL

HISTORIC NAME DINING ROOM

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION CENTER OF ORIGINAL WALL REMOVED FOR NEW DOOR OPENINGS AT TWO LOCATIONS. NEW FRAMES INSTALLED

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A77

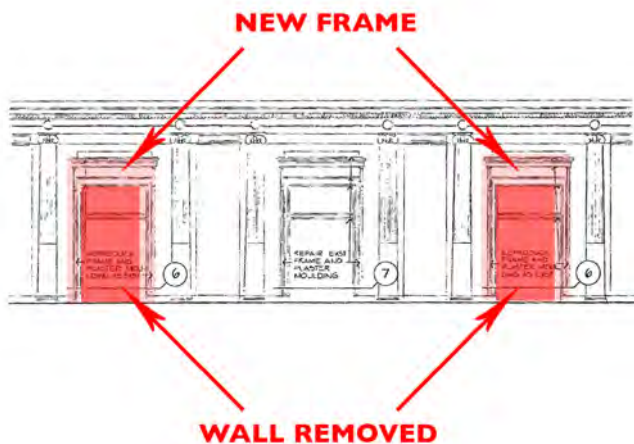
SOURCE OF HISTORIC IMAGE DEFARRARI, JOHN. "UNION STATION'S 'FORGOTTEN' INTERIOR SPACES," STREETS OF WASHINGTON: STORIES AND IMAGES OF HISTORIC WASHINGTON, D.C.

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

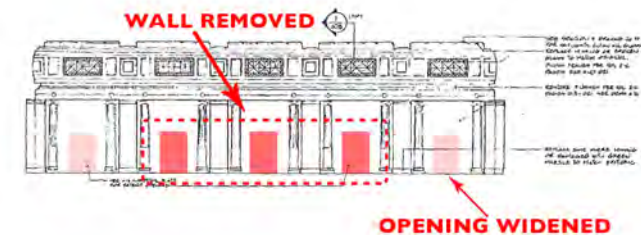
CODE	11-1-WL-1
LOCATION	SOUTH AND NORTH WALLS
FLOOR	MAIN LEVEL
FEATURE TYPE	WALL OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	CENTER OF ORIGINAL WALL IN ALCOVES REMOVED FOR NEW OPENINGS AT THREE LOCATIONS. OPENINGS WIDENED IN TWO LOCATIONS
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A75A, A77
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, 1921-1922
COMMENTS	

AREA EAST HALL
HISTORIC NAME DINING ROOM

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



**ALTERATIONS SCHEDULE
 HEADHOUSE**

CODE 11-1-WL-2

LOCATION EAST WALL

FLOOR MAIN LEVEL

AREA EAST HALL

HISTORIC NAME DINING ROOM

FEATURE TYPE WALL OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1988

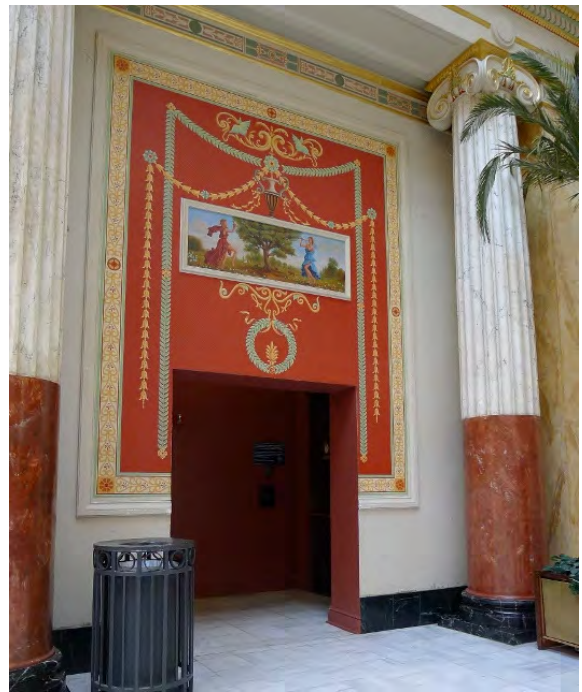
ALTERATION DESCRIPTION CENTER OF ORIGINAL WALL REMOVED FOR NEW OPENING

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A75A; BENJAMIN THOMPSON & ASSOCIATES, LOD DRAWINGS

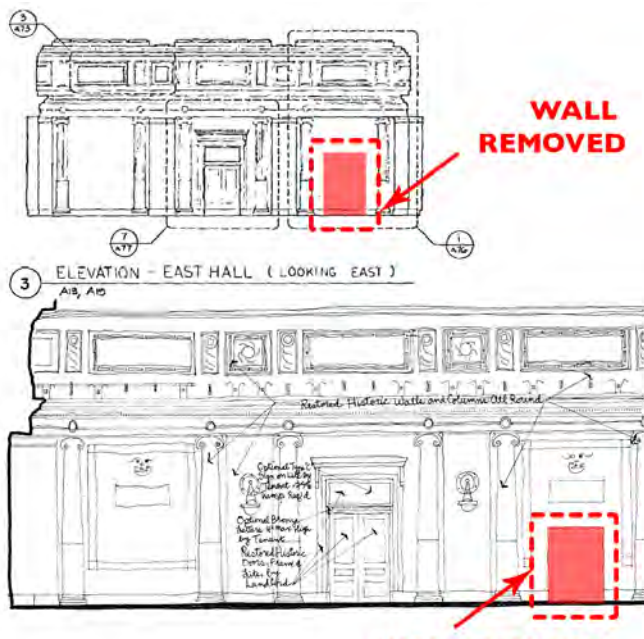
SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, 1921-1922

COMMENTS 1986 DESIGN DOES NOT SHOW OPENING. OPENING APPEARS IN 1988 LOD DRAWINGS.

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

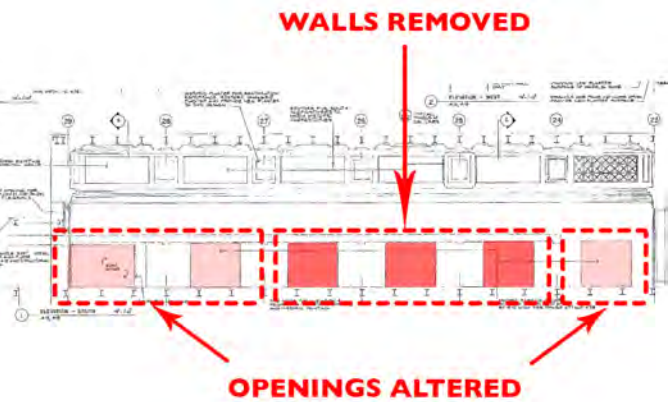
CODE	12-1-WL-1
LOCATION	SOUTH WALL
FLOOR	MAIN LEVEL
FEATURE TYPE	WALL OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	ORIGINAL OPENINGS BETWEEN SPACES ALTERED. ORIGINAL WALL REMOVED TO PROVIDE NEW OPENINGS
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A74; BENJAMIN THOMPSON & ASSOCIATES, LOD DRAWINGS
SOURCE OF HISTORIC IMAGE	"THE NEW UNION STATION, WASHINGTON, D.C.," AMERICAN ARCHITECT AND BUILDING NEWS (JUNE 3, 1908) 93:1693, 180.
COMMENTS	

AREA EAST HALL - NORTH RETAIL
HISTORIC NAME LUNCH ROOM

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



**ALTERATIONS SCHEDULE
 HEADHOUSE**

CODE 12-1-WL-2

LOCATION NORTH WALL

FLOOR MAIN LEVEL

AREA EAST HALL - NORTH RETAIL

HISTORIC NAME LUNCH ROOM

FEATURE TYPE WALL OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION ORIGINAL WALLS CLOSED WITH NEW GYPSUM WALL INFILL

SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A74

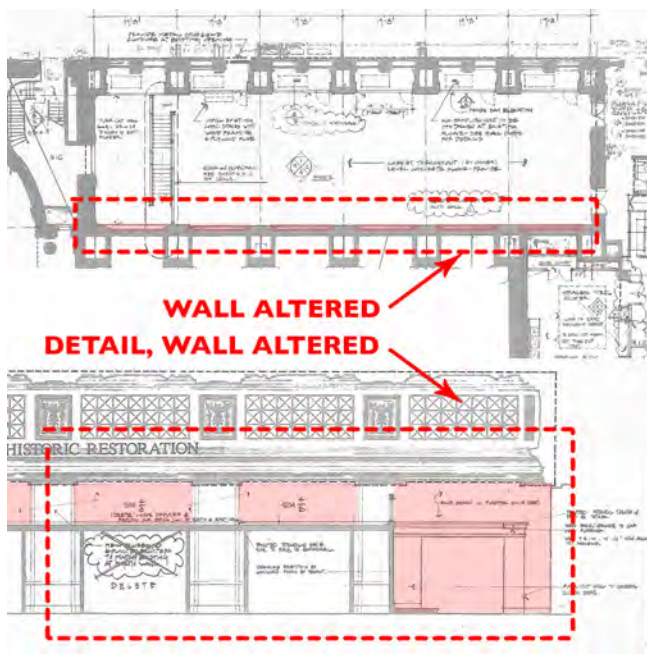
SOURCE OF HISTORIC IMAGE "THE NEW UNION STATION, WASHINGTON, D.C.," AMERICAN ARCHITECT AND BUILDING NEWS (JUNE 3, 1908) 93:1693, 180.

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

CODE

LOCATION

FLOOR

12-2-WL-1

SOUTH WALL

MEZZANINE LEVEL

AREA

HISTORIC NAME

COLUMBUS CLUB

LUNCH ROOM

FEATURE TYPE

ALTERATION PERIOD

ALTERATION DATE

ALTERATION DESCRIPTION

WALL OPENING

MAJOR REHABILITATION 1985-1989

1988

SPACES BETWEEN PILASTERS CLOSED WITH NEW GYPSUM BOARD

SOURCE OF ALTERATION INFORMATION

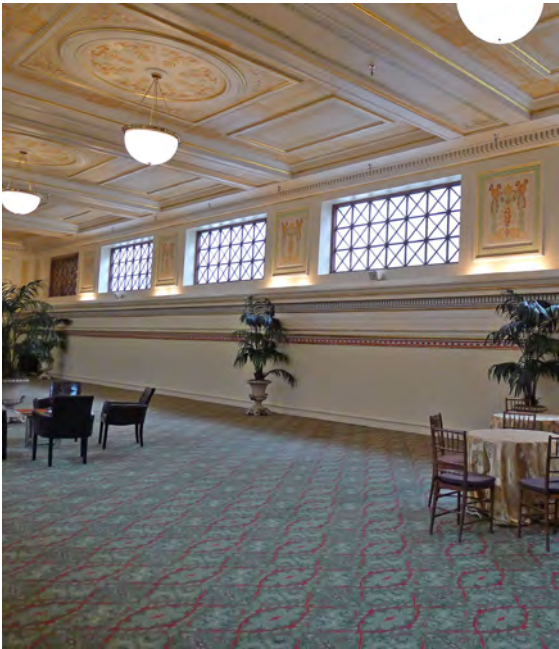
SOURCE OF HISTORIC IMAGE

HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A74 AND THE COLUMBUS CLUB PROJECT

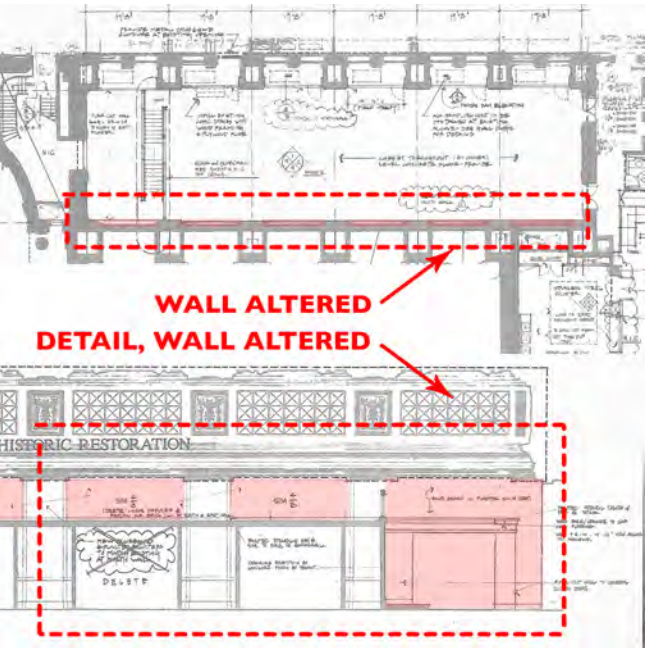
"THE NEW UNION STATION, WASHINGTON, D.C.," AMERICAN ARCHITECT AND BUILDING NEWS (JUNE 3, 1908) 93:1693, 180.

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE
HEADHOUSE

CODE 12-2-WL-2

LOCATION NORTH WALL

FLOOR MEZZANINE LEVEL

AREA COLUMBUS CLUB

HISTORIC NAME LUNCH ROOM

FEATURE TYPE WALL OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

CURRENT PHOTO

ALTERATION DESCRIPTION PART OF ORIGINAL WALL REMOVED FOR TWO NEW DOOR OPENINGS

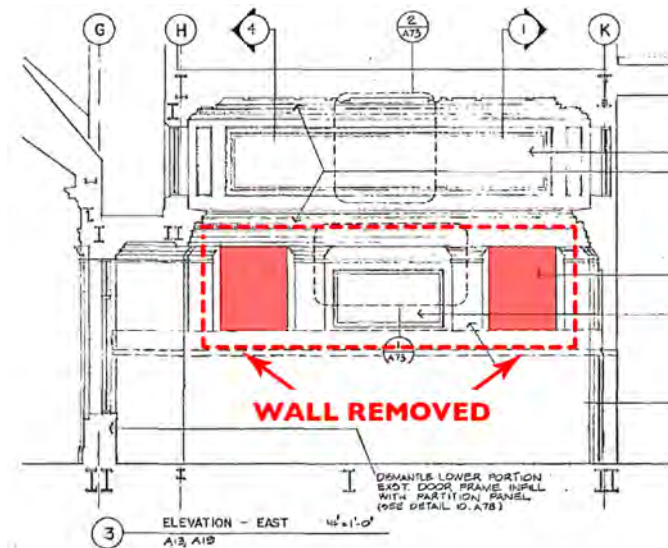
SOURCE OF ALTERATION INFORMATION HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWGS. A68, A74 AND THE COLUMBUS CLUB PROJECT - 1/SH#1 and 4/SH#2

SOURCE OF HISTORIC IMAGE "THE NEW UNION STATION, WASHINGTON, D.C.," AMERICAN ARCHITECT AND BUILDING NEWS (JUNE 3, 1908) 93:1693, 180.

COMMENTS



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE HEADHOUSE

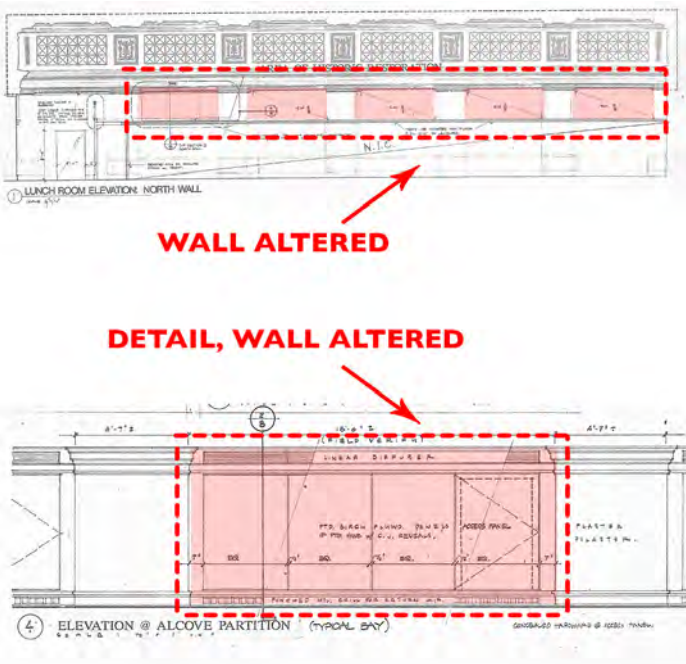
CODE	12-2-WL-3
LOCATION	EAST WALL
FLOOR	MEZZANINE LEVEL
FEATURE TYPE	WALL OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1988
ALTERATION DESCRIPTION	INSTALLED NEW CLOSETS IN ALCOVES
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A74 AND THE COLUMBUS CLUB PROJECT
SOURCE OF HISTORIC IMAGE	"THE NEW UNION STATION, WASHINGTON, D.C.," AMERICAN ARCHITECT AND BUILDING NEWS (JUNE 3, 1908) 93:1693, 180.
COMMENTS	

AREA COLUMBUS CLUB
HISTORIC NAME LUNCH ROOM

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



**ALTERATIONS SCHEDULE
HEADHOUSE**

CODE C-0-OP-1

LOCATION WEST

FLOOR LOWER LEVEL

AREA LOWER LEVEL WEST END

HISTORIC NAME WEST ELEVATION

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD METRO/VISITOR'S CENTER 1971-1984

ALTERATION DATE -

ALTERATION DESCRIPTION TWO WINDOWS REPLACED WITH METAL VENTS. CENTRAL DOOR AND STONE SURROUND REPLACED WITH STONE

SOURCE OF ALTERATION INFORMATION BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - B62, B63, RB1

SOURCE OF HISTORIC IMAGE PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, UNDATED

COMMENTS

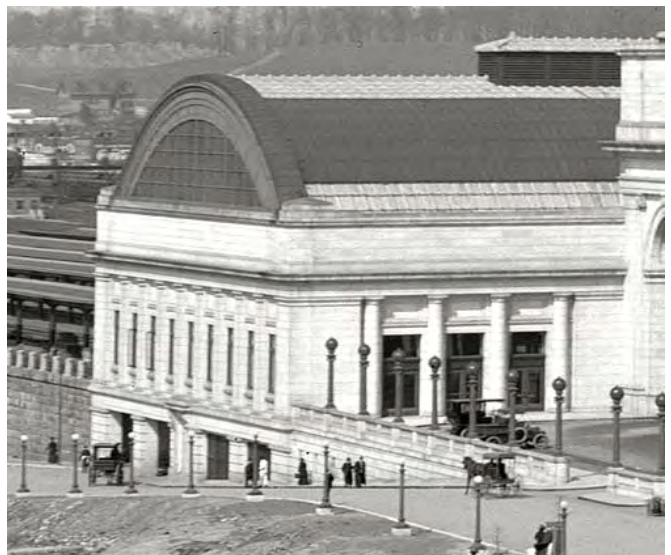
CURRENT PHOTO



ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE



ALTERATIONS SCHEDULE CONCOURSE

CODE

LOCATION

FLOOR

C-0-OP-2

EAST EXTERIOR

LOWER LEVEL

FEATURE TYPE

ALTERATION PERIOD

ALTERATION DATE

MASONRY OPENING

MAJOR REHABILITATION 1985-1989

1986

ALTERATION DESCRIPTION

SOURCE OF ALTERATION INFORMATION

SOURCE OF HISTORIC IMAGE

TWO WINDOWS REPLACED WITH METAL VENTS. METAL FRAME AND GRILLES ORIGINAL.

BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - B62, B63, RB1

PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, UNDATED.

COMMENTS

AREA

HISTORIC NAME

LOWER LEVEL EAST END

EAST ELEVATION

CURRENT PHOTO



ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE



ALTERATIONS SCHEDULE

CONCOURSE

CODE C-0-OP-3

LOCATION EAST BETWEEN BUILDINGS

FLOOR LOWER LEVEL

AREA LOWER LEVEL EAST END

HISTORIC NAME EAST ELEVATION

FEATURE TYPE MASONRY OPENING

ALTERATION PERIOD MAJOR REHABILITATION 1985-1989

ALTERATION DATE 1986

ALTERATION DESCRIPTION CENTRAL DOOR AND NORTH SIDE OPENINGS CLOSED WITH C.M.U.

SOURCE OF ALTERATION INFORMATION BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - B62, B63, RB1

SOURCE OF HISTORIC IMAGE ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEET B62

COMMENTS

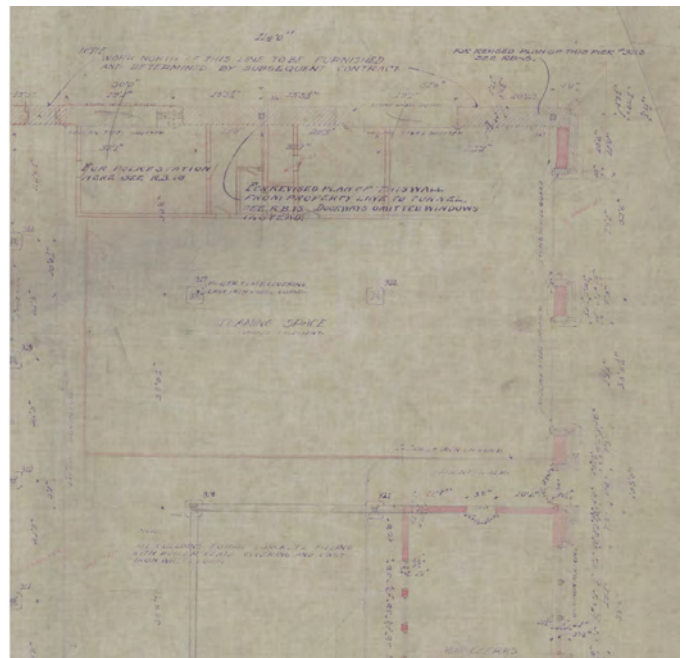
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ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE



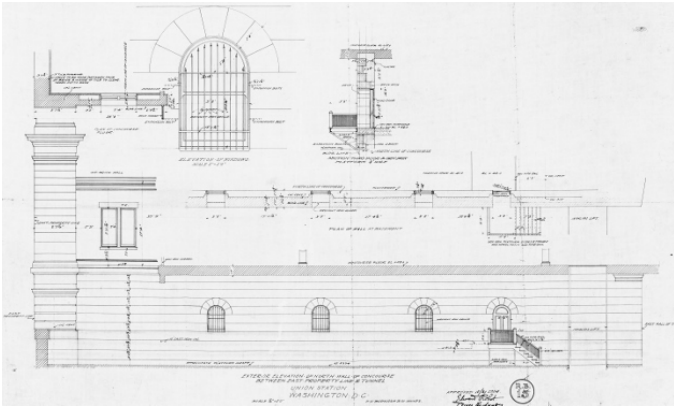
ALTERATIONS SCHEDULE CONCOURSE

CODE	C-0-OP-4	
LOCATION	NORTH ELEVATION	AREA LOWER LEVEL EAST END
FLOOR	LOWER LEVEL	HISTORIC NAME EAST ELEVATION
FEATURE TYPE	MASONRY OPENING	CURRENT PHOTO
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989	
ALTERATION DATE	1986	
ALTERATION DESCRIPTION	ORIGINAL OPENINGS CLOSED WITH C.M.U. PART OF WALL DEMOLISHED TO ENLARGE ORIGINAL OPENING	
SOURCE OF ALTERATION INFORMATION	BURNHAM ARCHITECTURAL AND ENGINEERING DRAWINGS - B62, B63, RB1	
SOURCE OF HISTORIC IMAGE	ARCHITECTURAL AND ENGINEERING DRAWINGS USED IN THE CONSTRUCTION OF UNION STATION IN WASHINGTON, D.C.; LIBRARY OF CONGRESS, PRINTS AND PHOTOGRAPHS DIVISION, SHEETS B62, B63, RB1	
COMMENTS		

ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE

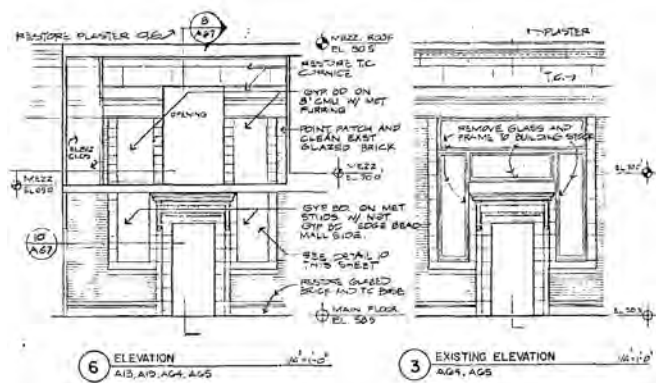


ALTERATIONS SCHEDULE

CONCOURSE

CODE	C-1-OP-1		
LOCATION	WALL BETWEEN BUILDINGS	AREA	SOUTH WALL - MAIN
FLOOR	MAIN LEVEL	HISTORIC NAME	CONCOURSE
FEATURE TYPE	MASONRY OPENING	CURRENT PHOTO	
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1986		
ALTERATION DESCRIPTION	WINDOW REMOVED AND NEW GYPSUM BOARD INFILL INSTALLED		
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A67		
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910		
COMMENTS			

ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE CONCOURSE

CODE	C-1-OP-4
LOCATION	WALL BETWEEN BUILDINGS
FLOOR	MAIN LEVEL
FEATURE TYPE	MASONRY OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	WINDOW WALL BELOW SILL REMOVED AND NEW DOORS INSTALLED
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A67
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. . 1910
COMMENTS	

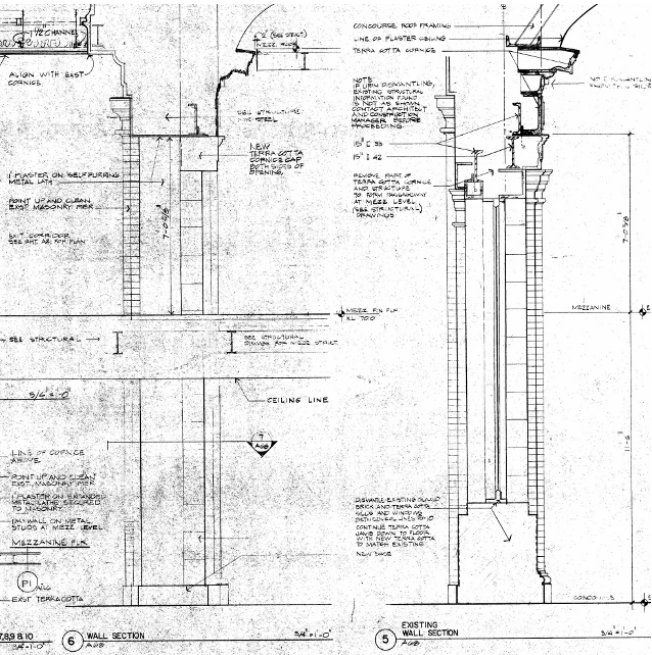
AREA SOUTH WALL - MAIN

HISTORIC NAME CONCOURSE

CURRENT PHOTO



ALTERATION INFORMATION




HISTORIC IMAGE

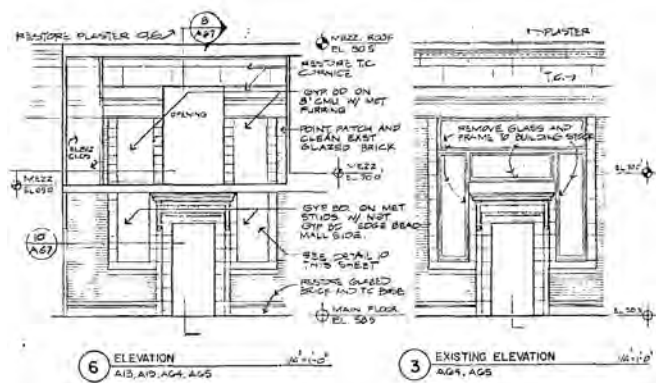


ALTERATIONS SCHEDULE

CONCOURSE

CODE	C-2-OP-1		
LOCATION	WALL BETWEEN BUILDINGS	AREA	SOUTH WALL - MEZZANINE
FLOOR	MEZZANINE LEVEL	HISTORIC NAME	CONCOURSE
FEATURE TYPE	MASONRY OPENING	CURRENT PHOTO	
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989		
ALTERATION DATE	1986		
ALTERATION DESCRIPTION	WINDOW REMOVED AND NEW GYPSUM BOARD INFILL INSTALLED		
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A67		
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910		
COMMENTS			

ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE CONCOURSE

CODE

C-2-OP-2

LOCATION

WALL BETWEEN BUILDINGS

FLOOR

MEZZANINE LEVEL

AREA

SOUTH WALL - MEZZANINE

HISTORIC NAME

CONCOURSE

FEATURE TYPE

MASONRY OPENING

ALTERATION PERIOD

MAJOR REHABILITATION 1985-1989

ALTERATION DATE

1986

ALTERATION DESCRIPTION

WINDOW, WALL AND CEILING ALTERED TO CREATE OPENING BETWEEN BUILDINGS. NEW RAILING INSTALLED

SOURCE OF ALTERATION INFORMATION

HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, A85

SOURCE OF HISTORIC IMAGE

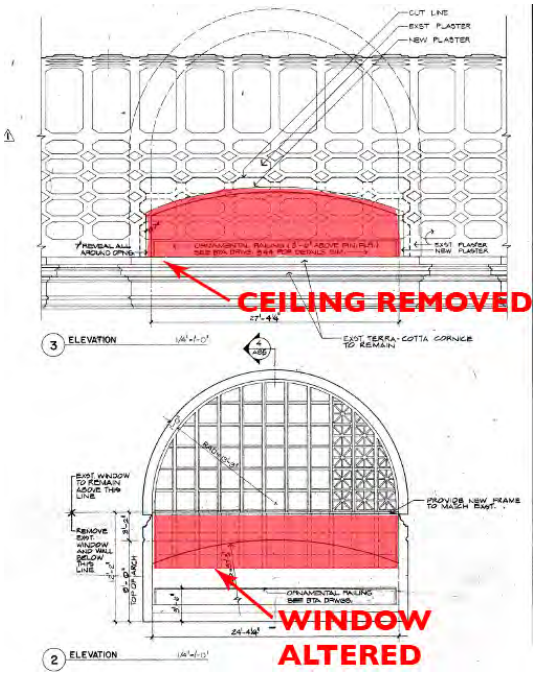
PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910

COMMENTS

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE

CONCOURSE

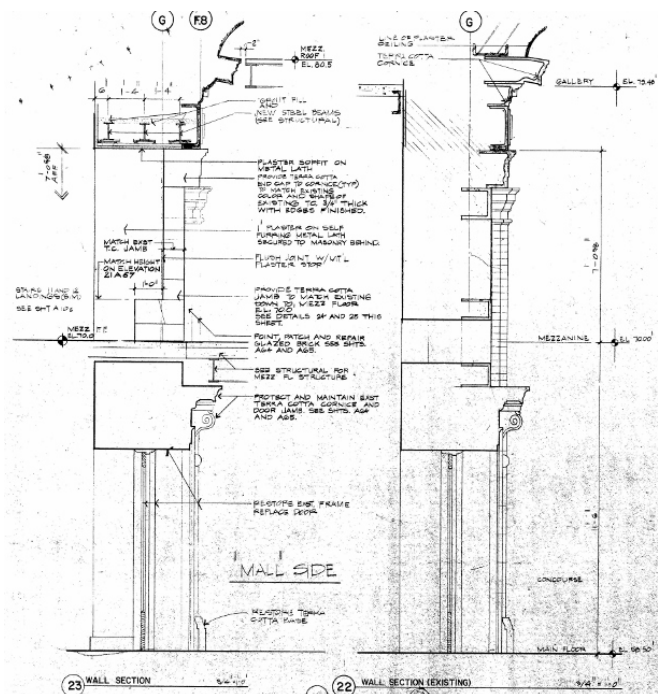
CODE	C-2-WL-1	AREA	SOUTH WALL - MEZZANINE
LOCATION	WALL BETWEEN BUILDINGS	HISTORIC NAME	CONCOURSE
FLOOR	MEZZANINE LEVEL		

FEATURE TYPE	WALL OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	PART OF WALL REMOVED TO ENLARGE OPENING. NEW TERRA COTTA INSTALLED AT JAMBS AND LINTEL
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN, DWG. A67
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1910
COMMENTS	

CURRENT PHOTO



ALTERATION INFORMATION



HISTORIC IMAGE



ALTERATIONS SCHEDULE CONCOURSE

CODE	C-2-OP-4
LOCATION	LAYLIGHTS AT CEILING
FLOOR	MEZZANINE LEVEL
FEATURE TYPE	MASONRY OPENING
ALTERATION PERIOD	MAJOR REHABILITATION 1985-1989
ALTERATION DATE	1986
ALTERATION DESCRIPTION	SKYLIGHTS COVERED WITH NEW ROOFING
SOURCE OF ALTERATION INFORMATION	HARRY WEESE & ASSOCIATES, REHABILITATION AND AMTRAK FACILITY - PLAN
SOURCE OF HISTORIC IMAGE	PRINTS AND PHOTOGRAPHS DIVISION, LIBRARY OF CONGRESS, C. 1905-1910
COMMENTS	

AREA CEILING
HISTORIC NAME CONCOURSE

CURRENT PHOTO



ALTERATION INFORMATION

NO DRAWING AVAILABLE

HISTORIC IMAGE



**ALTERATIONS SCHEDULE
 CONCOURSE**

2.3.4 National Register Status

Washington Union Station was listed on the National Register of Historic Places (the National Register) on March 24, 1969, as a property of national significance under Criterion C. Columbus Plaza and the Columbus Memorial Fountain were formally listed on the National Register as part of Union Station on April 9, 1980, and this listing was amended with additional documentation on October 12, 2007. The 1969 nomination cited 1903-1908 as the period of significance for Union Station, to reflect the dates of the station's construction. The 1980 nomination extended the period to 1912 to allow for the inclusion of Columbus Plaza. For a discussion of BCA's recommendation on the period of significance, see Volume II, section 4.1, Preservation Philosophy. Both Washington Union Station and Columbus Plaza have also been recognized on the D.C. Inventory of Historic Sites since November 8, 1964. The 1969 National Register nomination boundaries limit the National Register listing to the historic station building (headhouse and concourse) and Columbus Plaza. The terminal rail yard is not included in the original or subsequent nominations. However, in 2006, the District of Columbia Office of Planning issued the *NoMa Vision Plan and Development Strategy*, which included the terminal rail yard and the REA Building as potentially eligible for the National Register.²¹⁵

This section consists of documentation related to the eligibility of elements of the Washington Union Station complex for the National Register that are not currently detailed in the existing nomination, namely the station interior. The following narrative is divided into two sections: (1) a detailed description of elements in the station's interior determined to be eligible and (2) a statement of significance for the interior.

MAIN PUBLIC SPACES IN THE STATION INTERIOR

The Union Station terminal complex stands at the intersection of Massachusetts and Delaware Avenues, N.E., one-half mile from the United States Capitol in Washington, D.C. Designed by D. H. Burnham & Company, the station was intended to be the city's main point of arrival and departure, and, as such, combined the practicalities of function and revenue as a rail station with its role as a symbolic threshold to the nation's capital. An especially significant example of the Beaux-Arts style, the planning and development

of Union Station was the fulfillment of the Senate Park Commission Plan of 1901–1902 and set the mode for Washington's classical-revival architecture for the next 40 years, including the development of Federal Triangle, Cass Gilbert's Supreme Court Building, and John Russell Pope's National Gallery of Art. In addition, the station has become a well-regarded model for integrated transportation planning and continues to be an important civic stage for events of local, regional, and national significance.

The interior of Union Station continued the monumental Beaux-Arts style of the station's exterior and was partially modeled on the Baths of Diocletian in Rome. This ancient precedent provided a model for how to order a public building with a complex program and move large bodies of people with efficiency and ease, as well as the classical language to express these ideas in built form. Roughly symmetrical in plan, the public rooms on the ground floor of Union Station were illuminated by a system of skylights and arranged around a grand and spacious general waiting room at the center of the complex. To the north, a broad passenger concourse stretched across the full width of the building and originally connected travelers with the passenger and baggage platforms that were located in the terminal rail yard.

The following public rooms are described in this report and are evaluated for their potential significance: (1) the Main Hall (former general waiting room), along with the north and south vestibules that connect to it; (2) the East Hall (former dining room); (3) the West Hall (former ticket lobby); (4) the Presidential Reception Rooms; and (5) the Retail Concourse, (the former passenger concourse). Five additional spaces will also be examined despite being highly altered from their historic appearance: (6) the East Hall-North Retail (former lunch room); (7) the East Hall-South Retail (former women's waiting room); (8) the West Hall-South Retail (former men's smoking room); (9) the unnamed room to the east of the Presidential Reception Room's north vestibule (former invalid's room); and (10) the office entrance lobbies. Within this section, these spaces will be referred to using their current names to be consistent with current naming conventions. Please refer to the historic (Figure 1-4) and current (Figure 1-5) floor plans for a comparison of historic and contemporary spaces.

²¹⁵ District of Columbia Office of Planning, *NoMa Vision Plan*, 3.29.

Main Hall (Former General Waiting Room)

Measuring “larger than the average city depot,” Union Station’s Main Hall is 120 feet wide by 219 feet long and is covered by a massive, 90-foot-high, Roman barrel vault, decorated with sunken coffers patterned after the Baths of Diocletian.²¹⁶ All of the station’s passenger facilities were originally arranged to communicate with this vast hall. The dramatic vaulted ceiling is supported by 12 thick masonry piers, which are connected by round arches that create coffered alcoves along the north and south walls of the room. Between the piers, a peristyle of 36 freestanding Doric columns encircles the main floor and is topped by a wide, classical entablature: colonnades of eight columns screen the Main Hall from the connecting halls to the east and west, while pairs of columns stand in antis between the piers along the north and south walls. A Roman-arched portal perforates each of the four corner piers and communicates with rooms beyond. The columns and ashlar walls of the room are faced with white Bethel granite from Vermont to match the exterior.

Designed by Louis Saint-Gaudens, plaster statues of helmeted Roman legionnaires stand behind shields on the cornice level above each column. The artist designed three prototypes for the 46 legionnaires at Union Station, 36 of which are located in the Main Hall, four against the west wall of the West Hall, and six above the vestibules under the entrance portico on the station’s exterior. At the time of their commission, they were intended to correspond to the number of states, before New Mexico and Arizona were admitted to the Union in early 1912.²¹⁷ Above the east colonnade, a station clock sits upon the high attic, framed by elaborate terra cotta ornament of wreathes, swags, and fasces. Designed by the Magneta Company of New York, this “secondary” clock was part of a unified station-wide clock system that included a master clock located on the third floor of the station.²¹⁸

The Main Hall is well illuminated by natural light on all sides. Framed by monumental arches, there are eight semicircular windows: three on the south wall above the vestibules and five on the north wall, each approximately 27 feet in diameter. All of the windows are covered with ornamental iron grilles that are decorated in a Grecian pattern. The east

and west end walls of the barrel vault terminate in 72-foot-wide arches. The east arch is filled with a semicircular window divided into a Grecian pattern by an ornamental iron grille, but the western wall is dramatically left open to allow light to spill in from the adjacent West Hall.

The south wall of the Main Hall is dominated by the three main entrance vestibules, which are framed by paired columns in antis between the piers. Two granite drinking fountains occupy the fronts of the two end piers, and two semicircular alcoves were designed to fill the spaces between the vestibule and the corner piers. Similarly arranged, the north wall of the Main Hall includes five entrance vestibules, also framed by paired columns in antis between the piers, that allow visitors to communicate directly with the concourse. The vestibules are artificially illuminated with 120 “sun-burst” fixtures attached to the granite panels of the coffered ceiling, which are part of the original design. The floors of the vestibules are inlaid with colored marbles: Glen Falls black, verde antique, red Champlain, and Vermont white. The sidewalls are decorated with flat, recessed panels above 6-foot-wide grilles of ornamental iron.

After the construction of Union Station was complete, minor alterations took place during the course of routine upgrades under the stewardship of the Washington Terminal Company, the original operators of Union Station. These alterations typically affected interior finishes, signage, door panels, and the selection and placement of moveable furniture, such as public seating, booths, and desks. The physical fabric of the room was also moderately affected as the railroad company installed or replaced lighting, heating, ventilating, and air-conditioning systems in the building. In 1951, because of wear, the marble flooring of the Main Hall was replaced with terrazzo.²¹⁹ The most significant alterations occurred in the mid-1970s, when the federal government authorized the construction of a National Visitor Center within Union Station as part of the capital city’s bicentennial celebrations. As part of this program, a large 120 by 50 foot opening (nicknamed “the pit”) was created in the floor of the Main Hall to house an audiovisual exhibit that extended into the station’s former basement.

²¹⁶ “The New Union Station,” *American Architect*, 181.

²¹⁷ Dryfhout, *Augustus Saint-Gaudens*, 317.

²¹⁸ Strouse, “Passenger Terminals,” (1911): 45.

²¹⁹ Wright, “White City to White Elephant,” 29.

In 1983, the Union Station Redevelopment Corporation (USRC) was established to steward and manage the property on behalf of the U.S. Department of Transportation. The following year, USRC selected a developer, Union Station Venture, and an architecture firm, Harry Weese & Associates, to undertake a major rehabilitation of the building that augmented the station's historic use with elements of a "festival marketplace," a leading urban revitalization strategy that was popular in American cities between 1970 and 1990. An early proponent of the "festival marketplace" concept, the architectural firm Benjamin Thompson & Associates, was hired to incorporate shops, restaurants, and other commercial tenants within the historic Union Station building.²²⁰

All of the Main Hall's interior finishes were updated during this rehabilitation project based on historic appearances, including all painted surfaces, gilding, and flooring. All interior door assemblies and frames were either repaired or replaced. The granite walls and ceilings of the Main Hall and the vestibules were cleaned. It was at this time that the arched openings were cut into the ceiling at the gallery of the Main Hall through to the concourse to allow for views between the two spaces. The pit was removed and replaced with new marble flooring to replicate the original marble and a two-level café, still extant, was installed at ground level in its place. Two staircases were also inserted into the room's northeast and northwest piers, where the steward's office and parcel room were formerly located, to connect the Main Hall to new retail spaces that were inserted on the mezzanine level.

East Hall (Former Dining Room)

The East Hall lies directly to the east of the Main Hall and formerly functioned as Union Station's public dining room. Housing retail today, the space measures 80 feet wide by 100 feet long, and is illuminated by an expansive ceiling of glass panels that is 29 feet, 6 inches, above the floor. Flanking the room's structural piers, a series of 32 Ionic columns create a peristyle that defines the perimeter of the hall. Each pair of columns frames a recessed alcove or bay, 16 in all. During the 1985 rehabilitation project, openings were created in these bays to connect the East Hall with adjacent retail spaces, especially along the north

and south walls. Along the east and west walls, two of the room's original doorways remained framed by classical surrounds and surmounted by flat hoods. Two additional doorways were opened in the west wall at an unknown date. These openings correspond to the locations of the two blank door surrounds on the east wall of the Main Hall, which were placed to either side of the main entrance to the former dining room. Within the East Hall, new door surrounds were replicated for these new openings based on the original surround of the existing door in the center of the west wall. The East Hall's columns and piers support a wide, classical entablature. In the attic level, between the entablature and ceiling, six clerestory windows puncture the north and south walls above the alcoves, while decorative panels fill the corresponding spaces along the east and west walls.

After Union Station was opened to the public, modifications and alterations took place within the East Hall during the course of routine upgrades and maintenance. These changes typically affected interior finishes, signage, wood door panels and frames, and the selection and placement of moveable furniture, such as tables, seating, counters, and serving equipment. By 1941, the dining room had been updated with air conditioning and was divided by partitions into three sections: a small dining room at the southeast corner, a small cocktail lounge at the northwest corner, and a cafeteria with a service kitchen along the east side of the room. After 1976, the dining room served as a bookstore for the National Visitor Center.

During the 1986–88 rehabilitation project, all of the dining room's interior finishes were updated, cleaned, and restored based on historic appearances, including all interior door assemblies, painted surfaces, applied decoration, and gilding. Original decorative painting and faux finishes may exist beneath these more modern applications. The room's general layout, main architectural elements, skylight system, original marble flooring, and plasterwork remain largely intact, as well as the verde antique marble that accents the bases of the piers and columns. Many of the East Hall's historic decorative light fixtures are also extant, including the eight ornamental urns suspended from the ceiling and the 12 ornamental bracket chandeliers that hang on the faces of the piers around the sides of the room. However, several new openings were created during the rehabilitation project that disrupt the intended

²²⁰ Union Station Redevelopment Corporation, *Corporate History*, 7–8.

historic flow and functioning of the space. For example, openings were punched along the north and south walls between the piers to allow access to the north and south retail spaces; other existing openings were widened. New openings and door surrounds were installed in the west wall to replicate the historic center door and surround, which was repaired. A new opening was also punched through the south end of the east wall to allow access to the lobby leading to the upper-story offices.

West Hall (Former Ticket Lobby)

The West Hall lies to the west of the Main Hall and formerly functioned as Union Station's ticket lobby. Currently, the space is used as a vestibule or foyer between two ranges of retail establishments situated to the north and south. The West Hall measures 50 feet wide by 100 feet long and is covered by a barrel-vaulted roof of glass skylights. The interior walls of the hall are of white Bethel granite to match the Main Hall and the station's exterior. In the center of the west wall, four engaged Doric columns separate three bays of paired exterior doors below transom lights of fixed plate glass. These doors lead from the West Hall to the Carriage Porch. An original station clock remains extant in the transom space over the middle door between the West Hall and the Carriage Porch. Designed by the Magneta Company of New York, this "secondary" clock was part of a unified station-wide clock system that included a master clock located on the third floor of the station.²²¹ A wide, classical entablature or stringcourse sits atop the columns and encircles the perimeter of the room. Designed by Louis Saint-Gaudens, four plaster statues of helmeted Roman legionnaires stand behind shields on the cornice level above each column. Opposite, on the east wall, eight freestanding Doric columns screen the West Hall from the Main Hall. With their backs to the ticket lobby, eight additional plaster statues of Roman legionnaires stand on the cornice level of this colonnade and face the Main Hall. Divided by pilasters, the north and south walls of the West Hall originally each contained five large, recessed openings or portals through which travelers could communicate with employees of the station's ticket offices and baggage room, respectively. Above these areas, a line of 15 square windows punctuates the north and south walls between the springing line of the West Hall's barrel-vaulted roof and the room's stringcourse. Each window

is protected by an ornamental iron grille in a Grecian pattern, and, in size and decoration, carries the pattern of the roof vault's skylights down the length of the sidewall.

After the construction of Union Station was complete, many alterations took place in the West Hall during the course of routine upgrades and maintenance. In 1951, the marble floor was replaced with terrazzo. By 1958, a major renovation program involved the removal of the original ticket counters and grilles. In 1967, a snack shop was installed here, and, while the National Visitor Center was located in the station between 1976 and 1981, the West Hall was used to house the Hall of States exhibition. During the 1986–88 rehabilitation project, retail storefronts were inserted into the spaces to the north and south of the West Hall, which had originally housed the ticket office and baggage checking room, respectively. Partition walls that had been added during the National Visitor Center period were removed, and the West Hall's interior finishes were updated, cleaned, and restored based on historic appearances, including painted surfaces, decorative plasterwork, gilding, flooring, and any broken or missing glass in the skylight system. Original decorative finishes may exist beneath these more modern applications.

Presidential Reception Rooms

At the extreme eastern end of Union Station, a suite of rooms was reserved for the exclusive use of the president and official guests of the nation as part of the original design. In its initial configuration, this suite consisted of a large and spacious reception room connected by two vestibules to the passenger concourse to the north, and the State Entrance to the south. Private retiring rooms for the president and his attendants were arranged off of the south vestibule to either side of the State Entrance. A service corridor originally ran along the western perimeter of the reception room and connected the two vestibules with the serving room to the west, allowing servants and staff access to the station's kitchens and basement.

Adjacent to a private driveway, this separate suite of rooms was arranged so that elite travelers could reach trains and ground transportation without coming in close contact with the general public. Now known as the Presidential Reception Room, this space is currently vacant but has recently been used as a restaurant and for special events. The north and south

²²¹ Strouse, "Passenger Terminals," (1911): 45.

vestibules maintain their historic function, but the former retiring rooms are used to store furniture and equipment. After the 1986–88 rehabilitation, the East Porch was enclosed with glass to create additional square footage of useable indoor space. The service corridor, which historically ran along the western perimeter of the reception room, is no longer extant, save for a small portion used as a closet.

North Vestibule

Rectangular in plan, the room is 30 feet long and maintains its original marble flooring and baseboards, cement walls, barrel-vaulted ceiling, and ornamental plasterwork. The current lighting scheme remains consistent with what existed historically, which consisted of concealed incandescent lamps with reflectors in the coves of the cornice at the springing line of the room's ceiling vault.²²² The room's doors are original, as are some of the hardware and fittings. During the 1986–88 rehabilitation, all of the north vestibule's interior finishes were updated, cleaned, and restored based on historic appearances, including painted surfaces, decorative plasterwork, and gilding, and some missing door hardware and fittings were replicated based on historic precedents.²²³

Presidential Reception Room

At the center of the suite of rooms, the Presidential Reception Room measures 30 feet wide by 70 feet, 6 inches, long and has an area of 2,130 square feet. Large piers framed by Ionic pilasters divide the east and west walls into six large bays, three on each side, while engaged Ionic columns frame the entry portals at the center of the north and south facades. Each bay along the east wall is filled with pairs of mahogany and glass paneled doors with large semicircular transoms above, which are covered with ornamental iron grilles designed in a Grecian pattern. Across the room, the bays of the west wall are filled with recessed decorative panels. A new doorway was installed on the west side of the west wall during the 1986–88 rehabilitation. Under modern carpeting, the reception room retains its original flooring of 12-inch white marble tile laid in pattern with 3-inch squares of red Champlain marble. The room's vaulted ceiling measures 28 feet, 8 inches above the floor and is decorated with elaborate moldings and

ornamental plasterwork. Two sculptures fill niches above the entry portals on the north and south facades and present stylized depictions of the seal of the president of the United States. During the 1986–88 rehabilitation, all of the Presidential Reception Room's interior finishes were updated, cleaned, and restored based on historic appearances, including painted surfaces, applied decoration, plasterwork, and gilding. All of the room's original lighting fixtures remain extant. Original finishes throughout the space may survive in whole or in part beneath existing finishes.

South Vestibule

Roughly oval in plan, the suite's south vestibule lies between the Presidential Reception Room and the State Entrance, situated to the north and south, respectively, through two pairs of monumental, paneled doors. Additional portals are located in each of the vestibule's four corners, which are filled with narrow paired glass and mahogany paneled doors. All of the doors are historic and all hardware seems to be original. The northeast door once led to a closet, but seems to have been opened to the East Porch before or during 1994. Tall Ionic columns frame each of these six openings. The vestibule retains its original floor and baseboard of white marble, barrel-vaulted ceiling, and ornamental plasterwork. The current lighting scheme remains consistent with what existed historically and includes concealed incandescent lamps with reflectors in the coves of the cornice at the springing lines of the room's ceiling vault. During the 1986–88 rehabilitation, all of the south vestibule's interior finishes were updated, cleaned, and restored based on historic appearances, including painted surfaces, applied decoration, plasterwork, and gilding.

Retiring Rooms

The suite's two former retiring rooms are symmetrically arranged to either side of the State Entrance. Both rooms are eight-sided lozenges in plan and retain their original marble flooring, wood wainscoting, paneled walls, dentiled crown moldings, and ornamental plaster ceilings. The east retiring room has a window in its east wall, and, in the north wall, an exterior door that leads to the East Porch. During the 1986–88 rehabilitation, the interior finishes of both retiring rooms were updated, cleaned, and restored based on historic appearances, including painted surfaces, applied decoration, plasterwork, and gilding.

²²² Ibid., 54.

²²³ See the door schedule included in Benjamin Thompson & Associates, LOD Drawings, drawing set.

Retail Concourse (Former Passenger Concourse)

To the north of the headhouse, the passenger concourse was originally designed to be a large, open hall that connected the train platforms with the headhouse and provided space to gather for arriving and departing rail passengers. In its initial configuration, it measured 760 feet long by 130 feet wide, enclosing a volume of 97,500 square feet, which was believed to be the largest enclosed room in the world at the time of construction. It was roofed by a graceful, segmentally arched, single-span vault, and, as originally designed, forty percent of the ceiling area was glass, while the remainder was composed of coffered ornamental plaster. The floor was originally specified to be concrete and cement, the main slabs of which were unornamented Portland cement interlaid with decorative elements colored red by the use of mortar stain.²²⁴ In addition to the natural daylight provided by the skylights and windows, the original plan for the concourse called for artificial illumination by 72 arc lamps that were suspended 7 feet below the ceiling. None of these original fixtures survive.

In the original design, eight principal portals in the south wall of the passenger concourse allowed access to the exterior of the station and communicated directly with the interior of the headhouse. Three entryways allowed passage to the exterior and were located at the east and west ends of the south wall: one opened onto the east driveway adjacent to the East Porch and the Presidential Reception Rooms, while, opposite, two portals gave access to the west driveway and the Carriage Porch. Five additional entryways were located in the center of the south wall, which led directly into the Main Hall through a series of vestibules. Classically inspired surrounds of glazed terra cotta framed each of these eight principal openings. Each ensemble was divided by tall Ionic columns into three bays and topped by an architrave, frieze, and dentiled cornice. Between the columns, each bay was filled with paired mahogany and glass doors with bronze kick plates, surmounted by transoms above.

Additional doorways and windows also penetrated the south wall in the station's original design. The most elaborately detailed was the entrance to the Presidential Reception Rooms, which was located near

the wall's eastern end. This entryway and its threshold were enclosed by an architrave, topped by a flat arch, and framed by tall Ionic columns, all of terra cotta. Paneled double doors of solid mahogany led into the north vestibule of the Presidential Reception Rooms. Five other doorways were framed by similar but more modest terra cotta surrounds and were topped by flat hoods. On the east side of the south wall, a series of pilasters defined 11 bays of vertical casement windows with transoms above and one bay of doors that provided illumination and access to the former lunch room. Opposite, a similar arrangement of pilasters defined 12 bays of windows on the west side of the south wall that provided illumination to the former baggage room.

Opposite, the north wall of the concourse was originally open to the passenger and baggage platforms that extended to the north of the station complex into the terminal rail yard. Tall pilasters of white glazed brick and glazed terra-cotta trim framed the east and west end walls of this immense opening, which was also punctuated by nine steel-plated Doric columns with cast-iron capitals spaced equally along its width. At the east edge of the passenger concourse, a fence was designed to protect the public from the steep drop to the low-level platforms. Similar to the fence that was designed to top the train yard's retaining walls, it was composed of an open ornamental iron railing decorated in a Grecian pattern strung between round granite posts. Covered stairways with decorative canopies and railings led down to the low-level platforms. To the west, the upper-level platforms and the main passenger concourse were on the same floor level.

Part of the original design, an ornamental cast-iron train fence divided the concourse into two sections longitudinally: with the south half serving as waiting and circulation space and the north half providing gated access to and from the rail platforms. Two freestanding structures, a station master's office built into the fence facing the terminal rail yard and a newsstand in the south half of the concourse, were also designed by D. H. Burnham & Company.

After the construction of Union Station was complete, many alterations to the concourse took place during the course of routine upgrades and maintenance. Between 1920 and 1929, a major series of improvements were made to repair the concourse

²²⁴ Strouse, "Passenger Terminals," (1911): 31–32.

skylights, ceiling, floor, and the west wall, and the concourse roof was completely replaced. During the early 1950s, the baggage and checking room were extended along the southwest wall of the concourse. In 1953, a passenger train crashed into the concourse, destroying a portion of the floor, roof, and north wall, which then required significant repairs. The station master's office in the train concourse was completely replaced because of damage that was sustained in the accident. In 1963, the train fence was partially removed and a new booth was built in the center of the concourse. Between 1970 and 1971, the passenger concourse was cut back 75 feet on both the east and west ends to permit the installation of vehicular ramps on the exterior of the station, which led to a new parking garage planned for the National Visitor Center, and the construction of the new municipal subway. Modern granite end walls were added to the concourse. The north wall of the concourse, which was originally open to the terminal rail yard, was also enclosed by a wall with a stucco exterior and a plaster interior. In 1976, the remainder of the original train fence, the replacement station master's office, and accretion of rooms along the southwest wall of the concourse were removed. As a result of chronic leaks and other maintenance issues, the entire roof of the station was replaced between 1980–86, including the roof over the concourse, many of the skylights, and the concourse's roof monitor.

As part of the 1986–88 rehabilitation, the appearance of the concourse was further altered when it was converted to commercial retail use. A mezzanine was inserted into the concourse and retail shops were installed on both floors. As a result, much of the north and south walls of the public areas of the concourse became inaccessible to the public, except for the central doorways that lead into the Main Hall and the entrance to the Carriage Porch. Small areas of historic fabric remain in the service passageways on the south wall and near the Presidential Reception Rooms. Many of the door and window openings on the south wall of the concourse were modified from their historic appearances and no original doors or door hardware remain except for the doors to the Presidential Reception Room. As part of the retail conversion, large openings were cut into the floor to allow access to the basement, into which a food court had been inserted, and, at the west end of the hall, to allow escalator access to the municipal subway station. An additional

area was built in the center of the hall to accommodate new Amtrak ticketing and baggage handling facilities. As part of the 1986–88 rehabilitation, the decorative plaster ceiling and the skylight system were repaired, cleaned, and restored based on historic appearances.

East Hall-North Retail/Columbus Club (Former Lunch Room)

To the north of the East Hall, Union Station's original design featured a lunch room for casual fare that overlooked the concourse. This space is now referred to as East Hall-North Retail on the main level and as the Columbus Club on the mezzanine level and measures 32 feet, 6 inches wide by 120 feet long. As originally conceived, the north and south walls of the lunch room were each divided into six bays by pilasters decorated with inset panels. The five eastern bays of the north wall contained pairs of vertical plate glass windows of wood frame with transoms above, where tables were placed to allow diners to observe the arrival and departure of passengers in the concourse. Instead of windows, the westernmost bay contained two pairs of interior doors that opened directly onto the concourse. On the south wall, the west bay was left open to the dining room, while, opposite, the two east bays contained paired interior doors with transoms above, framed by classical surrounds, and surmounted by flat hoods. These eastern doorways permitted service staff to pass between the former lunch room, the former dining room, and the former serving room or pantry. In the west wall, framed by a Roman arch, the main entrance to the lunch room was a paired interior door with inset panels of plate glass, surmounted by a semicircular, plate-glass window. It communicated directly to the Main Hall via a small, oval vestibule.

The paneled surfaces in the lunch room were originally covered with tapestry burlap painted in oil and decorated with Pompeian ornament. The ornamental plaster was gilded with gold leaf and covered with French lacquer. The floor of the lunch room was 12-inch white marble tile and the room was lit by suspended chandeliers.

During the National Visitor Center period, the room was subdivided and used as a theater. The room was further altered during the 1986–88 rehabilitation, when retail functions were inserted into the lower portion of the room and an infill floor was added to create a mezzanine level for the Columbus Club, a special event

space. Within the ground floor retail spaces, gypsum wallboard covers the walls and windows, and carpet has been placed over the original marble floor. It is unclear what, if any, historic finishes survive beneath these modern layers. Conversely, in the Columbus Club, the upper portions of the original lunch room's pilasters, molded cornice, and ornate plasterwork appear to be historic. The pilasters on the south wall were furred out, and it is unclear if the pilaster moldings were removed and replicated or filled in with replicated materials. During the rehabilitation, this upper area's interior finishes, including painted surfaces, applied decoration, and gilding were repaired, cleaned, and restored based on historic appearances. None of the room's original light fixtures survive.

East Hall-South Retail (Former Women's Waiting Room and Toilets)

In the original plan for Union Station, a large and spacious women's waiting room was originally located south of the dining room. Entered through a portal in the southeast corner of the Main Hall, this area measured 42 feet by 75 feet and served as a lounge for female travelers. The north and south walls of the waiting room were divided into three bays by shallow piers, from which sprang ribs that defined a barrel-vaulted ceiling. Above a dentiled crown molding, a lunette plate glass window defined the upper zone of each bay and was covered by an ornamental iron grille in a Grecian pattern. Opposite, on the south wall, the three bays were filled almost entirely with large windows that opened onto the portico and overlooked the plaza in front of the station. The waiting room's west wall was curved like an apse and had a centrally placed marble drinking fountain. At the northwest corner of the apse, a round arch led into a vestibule and served as the room's main entrance. The east wall of the women's waiting room featured a central doorway, which led directly to the women's toilets and was framed by a classical surround with a high entablature. A paneled wood partition and bootblack stand separated the entrance to the toilets from the rest of the women's waiting room.

In the original design, the plaster sidewalls of the women's waiting room sat above a marble wainscot and baseboard and were inset with decorative panels, which were filled with tapestry burlap painted in floral designs in green and brown. The ceiling was originally covered with canvas panels that were decorated with

designs in light green and cream, which matched a stenciled floral border that encircled the room under the crown molding. Plaster ornament on the ceiling and sidewalls was highlighted in gold leaf. The floor was laid in 15-inch white marble tile in pattern with 3-inch squares of red Champlain marble. One of the station's clocks was located on the east wall of the women's waiting room above the entrance to the toilets. It had a face 3 feet in diameter and was set into a decorative frame of plaster. Artificial light was originally provided by three ornamental chandeliers and nine wall brackets.

During the 1986–88 rehabilitation, this space was converted to retail use. A mezzanine was inserted into the room and restaurant facilities were installed on both floors. Historic interior partition walls appear to have been removed during the 1986–88 rehabilitation and large openings were punctured in the north wall to connect the space with the East Hall. Some historic architectural details remain extant, such as the plaster ceiling, cornice, segmental arch vaults, groin vaults, and apse and niche along the west wall, but they are covered with modern paint and finishes.

West Hall-South Retail (Former Ticket Office, Men's Smoking Room, Barber Shop, and Toilets)

Originally, the space on the south side of the West Hall comprised the station's ticket office. Five portals filled with ticket windows allowed employees of the ticket office to communicate with patrons. A door in the west wall of the ticket office led to a short hallway that gave access to the taxicab counter, an employee toilet, and a staircase to the station's mezzanine level. Another door, in the ticket offices' south wall, led directly to the men's smoking room. The ticket office originally contained a wood floor and baseboard trim, plaster walls with an ornamental cornice, and a ceiling with plastered beams and five laylights illuminated from five skylights above.

In the original plan for Union Station, a large and spacious men's smoking room was originally located south of the ticket office. Entered through a portal in the southwest corner of the Main Hall, this area measured 37 feet by 54 feet and served as a lounge for male travelers. The north and south walls of the waiting room were divided into two bays by shallow piers, from which sprang ribs that defined a barrel-vaulted ceiling. On the north wall, above a dentiled crown molding, a lunette plate glass window defined the upper zone of

each bay and was covered by an ornamental iron grille in a Grecian pattern. A concealed door in the center of the east bay of the north wall allowed direct access to the smoking room for employees of the ticket office. Opposite, on the south wall, the two bays were filled almost entirely with large windows that opened onto the portico and overlooked the plaza in front of the station. The smoking room's east wall contained a recessed niche with a marble drinking fountain. At the northeast corner, a round arch led into a vestibule and served as the room's main entrance. The west wall of the men's smoking room featured a centrally placed cigar counter and an ornamental mantelpiece of "light cloud" Vermont marble, which were framed by fluted pilasters and topped by a shallow pediment. To the right was a doorway framed by a classical surround and surmounted by a high entablature that led onward to the men's toilets, bootblack stand, and the barber shop. The barber shop had plaster walls with plate-glass mirrors and floors of 12-inch white marble tile.

In the original design, the plaster sidewalls of the men's smoking room sat above a marble wainscot and were inset with decorative panels, which were filled with tapestry burlap painted with decorative designs. The ceiling was originally covered with decorated canvas panels, which matched a stenciled border that encircled the room under the crown molding. Plaster ornament on the ceiling and sidewalls was highlighted in gold leaf. The floor was laid in 15-inch white marble tile in pattern with 3-inch squares of red Champlain marble. One of the station's clocks was located on the west wall of the smoking room above the mantle. Artificial light was originally provided by two ornamental chandeliers and ten wall brackets. A mezzanine above formerly housed ticket office facilities, but is no longer extant.

During the 1980s rehabilitation, this space was converted to retail use. The existing mezzanine level was extended into the former ticket office, and restaurant facilities were installed on both floors. The stair installed to access the mezzanine level from inside the former smoking room in the 1980s was replaced with a new stairway in 2014. Contemporary wood-and-glass balconies were added overlooking the West Hall. Interior partition walls were erected to cover the historic walls with new gypsum wallboard, and portals on the north wall were opened to connect the space with the West Hall. Some historic architectural details

remain extant, such as the plaster ceiling, cornice, segmental arch vaults, groin vaults, and apse and niche along the east wall, but they are covered with modern paint and finishes. The original windows to the portico also remain; however, two new doors were installed in the easternmost and westernmost window openings to provide access to the retail space from the portico. The original laylights in the former ticket office were restored and continue to provide natural light to the space.

West Hall-North Retail (Former Baggage Room)

Originally this space, on the north side of the West Hall, comprised the station's baggage room. Vertical sliding doors on the west and southwest walls gave employees direct access to the Carriage Porch. The northeast half of the baggage room was originally designed to be open to the baggage-handling area in the basement; a baggage lift and ornamental iron chutes allowed luggage and parcels to be transferred easily between the two levels. A staircase along the east wall allowed baggage handlers easy access to the lower level. A marble counter with a copper-covered wood top separated this space from the baggage drop-off area in the southern portion of the room, which was floored with marble to match the ticket lobby. The entire space was well illuminated by natural light, which entered through 12 bays of windows in the north wall and a system of skylight monitors in the roof with decorative laylights.²²⁵

In the 1980s, this space was remodeled for retail use. The windows on the north wall have been infilled with gypsum wallboard, and the north part of the space is a non-public kitchen and service area. Several skylights over the new kitchen service area were covered. A new mezzanine level was installed and contemporary wood-and-glass balconies added overlooking the West Hall. The historic laylights in the currently public portion of this space remain, and portions of the glazed brick and terra cotta walls are still visible at the mezzanine level. The finishes have been removed or covered at the main level.

²²⁵ Burnham Architectural and Engineering Drawings, A7, B72, and RA115.

Unnamed Room to the East of the Presidential Reception Room's North Vestibule (Former Invalid's Room)

This room is located immediately to the east of the Presidential Reception Room's north vestibule. This single large room was originally designed as three spaces, which consisted of a small antechamber, toilet facilities, and a small room reserved for use by passengers who were ill or disabled. A door in the south wall led directly to the East Porch and the east driveway so that infirm or impaired passengers could be more easily conveyed to waiting ambulances or other ground transportation. The suite was originally finished with marble tile flooring and baseboards with plaster walls and ceilings. The room's historic interior finishes may remain extant behind modern paint and finishes, or under modern carpeting.

Office Entrance Lobbies

Two small entrance lobbies give access to the upper office floors of the headhouse. The west lobby is located at the southeastern corner of the Carriage Porch. The east lobby is located between the Presidential Reception Room and East Hall-South Retail off the South Portico. Both lobbies originally contained elevators and stairs that ascended to the mezzanine, second, third, and attic floors. Original interior finishes for both spaces included plaster walls and ceilings with tile floors, baseboards, and pilasters of marble. In the west lobby, the historic plaster walls, cornice, ceiling, moldings, baseboards, and pilasters remain largely intact. Much of the historic floor is also extant, but some tiles have been replaced in kind. At an unknown date, when modern elevators were installed, the lower half of one of the marble pilasters was removed. The east lobby was completely reconfigured at an unknown date and little historic material has been retained aside from the moldings, surround, and sidelights that frame the door to the South Portico.

STATEMENT OF SIGNIFICANCE

Interior Public Spaces

An especially significant example of the Beaux-Arts style, Washington Union Station established the mode of the city's classical-revival architecture for the next 40 years, including the development of Federal Triangle, Cass Gilbert's Supreme Court Building, and John Russell Pope's National Gallery of Art. Despite alterations over time and changes in use, many of Union Station's ground floor public rooms retain historic and distinctive elements of their original Beaux-

Arts design. These rooms are: (1) the Main Hall (former general waiting room), along with the north and south vestibules that connect to it; (2) the East Hall (former dining room); (3) the West Hall (former ticket lobby); (4) the Presidential Reception Rooms; (5) the Retail Concourse (the former passenger concourse); (6) the East Hall-North Retail (former lunch room); (7) the East Hall-South Retail (former women's waiting room); (8) the West Hall-South Retail (former men's smoking room); and (9) the west office entrance lobby.

The monumental Washington Union Station was intended to be the city's main point of arrival and departure, and, as such, its interior public rooms combined the practicalities of function and revenue as a rail station with its role as a symbolic threshold to the nation's capital. According to the Senate Park Commission's 1902 report, "This great station forms the grand gateway to the capital, through which everyone who comes or goes to Washington must pass; as there is no railroad entering the city that will not use the station, it becomes the vestibule of the capital. This being the fact, the importance of this station is greater than that of any other one in any city in the world."²²⁶ Most of Union Station's grandly designed interior public rooms retain high levels of original historic fabric, including the masonry walls and architectural elements, glazing, ornamental ironwork and fixtures, ornamental plaster, terra cotta, and, in some case, flooring. The station's interior is also notable for containing rare important examples of the work of American sculptor Louis Saint-Gaudens, who was commissioned to design a sculptural program that complemented the building's monumental classicism.

Washington Union Station's interior spaces are an especially important example of the work of master architects D. H. Burnham & Company and its successor firm, Graham, Anderson, Probst, and White, which came to specialize in the design of monumental and efficient railroad stations and terminals. His magnum opus, the *Plan of Chicago*, was authored in partnership with architect Edward Bennett and published in 1909.²²⁷

The surviving interior public spaces at Washington Union Station are also significant for their associations with the broad patterns of our history and the development of our nation's capital. After

²²⁶ U.S. Senate, *Report on the District of Columbia*, 30.

²²⁷ Chappell, *Graham, Anderson, Probst and White*, xxv.

many decades of debating the locations of railroad operations in the capital, legislation was passed in February 1903 that provided for the erection of a union station of monumental design and the construction of the necessary approaches and infrastructure to support it. In particular, Union Station and the interiors within it are especially significant because they highlight the building's symbolic role as a vestibule to the nation's capital, a function that fulfilled the design intent of the Senate Park Commission Plan of 1901. As such, the station's grand public rooms have been important civic stages for events of local, regional, and national significance. Largely intact, the Presidential Reception Room is especially important for its unique purpose as a setting for events of national importance and the business of diplomacy, such as receptions for visiting heads of state and other distinguished guests.

2.4 TERMINAL RAIL YARD

2.4.1 Historical Overview and Architectural Description

The Washington Terminal Company constructed the terminal rail yard, immediately to the north of Union Station, between 1903 and 1907. With Delaware Avenue, N.E., as a centerline, the yard was developed on a roughly 80-acre site that extended north from the station to New York Avenue, N.E. Its construction necessitated the clearing and regrading of land and the demolition of over 300 buildings, including the former coal yard of the Baltimore & Ohio Railroad, several Union Trust & Storage Company warehouses, and numerous wood-frame and masonry dwellings in the Swampoodle neighborhood of Washington, D.C.²²⁸ In its original configuration, largely still extant, the Union Station terminal rail yard narrowed steadily along its length from a maximum width of 760 feet and 33 tracks at the station end, to 450 feet near the throat of tracks at K Street, N.E., to, finally, its narrowest width of 135 feet and 10 tracks at Florida Avenue, N.E. Between Florida and New York Avenues, N.E., the area of the yard begins to widen again as tracks split toward the coach yard in Ivy City; the former main line of the Washington and Metropolitan Branches of the Baltimore & Ohio Railroad; and the former Magruder Branch of the Philadelphia, Baltimore, and Washington

Railroad. Largely intact, the design of the terminal rail yard eliminated the need for grade crossings: all of the streets and thoroughfares were crossed by overhead bridges or by raising the level of the streets and carrying them over the tracks. The configuration of the yard follows the layout of the original right-of-way of the Baltimore & Ohio Railroad into the nation's capital, which dates to 1835. Only the terminal rail yard south of New York Avenue is part of the PSA.

BAGGAGE AND PASSENGER PLATFORMS

Within the terminal rail yard, the railroad tracks were divided into two groups by a low retaining wall: one section, 480 feet wide, contained the stub or high-level tracks that terminated at the station, while the second section, 280 feet wide, contained the through or low-level tracks that connected Union Station to points south beyond the First Street Tunnel.²²⁹ In the station's original configuration there were 20 high-level tracks, which were laid singly and in pairs in the western half of the train yard. Thirteen platforms comprised of wood decking were interspersed between the tracks, with three reserved exclusively for baggage and the other ten utilized for both passengers and baggage. In the low-level section, to the east, there were 13 tracks: four ended at the station and nine connected through the First Street Tunnel to points south. This section originally had five platforms made of concrete, which were shared by both passengers and baggage. In the original layout, the platforms extended about 900 feet from the station, stopping just before H Street. The passenger platforms measured 25 feet wide, while those reserved exclusively for baggage were narrower at 17 feet. The movement of luggage and parcels was facilitated by baggage lifts, which were located at the station ends of the baggage platforms and connected to the basement baggage room. On the low-level platforms, elevators at the station end facilitated the movement of baggage between the platforms and the sub-basement.²³⁰

UMBRELLA SHEDS

Instead of being covered by a vast train shed, as was customary for a large metropolitan station, the design for Union Station's terminal rail yard left the tracks open to the air. Both the architects and the station's railroad partners decided against a shed for practical and aesthetic reasons. Train sheds were costly to build

²²⁸ "Union Terminal" *Railway Age*, 649; Wright, *Now Arriving Washington*, 119–21; and Baist, *Baist's Real Estate Atlas*, vol. 2, (1903): plates 11–13.

²²⁹ Strouse, "Passenger Terminals," (1911): 61.

²³⁰ *Ibid.*, 61–62, 64.

and maintain, especially in an era when corrosion and clouding from locomotive smoke was common. In addition, a train shed large enough to cover all 33 tracks would have required it to be taller than Union Station's already monumental headhouse and, as Daniel H. Burnham himself explained, "would dwarf the dome of the most notable building in Washington," including the Capitol building itself, and would "mar the beauty of the city."²³¹ In a letter published in *Railway Age*, Burnham wrote, "On the account of the appearance of things I very much prefer the umbrella sheds to a great mass of high roofs in this part of the city. There should be no conflict, as between the Capitol building and the station, unfavorable to the Capitol itself. This station is intended to be the vestibule of the city of Washington and should be handled strictly in accordance with that idea."²³²

In place of a single shed, the architects adopted a system of individual shelters known as "umbrella" sheds. Each shed was supported by 16-inch-diameter, cast-iron Ionic columns, painted cream and maroon, which were placed at intervals of 30 feet down the center of each platform. Each shed on the high-level platforms was composed of 23 bays and was 690 feet long. The original roof construction for the sheds specified Economite tile over wood sheathing, with a five-foot continuous skylight of wire glass on either side of the centerline. Each shelter's roofline had a modified V-shape, which facilitated the drainage of water towards cast-iron downspouts that were hidden within every other column. Because of anticipated settlement, concrete piles supported the high-level sheds, 40 feet deep, two for each column; piles were not used for the low-level platforms.²³³ Accessed by a key, light boxes attached to the columns were originally connected by a circuit to the signal towers and allowed railroad employees the ability to signal to each quickly and efficiently.²³⁴

RETAINING WALLS

Designed by D. H. Burnham and Company, monumental retaining walls of rusticated masonry define the limits of the terminal rail yard. On the yard's east and west

sides, they extend from the station building to M Street, N.E., and range in height from 5 to 35 feet above the surface of the ground, with the greatest height being on the west side to the north of the station. According to William F. Strouse, the original engineer for the station design, all original exposed masonry was initially constructed of ashlar sandstone facing backed with Portland cement concrete, with the stonework being carried 12 to 18 inches below the finished surface, and all original foundations were constructed of Portland cement concrete.²³⁵ Circular indentations visible in individual stones were most likely added to facilitate the use of a lewis, or kerb lifter, that was employed by workmen to raise the masonry blocks into place during construction. A decorative fence was designed to top the east and west retaining walls, similar in design to that found on the north facade of the passenger concourse at the edge of the lower-level platform. It was composed of an open ornamental iron railing decorated in a Grecian pattern strung between round granite posts.²³⁶

East Retaining Wall

The east retaining wall between H and K Streets, N.E., was originally designed with an opening at I Street, N.E., that allowed an entrance to the express building at track level. An additional entrance was also designed at H Street, N.E., into the basement of the express building.²³⁷

West Retaining Wall

Like the east wall, the west wall between the station concourse and the original power plant also had a dual purpose. A channel, 12 feet wide and 13 feet high, was built within the base of the west retaining wall to contain the pipes and wires that connect these two structures. At H Street, N.E., it was necessary to depress this channel so that it could pass under the tracks of the underground trolley road. Additional pipes and wires leading from the power plant to the express building were located under the north sidewalk leading along H Street, N.E. The pipes were supported on pipe racks suspended from I-beams in the ceiling of the

²³¹ Strouse, "Passenger Terminals," (1911): 62; and Daniel H. Burnham quoted in Chappell, "Urban Ideals," 361.

²³² "Umbrella Sheds," *Railway Age*, 59.

²³³ Strouse, "Passenger Terminals," (1911): 62; "Platform Shelters," *Engineering Record*, 549; and Wright, *Now Arriving Washington*, 210.

²³⁴ Strouse, "Passenger Terminals," (1911): 118–19.

²³⁵ Strouse, "Washington Terminal Improvement: A General Description," 530.

²³⁶ Harris & Ewing, "[Covered Train Platforms of Union Station, Washington, D.C., with First Street, N.E. Seen Along Stone Wall]," c. 1914–45, Photograph LC-H25-461.

²³⁷ Strouse, "Washington Terminal Improvement: A General Description," 531.

channels, while the wires were carried in conduits along the sides of the channels.²³⁸

Middle Retaining Wall

In addition, a third masonry retaining wall was designed to separate the high- and low-level tracks in the terminal rail yard. It extends north from the concourse to a point near I Street where the grades of the two levels meet.²³⁹ This wall was constructed in the same fashion as the east and west retaining walls, although it was not topped with an ornamental railing.

RAIL BRIDGES AND UNDERPASSES

According to William F. Strouse, all streets and avenues north of the station building within the city limits were depressed so that they could pass under the railroad tracks. Railroad engineers found it necessary to lower H, K, L, and M Streets, N.E., as well as Florida Avenue, N.E., between 11 and 16 feet, depending on the surface conditions and grade where the railroad right-of-way met the street grid. These underpasses were carried out at a distance of 300 to 500 feet east and west beyond the boundary of the terminal rail yard to avoid excessive grades. Second Street, N.E., was also depressed to conform to the new grades of the intersecting streets from G Street to L Street, N.E.²⁴⁰

A series of five rail bridges were constructed between 1903 and 1907 to carry the railroad tracks over the depressed through streets, which were located at H, K, L, and M Streets, N.E., as well as at Florida Avenue, N.E. All of the streets and avenues to be traversed were designed to be 80 feet wide. In all cases, each bridge adopted a shallow floor system of three short spans: a center span that was 25 feet in length and two side spans that measured 27 feet, 6 inches. The superstructure of these bridges rested on masonry abutments at each end that provided vertical and lateral support, and which acted as retaining walls to resist the lateral movement of the earthen fill of the bridge approaches. These abutment walls defined the width of the underpasses through which the streets and avenues ran and were constructed of ashlar sandstone facing backed with Portland cement concrete. The center spans and the inner ends of the

side spans of each bridge were supported on steel columns and box girders.²⁴¹

For all rail bridges, except over Florida Avenue, N.E., the bridge deck was comprised of 24-inch, 80-pound, steel I-beams spaced at intervals of about 18 inches. These beams were embedded in concrete and topped with a waterproofing layer, which was protected by a 5- to 6-inch layer of reinforced concrete. The track superstructure originally consisted of 6 inches of ballast, 6-inch railroad ties, and 5-3/16-inch rails. The bridge over Florida Avenue, N.E., was constructed in a similar fashion, except that the I-beams were specified to be 20-inch, 80-pounds, and spaced at intervals of about 12 inches from center to center.²⁴²

The lengths of the rail bridges required the provision of light and ventilation to the depressed streets that ran through the underpasses below. The bridges at Florida Avenue, N.E., and M Street, N.E., were designed to be 135-foot wide and each accommodated ten tracks, separated into two sections of five tracks each. These two sections of track were spaced four feet apart, and the area between was filled with prismatic glass tile to illuminate the depressed through streets. The bridge over L Street, N.E., was wider, measuring 220 feet wide, and carried, in addition to ten tracks, the switching leads for the east and west sides of the rail yard. Because the bridge at this location was wider, the two sections of track were separated by a 10- by 80-foot opening, which was covered with Clinton wire, a type of wire netting, to provide ventilation and light for the underpass. The bridge over K Street, N.E., spanned an even greater distance of about 450 feet. As a result, it was ventilated and lit by a 10- by 80-foot opening, similarly covered, with two spaces to either side, which were 3-feet-wide and filled with prismatic glass tile.²⁴³

H Street Rail Bridge

The construction of the rail bridge over H Street, N.E., required special attention because the baggage and passenger platforms extended across this area of the terminal rail yard. As originally designed, this structure was 790 feet wide and supported 18 platforms, making

²³⁸ Strouse, "Washington Terminal Improvement: A General Description," 531.

²³⁹ Strouse, "Passenger Terminals," (1911): 64–65.

²⁴⁰ *Ibid.*, 73–74; and Strouse, "Washington Terminal Improvement: A General Description," 531.

²⁴¹ Strouse, "Passenger Terminals," (1911): 74; and Strouse,

"Washington Terminal Improvement: A General Description," 531.

²⁴² *Ibid.*

²⁴³ Strouse, "Passenger Terminals," (1911): 74–75. See elevations and sections of the H Street Bridge in Strouse, "Washington Terminal Improvement: A General Description," 532.

it the longest bridge featured in the Union Station improvement. To provide light to the underpass below, nine of the passenger platforms contained areas between the I-beams that were filled with prismatic glass tile, and which measured 17 by 80 feet. The rest of the platforms were constructed of reinforced concrete.

The platforms above H Street, N.E., were divided into two sections, which carried the high- and low-level tracks. The section carrying the high-level tracks was about 496 feet wide and was elevated about 8 feet above the low-level section, which measured 295 feet wide. The gap between these two sections was originally designed to be open for ventilation and covered with Clinton wire cloth, a type of wire netting.²⁴⁴

New York Avenue Bridge

In addition to the rail bridges that carried railroad track over the streets and avenues, one vehicular bridge was part of the original plan for the terminal rail yard to carry New York Avenue, N.E., over the railroad right-of-way. It measured about 410 feet in length and was constructed of steel-plate girders and I-beams.²⁴⁵

INTERLOCKING SIGNAL SYSTEM

Upon opening in 1908, the Union Station improvement covered a total area of 160 acres and contained over 60 miles of track that required signal protection. The original signaling and interlocking installation was notable for the combined use of a semaphore or three-position speed signaling system and route locking by means of electric detector circuits. This system facilitated and expedited the movement of trains throughout the yard and allowed for the elimination of mechanical devices that detected the occupation and clearance of track sections.

Prior to the invention of interlocking machines, switching was accomplished manually at each individual switch site. Mistakes were not uncommon and often led to unintended and tragic results. "To prevent occurrences of this kind," explained the *Railroad Signal Dictionary*:

The various levers operating a number of switches and signals placed together in one bank or stand are so interconnected that only proper and non-conflicting movements can be made. This interconnecting of devices used to operate switches or signals so that their movement can only occur in predetermined sequence is called "interlocking," and the assemblage of the necessary stands, levers, and connections between the levers is called an "interlocking machine."²⁴⁶

The invention of interlocking systems expedited train movement and provided increased safety for train operations. The system required a tower or towers where all ground operations in the train yard could be observed and from which all switch movements and signals could be controlled. Platform boxes, relay cupboards, and switch boxes related to the interlocking signal system were placed in locations throughout the yard. Further research on the original interlocking signal system is recommended to better evaluate the remaining potential historic resources related to signaling infrastructure that remain within the rail yard.

Signal Towers

The movement of trains throughout Union Station's terminal rail yard was controlled from three signal towers, or interlocking plants, located near crucial sections of track: the New York Avenue Tower, K Tower, and the Massachusetts Avenue Tower. The Massachusetts Avenue Tower, later referred to as A Tower, was located just north of the First Street Tunnel and controlled the switches to the south of the First Street Tunnel, underneath Columbus Plaza. These structures provided shelter for personnel and equipment that regulated the movement of trains in the vicinity of Union Station. These three structures were connected to three outlying signal towers, which controlled train movements and traffic entering and exiting the terminal property. The outer signal towers were located at Second Street and Virginia Avenue, S.E., at Rhode Island Avenue, N.E., and at 12th Street and New York Avenue, N.E.²⁴⁷

²⁴⁴ Strouse, "Passenger Terminals," (1911): 75; and "Washington Terminal Improvement: A General Description," 532.

²⁴⁵ Strouse, "Passenger Terminals," (1911): 75.

²⁴⁶ Adams and Hitt, *The Railroad Signal Dictionary*, 136.

²⁴⁷ Strouse, "Passenger Terminals," (1911): 115–17. The original dispersal of the relay cupboards can be found in Table 4 of Strouse, "Passenger Terminals," (1911): 117.

An intercommunication system of pushbuttons and semaphore indicators was housed in the signal towers to allow operators to communicate among themselves and direct the movement of trains throughout the yard. As well, Union Station pioneered the use of a novel system of light signals to assist with the starting of trains. It used illuminated light boxes to communicate between the signal tower, train conductors, and gate operators on the concourse and platforms. Accessed by a key, light boxes in these three areas were connected by a circuit and allowed railroad employees the ability to signal to each quickly and efficiently.²⁴⁸

K Tower

K Tower, also known as the K Street Tower,²⁴⁹ is the only one of the three original signal towers within the terminal rail yard that is extant. Built in 1907, it is located at the south side of K Street, N.E., in the center of the throat of the yard. The equipment in this building originally controlled the switches and signals governing the movement in and out of the terminal rail yard.²⁵⁰

K Tower is a two-story structure with a mezzanine and basement that measures 12 feet wide by 61 feet long. To the north and south, the building has one-story wings that have the same width, 12 feet, 10 inches, but differ in length: the shorter, northern extension is 45 feet long, while the longer, southern wing measures 50 feet. A concrete basement extends under the entire footprint of the building, including the extensions. The first and mezzanine levels of the tower are brick, while the second floor and its projecting southern bay is composed of steel framework that supports glazing, terra cotta, and copper panels. The roof is framed in steel and was originally covered in hollow book tile, concrete, and red Spanish tile with copper gutters.

Extensive ranges of windows defined the building's original facades and allowed operators to observe and direct the activity within the terminal rail yard. The long wings that extend to the north and south contain five and six bays respectively on each of their east and west facades. The end facades of these wings contain the building's main entrances and additional window openings. Within the central block, six bays of windows define the first and mezzanine floors. The second story

is wrapped in a band of continuous windows and has a large glazed bay at the south end that is cantilevered about 2 feet, 6 inches from the facade.

The basement of K Tower originally contained the transformer vault and storage for cables and batteries. The first floor was used for offices and toilets, and contained a supply storeroom and a room containing the motor generator. The switchboards, relays, and equipment for the interlocking machine were formerly located on the second floor.²⁵¹

Of the three signal towers, K Tower originally contained the largest interlocking machine as well as the largest illuminated track model ever built at the time of construction.²⁵² This model, which measured over 19 by 5 feet, was admired by industry trade journals: "Instead of the ordinary track model, in which slender brass bars represent the tracks, this model is an illuminated track diagram, and is, in fact, a miniature reproduction of the entire yard with all the tracks, switches, turnouts, crossover tracks, etc., faithfully represented."²⁵³ Constructed by the Union Switch & Signal Company near Pittsburgh, Pennsylvania, it contained 750 lamps and illustrated 130 track sections. The fronts of the diagrams were glass, painted black, except for the long slots representing the tracks.²⁵⁴ The track model revealed the exact positions of the moving trains in the yard to the operators in the tower.

Signal Bridges

Within the terminal rail yard, the signals themselves were originally supported on 18 signal bridges, which were furnished by several firms: nine by the American Bridge Company of New York; five by the Toledo-Massillon Bridge Company of Massillon, Ohio; and four by Barber and Ross of Washington, D.C. The bridges ranged in length from 33 to 145 feet and most were supported on steel frames anchored to concrete foundations. The four bridges constructed by Barber and Ross were distinct: instead of stand-alone structures, they were supported by the tops of the low-level umbrella sheds. They controlled movements into the north entrance to the First Avenue Tunnel via

²⁴⁸ Ibid., 118–19.

²⁴⁹ Ibid.

²⁵⁰ Ibid., 120.

²⁵¹ Ibid., 112–13.

²⁵² Ibid.

²⁵³ "Washington Station Signal System," *Railway and Locomotive Engineering*, 143.

²⁵⁴ Bender, "Electro-Pneumatic Signal," 163.

operators in the Massachusetts Avenue Tower. The remaining signal bridges were identified by letter, beginning with Signal Bridge A at the western edge of the train yard at H Street, N.E., and extending to Signal Bridge T in the coach yard north of New York Avenue, N.E. Within the terminal rail yard, K Tower controlled Signal Bridges A through J and the New York Avenue Tower controlled Signal Bridges K through N. Cast-iron junction boxes were used at the junctions of the branch wires, which connected the signal on the bridges to the signal towers. Each signal bridge held a series of three-armed signals, which operated like semaphores to alert and direct the operators of approaching trains. Battery cupboards were located in some of the bridges and were used to supply energy for the track circuits, indicators, relays, and electric locks.²⁵⁵

POWER PLANT

The Union Station complex was formerly serviced by a power plant, which was located near First and I Streets, N.E., along the western boundary of the terminal rail yard. Containing boiler and engine rooms, it furnished electricity, steam heat, hot water, air for testing brakes on railcars, hydraulic pressure for fire protection, and power for operating a vacuum cleaning system. Power wires connected the plant, the station, and the express building through vitrified tile ducts in the pipe tunnels in the west retaining wall and under the north sidewalk of H Street, N.E.²⁵⁶ The masonry and steel structure of the power plant measured 78 feet wide by 234 feet long, and had a 30-foot by 150-foot extension to the south that housed offices, a storeroom, and a repair shop. The west side of the building was carried to the level of the street, while the other three facades were supported on concrete retaining walls carried up to the track level. The basement story of the west facade was built of masonry courses to match the retaining wall on the western border of the train yard. Above the height of the retaining wall, the walls of the power plant were brick with Indiana limestone trim. The main floors of the west and east facades were divided into ten bays of round-arched windows below paired square windows, which illuminated the boiler and engine rooms. The cornice and eaves were galvanized iron painted to match the color of the limestone. The building's profile was dominated by a tall chimneystack of Custodus

radial brick that was 275 feet tall and 11 feet in diameter. Along the north facade, a 31-foot-diameter cooling tower was designed to cool a sufficient amount of water for the terminal's steam operations.²⁵⁷

INSPECTOR'S BUILDING

This structure was located south of the power plant along the western edge of the terminal rail yard near First and I Streets, N.E. One story in height with a basement, it was constructed of brick with Indiana limestone trim and was roofed in red Spanish tile with copper gutters. The main level provided space for offices, storage, and a lunchroom for train yard workers.²⁵⁸

REA BUILDING (EXPRESS BUILDING)

Special facilities were constructed within the terminal rail yard for the distribution of express freight and cargo transport by the Adams, Southern, and United States Express Companies. Located on Second Street between H and K Streets, N.E., the REA Building was designed by D. H. Burnham & Company to complement and balance the power plant on the opposite side of the yard. As an ensemble, these two structures flanked the entrance to the yard from the northern approach, creating a vestibule or forecourt for the vaulted, terminal station beyond. James Stewart & Company of New York constructed the Express Building in 1907.²⁵⁹ The REA Building is not part of the current terminal rail yard but is included in the HPP, because it was designed and built as an important component of the original station complex.

The REA Building is two stories high with a basement below and attic above. It is constructed of structural steel and brick cladding with a roof of red Spanish tile. Similar in materials and finishes to the power plant, the structure is detailed with Indiana limestone trim with a cornice and eaves of galvanized iron painted to match the limestone.²⁶⁰ The basement level originally connected to underground driveways for trucking freight along the east, west, and northern sides. At the same level as the tracks in the train yard, an arcade of

²⁵⁵ Strouse, "Passenger Terminals," (1911): 115–18.

²⁵⁶ Ibid., 57.

²⁵⁷ Ibid., 76–77, 124; "Power Plant," *Engineering Record*, 162–65; and "Main Power Plant," *Railway Age*, 601–604.

²⁵⁸ "Electric Lighting System," *Electrical Review*, 162.

²⁵⁹ "Traffic Center Rising," *Washington Post*, 1907.

²⁶⁰ Strouse, "Passenger Terminals," (1911): 111.

round arches defines the perimeter of the main floor, with 28 bays on the east and west facades and three each on the north and south. The arches spring from limestone impostes that top the brick piers between each bay. Above a limestone cornice, the second floor of the building is punctuated by a long range of windows, two each above each arch for a total of 56 window bays along the east and west facades and six bays along the north and south facades. Further emphasizing the building's horizontality, the windows are surmounted by simple, incised limestone hoods, which, taken together, create a continuous stringcourse around the building.

The interior of the main floor was originally divided into three main sections by firewalls for use by each of the three express companies that originally serviced the station, while the second floor above housed office and administrative spaces. An attic area under the roof provided rooms for storage. Six hydraulic-plunge elevators originally connected these floors, three of which connected the basement to the office level and two that extended from the basement to the main floor only. There were also two fireproof vaults originally located on each floor, including the basement. As originally configured, the building was approached by paired tracks separated by five trucking platforms, which were protected by shelter sheds constructed of concrete and steel.²⁶¹ The majority of the Adams and Southern Companies' business was handled at railcars from these express platforms, while some of the United States express service was trucked to and from railcars at the station platforms. The express tracks had a capacity of 37 railcars, while 22 railcars could be accommodated at the platforms. At the northern end of the building, one platform was dedicated to deliveries of milk and dairy: it had a capacity of eight cars and could handle a capacity of 16,000 gallons of milk each day.²⁶² This platform was replaced with Substation 25A in 1934–36 when the terminal rail yard was electrified.

²⁶¹ Ibid., 111–12. The current metal canopy is not original but refers to these sheds.

²⁶² "Report of Committee XIV—on Yards and Terminals," in *Proceedings of the Fourteenth Annual Convention of the American Railway Engineering Association* vol. 14 (1913), 934.

ADDITIONAL RESOURCES

First Street Tunnel

The south approach to Union Station is by way of a tunnel under Capitol Hill, which measures 4,033 feet long. It extends from New Jersey Avenue and D Streets, S.E., under First Street, to the terminal rail yard. The tunnel is constructed of two separate single-track tubes, laid side by side and separated by a four-foot-thick dividing wall, with spans of 16 feet and heights of 17 feet above the top of the rail. Every 100 feet, openings allow for access between the two tubes. The center wall is comprised of stone masonry, the sidewalls and haunchings of concrete, and the vaults are made of brick. The south portals of the tunnel are faced with rusticated masonry, as are the northern portals, which are built into the north foundation wall of the Union Station passenger concourse. The low-level tracks of the station run through the tunnel and connect rail passengers to points south.²⁶³

Rail Electrification Infrastructure

The Pennsylvania Railroad Company electrified over 396 miles of track between Wilmington, Delaware, and Washington, D.C., between 1934 and 1935. The conversion of motive power operations within the Union Station terminal rail yard from steam to electric cost nearly \$3.5 million, partly financed by the Public Works Administration, and marked the completion of the electrification of the Northeast Rail Corridor between New York City and the nation's capital. The construction program involved the electrification of more than 80 miles of railroad right-of-way within the District of Columbia, including 19 tracks at Union Station, several engine terminals, the Virginia Avenue Tunnel, portions of the First Avenue Tunnel and the Potomac freight yard near Alexandria, Virginia, and the construction of several new substations.

The Pennsylvania Railroad's two main tracks entering Washington, D.C., from the north along the Magruder Branch were electrified as far as New York Avenue, N.E., after which six tracks were electrified as far as the K Tower. Beyond, within the southern portion of the yard itself, tracks 12 to 29 were fully electrified as part of this improvement. As the *Washington Post* reported,

²⁶³ For details on the construction and ventilation of the First Street Tunnel, see Strouse, "Reconstruction of Passenger Terminals," 134–50.

"Approximately 39 miles of track were converted from steam to electric operation on the railroad's main passenger line and 40 miles of track on the Anacostia freight line. Signal and communication systems were also re-arranged along the newly electrified right-of-way," and included new telephone, telegraph, and signal lines and equipment.²⁶⁴

The 1934–35 infrastructure improvement involved the installation of catenary poles and bridges, Pirelli cabling, an electrical substation, and other elements within the Union Station terminal rail yard. The track in the First Street Tunnel was also lowered to provide greater clearance for the overhead electric feed wires.²⁶⁵

Although beyond the scope of this Historic Preservation Plan, further research on this first generation of electrification infrastructure is recommended to better evaluate the extant potential historic resources related to rail electrification that remain within the terminal rail yard.

Substation 25A

Electrical substations were constructed at 10-mile intervals along the railroad right-of-way and regulated the flow of electric current to the rails. In 1935, as part of the upgrade in Washington, D.C., two electrical substations were constructed, which were nicknamed "Capital" and "Union." The former substation was located on South Capitol Street near G Street, S.E., while the latter, also known as 25A, was built within the terminal rail yard on the site of the former milk platform adjacent to the REA Building.²⁶⁶ It is a large, open-air structure that uses lattice steel frameworks to mount 132 kV terminations, transformers, and switchgear.²⁶⁷ As of 2010, it was operating as a 12 kV switching station and was supplied by a new electrical substation located in the Ivy City coach yard, Substation 25.

²⁶⁴ "\$3,500,000 to be Spent," *Washington Post*, 1934.

²⁶⁵ For detailed information about this first generation of rail electrification infrastructure, see Griffith, "Single-Phase Electrification," 91–103; Griffith, "Pennsylvania Railroad's Electrified System," 10–15; and Bearce, "Pennsylvania Railroad Electrification," (February 1936): 100–107 and (March 1936): 139–45.

²⁶⁶ "Electrical Train Service," *Evening Star*, 1934.

²⁶⁷ "1,200 Re-employed," *Evening Star*, 1934; and "P.R.R. New York-Washington Electric Line," *Sunday Star*, 1934.

2.4.2 Alterations Chronology

This information is largely derived from the Washington Terminal Company Annual Reports, 1911-1970, and other resources, as noted.

According to the Washington Terminal Company Annual Reports, maintenance of the terminal rail yard, including renewal of ties, rails, ballast, steam, air, water, and electric car lighting lines, occurs annually.

- 1911: Improvements are made for efficiency and safety, including: changes in track layout and installation of Hayes derails at north end of tunnel to prevent accidents; changes in track sections from direct to alternating current; and renewal of rails, ties, and general track material.²⁶⁸
- 1912: Improvements are made to the interlocking, yard facilities, and water stations for anticipated heavy traffic due to the inauguration. A new ice-making machine is installed in the main power plant.²⁶⁹
- 1913: The ceiling of the First Street Tunnel is repaired and structural supports are renewed. Track and switches are rearranged and interlocking changes are made at K Tower.²⁷⁰
- 1916: A track drainage system is added around K Tower. Extensions are made to the signal bridge platforms.²⁷¹
- 1917: Restorations are made to First Street, where the tunnel construction had caused issues at street level. An intercommunicating system is installed at the north approach. Independent power lines are installed at the interlocking stations.²⁷²
- 1920: A significant maintenance program begins to deal with the maintenance deferred during government control of the station during World War I.²⁷³
- 1922: Extensions are made to platforms at tracks 7 through 20.²⁷⁴
- 1923: Beginning in 1923, 85-lb. rails begin to be replaced with 100-lb rails. Track changes are made to accommodate a new 100-ft. turntable that replaces the old 80-ft. turntable. Extensions are made to platforms at tracks 3–5.²⁷⁵
- 1924: Track 2 is extended. Signal bridge “A” is retired because of the extension of track 2. Extensions are also made to the train sheds at tracks 7–10 and 17–24. The vault light glass in the street crossing bridges is replaced.²⁷⁶

²⁶⁸ Washington Terminal Company Annual Report 1911, 7.

²⁶⁹ Washington Terminal Company Annual Report 1912, 5.

²⁷⁰ Washington Terminal Company Annual Report 1913, 5.

²⁷¹ Washington Terminal Company Annual Report 1916, 4.

²⁷² Washington Terminal Company Annual Report 1917, 6.

²⁷³ Washington Terminal Company Annual Report 1920, 12.

²⁷⁴ Washington Terminal Company Annual Report 1922, 5.

²⁷⁵ Washington Terminal Company Annual Report 1923, 7.

²⁷⁶ Washington Terminal Company Annual Report 1924, 7.

1927:	Train sheds are extended over tracks 13–14, 15–16, and 25–26. At the north end of the First Street Tunnel, the track layout is altered to permit handling of mountain-type engines. ²⁷⁷
1928:	Train sheds over track 5–6, 11–12, and 27–28 are extended. ²⁷⁸
1930:	Signal bridge “F” and signals are replaced with dwarf color-position-light signals. ²⁷⁹
1934-35:	Electrification of the rail yard, involving installation of catenary poles and bridges, cabling, and Substation 25A is completed. Tracks 12–29 are fully electrified. The track in the First Street Tunnel is lowered to accommodate the overhead wires.
1934:	Many upgrades are made to the rail yard to accompany the electrification project. Signal bridges “C” and “E” are retired and replaced with ground signals. Three low-level signal bridges and signals are replaced with color-position-light signals. Tracks are rearranged at the north end of the train sheds. ²⁸⁰
1935:	More improvements are made to the terminal rail yard. The two-arm semaphore signals begin to be replaced with color-position-light signals. Starting in this year, 100-lb. rail begins to get replaced with 131-lb. rail. ²⁸¹
1936:	The signal line in the First Street Tunnel is retired. Improved type switch-and-lock movement is installed in C Tower, and continues to be installed throughout the train yard until 1940. ²⁸²
1939:	Electro-pneumatic interlocked derails are installed. ²⁸³
1940:	Additional interlocking signals are installed at A Tower. ²⁸⁴
1941:	The mail handling facility is built to the east of the train yard. ²⁸⁵ Tracks 31 through 35 are routed to the new building.
1943:	Train sheds over tracks 9–10 and 15–16 are extended. ²⁸⁶
1945:	The “P” Street signal bridge is retired, as are the semaphore track indicators at K Tower. Ten switch-and-lock movements are replaced. ²⁸⁷
1948:	Train shed and platforms at tracks 15 and 16 are extended. Heavier rail begins to be installed. ²⁸⁸

²⁷⁷ Washington Terminal Company Annual Report 1927, 7.

²⁷⁸ Washington Terminal Company Annual Report 1928, 7.

²⁷⁹ Washington Terminal Company Annual Report 1930, 5.

²⁸⁰ Washington Terminal Company Annual Report 1934, 5.

²⁸¹ Washington Terminal Company Annual Report 1934, 5.

²⁸² Washington Terminal Company Annual Report 1935, 5.

²⁸³ Washington Terminal Company Annual Report 1939, 5.

²⁸⁴ Washington Terminal Company Annual Report 1940, 5.

²⁸⁵ Washington Terminal Company Annual Report 1941, 5.

²⁸⁶ Washington Terminal Company Annual Report 1943, 5.

²⁸⁷ Washington Terminal Company Annual Report 1945, 5.

²⁸⁸ Washington Terminal Company Annual Report 1948, 5.

1949:	Signal relays are replaced at A and K Towers. ²⁸⁹
1952:	The train shed at tracks 16 and 17 is extended. The ice manufacturing plant is retired. ²⁹⁰
1953:	A tool house is built at Florida Avenue. ²⁹¹
1956:	K Tower is remodeled. ²⁹²
1961:	Track 21 is retired. ²⁹³
1967-68:	High-level platforms begin to be constructed to accommodate new Metroliner trains, which start service in January 1969. ²⁹⁴ High-level platforms are eventually installed at tracks 13, 14, 17, and 18. Plans begin for the installation of the subway service at the west end of the terminal rail yard, including consolidating K and C Towers.
1969:	The New York Avenue road bridge over the tracks is replaced with a new six-lane overpass. ²⁹⁴
1974:	The main power plant and the inspector's building, main substation, C Tower, "L" signal bridge, tracks 35–37 and tracks 1–6, and the old coach yard and support buildings are demolished for WMATA construction. ²⁹⁵ In exchange for the land sold to WMATA for construction of the subway, WMATA agrees to build new railroad facilities, including a new transportation building, a coach yard building, six service tracks, two repair tracks, and two storage tracks; to renovate and improve "K" Tower; and to install air lines from the Eckington Power Plant to the station. Construction of the garage for the National Visitor Center begins, but because of projected cost over-runs, it is left unfinished. ²⁹⁶
1976:	Railroad operations move out of the building to accommodate the new National Visitor Center. A new station is constructed at the southwest corner of the terminal rail yard for railroad passengers within the new parking garage. ²⁹⁷ The H Street overpass is constructed, and the H Street underpass is closed to the public. ²⁹⁸
1976 - 1988:	Structures just north of the passenger concourse at the low level tracks are demolished, including the transitional porch, overhead walkways, stairways and escalators, and "A" Tower.
1981:	The Express Building is transferred to private ownership. ²⁹⁹

²⁸⁹ Washington Terminal Company Annual Report 1949, 5.

²⁹⁰ Washington Terminal Company Annual Report 1952, 5.

²⁹¹ Washington Terminal Company Annual Report 1953, 5.

²⁹² Washington Terminal Company Annual Report 1956, 5.

²⁹³ Washington Terminal Company Annual Report 1961, 5.

²⁹⁴ Washington Terminal Company Annual Report 1967, 2.

²⁹⁵ Washington Terminal Company, *Organization and Operation*, 5.

²⁹⁶ Washington Terminal Company, *Organization and Operation*, 5.

²⁹⁷ Washington Terminal Company, *Organization and Operation*, 5.

²⁹⁸ "Hearing Set," *Washington Post*, 1971; "Overpass Takes Shape," *Washington Post*, 1976; and McCarthy, "Little Sisters of the Poor," *Washington Post*, 1976.

²⁹⁹ Washington Terminal Company, *Organization and Operation*, 35.

1988:	As part of the rehabilitation of Union Station, a new train concourse is built just north of the former passenger concourse, now known as the Claytor Concourse. The garage over the west half of the terminal, which was left unfinished in the 1970s, is completed. New corridors to access the low-level tracks from the Claytor Concourse are built over the tracks. ³⁰⁰
1989:	The Northwall Station Facility is built north of the Claytor Concourse. This involves the demolition and replacement of several platforms. ³⁰¹
1999:	An addition is built on the Transportation Building under the garage. ³⁰² Some historic umbrella sheds and columns at the low level platforms are repaired and painted. Umbrella sheds and columns are removed from sections of Tracks 22/23, 24, 25, and 28 and replaced with lights. ³⁰³
2009:	Construction of Station Place, to the east of the terminal rail yard in the location of the former mail handling facility, is completed. A new corridor connects Station Place with the Claytor Concourse.
Undated Alterations	The turntable at the west side of the terminal rail yard is removed (believed to be in the 1990s).

³⁰⁰ See Harry Weese & Associates, Rehabilitation and Amtrak Facility, drawing set.

³⁰¹ See Sverdrup Corporation, Amtrak Northwall Station Facility, drawing set.

³⁰² See Amtrak Office of Engineering, Addition to Transportation Building, drawing set.

³⁰³ See Pennoni Associates Inc., Low Level Platform Rehabilitations, drawing set.

2.4.3 Graphic Documentation of Alterations

The construction of the Metro in the late 1960s and of the Station Place office complex at the corner of F and Second Streets in 2009 changed the context of the terminal rail yard. In addition, many changes have been made to the terminal rail yard over its lifetime to accommodate developments in rail technology, demand for increased capacity, and changing safety requirements. However, many physical improvements that were part of the original plan for the terminal rail yard along this route and necessary for the proper operation of Union Station are still fundamentally extant, including: the baggage and passenger platforms to the north of the station concourse; the umbrella sheds that protect the platforms; the retaining walls that define the limits of the train yard; a system of underpasses and bridges that separate the railroad right-of-way from the municipal streets and avenues; and the infrastructure that supports the station's interlocking rail system, including the signal towers and bridges. In addition, three discrete buildings were located in the terminal rail yard to provide essential services and were designed to create a monumental forecourt to Union Station from the north. Of these, the power plant and the inspector's building are no longer extant, while the REA Building (former Express Building) continues to define the original yard's eastern boundary on Second Street, N.E. Two other significant features of the terminal rail yard include the First Street Tunnel, which allows rail transportation to and from Union Station to connect to points south, and the first generation of infrastructure that was installed when the yard was electrified in 1934–35. Refer to the following terminal rail yard graphics (Figures I-44 and I-45 Terminal Rail Yard—Existing Historic Resources) for the locations of these features.

BAGGAGE AND PASSENGER PLATFORMS

Despite several generations of improvements, the original arrangement of the baggage and passenger platforms at Union Station is still largely extant. The most significant alterations occurred in the 1970s when the parking garage, the H Street overpass, and the new municipal Metrorail system were constructed, which necessitated the removal of six tracks, two passenger platforms, and one baggage platform from the western portion of the terminal yard. In addition, all of the platforms were lengthened over time and the heights of several platforms—11/12, 13/14, 17/18, and 19/20—were raised to accommodate level access to trains. None of the original wood decking for the

high-level platforms survives, and further research is recommended to determine what elements of the historic platforms may survive from the original installation.³⁰⁴ Figure I-43 illustrates some of the changes to the Terminal Rail Yard platforms.

UMBRELLA SHEDS

Approximately half of the historic umbrella sheds remain essentially intact today (see Figure I-44 for documentation of the remaining umbrella sheds). According to a historic resources survey completed by John Bowie & Associates in 2009, “all platforms between 11/12 and 29/30 retain certain aspects of their original elements and character,” including cast-iron columns and canopy structures, intact or in part.³⁰⁵ At high-level platforms, some of the column bases were hidden when the level of the concrete platforms was raised but the columns and capitals remain visible. None of the original glass roof systems survive, but the structural elements of the umbrella sheds' canopies are intact and have seen few modifications. While many of the umbrella sheds appear to be in poor condition, the most widespread condition is paint loss and corrosion. Damage to and loss of column capitals is common at high-level platforms, but most of the capitals are intact where platforms were kept at their original level.

RETAINING WALLS³⁰⁶

East Retaining Wall

As part of rail electrification improvements in 1934, Substation 25A was constructed on top of the former milk platform and a portion of the east wall between I and K Streets, N.E.³⁰⁷ Seven years later, Congress authorized the Washington Terminal Company to construct a \$500,000 railway-mail handling facility at Union Station in 1941, which involved the demolition of the east wall south of H Street, N.E., for new tracks and platforms on the east side of the terminal rail yard.³⁰⁸

³⁰⁴ See John Bowie & Associates, “Historic Resource Survey: Platform Area at Amtrak's Washington Union Station” (Wallingford, Pennsylvania: March 2009).

³⁰⁵ John Bowie & Associates, “Historic Resource Survey,” 6. The report contains a complete survey of the umbrella sheds' surviving historic elements.

³⁰⁶ Further documentation needs to be undertaken to determine ownership and to determine what sections are original.

³⁰⁷ See “ET-1,” Pennsylvania Railroad, Eastern Region, collection of Steve Smith.

³⁰⁸ “Bill for Expansion,” *Washington Post*, 1941.

The remainder of the east wall is largely intact north of H Street, N.E., although no elements of the ornamental railing survive along this extent.

West Retaining Wall

The west wall survived largely intact until 1971, when large portions of it were demolished, significantly altered, and rebuilt as part of the demolition of the power plant and the construction of a new interurban Metrorail system administered by the Washington Metropolitan Area Transit Authority. The only section of the original ornamental railing and granite posts that remains is located on the west retaining wall between H and K Streets, N.E.

Middle Retaining Wall

The middle wall remains in its original location and is largely unaltered.

RAIL BRIDGES AND UNDERPASSES

Remarkably, all of the of the original rail bridges and underpasses survive in relatively unaltered condition. The structural elements of the bridges are all essentially intact, including the masonry abutments, steel columns, box girders, and bridge decking. The areas of prismatic glass tile, however, appear to have been removed and filled in or covered over. In order to meet modern codes, standard municipal lampposts have been installed within each of the underpasses. Low barriers have been erected to protect the bridge columns and separate the vehicular lanes from the pedestrian walkways.

H Street Rail Bridge

In 1976, the municipal government built a six-lane overpass to carry vehicular traffic over the terminal rail yard at H Street, N.E., which was connected with the new parking garage being constructed as part of the National Visitor Center project.³⁰⁹ As a result, the underpass was closed to the public and modified for use as a parking facility for Amtrak employees. The original H Street rail bridge, however, still remains in use, supporting the platforms and track that run through this portion of the terminal rail yard. The structural elements of the bridge are essentially intact, including the masonry abutments, steel columns, box girders, and bridge decking.

³⁰⁹ "Hearing Set," *Washington Post*, 1971; "Overpass Takes Shape," *Washington Post*, 1976; and McCarthy, "Little Sisters of the Poor," *Washington Post*, 1976.

New York Avenue Bridge

No longer extant, this bridge was replaced in 1969 by a new six-lane, vehicular overpass.³¹⁰

INTERLOCKING SIGNAL SYSTEM

Signal Towers

K Tower

Few original elements survive on the interior of the K Tower, and the interlocking machine that was located on the second floor was removed at an unknown date. However, the exterior of the building remains largely intact with some alterations. In 1934, the north extension was modified as part of rail electrification improvements within the yard: a catenary pole was erected on the roof of the extension and a small one-story brick addition was built to the north. Currently, all of the window openings on the first and mezzanine floors of the K Tower are infilled and most of the exterior windows and doors are modern replacements. The original roof materials were replaced with asphalt shingles. In addition, the copper panels that sheathe the second floor of the K Tower are also modern replacements that are larger than the originals and which reduce the size of the window openings on the cantilevered bay on the south side of the building.

Signal Bridges

South of New York Avenue, N.E., only three complete 1908 signal bridges remain extant, Signal Bridges H, J, and K. In some cases, the footings of some of the other signal bridges, such as Signal Bridges F and G, appear to survive as well because of the junction boxes and battery cupboards contained within them. Within the surviving bridges, all elements of the original semaphore-type signaling system appear to have been replaced with newer signaling equipment.

POWER PLANT

The power plant was demolished in 1974 to make way for Metrorail facilities constructed by the Washington Metropolitan Authority Transit Administration.

INSPECTOR'S BUILDING

The Inspector's Building was demolished in 1974 to make way for Metrorail facilities constructed by the Washington Metropolitan Authority Transit Administration. Amtrak's current Tana Building appears to have been constructed on the foundations of the Inspector's Building.

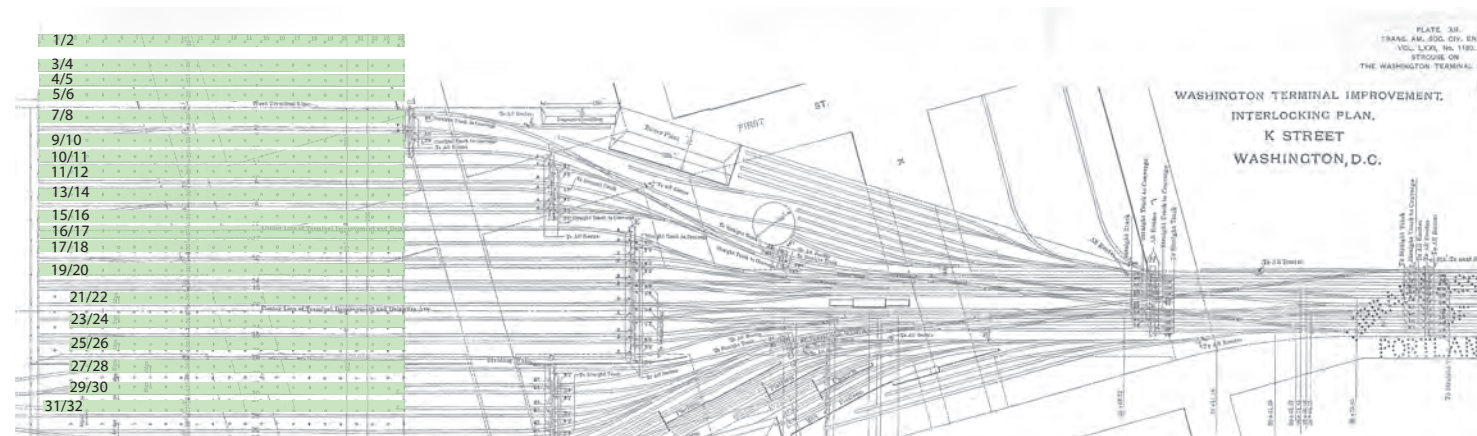
³¹⁰ "3-Year," *Washington Post*, 1969.

REA BUILDING (EXPRESS BUILDING)

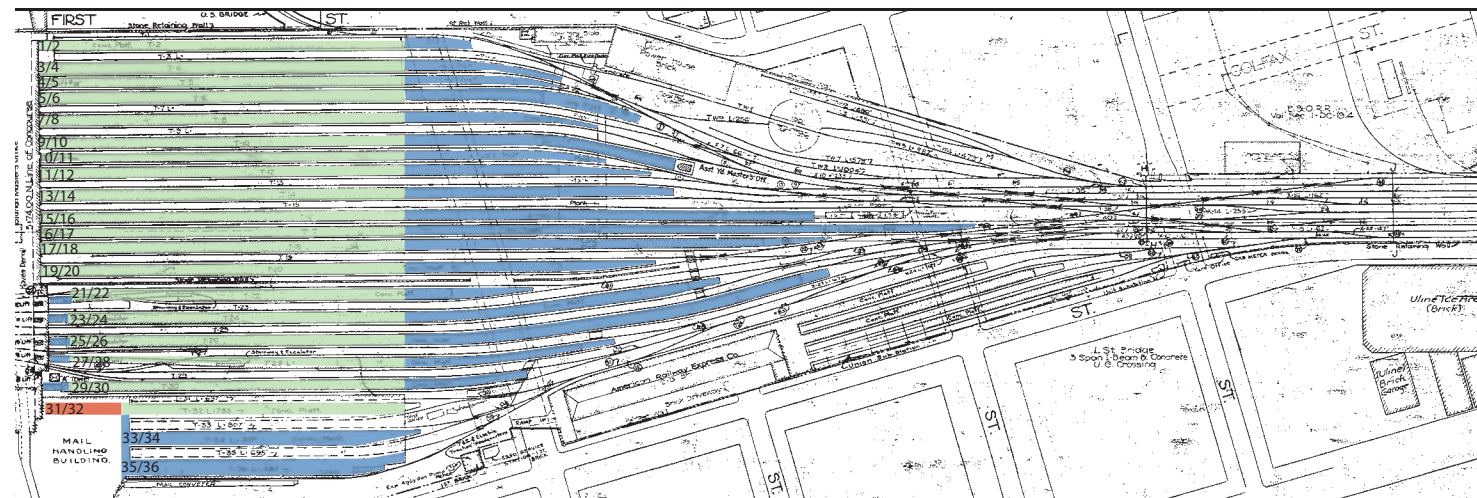
After a series of railroad mergers, the CSX Corporation inherited the Express Building from the Baltimore & Ohio Railroad in 1983. The following year, a four-acre site at the eastern edge of the terminal rail yard, including the REA Building, was sold to the Potomac Development Corporation and the structure was converted into use for office and commercial tenants.³¹¹

While the exterior of the REA Building remains largely intact, its interior, trackside canopy, rail platforms, and shelter sheds were demolished. The current metal canopy is not original but refers to these sheds. The porch on the west side of the building adjacent to the tracks is not original and was likely added to the building in the 1980s.

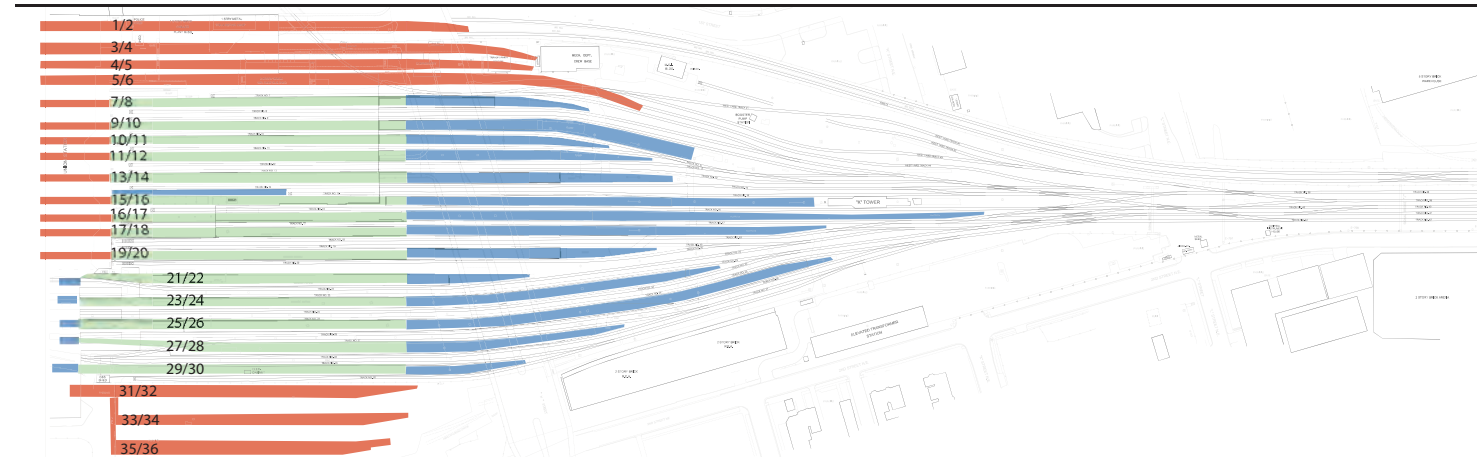
³¹¹ Swallow, "Union Station," *Washington Post*, 1985.



South End of Terminal Rail Yard, 1911
from Strouse, "The Reconstruction of the Passenger Terminals at Washington, D.C."



South End of Terminal Rail Yard, last revised 1969
Washington Terminal Company, Right-of-Way and Track Map (AMT Catalog)



South End of Terminal Rail Yard, c. 2010
Amtrak, Washington Union Terminal composite drawings (AMT catalog)

ALTERATIONS TO PLATFORMS AND TRACKS

Overview

This graphic compares the south end of the terminal rail yard layout in 1911, 1969, and 2010, years for which plans are available. The colored areas indicate platform locations and the numbers at the left indicate individual platform numbers. For legibility, only the platform locations are color-coded. The changes summarized here are not exhaustive. Refer to Section 2.4.1 Historic Overview and Architectural Description and Section 2.4.2 Alterations Chronology for more information on the evolution of the terminal rail yard, including changes to the rail yard buildings.

Summary of Changes to Tracks and Platforms between 1911 and 1969

The following changes were documented in the Washington Terminal Company's *Annual Reports* between 1911 and 1969:

- Tracks and switches are rearranged around K Tower in 1913.
- Extensions are made to platforms at tracks 7-20 in 1922.
- Extensions are made to platforms at tracks 3-5 in 1923.
- Extensions are made to umbrella sheds at tracks 7-10 and 17-24 in 1924.
- Extensions are made to umbrella sheds at tracks 13/14, 15/16, and 25/26 in 1927.
- Extensions are made to umbrella sheds at tracks 5/6, 11/12, and 27/28 in 1928.
- Some tracks are rearranged at the north end of the platforms in 1934.
- Extensions are made to umbrella sheds at tracks 9/10 and 15/16 in 1943.
- Extensions are made to platforms and umbrella sheds at tracks 15/16 in 1948.
- Extensions are made to the umbrella shed at tracks 16/17 in 1952.
- Track 21 is retired in 1961.
- High-level platforms are installed at existing platform locations in 1967.

Summary of Changes to Tracks and Platforms between 1970 and 2010

- Tracks 1-6 and 35-37 are retired in 1974 (Washington Terminal Company, *Organization and Operation*, 1981)
- Tracks 7-20 were shortened prior to 1986 (Harry Weese & Associates, *Rehabilitation and Amtrak Facility*, 1986)

LEGEND

- Original platform location
- Location of platform extension/new platform
- Location of platform removal

GRAPHIC DOCUMENTATION OF ALTERATIONS TERMINAL RAIL YARD

Figure 1-43.

FIGURE I-44. GRAPHIC DOCUMENTATION OF ALTERATIONS—TERMINAL RAIL YARD

2.4.4 National Register Status

As mentioned previously, Washington Union Station was listed on the National Register on March 24, 1969, as a property of national significance. Columbus Plaza and the Columbus Memorial Fountain were formally listed on the National Register as part of Union Station on April 9, 1980, and this listing was amended with additional documentation on October 12, 2007. Both Washington Union Station and Columbus Plaza have also been recognized on the D.C. Inventory of Historic Sites since November 8, 1964. The 1969 National Register nomination boundaries limit the National Register listing to the historic station building (headhouse and concourse) and Columbus Plaza. The terminal rail yard is not included in the original or subsequent nominations. However, in 2006, the District of Columbia Office of Planning issued the *NoMa Vision Plan and Development Strategy*, which included the terminal rail yard and the REA Building as potentially eligible for the National Register.³¹²

STATEMENT OF SIGNIFICANCE

Although substantially altered, many historic elements related to Washington Union Station's historic terminal rail yard remain largely intact, retain original fabric, and preserve their integrity of location and setting, including: the surviving umbrella sheds, a distinctive element of the original design; the three masonry retaining walls that define the perimeter of the yard; the five rail bridges along with their associated underpasses and abutments; K Tower and the three remaining 1908 signal bridges; the REA Building (not part of the current terminal rail yard); and the First Street Tunnel.

Many of the significant and distinctive elements of the terminal rail yard were a product of D. H. Burnham & Company, the engineering staff of the Washington Terminal Company, and others. Master architects D. H. Burnham & Company and its successor firm, Graham, Anderson, Probst, and White, came to specialize in the design of monumental and efficient railroad stations, terminals, and yard complexes. They are especially known for their designs for the union stations in Washington, D.C., and Chicago as well as Pennsylvania Station—30th Street Station in Philadelphia and Cleveland Terminal Station. William F. Strouse

(1864–1945), as chief engineer of the Washington Terminal Company, supervised the construction of the Union Station complex and its terminal rail yard. He was a graduate of the engineering program at Penn State College and served as a civilian engineer with the U.S. Army during World War I. Prior to his role at Union Station, he was a supervisory engineer for the Baltimore & Ohio Railroad Company. In later years, from 1919 until his retirement in 1931, he served as the chief engineer of the Public Service Commission of the State of Maryland.³¹³

As a whole, the terminal rail yard is especially important for its associations with early-20th-century railroad engineering, technological innovation, and transportation planning for the consolidation of railroads in the nation's capital and the construction of the Washington Terminal Improvements, completed as part of the implementation of the Senate Park Commission Plan of 1901. Prior to 1902, Washington, D.C., was served by the facilities of several competing railroad companies. The Baltimore & Ohio Railroad Company owned a right-of-way that extended from Maryland to its passenger terminal at C Street and New Jersey Avenue, N.W. Its main competitor, the Pennsylvania Railroad Company, merged two of its subsidiaries to form the Philadelphia, Baltimore, and Washington Railroad, which entered the capital city on a right-of-way that passed along Virginia Avenue, south of the U.S. Capitol, to its station on the National Mall at Sixth and B Streets, N.W.

After many decades of debating the locations of railroad operations in the capital, on February 12, 1901, Congress passed two pieces of legislation that required these two competing railroad companies to eliminate grade crossings and to provide two new modern passenger terminals for the city. Soon after the passage of the Acts of 1901, the Senate Park Commission made recommendations for a union station that would combine the operations of the two railroad companies into one joint passenger and freight terminal.³¹⁴

Legislation was passed in February 1903 that provided for the erection of a union station of monumental design and the construction of the necessary

³¹² District of Columbia Office of Planning, *NoMa Vision Plan*, 3.29.

³¹³ Obituaries, *Hagerstown Morning Herald*, 1945.

³¹⁴ Olszewski, *Construction History*, 26ff; and see also Public Law 49-

approaches and infrastructure to support it. The site selected for the terminal depot was near the intersection of Massachusetts and Delaware Avenues, N.E., four blocks from the north wing of the U.S. Capitol. The new facility was owned and operated by the Washington Terminal Company, a corporation created specifically for that purpose, jointly organized and owned by the two railroad concerns, the Baltimore & Ohio and the Philadelphia, Baltimore, and Washington railroad companies.³¹⁵ In October 1907, the Washington Terminal Company entered into rental agreements with three other regional rail companies, who were allowed to use the passenger station, tracks, and facilities at Union Station.³¹⁶ Though incomplete, the station was first used by the Baltimore & Ohio Railroad Company in October 1907, and by the trains of the Philadelphia, Baltimore, and Washington Railroad Company in November 1907.³¹⁷

Especially significant examples of railroad engineering and transportation planning, the three masonry retaining walls that define the perimeter of the rail terminal yard, the five rail bridges, and their associated underpasses and abutments all remain largely extant and retain significant original historic fabric.

At the time of its construction, Union Station was the largest terminal in the United States equipped with an interlocking signal system. Although similar to other installations, such as that at Broad Street Station in Philadelphia, the installation at Washington, D.C., was unique for its integrated communication system that connected the conductors of outgoing trains, the gatemen at the station, and the tower directors in the main signal tower.³¹⁸ K Tower and the three remaining signal bridges are important surviving large elements of signaling infrastructure from this era remaining within the Northeast Rail Corridor.

Finally, the remaining 1930s rail electrification infrastructure within the terminal rail yard is significant

for its association with the 1934–35 electrification of the Northeast Rail Corridor, one of the most extensive, large-scale, public works projects to be funded during the New Deal through the Public Works Administration.

INVENTORY OF EXISTING HISTORIC RESOURCES

To gain a better understanding of the existing historic resources in the terminal rail yard, BCA performed a survey in December 2014. The survey ended at New York Avenue. The goal of the survey was to identify typical historical elements remaining in the terminal rail yard that date to its original construction and also the 1930s electrification.

During the survey, BCA utilized historic and current plans of the terminal rail yard and compared them with existing conditions. Representative photographs were taken of the historic elements, and their locations recorded on plans. The survey provided BCA with a better understanding of the historic integrity of the rail yard based on its existing historic elements.

A list of the existing historic resources that remain in the terminal rail yard is included below, along with additional information about each resource when available. These resources include: tracks, signal bridges, markers, catenary poles, pneumatic switch valves, and additional elements. Following the list are annotated site plans of the terminal rail yard labeled with the existing historic resources. (See Figures I-44 and I-45.)

Tracks

- Station opened with 32 tracks in 1908.
- Rails, ties and track material have been replaced over the years for general maintenance and to accommodate new and heavier trains.
- Three tracks were added to the east side (Tracks 33, 34, and 35).
- Five tracks (31-35) were routed to the mail handling facility, which was built in 1941. Ownership of these tracks were transferred along with the mail handling facility and REA Building as of June 1, 1981.
- Some tracks were modified in 1923 to accommodate a new 100 ft. turntable in place of the original turntable. The 1923 turntable was removed in the 1990s.

³¹⁵ Coverdale and Colpitts, *Affiliated Lines*, 344–46.

³¹⁶ These three railroad companies were the Southern Railway Company, the Chesapeake & Ohio Railway Company, and the Washington Southern Railway Company. See Coverdale and Colpitts, *Affiliated Lines*, 349.

³¹⁷ *Ibid.*, 348.

³¹⁸ For details of how the original signal system at Union Station operated, see “Interlocking Signal,” *Engineering Record*, 542–43.

- Tracks at the First Street Tunnel were modified in 1927 to allow for larger engines.
- Track 21 was permanently removed from service, presumably in 1961.
- Tracks 1-6 were permanently removed from service in 1974 due to WMATA construction.
- Some of the switches are in their 1908 locations, particularly at the north end of the yard.

Additional Historic Terminal Rail Yard Elements

- Platforms and umbrella sheds (1908).
- K Tower (1908).
- REA Building (1908).
- Substation 25A (1930s).

Signal Bridges (1908)

- Three signal bridges (H, K, and J) out of 18 from the original construction remain.
- Steel structure with wood decking.
- All original signals have been replaced with modern signals.

Markers (1908)

- Mile markers.
- Ownership marker for PB&W at L St Bridge.

Catenary Poles (1930s and modern)

- Concrete foundations with chamfered edges and steel H-beam construction.
- Beam construction differs; some are riveted, some are bolted.
- Usually has a peaked cap.
- A variety of different types of poles with different construction were observed.
- Typically, smaller poles on the west (inner) side of tracks, taller poles on east (outer) side of tracks.

Pneumatic Switch Valves (c. 1930s)

- Cast iron enclosures for switch valves.
- Two enclosures for each switch.
- Each switch has a unique number identified on both enclosures.



1. K Tower, 2014



2. Umbrella shed and column capital, 2014



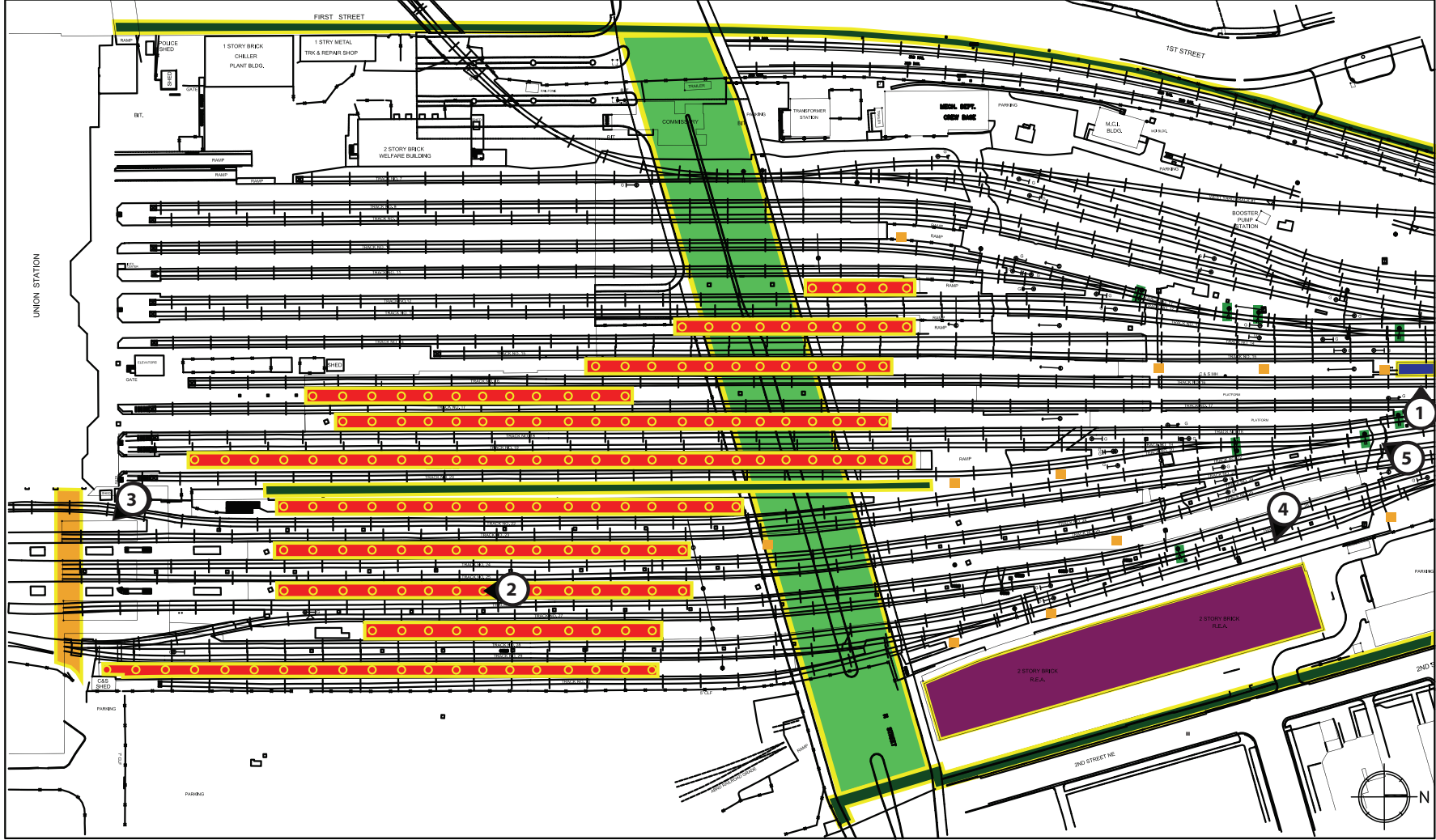
3. North portal of the First Street Tunnel, 2014



4. REA Building (former Express Building), 2014



5. Pneumatic switch valve, 2014



LEGEND		
pre-1908	circa 1908	circa 1930s
Ownership Marker	Umbrella Sheds	Single Catenary
circa 1908	Shed Columns	Catenary with cross beam
Mile Marker	K Tower	Switch Valves
Signal Bridges	First Street Tunnel portal	Substation 25A (transformer station)
Rail Bridges	Retaining Wall	
	Express Building (now REA Building)	
		Photo location

TERMINAL RAIL YARD—SOUTH END EXISTING HISTORIC RESOURCES

Figure 1-44.

FIGURE I-44. TERMINAL RAIL YARD—SOUTH END EXISTING HISTORIC RESOURCES



1. Single catenary pole, 2014



2. Catenary pole with cross beam, 2014



3. Signal Bridge, 2014



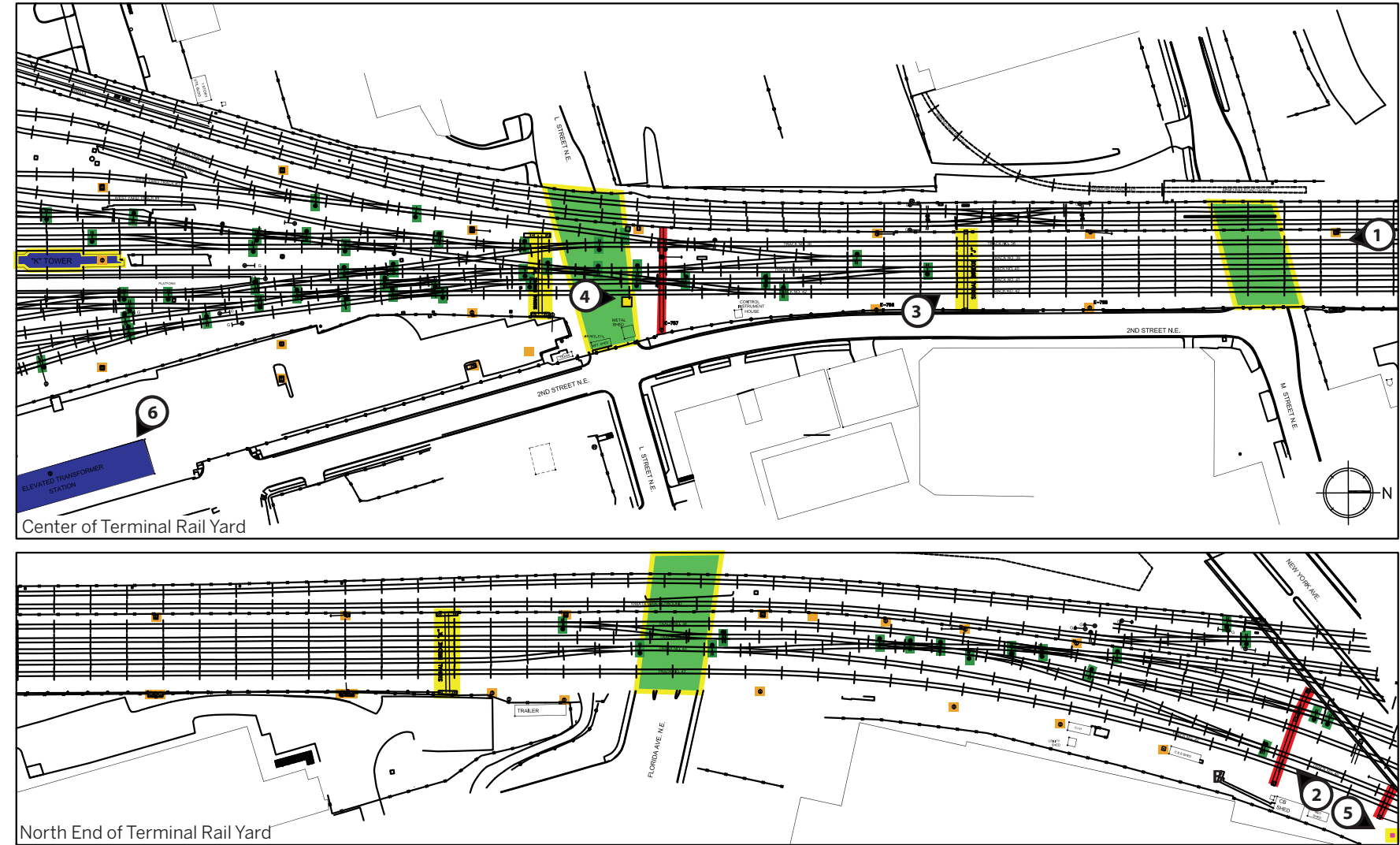
4. Ownership marker, 2014



5. Mile marker, 2014



6. Substation 25A, 2014



LEGEND		
pre-1908	circa 1908	circa 1930s
Ownership Marker	Umbrella Sheds	Single Catenary
circa 1908	Shed Columns	Catenary with cross beam
Mile Marker	K Tower	Switch Valves
Signal Bridges	First Street Tunnel	Substation 25A (transformer station)
Rail Bridges	Retaining Wall	
	Express Building (now REA Building)	
		Photo location

TERMINAL RAIL YARD—CENTER AND NORTH END EXISTING HISTORIC RESOURCES

Figure 1-45.

FIGURE I-45. TERMINAL RAIL YARD—CENTER AND NORTH END—EXISTING HISTORIC RESOURCES

2.5 ASSESSMENT OF EXISTING AND POTENTIAL HISTORIC RESOURCES IN THE SECONDARY STUDY AREA

2.5.1 Introduction

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies consider the effects of their undertakings on historic properties. Therefore, because Washington Union Station is a historic property listed on the National Register of Historic Places (the National Register), an undertaking in the Union Station complex would be subject to the procedural requirements of Section 106, which include public involvement and consultation with the District of Columbia State Historic Preservation Officer (SHPO) and other consulting parties, as appropriate, to assess and resolve any adverse effects of that undertaking on historic resources in and around the station complex.

Effects on historic properties can include both direct physical impacts and indirect impacts. Examples of direct effects include, but are not limited to, demolition of a resource, alterations to a resource, damage from vibration (e.g., from construction blasting or pile driving), and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Indirect effects are contextual or visual impacts that could result from project construction or operation. Examples of adverse effects include physical destruction or damage; alteration not consistent with the U.S. Secretary of the Interior's Standards; relocation of a property; change of use or physical features of a property's setting; visual, atmospheric, or audible intrusions; neglect resulting in deterioration; or transfer, lease, or sale of a property out of federal ownership or control without adequate protections.³¹⁹

Indirect impacts could result from blocking significant views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance, such as a church with notable stained-glass windows.

Adverse effects occur when an undertaking may directly or indirectly alter characteristics of a historic property that qualify it for the National Register.³²⁰

This report provides preliminary documentation of historic properties listed in or potentially eligible for the National Register in the larger area surrounding the Union Station complex as of June 2014 that could potentially be impacted by an undertaking in the Union Station complex. This larger area surrounding the Union Station complex, as defined below, is referred to as the Secondary Study Area (SSA). This report may be used to inform future Section 106 reviews and consultations, but does not itself satisfy Section 106 compliance for any specific undertaking. Additional analysis will be required for future Section 106 undertakings.

PRINCIPAL CONCLUSIONS

There are a significant number of existing historic resources within the SSA that could be impacted by new development in the station complex. Historic architectural resources within the SSA that are potentially eligible for the National Register are found in Squares 750, 751, 752, and 753. These squares consist largely of low-rise, small-scale late-19th- and early-20th-century development characterized by row houses, a few factories, stores, and a school.

Squares 752 and 753 have a significant developmental and typological relationship to the Capitol Hill Historic District, the northwestern corner of which overlaps the SSA at Square 754. A professional historic preservation consultant recently surveyed Squares 752 and 753 for possible inclusion in an expanded Capitol Hill Historic District. The results of this survey have recently been filed with the SHPO.³²¹ Therefore BCA did not conduct a field survey of Squares 752 and 753, and information about those squares is not included in this report. Square 750 is geographically isolated from the Capitol Hill Historic District by new development on Square 751, but is largely comprised of extant historic architectural resources that are potentially eligible for the National Register either individually, as a district, or as an extension of an existing or yet-to-be-identified district.

³²⁰ Ibid.

³²¹ See Advisory Neighborhood Commission 6C, "Swampoodle Addition."

³¹⁹ See Advisory Council on Historic Preservation, "36 CFR Part 800."

It was beyond the scope of this report to conduct an intensive-level survey, and therefore additional survey work may be required/needed in the future when an area of potential effect is defined for a specific undertaking(s). A formal determination of eligibility for the historic architectural resources on Squares 750, 751, 752, and 753 requires further research and consultation with the SHPO.

2.5.2 Methodology

STUDY AREA

The first step in creating the inventory of known and potential historic resources was to define the study area for the National Register eligibility assessment. The “Primary Study Area” for the development of the HPP consists of the entire station complex, including Columbus Plaza, the historic portions of the Union Station building, and the Union Station terminal rail yard bounded by Columbus Plaza on the south, the station’s masonry retaining walls on the east and west, and by New York Avenue on the north. (Figure 1-47)

The 2012 Amtrak Master Plan identified several elements of proposed improvements for Union Station: a major new train shed at the north of the historic station building, new public and passenger concourses, improvements to tracks and platforms, improved intermodal connections, new station support facilities, and a 14-acre air-rights development that will create a new urban neighborhood over the terminal rail yard directly behind the terminal, extending north to K Street. (Figure 1-46)

BCA drew a boundary of approximately 400 feet around the location of the proposed development (terminal and terminal rail yard to K Street) to capture an area close enough to the proposed development to identify potential adverse impacts in the SSA caused by effects from any construction in the PSA (e.g., vibrations, falling debris), as well as adverse visual impacts resulting from large new buildings in the PSA (from shadows, changes in viewsheds, etc.).

This area encompassed by the 400-foot boundary is the SSA. BCA surveyed the SSA to identify historic resources (buildings, structures, and objects on or potentially eligible for the D.C. Inventory of Historic Sites and/or listed in the National Register of Historic Places) that could potentially be adversely impacted by the proposed development. The SSA is illustrated in Figure 1-47.

In addition, in consultation with representatives of the preservation stakeholders, BCA and the Historic Preservation Plan partners identified important viewsheds to Union Station that may be impacted by the visual and contextual effects of the proposed development. These views extend beyond the immediately adjacent streets and the SSA. See Figure 1-48 for an illustration of key viewsheds.

IDENTIFICATION OF EXISTING RESOURCES

Once the study area was determined, an inventory of officially recognized architectural resources was compiled in May 2014. These resources include properties or districts currently listed in the D.C. Inventory of Historic Sites and/or the National Register of Historic Places or determined eligible for such listing. In order to compile the list of sites, BCA consulted with the D.C. SHPO and the District of Columbia PropertyQuest database.³²²

The D.C. Inventory of Historic Sites

The D.C. Inventory of Historic Sites (D.C. Inventory) is a listing of properties designated by the Historic Preservation Review Board or its predecessor, the Joint Committee on Landmarks. First established in 1964, the inventory now includes more than 500 historic landmarks and more than three dozen historic districts with approximately 23,600 buildings. Historic designation is initiated by application to the Historic Preservation Review Board. The board simultaneously considers listing in both the D.C. Inventory of Historic Sites and the National Register of Historic Places.

Criteria for Designation in the D.C. Inventory

Criteria for designation in the D.C. Inventory are in the D.C. Municipal Regulations, Title 10A, Section 201. Historic and prehistoric buildings, building interiors, structures, monuments, works of art, or other similar objects, areas, places, sites, neighborhoods, and cultural landscapes are eligible for designation as historic landmarks or historic districts if they possess one or more of the following values or qualities:

- (a) Events: They are the site of events that contributed significantly to the heritage, culture, or development of the District of Columbia or the nation;

³²² “PropertyQuest,” District of Columbia Office of Planning.



Figure 1-46. Aerial view of historic station building with proposed train shed and air rights development, as seen from the east with a view looking down H Street, 2012. (Courtesy of Akridge/SBA)

(b) History: They are associated with historical periods, social movements, groups, institutions, achievements, or patterns of growth and change that contributed significantly to the heritage, culture, or development of the District of Columbia or the nation;

(c) Individuals: They are associated with the lives of persons significant to the history of the District of Columbia or the nation;

(d) Architecture and Urbanism: They embody the distinguishing characteristics of architectural styles, building types, or methods of construction, or are expressions of landscape architecture, engineering, or urban planning, siting, or design significant to the appearance and development of the District of Columbia or the nation;

(e) Artistry: They possess high artistic or aesthetic values that contribute significantly to the heritage and appearance of the District of Columbia or the nation;

(f) Creative Masters: They have been identified as notable works of craftsmen, artists, sculptors, architects, landscape architects, urban planners, engineers, builders, or developers whose works have influenced the evolution of their fields of endeavor, or are significant to the development of the District of Columbia or the nation; or

(g) Archaeology: They have yielded or may be likely to yield information significant to an understanding of historic or prehistoric events, cultures, and standards of living, building, and design.

To qualify for designation, they should also possess sufficient integrity to convey, represent, or contain the values and qualities for which they are judged significant.

The National Register of Historic Places.

The National Register of Historic Places is the federal government's list of historic landmarks and historic districts nationwide. The National Register was

established by the National Historic Preservation Act of 1966, and is maintained by the National Park Service, U.S. Department of the Interior.

Criteria for Listing in the National Register

Criteria for listing in the National Register are in the Code of Federal Regulations, Title 36, Part 63. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: 1) are associated with events that have made a significant contribution to the broad patterns of history (Criterion A); 2) are associated with significant people (Criterion B); 3) embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or 4) may yield [archaeological] information important in prehistory or history.

Properties that are younger than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Determinations of eligibility are made by federal agencies and other entities in consultation with the D.C. SHPO.

IDENTIFICATION OF POTENTIAL RESOURCES

In addition to identifying architectural resources officially recognized in the study area, a field survey was undertaken to identify potential architectural resources (i.e., those that appear to meet one or more of the National Register criteria) within the study area.

The field survey consisted of several steps, including a preliminary windshield survey conducted by BCA and Union Station Redevelopment Corporation (USRC) on April 7, 2014, to drive the potential SSA and identify the general distribution of buildings, structures, and neighborhoods representing different phases of development. In addition, BCA, USRC, and representatives of the Preservation Stakeholders walked the SSA on March 31, 2014, to identify key viewsheds to Union Station.

BCA consulted the following sources to gather information about potential historic resources in the SSA:

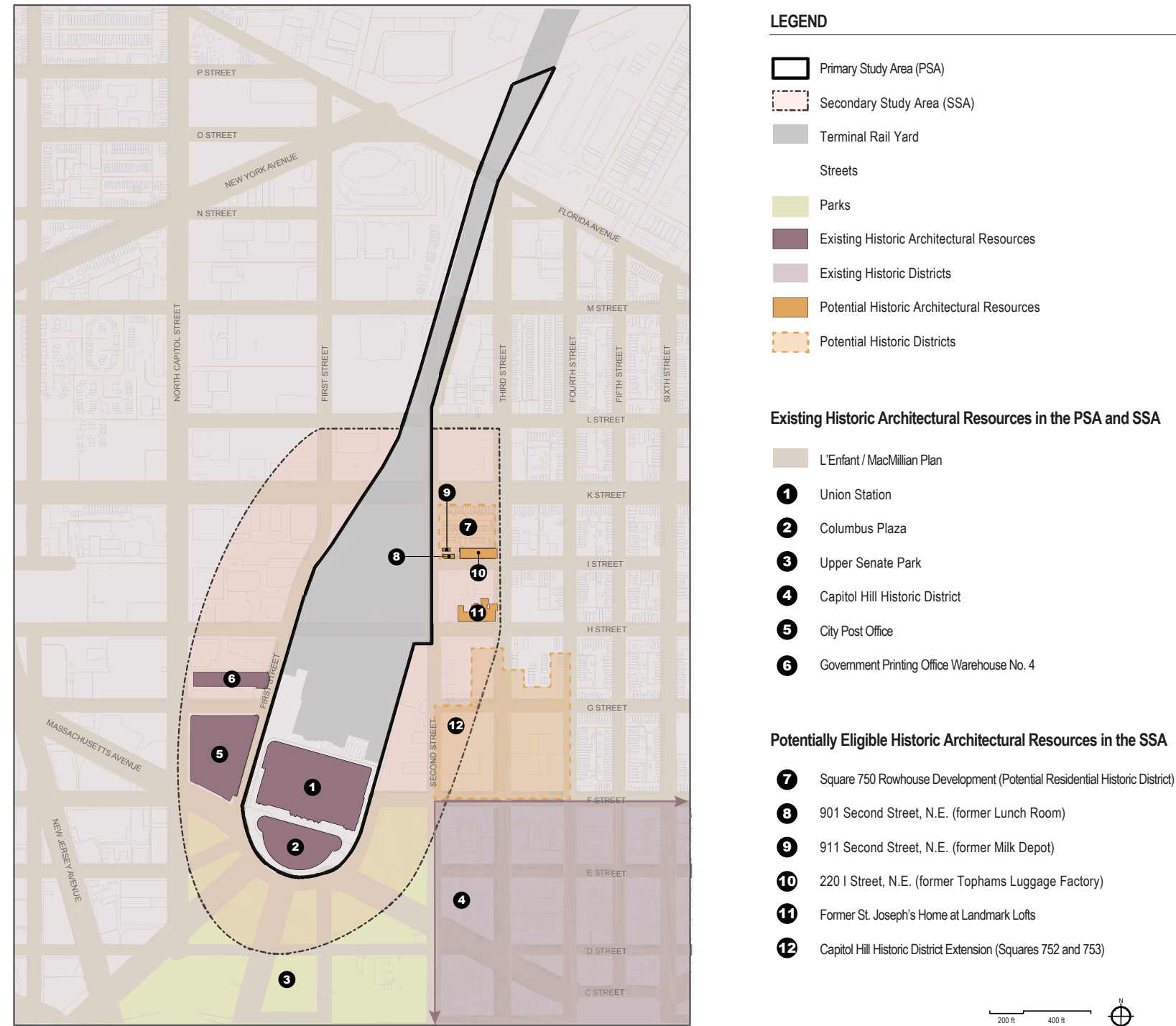
- D.C. PropertyQuest Database
- Google Earth and Street Views
- Sanborn maps from the from the 1880s to the present
- D.C. Building Permit Database
- D.C. SHPO, for relevant context studies
- 2006 *NoMA Vision Plan and Development Strategy* (Small Area Plan)
- 2002 Capitol Hill/Near Northeast Cultural and Social History Study Context Statement

BCA preliminarily identified Squares 750, 751, 752, and 753 in the eastern portion of the SSA as the only squares in the SSA with extant potentially eligible historic resources. Of these squares, 752 and 753 were recently surveyed by a professional historic preservation consultant for possible inclusion in an expanded Capitol Hill Historic District. The results of this survey have been formally filed with the SHPO.³²³ Therefore, BCA did not conduct a field survey of Squares 752 and 753 and information about those squares is not included in this report.

BCA then conducted an intermediate-level field survey on Squares 750 and 751 on May 22, 2014 to identify specific resources that may be eligible for listing in the D.C. Inventory/National Register.

Using an iPad loaded with Bluebeam Revu software, BCA performed a field examination of each building in Square 750 and of the former Little Sisters of the Poor site in Square 751. During this field examination, information was collected about the existing conditions of each building. Historical information about each building (lot number, address, material, purpose, permit number, permit date, original cost) from the D.C. Historic Building Permit Database was incorporated into a Microsoft Access survey database. A total of 67 survey records, one for each address surveyed, were entered into the Access database. These records have been printed as data sheets and are included in Appendix D. In addition, digital photographs were taken of the properties surveyed. Photographs of those deemed potentially eligible for the D.C. Inventory/National Register are included in this section.

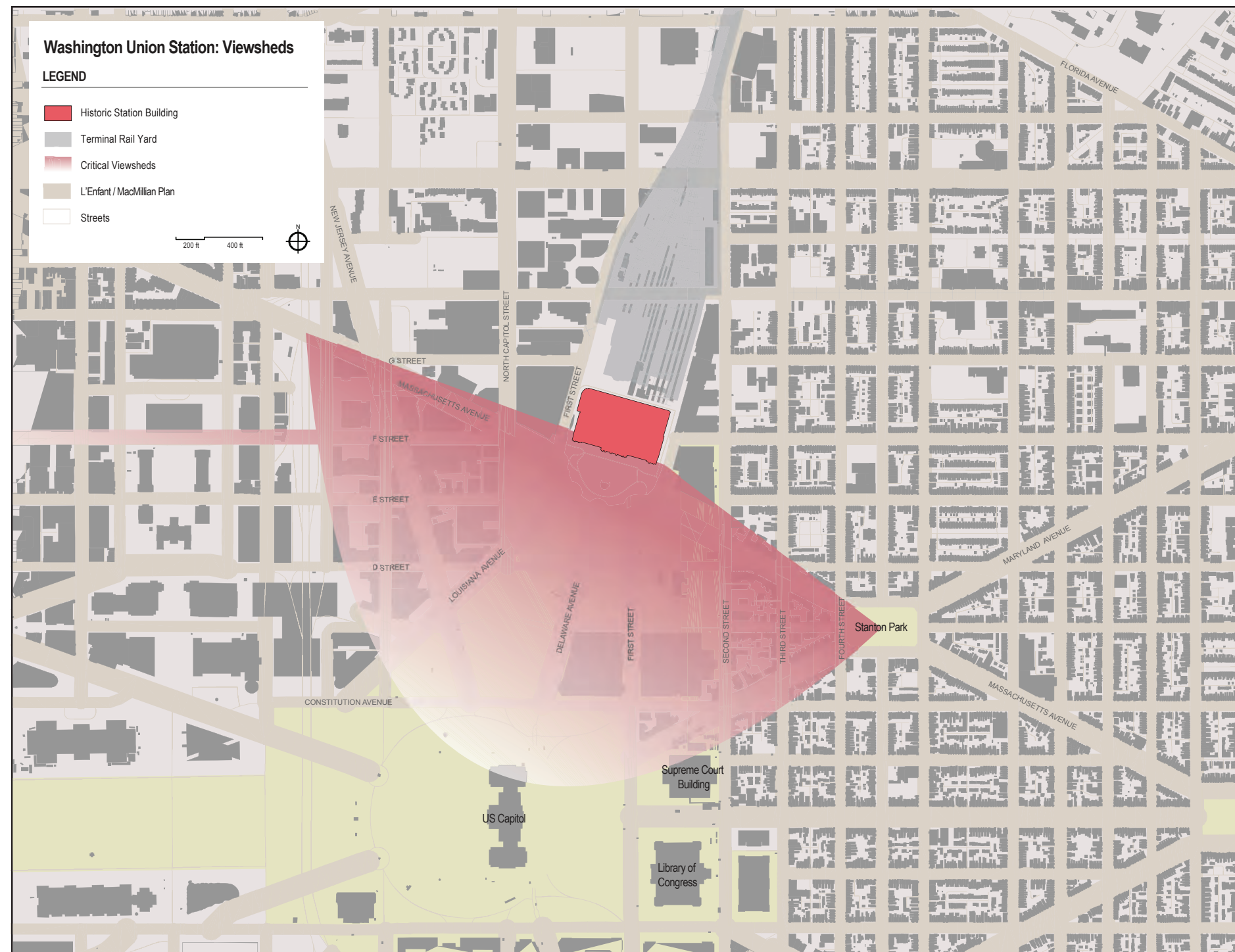
³²³ Advisory Neighborhood Commission 6C, "Swampoodle Addition."



SECONDARY STUDY AREA—BOUNDARIES

Figure 1-47. Secondary Study Area, Union Station context, showing boundaries of SSA and existing/potential historic resources, 2015. (BCA; geospatial data courtesy of DC GIS Services)

FIGURE 1-47. SECONDARY STUDY AREA— BOUNDARIES



SECONDARY STUDY AREA—VIEWSHEDS

Figure 1-48. Union Station context, showing location of key viewsheds for purposes of the Historic Preservation Plan, 2015. (BCA; geospatial data courtesy of DC GIS Services)

FIGURE 1-48. SECONDARY STUDY AREA— VIEWSHEDS

The D.C. SHPO provided BCA with a comprehensive historic context report for the Near Northeast neighborhood, which includes the SSA. This context is referenced throughout this report.³²⁴ A basic level of archival research was also conducted to collect some additional information about Squares 750 and 751.

2.5.3 General Character of the Study Area

The SSA is a mix of historic and contemporary buildings ranging in construction date from the late 19th century to the present. See Figure 1-47 for a map of all historic resources in the SSA. It includes historic sites and neighborhoods whose development and evolution are directly linked to Union Station. The SSA is also characterized by large areas of new and planned new development and by the formation of a fast-growing new urban neighborhood around Union Station, designated “NoMa” for north of Massachusetts Avenue. The SSA also falls into the west portion of the Near Northeast neighborhood, which is bounded by North Capitol Street to the west, Florida Avenue to the north, F Street to the south, and 15th Street to the east.

The SSA reflects the 1791 city plan prepared by Pierre Charles L’Enfant. The station and terminal rail yard sit atop the L’Enfant Plan’s alignment for Delaware Avenue from Massachusetts Avenue northward to Florida Avenue, a distance of approximately 0.6 mile. The rail yard continues northward another 0.15 mile past Florida Avenue to New York Avenue, across terrain not included in the L’Enfant Plan. The station complex’s eastern and western limits vary in width from approximately 850 feet at the historic station building, to 160 feet along much of the length of the terminal rail yard.³²⁵

In addition to the long segment of Delaware Avenue occupied by the Union Station complex, there are several L’Enfant Plan streets in northeast D.C. that cross, or formerly crossed, the station and terminal rail yard. They include parts of Massachusetts Avenue, First Street, and Second Street, N.E., which are oriented north-south, and the following east-west lettered streets: E, F, G, H, I, K, L, M, and N. The L’Enfant Plan has guided the development of downtown Washington, D.C., for more than two centuries. The plan remains

largely unaltered, and its historic significance has been recognized as a historic district included in the National Register of Historic Places. It continues to be considered during planning for development or redevelopment projects in Washington, D.C.³²⁶ The D.C. SHPO as well as local and federal agencies, including the National Capital Planning Commission (NCPC) and U.S. Commission of Fine Arts (CFA), work to protect and preserve the plan when reviewing development projects or undertaking new planning initiatives.

The southernmost portion of the SSA is largely characterized by open space comprised of Upper Senate Park, part of the Capitol Hill Grounds. This historic landscaped park space is on the D.C. Inventory of Historic Sites. Upper Senate Park is flanked on the east and west by parking areas.

Immediately to the west of the historic station building is the 1914 City Post Office, designed by Daniel Burnham in a Beaux-Arts design to complement Union Station. The siting of the four-story monumental building was directly linked to the desire to create efficiency for the post office by choosing locations very near railway terminals. Thus the City Post Office was designed with significant visual and functional relationships to Union Station.³²⁷ The City Post Office is listed on the D.C. Inventory of Historic Sites.

North of the City Post Office, on G Place, N.E., between North Capitol and First Streets, is the 1937 Warehouse No. 4 of the Government Printing Office, part of the larger and earlier Government Printing complex immediately to the west (and out of the SSA). The remainder of the west side of the SSA is comprised of newer commercial structures that form part of the NoMa neighborhood, a fast-growing neighborhood located between Union Station, the U.S. Capitol, Shaw, and the H Street, N.E., corridor.

Portions of the far north and east sections of the SSA, also part of the NoMa neighborhood, are vacant lots awaiting planned new development, including portions of Squares 674, 713, and 749. New construction in the form of large apartment buildings and mixed-use

³²⁴ See Schwartz, “Capitol Hill.”

³²⁵ See Koski-Karell, “Phase 1A Cultural Resources.”

³²⁶ Ibid.

³²⁷ See EHT Tracerics, Inc. and Shalom Baranes Associates, “City Post Office.”

complexes characterize swaths of the eastern portion of the SSA, specifically on Squares 749, 752, and 753. The Capitol Place mixed-use development is currently under construction on Square 752.

Flanking the historic station building on the east is the six-story U.S. Judiciary Office Building (Thurgood Marshall Building), built in 1991–92. Just north of the property sits a large-scale contemporary office development, Station Place, on Square 720.

Immediately to the east of the Judiciary Building is the Capitol Hill Historic District, listed on the D.C. Inventory and the National Register. A portion of the Capitol Hill Historic District (on Square 754), characterized by small-scale row houses, overlaps with the SSA.

2.5.4 Existing Historic Architectural Resources in the Secondary Study Area³²⁸

The existing historic resources within the SSA included below are listed on the D.C. Inventory of Historic Sites and/or the National Register of Historic Places.

UNION STATION

The PSA consists of the Washington Union Station complex. Union Station was listed on the National Register of Historic Places on March 24, 1969, as a property of national significance. Columbus Plaza and the Columbus Memorial Fountain were listed as part of Union Station on April 9, 1980, and this listing was amended with additional documentation on October 12, 2007. Both Washington Union Station and Columbus Plaza have also been recognized on the D.C. Inventory of Historic Sites since November 8, 1964. The terminal rail yard is not cited in any of the existing National Register nominations for the station. The 2006 *NoMA Vision Plan and Development Strategy* lists the terminal rail yard as potentially eligible for the National Register.³²⁹ The potential eligibility of the terminal rail yard is addressed in detail in Section 2.4.4 of this report.

UPPER SENATE PARK/CAPITOL HILL GROUNDS

Upper Senate Park (along with Lower Senate Park) is part of the Capitol Hill Grounds and abuts Columbus Plaza on the south. The Capitol Grounds were designed

by Frederick Law Olmsted and laid out in an extended project lasting from 1874 to 1892.

D.C. listing November 8, 1964; exempt from National Register listing; within a L'Enfant Plan reservation (see also Original Appropriation No. 2); US ownership.

CITY POST OFFICE

The City Post Office is located at Massachusetts Avenue and North Capitol Street, N.E. It was built in 1914 and designed by D. H. Burnham & Company, architects of Washington Union Station. The City Post Office is a major element in the federal building complex surrounding the U.S. Capitol. In combination with Union Station, it forms the terminating frame of the U.S. Capitol Grounds to the north, providing a visual transition from Washington's federal realm into that of the local city. Its siting and design are a clear presentation of the Beaux-Arts philosophy that orchestrated the creation of the Plan of 1901 for the nation's capital.³³⁰

D.C. listing November 8, 1964, determined eligible for National Register listing June 16, 1983; U.S. ownership.

CAPITOL HILL HISTORIC DISTRICT

The Capitol Hill Historic District is roughly bounded by the Capitol precinct on the west, F Street, N.E., on the north, 13th and 14th Streets on the east, and the Southeast Freeway on the south, with an expansion area south of the Southeast Freeway bounded by Seventh, M, Tenth, and 11th Streets, S.E.

One of the oldest and most architecturally diverse communities in the city, Capitol Hill reflects the social diversity and economic growth of the early capital. It includes early residential development clustered near the Capitol and Navy Yard, and much late-19th- and early-20th- century housing for mostly middle-class workers. There is a great variety of housing types, with elaborate ornamental pressed-brick structures adjacent to simple, unadorned frame buildings and small apartment houses. Many row houses were built either in long uninterrupted blocks or in small groups, whose imaginative facades reflect the aspirations of the builders and residents. There are many fine commercial buildings, particularly along Eighth Street and Pennsylvania Avenue, and notable religious and

³²⁸ Descriptions and listing data from Historic Preservation Office, District of Columbia Office of Planning, "D.C. Inventory of Historic Sites," unless otherwise noted.

³²⁹ District of Columbia Office of Planning, *NoMa Vision Plan*, 3.29.

³³⁰ See EHT Tracerics, Inc. and Shalom Baranes Associates, "City Post Office."

institutional structures. The predominant architectural styles include Federal, Italianate, Second Empire, Romanesque, Queen Anne, and Classical Revival. There are approximately 8,000 primary contributing buildings dating from circa 1791 to 1945.

D.C. listing November 8, 1964 (preliminary identification); designated June 19, 1973; boundary expansion January 20, 1976; National Register listing August 27, 1976; boundary expansion February 7, 2002 (effective April 21, 2002), National Register listing July 3, 2003; period of significance extended February 27, 2003, National Register listing July 3, 2003; HABS DC-71, DC-72, DC-73, DC-74. A nomination to expand the Capitol Hill Historic District boundaries to include all of Squares 753 and 778 and portions of Squares 752 and 777 was filed by the Advisory Neighborhood Commission 6C in December 2014.

THE PLAN OF THE CITY OF WASHINGTON (L'ENFANT PLAN; L'ENFANT/MCMILLAN PLAN)

The Plan of Washington is the sole American example of a comprehensive baroque city plan with a coordinated system of radiating avenues, parks, and vistas overlaid upon an orthogonal grid of streets. It defines the physical character of the national capital, through a symbolic and commemorative arrangement of buildings, structures, and views. The plan was intimately related to the establishment of the United States and the creation of a symbolic and innovative capital city for the federal republic. It was embellished through 19th-century public works and building regulations, and magnified and expanded through the urban improvements of the Senate Park Commission of 1901 (the McMillan Commission), resulting in the most elegant example of City Beautiful tenets in the nation. The plan is the acknowledged masterpiece of architect-engineer Pierre (Peter) Charles L'Enfant and the McMillan Commission. It is also significant to the work of numerous other persons and groups important to the landscape architecture, urban design, civil engineering, and planning of the city. It has served continuously as the setting for national political expression and nationally significant events, and has influenced subsequent American city planning and other planned national capitals.

D.C. listing November 8, 1964 (preliminary identification), major elements designated January 19, 1971; D.C. designation expanded January 23, 1997 to include virtually all extant components of the historic

city plan; incorporates former separate listings of the Eighth Street Vista (D.C. listing March 7, 1968), Franklin Square (D.C. listing March 7, 1968), Rawlins Park (D.C. listing November 8, 1964), and East Capitol Street (D.C. listing November 8, 1964, extended June 19, 1973), but excludes L'Enfant Reservations 10, 11, and 12 (intended as Bank and Exchange Squares); National Register listing April 24, 1997; HABS DC-668.

OTHER

Government Printing Office Warehouse No. 4

The main Government Printing Office building is located at North Capitol Street between G and H Streets, N.W. It was built between 1899–1904 and designed by James G. Hill, architect. The extension and one-story garage/storage building was built c. 1926, Louis A. Simon, architect; and annex built 1938–40, Louis A. Simon. Warehouse No. 4 is located on G Place, N.E., between North Capitol and First Streets, N.E., and was built in 1937. The main Government Printing Office has a D.C. listing of November 8, 1964. Warehouse No. 4 is not part of this listing, but is within the Fine Arts Commission jurisdiction. Warehouse No. 4 has also been cited as potentially eligible for the National Register in the NoMa Vision Plan.

2.5.5 Potentially Eligible Historic Architectural Resources in the Secondary Study Area

SQUARE 750

Square 750 consists of a small-scale, low-rise historic neighborhood of row houses with a few commercial and industrial buildings. The 2006 NoMA Vision Plan cites this square as a potential National Register historic district.³³¹ The historic properties on this square appear to be eligible for the D.C. Inventory of Historic Sites under Criteria b and d. Because this square appears to largely retain its historic location, design, setting, materials, workmanship, feeling, and association, BCA believes it appears to be eligible for the National Register of Historic Places under Criterion A for its association with the patterns of residential development related to the late-19th-century growth and development of the northeast quadrant of Washington, D.C.

³³¹ This context is largely drawn from Schwartz, "Capitol Hill," with specific comments on Square 750 resources by BCA.

Summary Context³³²

Square 750 is bounded by Second Street, N.E., on the west, K Street, N.E. on the north, Third Street, N.E., on the east, and I Street, N.E., on the south. Parker Street, N.E., cuts through the center of Square 750.

Square 750 began to take on its present configuration from what was once swampland and later agricultural land starting in the late 19th century, well before the construction of Union Station. The following events spurred development of working and middle class housing in the area:

- The opening of K and H Streets, N.E., in the early and mid-19th century, respectively.
- The construction of Baltimore & Ohio Railroad tracks by 1835. Tracks entered the city near Boundary and Ninth Streets, N.E., and then followed the route of today's West Virginia Avenue. At the intersection of Sixth Street, N.E., the tracks went west along I Street, N.E., immediately south of Square 750 and to Second Street, N.E., and then went diagonally southwest along Delaware Avenue. The railroad provided jobs and nearby employment. However, the presence of tracks so close to Square 750 also meant that the southern half of this square, closer to the noise and the dirt of the trains, was slower to develop.
- The settlement of the Swampoodle neighborhood in the mid to late 19th century by working class immigrants (Irish, German, Swedish, and Italian) and the descendants of African slaves. Swampoodle, so named for its many swamps and puddles, was centered near the intersection of H and North Capitol Streets, extending from near G Street to K Street and from First Street, N.W., to Second Street, N.E. It was from this working class neighborhood that development began to spread down H Street and along First and Second Streets, N.E.
- The impounding of waterways and improvements to the sewer and water systems in the 1870s. These public works projects eliminated swampy land, created new infrastructure, and made the area more appealing for development. As drainage problems were solved after the Civil War and squares began to fill with the homes

and businesses of working-class immigrants, Swampoodle served as the western anchor for development along the H Street, N.E., corridor. This helped to influence the kinds of people who would come to make their homes further to the east.

- The initiation of streetcar operations (and subsequent commercial development) along H Street, N.E./N.W., just south of Square 750, by the Columbia Railway Company, in 1870, created transportation connections in the neighborhood to the rest of the city and beyond.
- The presence of a concentration of businesses east of the Government Printing Office between North Capitol Street and Second Street, N.E., in the area now occupied by Union Station. The commercial section of Boyd's Directory for 1890 listed over 80 businesses in this area.
- The construction of Union Station between 1903 and 1907, which resulted in the removal of the B & O tracks at I Street, N.E., brought more people and employment opportunities to the area, and thus resulted in the completion of initial development on Square 750. When Union Station wiped out the heart of old Swampoodle, a number of its families moved east to this area.

The following excerpt from the Near Northeast historic context report summarizes the early phases of residential development for the area:

The first phase of the urban development of the Near Northeast area took place in the last three decades of the 19th century. Although well served by public transportation after the construction of the streetcar line on H Street, the area remained remote from the most fashionable and congested residential areas of the northwest quadrant. A number of large and handsome houses for middle class residents were erected in the neighborhood, but the location of good nearby sources of employment for the working class—the railroad, the Government Printing Office, the brickyard, the streetcar barn, and even the more remote Navy Yard—meant that many houses were built to accommodate these workers and their families. From the beginning, there was a mixture of white and African American residents, and churches and schools for both races were built

³³² See District of Columbia Office of Planning, *NoMa Vision Plan*.

before the turn of the 20th century. The white population continued to reflect the strong Irish and German backgrounds that were seen in the pre-Civil War settlements near the Printing Office. Development by speculators was characteristic of the Near Northeast, and many rows of houses of identical or coordinated design can still be seen in the Italianate style of the 1870s and the bay-front style of the 1880s and 90s. The result, by the end of the 19th century was a growing neighborhood of small to medium-sized houses in the prevailing styles of the day, built to house a population with strong ethnic and working class components. Through the center of this neighborhood, along the streetcar line, some dwellings were converted to shops, and an incipient commercial district was beginning to take shape.³³³

Residential Development on Square 750

The majority of Block 750 is devoted to speculative residential development, most of which was built prior to the 1903–1907 construction of Washington Union Station and consists of modest vernacular dwellings. (Figure 1-49) The south side of K Street, N.E., was developed first with six dwellings built by Robert Barr and R. T. Pettit for B. H. Warner between 1882–83. Thomas J. King built two additional rows along K Street, N.E., in 1891: one row of four dwellings for E. D. Godfrey and an additional row of four for himself.

The largest single development on Square 750 was constructed in 1894. It consists of 35 dwellings designed by Carl B. Keferstein and built by J. B. Collier, which filled in the remaining lots on the northern half of the square between Parker and K Streets, N.E. Set high above the street, all of these row houses and their front yards retain their historic relationship to the original grade of K Street, N.E., which was regraded as part of the construction of Washington Union Station between 1903 and 1908. The residential development on the remainder (south portion) of the square was constructed between 1909 and 1915, following the opening of Union Station. (Figure 1-50)

The original lots within the L'Enfant Plan squares were quite large, and there was no alley system. Later developers divided the squares into small house lots

with a defined alley system prior to development. There are two alleys in Square 750, bisecting the north and south portions of the square and largely hidden within the square. No buildings on Square 750 front on the alleys. Sometimes in larger squares, alleys become actual streets, as is Parker Street, N.E., which was added at the center of Square 750 in 1887.³³⁴

Stylistically, the most common row house form on Square 750, seen on K and Second Streets, N.E., is the asymmetrical row house with a full-height projecting bay built for the middle-class resident. Most bay fronts were made of sharp-edged, machine-made red brick set with very fine mortar joints. Bays could be square, round, or polygonal. Decorative brick details include corbelled cornices at the roofline, belt courses and panels, and areas of decorative bonds such as herringbone and basket weave. Bay fronts were often built on a raised basement, and incorporate a recessed door approached by a stair with an iron railing.³³⁵

The row houses that line narrow Parker Street, N.E., are simpler, smaller, and flush with the lot line, as opposed to the row houses on Second, Third, and K Streets, N.E., which are generally on wider lots, of more elaborate (albeit still relatively modest) design, and set back from the street with small front yards. Typically, these Parker Street houses, built for working-class residents, are brick, two to three bays wide, with a flat front and roof and a simple cornice.³³⁶

Commercial Development on Square 750

All three non-residential properties on the square date from the early 20th century and appear to have been directly influenced by the construction of Washington Union Station. (Figure 1-51) Designed by Alfred B. Mullett & Company in 1907, the commercial building at 901 Second Street, N.E., initially housed a lunch room that catered to local residents, construction workers engaged in building the Washington Terminal improvement, and, later, employees of the terminal rail yard. The “milk depot” or dairy at 911 Second Street, N.E., was built in 1922 directly across from the milk platform within the terminal rail yard. The industrial building at 220 I Street, N.E., was built in 1928 for Tophams, Inc., a local manufacturer of travel luggage and trunks. The 2006 *NoMA Vision Plan* lists the milk

³³³ Ibid., 22.

³³⁴ Ibid., 23.

³³⁵ Ibid., 29.

³³⁶ Ibid., 30–31.

depot and the Tophams properties as eligible for the National Register, but these buildings may have lost some integrity and should be carefully evaluated.³³⁷

SQUARE 751

Square 751 is the sight of a contemporary condominium development known as Landmark Lofts at Senate Square. This development incorporated a historic nursing home that once occupied all of Square 751. The concentration of Irish Catholic immigrants and institutions in Swampoodle led to the founding of the Asylum for the Elderly, later St. Joseph's Home, established by the Little Sisters of the Poor in 1872. The sisters expanded the facility over time, and ceased operations in 1977. The home itself was a four-story gabled brick institutional building with additions characterized by an open pastoral setting of lawn and garden, even well into the 20th century. Construction of the six-lane H Street Bridge and roadway in the 1970s compromised the integrity of the home's historic setting along H Street.

The Capital Children's Museum acquired the former St. Joseph's Home and opened there in 1980. In 2004, the museum sold the property to Abdo Development, which constructed a luxury condominium and apartment development called Senate Square. Although the Senate Square development retained some of the former St. Joseph's buildings, it also included large new apartment buildings infilling the open space around the home and immediately surrounding the historic building.

BCA visually assessed Square 751 and determined that the St. Joseph's Home building is potentially eligible for the D.C. Inventory or the National Register. The 2006 *NoMA Vision Plan* lists the Little Sisters property as a potentially eligible resource based upon SHPO evaluation.³³⁸ Further consultation with SHPO is required.

Detailed data sheets for each historic architectural resource on Squares 750 and 751 are included in Appendix D.

³³⁷ District of Columbia Office of Planning, *NoMa Vision Plan*, 3.29.

³³⁸ Ibid.

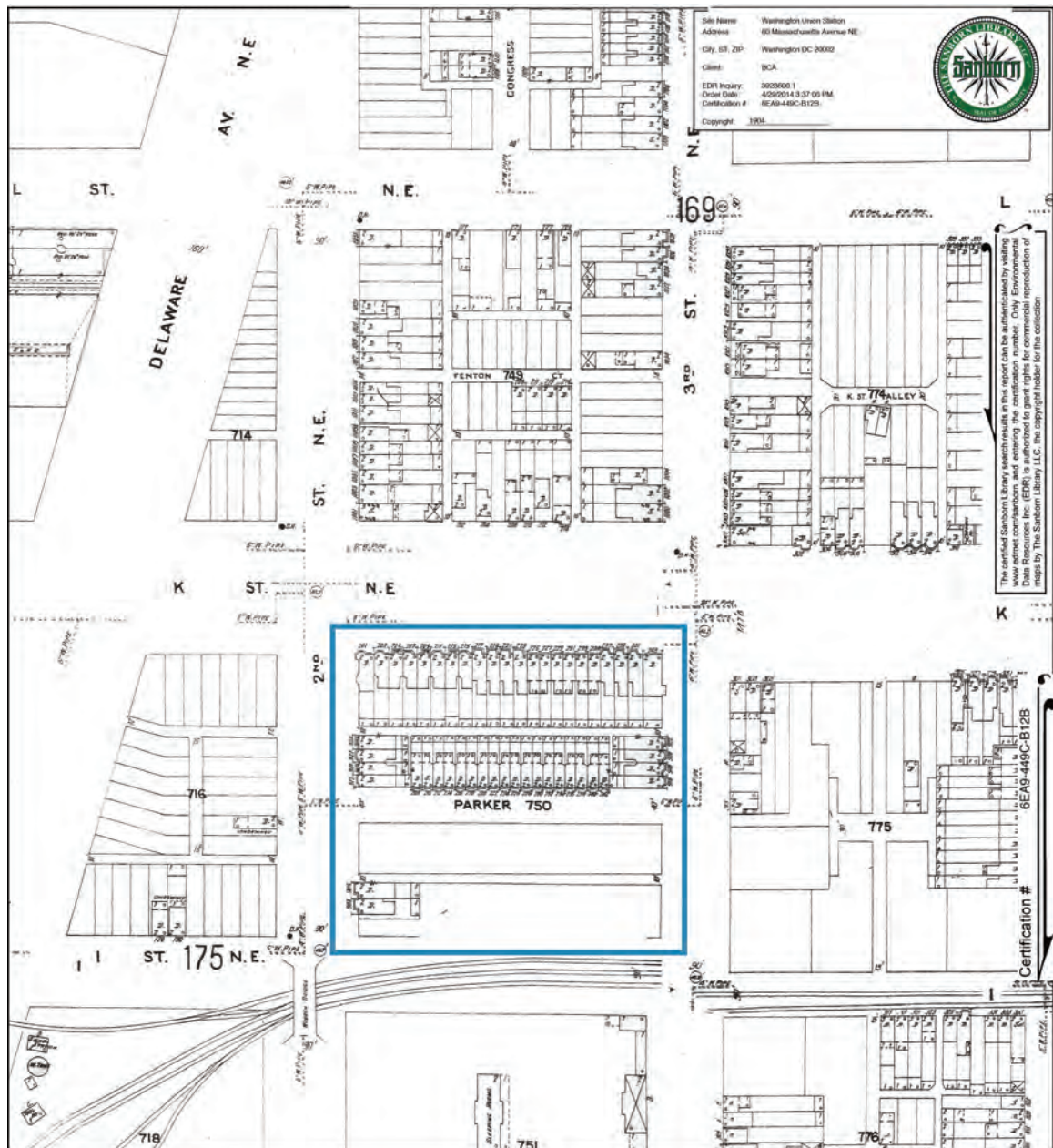


Figure 1-49. Square 750, Sanborn Map, 1904, prior to the completion of Union Station. Note the B&O tracks to the south at I Street and the lack of development on this square to the south of Parker Street.

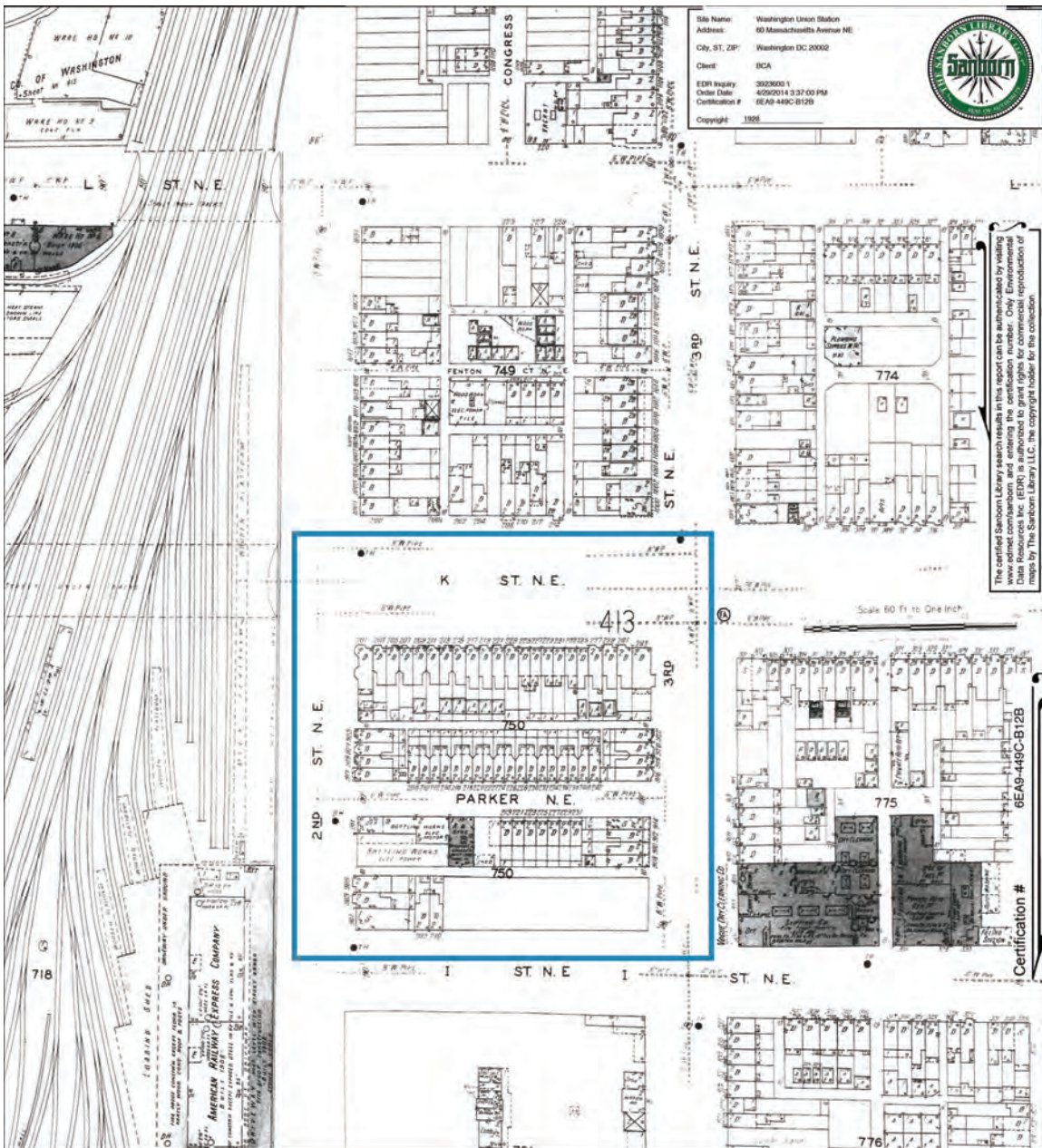


Figure 1-50. Square 750, Sanborn Map, 1928. Most of the square, including the area south of Parker Street, has been built up. The bottling works at the corner of Parker and Second Streets was constructed in direct response to the transport of milk via Union Station.

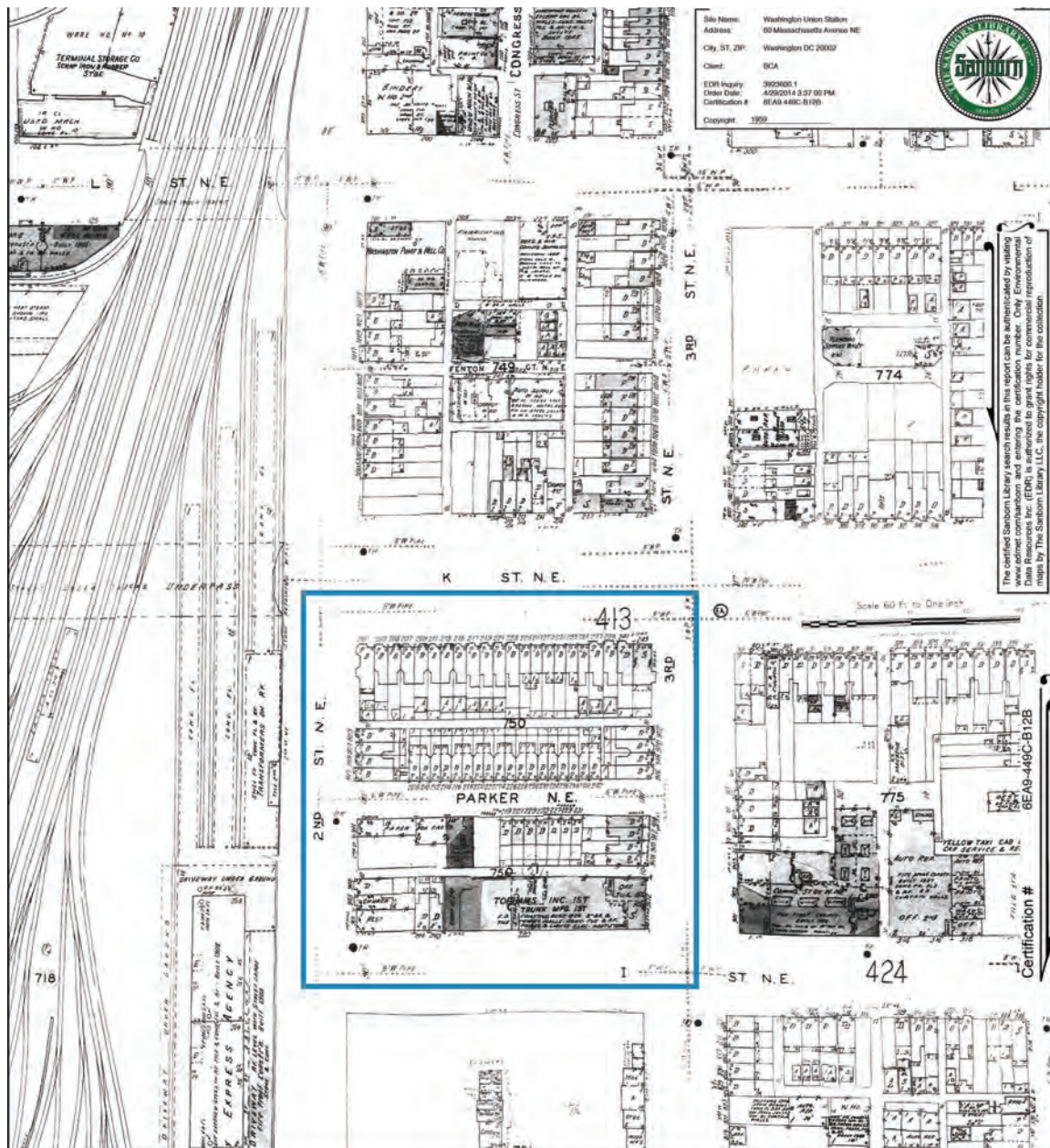


Figure 1-51. Square 750, Sanborn Map, 1959. Development on the square is complete, although a portion of the bottling works has been demolished. The Topham's Luggage factory has been added to the square by this time.



Figure 1-52. 901 Second Street, N.E., former lunch room, looking northeast, 2014.



Figure 1-53. 903 to 905 Second Street, N.E., looking southeast, 2014.



Figure 1-54. 917 to 919 Second Street, N.E., looking northeast, 2014.



Figure 1-55. 917 to 923 Second Street, N.E., looking east, 2014.



Figure 1-56. 929 Second Street, N.E., looking east, 2014.



Figure 1-57. 911 Second Street, N.E., former milk depot, north facade, looking southeast, 2014.



Figure 1-58. 911 Second Street, N.E., main facade, 2014.



Figure 1-59. 911 Second Street, N.E., looking east, 2014.



Figure 1-60. 908 to 914 Third Street, N.E., looking southwest, 2014.



Figure 1-61. 916 to 922 Third Street, N.E., looking west, 2014.



Figure 1-62. 208 to 210 I Street, N.E., looking north, 2014.



Figure 1-63. 220 I Street, N.E., former Tophams factory; primary facade, looking northeast, 2014.



Figure 1-64. 220 I Street, N.E., east facade, looking west, 2014.



Figure 1-65. 201 to 215 K Street, N.E., looking southeast, 2014.



Figure 1-66. 217 to 223 K Street, N.E., looking south, 2014.



Figure 1-67. 223 to 225 K Street, N.E., looking south, 2014.



Figure 1-68. 227 to 235 K Street, N.E., looking south, 2014.



Figure 1-69. 229 to 243 K Street, N.E., looking southwest, 2014.



Figure 1-70. 239 to 243 K Street, N.E., looking south, 2014.



Figure 1-71. 208 to 242 Parker Street, N.E., looking northwest, 2014.



Figure 1-72. 220 to 240 Parker Street, N.E., looking northwest, 2014.



Figure 1-73. 230 to 242 Parker Street, N.E., looking northwest, 2014.



Figure 1-74. 218 to 228 Parker Street, N.E., looking northwest, 2014.



Figure 1-75. 206 to 220 Parker Street, N.E., looking northwest, 2014.



Figure 1-76. 219 to 231 Parker Street, N.E., looking southeast, 2014.



Figure 1-77. 220 H Street, N.E., former St. Joseph's Home, now part of Landmark Lofts, looking west, 2014.

2.5.6 Viewsheds

The wide-open space immediately to the south of Union Station and Columbus Plaza, characterized by the parkland of the U.S. Capitol Grounds; the low-scale City Post Office and Judiciary Office buildings; and important L'Enfant/McMillan plan vistas—all of which visually defer to Union Station—directly inform the key viewsheds to Union Station identified in Figure 1-48.

The interplay between the historic station building and the critical viewshed arc illustrated in Figure 1-48 should be respected in any proposed development on the Union Station site. Especially notable are the viewsheds created by the L'Enfant/McMillan plans.

THE PLAN OF THE CITY OF WASHINGTON (L'ENFANT PLAN; L'ENFANT/MCMILLAN PLAN)³³⁹

The plan of the City of Washington was designed in 1791 by Pierre L'Enfant, and mapped the following year. This baroque city plan, with a coordinated system of radiating avenues, parks, and vistas laid over an orthogonal system, was influenced by the designs of several European cities and 18th-century gardens, such as France's Palace of Versailles. The realization of physical changes to the original plan were gradual, until the second important benchmark in the development of Washington's urban plan: the McMillan Commission and its 1901–02 recommendations, which directed urban improvements that resulted in the most elegant example of City Beautiful tenets in the nation. The McMillan Commission plans were implemented predominantly during the first three decades of the 20th century, and continued sporadically thereafter. The plan area, with modifications made in accordance with the McMillan Plan, is listed on the National Register of Historic Places. For nearly 100 years, a legal height limit of 160' (maximum) in the City of Washington has preserved the broad, horizontal, and baroque nature of the L'Enfant Plan, allowing light and air to reach the pedestrian level, and resulting in a picturesque skyline pierced by steeples, domes, towers, and monuments. Two hundred years since its design, the integrity of the plan of Washington is largely unimpaired—boasting landscaped parks, wide avenues, and open space allowing intended vistas.

³³⁹ Drawn from National Register of Historic Places, L'Enfant Plan, National Register #97000332.

The plan meets National Register Criterion A for its relationship with the creation of the new United States of America and the creation of a capital city; it meets Criterion B because of its design by Pierre L'Enfant, and subsequent development and enhancement by numerous significant persons and groups responsible for the city's landscape architecture and regional planning; and it meets Criterion C as a well-preserved, comprehensive, Baroque plan with Beaux-Arts modifications.

The listed area reflects the street grid, diagonal avenues, parks and their statuary, vistas along radiating avenues and among monuments and sites over federal land within the plan's boundaries, and the airspace above this matrix up to the legal height limit in the city. The open space above the streets and avenues is included in the nominated area. Vistas are not quantified for National Register listing, but they are addressed in the description and are considered a critical element of the plan.

Following are the key elements of the L'Enfant/McMillan Plan that fall into the critical viewshed arc illustrated in Figure 1-48. The text describing portions of the plan that intersect with the critical viewshed arc has been italicized for emphasis.

U.S. Capitol Grounds

The U.S. Capitol Building (1793-1865, National Historic Landmark) anchors the east end of the Mall; it and surrounding office buildings are located on federal land under the jurisdiction of the Office of the Architect of the Capitol. Originally designated Reservation No. 3 by L'Enfant, these grounds have since been expanded to encompass an irregularly shaped area bounded by Second Street on the east; C and D Streets, and Washington Avenue on the south; Third Street and Pennsylvania and Maryland Avenues on the west; and Louisiana and Massachusetts Avenues and F Street on the north. The land is occupied by the U.S. Botanic Garden (1933); Rayburn (1965), Longworth (1933) and Cannon (1908) House Office Buildings; Library of Congress-Jefferson Building (1897, NHL); U.S. Supreme Court (1935, NHL); Dirksen (1958), Russell (1908), and Hart (1982) Senate Office buildings; and the Federal Judiciary Building (1992). *The open space between Union Station and the immediate land around the Capitol—Union Station Plaza—is also in this jurisdiction.*

Reservation No. 334: Columbus (Union Station) Plaza (N.E., 2 acres)

Origin: McMillan Plan.

This semicircular space serves as a forecourt for Union Station, from which radiate Louisiana, Delaware, and Massachusetts Avenues, and E and First Streets. The paved plaza is dominated by the elaborate Christopher Columbus Fountain (1912), incorporating benches and flanking fountains, in addition to the American Legion Freedom Bell (1981). A series of medians, double-standard Washington globes, and a trio of eagle-topped flagpoles complete the park.

Delaware Avenue (16.87 acres)

Origin: L'Enfant Plan, Ellicott Map.

One of the shortest of the city's avenues exists as three discontinuous pieces: along the railroad tracks, from L to M Streets, N.E. (0.12 miles); *in the governmental setting from Union Station Plaza to Constitution Avenue, N.E. (0.25 miles);* and through a residential area from C Street to approximately N Street, S.W. (0.5 miles, but interrupted by the Southwest Freeway), the right-of-way is 160' across. *Mature trees line the thoroughfare between Union Station and the Capitol.*

Louisiana Avenue (7.64 acres)

Origin: McMillan Plan.

From Constitution Avenue to Columbus Circle, the avenue is 0.39 miles long with a 160' wide right-of-way, providing a vista of Union Station from the Mall.

Massachusetts Avenue (85.33 acres)

Origin: L'Enfant Plan, Ellicott Map.

The city's longest diagonal avenue travels from Florida Avenue and 22nd Street, N.W., through the northeast quadrant, to terminate at 19th Street, S.E., for a total of 4.4 miles. Its right-of-way is 160' across. The major reservations it is diverted around or under are Dupont, Scott, and Thomas Circles; Mount Vernon and Stanton Squares; *Union Station Plaza*, and Lincoln Park.

Constitution Avenue (45.81 acres)

Origin: 1931, McMillan Plan.

A major east-west route that forms the north boundary of the Mall, it extends from 23rd Street, N.W., to 21st Street-RFK Stadium, N.E. (4.2 miles). The 90' right-of-way passes through governmental and residential settings, most significantly the Federal Triangle, for which the avenue serves as the south boundary between Fifth and 15th streets, N.W.

North Capitol Street (23.63 acres)

Origin: L'Enfant Plan, Ellicott Map.

From the Capitol Grounds at Louisiana Avenue and D Street to Florida Avenue, it serves as the axial route radiating due north from the Capitol through commercial and residential settings (1.5 miles), with a 130' right-of-way.

First Street (58.05 acres)

S.W.: 90' x 1 mi., G to V Streets interrupted between I and M Streets.

N.W.: 90' x 1.45 mi., Constitution to Florida Avenues.

S.E.: 110' x 1.1 mi., Potomac Avenue to I Street, and F to East Capitol Streets.

N.E.: 110' x 1.25 mi., East Capitol Street to Florida Avenue with jog at Union Station.

Second Street (34.36 acres)

S.W.: 0.5 mi., P to V Streets.

S.E.: 0.9 mi., M to East Capitol Streets interrupted by Garfield Park and freeway.

N.E.: 1 mi., East Capitol to L Streets.

N.W.: 0.75 mi., Constitution to New Jersey Avenues.

Third Street (50.06 acres)

S.W.: 110' x 0.9 mi., P Street to mid-Mall interrupted between E and G, M, and O Streets.

N.W.: 110' x 1.1 mi., Constitution to Florida Avenues interrupted between K and O Streets.

S.E.: 90' x 0.95 mi., M to East Capitol Streets traveling under freeway.

N.E.: 90' x 1.25 mi., East Capitol Street to Florida Avenue.

Fourth Street (45.90 acres)

S.W.: 80' x 1.1 mi., P Street to mid-Mall, interrupted between I and M Streets.

N.W.: 80' x 1.35 mi., D Street to Florida Avenue interrupted between N and P Streets.

S.E.: 85' x 0.95 mi., M to East Capitol Streets, under freeway.

N.E.: 85' x 1.2 mi., East Capitol Street to Florida Avenue.

D Street (52.04 acres)

S.W.: 70' x 0.92 mi., L'Enfant Promenade to South Capitol Street, interrupted.

S.E.: 70' x 1.55 mi., North Carolina to 19th St., around Eastern Market.

N.E.: 90' x 1.95 mi., North Capitol to Oklahoma Avenue.

N.W.: 90' x 0.90 mi., 18th to 17th, 9th to North Capitol Street.

E Street (70.03 acres)
S.W.: 0.5 mi., 7th to 2nd Streets.
S.E.: 1.8 mi. South Capitol to 18th Streets, around Marion Park.
N.E.: 1.82 mi., 2nd St. to Oklahoma Ave., except between 15th and 16th.
N.W.: 2.3 mi., 23rd to North Capitol St., with jogs at 13th. 20th: interrupted between 5th and 4th.

F Street (32.96 acres)
S.E.: 100' x 0.1 mi., 1st to 2nd Streets.
N.E.: 70' x 1.3 mi., 2nd to 17th Streets.
N.W.: 70' x 1.9 mi., 23rd to North Capitol St., interrupted between 17th and 15th, 3rd and 2nd Street.

G Street (57.75 acres)
S.W.: 90' x 0.65 mi., 9th to 1st Streets.
S.E.: 90' x 1.2 mi., Garfield Park and 3rd to 17th.
N.E.: 100' x 1.2 mi., North Capitol to 1st Streets and 2nd to 15th Streets.
N.W.: 100' x 1.9 mi., Virginia Ave. to North Capitol St. interrupted between 17th and 15th, 10th and 9th, 3rd and 2nd, and jog at Massachusetts Ave.

2.6 SUMMARY OF POTENTIAL ARCHAEOLOGICAL RESOURCES IN THE PRIMARY STUDY AREA

The Archaeological Assessment for Washington Union Station found in Appendix E describes the results of an archaeological investigation of Washington Union Station in preparation for the development of this HPP.

The *Archaeological Assessment* details the station complex's relationship to the City of Washington's 1791 L'Enfant Plan, which is listed in the National Register of Historic Places as a historic district in Washington, D.C. The *Archaeological Assessment* also provides information on prehistoric occupation of the station complex area, buildings and other cultural features dating to before Union Station's construction, and 20th century station complex buildings and features that have been demolished.

The Union Station complex is likely to contain a range of archaeological materials ranging from isolated artifacts to potentially significant cultural features. These may include prehistoric cultural remains, but are most likely to date to the historic period. The potential distribution of these materials varies across the station complex territory. Areas that have been

graded and leveled, such as the rail yard north from L Street. N.E., to New York Avenue, N.E., are unlikely to contain significant archaeological remains. A possible exception to this is the vicinity where the 18th century Casanovia farmhouse once stood, and where a subsurface artifact concentration was encountered during construction for the NoMa-Gallaudet Metrorail Station. Other locations where there is little or no archaeological potential include the Union Station footprint, the 1970s-80s parking garage, and additions to the station building.

It appears that the greatest potential for preservation of potentially significant archaeological materials is in the rail yard south of L Street, N.E., and beneath Columbus Plaza. The deposit of fill atop natural terrain to raise the grade in these areas may have buried pre-1903 cultural deposits. This suggests an increased likelihood for their preservation.

There is a low to moderate potential that significant prehistoric cultural remains may be encountered in the station complex area. For example, the former upland terrace location (described in the full *Archaeological Assessment for Washington Union Station* in Appendix E., see Subareas 4 and 5) may have been occupied intermittently as a campsite during the prehistoric period. There may be other locations in the station complex area where natural terrain attractive for habitation by prehistoric peoples has been preserved. A potential also exists that isolated prehistoric artifacts may be encountered, either in their place of original deposit or in disturbed soil contexts. Material of this character is useful for various forms of data analysis, but normally is not considered to be as significant as an identifiable site of habitation or other cultural activity.

There is a moderate to high potential that significant archaeological materials dating to the historic period are preserved in the station complex. They include features associated with demolished 19th to early 20th century buildings and structures, such as foundations, wells, privies, and trash pits. These have the potential to provide archaeological information important to interpreting the way of life for people who occupied the station complex area prior to 1903. Union Station's construction had a major impact on Washington's late 19th century to early 20th century Swampoodle neighborhood. Much of this community was inhabited by immigrant families and others with limited economic means. Knowledge concerning aspects of their social

and material culture is limited. Archaeological research has proven to be a useful approach for compiling data that expands information on such groups.

Another aspect of the station complex's archaeological potential concerns its past use for railroad activity. The Baltimore and Ohio Railroad was the first to provide railway service to and from the City of Washington. The segment of the B&O that extended through the station complex area included 19th century and early 20th century mainline railroad tracks, spurs, sidings, and at least one railroad bridge. Remains of buildings and structures associated with Union Station's construction and 20th century operations may also exist as archaeological deposits. These include construction features such as trestle remains, as well as the station's demolished powerhouse, turntable, and other rail features greater than 50 years in age.

Archaeological resources in the Union Station complex merit consideration for protection and management. They are mostly likely to be impacted through ground disturbance associated with pre-construction activity such as geotechnical borings and by excavations undertaken as part of construction. The destructive effects of borings may be balanced against the information they can provide. Borings can be useful for identifying soil stratigraphy and whether natural soil levels with archaeological potential are present. They may also reveal the presence of cultural materials.

The *Archaeological Assessment* in the HPP recommends that a future Phase 1 archaeological identification survey be conducted for the Union Station complex. The methodology should be tailored according to the conditions on the ground in the terrain investigated. For example, surface inspection may identify visible remains of early terminal rail yard features that have been removed. Excavation of test pits and trenches, and archaeological remote sensing, such as ground- penetrating radar, may reveal buried foundations of demolished buildings and other features. Geotechnical borings may be useful in areas of deep fill where documentary records indicate the possible presence of archaeological materials. The scope of work for a Phase 1 archaeological identification survey should be determined in consultation with the Washington, D.C., City Archaeologist in the District of Columbia Historic

Preservation Office. It may be best to conduct this work in a segmented fashion over time to examine individual portions of the station complex according to specific needs relating to future planning and development.



Figure 1-78. Washington Union Station, Main Hall, c. 1921-22. (Library of Congress)

3.0 EXISTING CONDITIONS

3.1 SUMMARY OF FINDINGS

3.1.1 Introduction

In order to understand the general condition of the various buildings and structures included in the Historic Preservation Plan, BCA performed a cursory visual examination of all elements included in the PSA. These elements include: the historic station building (interior and exterior), the train yard (retaining wall, underpasses, train platforms and K-Tower), the REA Building, and Columbus Plaza. In addition, high-resolution photographs of select building elements in the station were taken by a professional photographer. These elements include all of the statuary and carved inscriptions on the south facade of the head house, the legionnaire sculptures located on the peristyle between the Main Hall and West Hall in the interior, and the Magneta clock in the West Hall. Reference copies of these images can be found in Appendix F in Volume III.

The goal of the conditions assessment was multifaceted. One of the primary goals was to identify existing materials, and identify which are historic and which are non-historic. Another key goal was to provide a general understanding of typical conditions for existing historic materials and building elements, as well as any localized conditions thought to be significant in nature (i.e., conditions that warrant further investigation, immediate repair, or monitoring). Although non-historic materials are identified in the following graphic documentation, their overall condition was not evaluated. However, if a particular significant condition was observed for a non-historic material, it is noted in the graphic documentation. Both the high-resolution photographs of select elements and the conditions assessment of the PSA structures will yield baseline documentation of conditions at a specific point in time, documentation that can be viewed in the future to gain information about the rate of change or activity of a specific condition.

In addition to establishing a baseline understanding of physical conditions, the assessment process also allowed for an evaluation of the integrity of individual building elements and spaces. This evaluation is an important component of the HPP, as it provides a more refined understanding of the significance of individual buildings and interior spaces as related to level of integrity.

The documentation produced as part of the current conditions assessment provides the Historic Preservation Plan partners with a broad-brush overview of material condition issues for all elements of the PSA. It also identifies particularly problematic material failures or deleterious conditions that will need to be addressed in the immediate or near future. For these reasons, the conditions assessment can be viewed as a preliminary planning tool to guide future maintenance, repair and investigative efforts.

As indicated on the preceding coversheet and the following drawings, the different components of the PSA were grouped into the following categories for the conditions assessment:

- Columbus Plaza
- Historic station building
- Terminal rail yard (retaining wall, underpasses, train platforms, and K Tower)
- REA Building

3.1.2 Methodology

All areas were surveyed from the ground, using binoculars where necessary. Both the interior and the exterior of the historic station building were surveyed, whereas only the exterior of the K Tower and REA

Building were surveyed. In addition, four areas of the station were inspected up close with the aid of man lifts, two on the exterior and two on the interior. The exterior close-up inspection locations included the upper portions of the south facade, which were surveyed during the course of photographing the exterior sculpture and inscriptions, and the ceiling of one of the South Portico bays (the area outside of the East Hall-South Retail space). The interior close-up inspection locations included the southeast corner of the West Hall and two locations in the northeast corner of the East Hall. The upper portions of the south facade were surveyed with the aid of a 125-foot articulating boom lift and the portico ceiling and interior close-up inspection locations were surveyed with a 30-foot scissor lift.

BCA, in conjunction with the Historic Preservation Plan partners, decided to exclude certain areas from the conditions assessment being performed as part of this project. The reason for this exclusion relates primarily to the “big picture” conceptual nature of this conditions assessment, which prevents the need for a highly detailed and comprehensive recordation of conditions related to materials. This type of exercise is best implemented as a separate, focused task that is intended to provide specific repair recommendations and specifications. The conditions assessment being performed as part of the HPP is not intended to provide this level of detail. The areas excluded from the HPP conditions assessment include:

- Portions of the historic station building: the ceiling, statuary and clock in the Main Hall (all of which were covered due to the current restoration work); and all furniture and fixtures;
- K Tower interior;
- REA Building interior; and
- Terminal rail yard elements (i.e., equipment and infrastructure).

All typical and select significant conditions were recorded in the field on printed drawings and photographs. These field notes were then transformed into a digital product. Key conditions were transcribed onto electronic drawings with AutoCAD, using a combination of graphics as the baseline for the documentation. In some instances, elevations

generated by Architectural Resource Consultants (ARC) as part of the digital scanning project were used as the basis for recording conditions. In other instances, where such elevations did not exist, photographs, plans, and historic elevation drawings were used. The conditions noted on the drawings represent the most significant conditions in any one area. They do not represent all conditions in the area, as this was a cursory assessment intended only to identify typical conditions while also highlighting the most significant ones. The conditions noted graphically represent these more significant conditions.

Conditions (organized by location, element, and material) were also entered into an Access database and the relevant information placed in table form on the related drawing sheet for each specific location. This table provides an inventory of the original and new materials, and the typical conditions found per element. Along with the table is a brief description of the element depicted on the drawing sheet, which discusses any significant conditions and their potential causes.

3.1.3 Conditions Observed

Numerous conditions were observed during the course of the field survey, some minor and others significant. The extent of the conditions also varied, from prevalent to localized. Included below is an alphabetical list by material of all conditions observed, with a brief description of each. Additional information on the location and extent of these conditions is identified on the following drawing sheets. Representative photographs of the conditions have also been provided on the drawing sheets where the condition was observed.

It is important to emphasize that the intention of this assessment is not to provide a detailed documentation of all conditions present in any one area. Instead, the intention is to provide a general overview of condition as it relates to historic integrity while also identifying any significant conditions that warrant immediate repair, investigation, or monitoring.

MASONRY (GRANITE, TERRA COTTA, BRICK, MARBLE, CONCRETE)

- *Abandoned Anchors:* Remnants of anchors (typically ferrous) left in the masonry.

- *Biological Growth*: Small-scale organic growth, such as algae, mildew, or lichens.
- *Bird Guano*: Evidence of bird excrement.
- *Coating/Adhesive Residue*: Remnants of previously applied signage or coatings.
- *Continuous Cracks*: Cracks that run through multiple masonry units, suggesting settlement or movement. Some of the cracks have been previously repaired and, where noted, the previous repair is failing.
- *Deteriorated Mortar*: Eroded or friable mortar resulting in partially or completely open mortar joints.
- *Deteriorated Sealant Joints*: Cracked or crumbling sealant resulting in partially open joints.
- *Displacement/Bulging*: Movement of masonry units into a different plane than that of the surrounding masonry.
- *Evidence of Water Infiltration*: Area of staining, typically streaky, and salt deposition in an area where water is entering the masonry (usually through open joints).
- *Existing Bird Proofing*: Previously installed bird proofing, including both the spike and liquid-applied types.
- *General Soiling*: Soiling typically attributed to atmospheric deposition and mild biological growth.
- *Inappropriate Coating*: Presence of a coating (i.e., paint) that was not intended for the masonry.
- *Heavy Soiling*: Concentrated soiling that is more visually obtrusive and typically harder to remove.
- *Isolated Cracks*: Cracks of varying widths that run through a single masonry unit.
- *Loss*: Three-dimensional loss of stone due to impact or other damage.
- *Macroflora*: Large-scale organic growth such as plants, weeds, trees, or vines.
- *Previous Repair*: A condition, such as a crack, that has been previously repaired. In some cases, the repair has failed indicating that the source of the problem has not been corrected. Some of the previous repairs are also visually or compositionally inappropriate.
- *Scratches*: Scratches in polished stone (found only on interior marble floor).
- *Small holes*: Small holes in masonry, typically less than ½" in diameter.
- *Spalls*: Losses in stone, typically elliptical in shape and typically occurring at corners or arrises.
- *Staining*: Staining from a variety of sources (iron, copper, water infiltration, lime leaching of mortar, etc.).
- *Surface Loss/Scaling*: Scaling or delamination of the surface of the stone. The thickness of this condition varies from paper-thin to thicker sheets closer to ¼" thick. This is a prevalent condition on the granite of the station building and its source is not fully understood, but it seems to be most pronounced at areas of water infiltration.

STUCCO AND PLASTER (INCLUDING SCAGLIOLA)

- *Cracks*: Cracks greater than 1/16".
- *Displacement*: Movement of an area of plaster into a different plane than that of the surrounding plaster.
- *Evidence of Water Infiltration*: Area of staining, typically streaky, and salt deposition in an area where water is entering the plaster.
- *Hairline Cracks*: Cracks less than 1/16" wide.
- *Loose Material*: Material that is loose to the touch or sounds detached when sounded with a rubber mallet.
- *Loss*: Three-dimensional loss of material, typically due to impact or other damage.
- *Paint Failure*: Flaking or loss of paint film from substrate or underlying paint layers.
- *Previous Repair*: A condition, such as a crack, that has been previously repaired. In some cases, the repair has failed indicating that the source of the problem has not been corrected. Some of the previous repairs are also visually or compositionally inappropriate.

- *Separation*: Separation between different materials.
- *Spall*: Elliptical-shaped loss, typically at edges or arrises.

WOOD

- *Paint Failure*: Flaking or loss of paint film from substrate or underlying paint layers.
- *Wood Deterioration*: Visible deterioration of wood in the form of cracking, splitting, checking, and loss of paint.

GLASS

- Cracked glass
- Missing glass

METAL (ACCESS PANELS, GRILLES, WINDOW FRAMES, CLADDING, GUTTERS/DOWNSPOUTS)

- *Break/Separation*: Break in sheet metal seam or separation of sheet metal pieces.
- *Inappropriate Hardware*: Inappropriate and non-matching (i.e., modern) hardware used to replace historic hardware.
- *Inappropriate Mesh/Covering*: Inappropriate material used to cover metal grille.
- *Loss*: Loss of material due to impact or other damage.
- *Paint/Finish Failure*: Flaking or loss of paint film from substrate or underlying paint layers.

3.1.4 Conclusions and Recommendations

The conditions assessment generated a significant amount of information about the materials and general condition of the various elements included in the PSA. These elements are disparate in terms of material and typologies, and the assessment documented the wide range of materials present and identified both typical and significant conditions.

While significant conditions are called out on the following drawing sheets, a few conditions are worthy of elaboration. Where appropriate, recommendations have also been made to address these conditions.

- *Granite Scaling*: There is widespread scaling of the granite throughout the exterior of the historic station building. It is most pronounced in areas of water infiltration (e.g., under projecting cornices and at grade, where there may be water splash from adjacent pavement). The extent of scaling is also varied, ranging from paper-thin scales to thicker delaminations. Such damage to granite is somewhat atypical and its cause is not completely understood. It is possible that this type of granite has an inherent material inclusion that is sensitive to water, such as gypsum. Further study of the stone and this condition is recommended.
- *Masonry Cracks*: Continuous cracks running through multiple stone or brick units were observed in several locations, including both the historic station building and the retaining wall. Some cracks appear to have been previously repaired, however the repair has also failed, suggesting active movement. Wide cracks that have not been previously repaired, and cracks that have been repaired but the repair has failed, should be monitored to determine the rate of movement in these areas. Suggested locations for these monitors have been included on the retaining wall drawing sheets that follow.
- *Center Portico of South Facade*: This portion of the historic train station exterior exhibits some of the worst conditions observed. The granite in this area contains cracks, spalls, and delaminations. These conditions were observed on the architectural stonework as well as the sculptures. A thorough up-close inspection of this entire portico, including sculptures, is recommended to fully document all conditions and develop an appropriate repair program.
- *Scagliola Cracking and Delamination*: The scagliola pilasters in the East Hall have some significant condition issues. Nearly all of the pilasters exhibit some cracking. In some cases, the cracked material is loose and/or displaced. The East Hall is located over the First Avenue Tunnel, which causes the room to vibrate on a regular basis. The ongoing vibrations may be contributing to the cracking of the scagliola. Monitoring this room for vibration may be prudent. In addition, areas of loose or detached scagliola should be temporarily secured.

- *Train Platforms.* The current assessment of the train platforms indicates a significant increase in the amount of damage to the historic cast iron columns since the 2009 Historic Resource Survey by John Bowie & Associates. The damage is mainly to the ornate column capitals and appears to be from impact, especially from vehicles being driven on the platforms. Protection should be placed around these columns, or at least the capitals, to prevent further damage.
- *Columbus Plaza.* The current assessment of Columbus Plaza shows very little change from the 2010 assessment performed by Oehrlein & Associates Architects. Conditions noted in 2010 are still present and apparently have not been addressed. However, for the most part, these conditions have not gotten significantly worse, with the exception of open mortar and sealant joints. These open joints have become more deteriorated, resulting in increased water infiltration in these areas. Consideration should be given to implementation of the repair recommendations included in the Oehrlein & Associates report, following a more thorough re-surveying of the Plaza to update conditions.

3.2 GRAPHIC DOCUMENTATION OF CONDITIONS
ASSESSMENT

SHEET INDEX

Station

- » Reference Plans S1 - S3
- » Exterior E1 - E30
- » Interior I1 - I50

Train Yard

T1 - T16

- » Retaining Wall
- » Underpasses
- » Train Platforms
- » K Tower

Columbus Plaza

C1 - C9

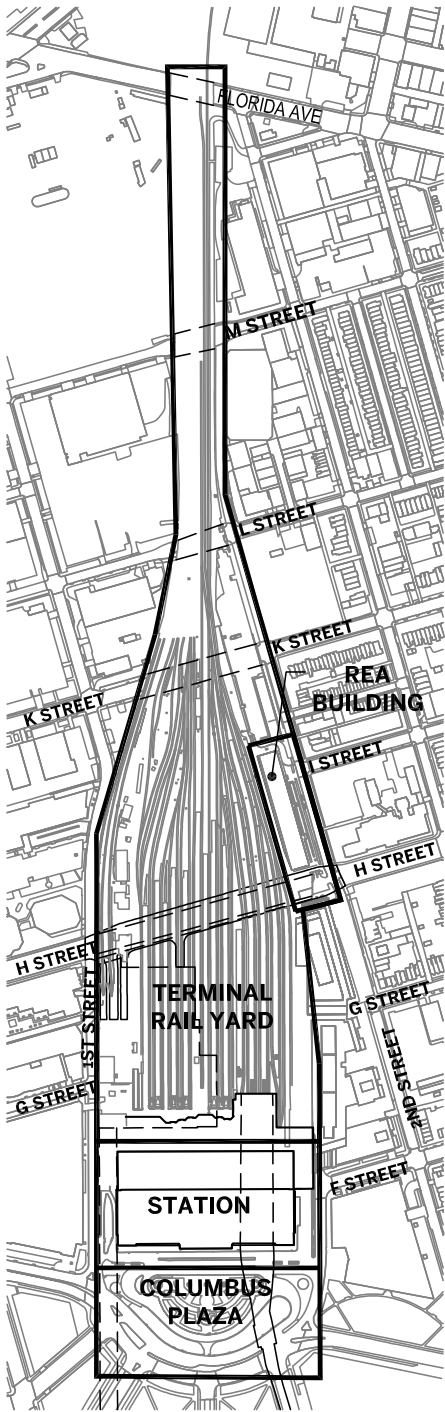
REA Building

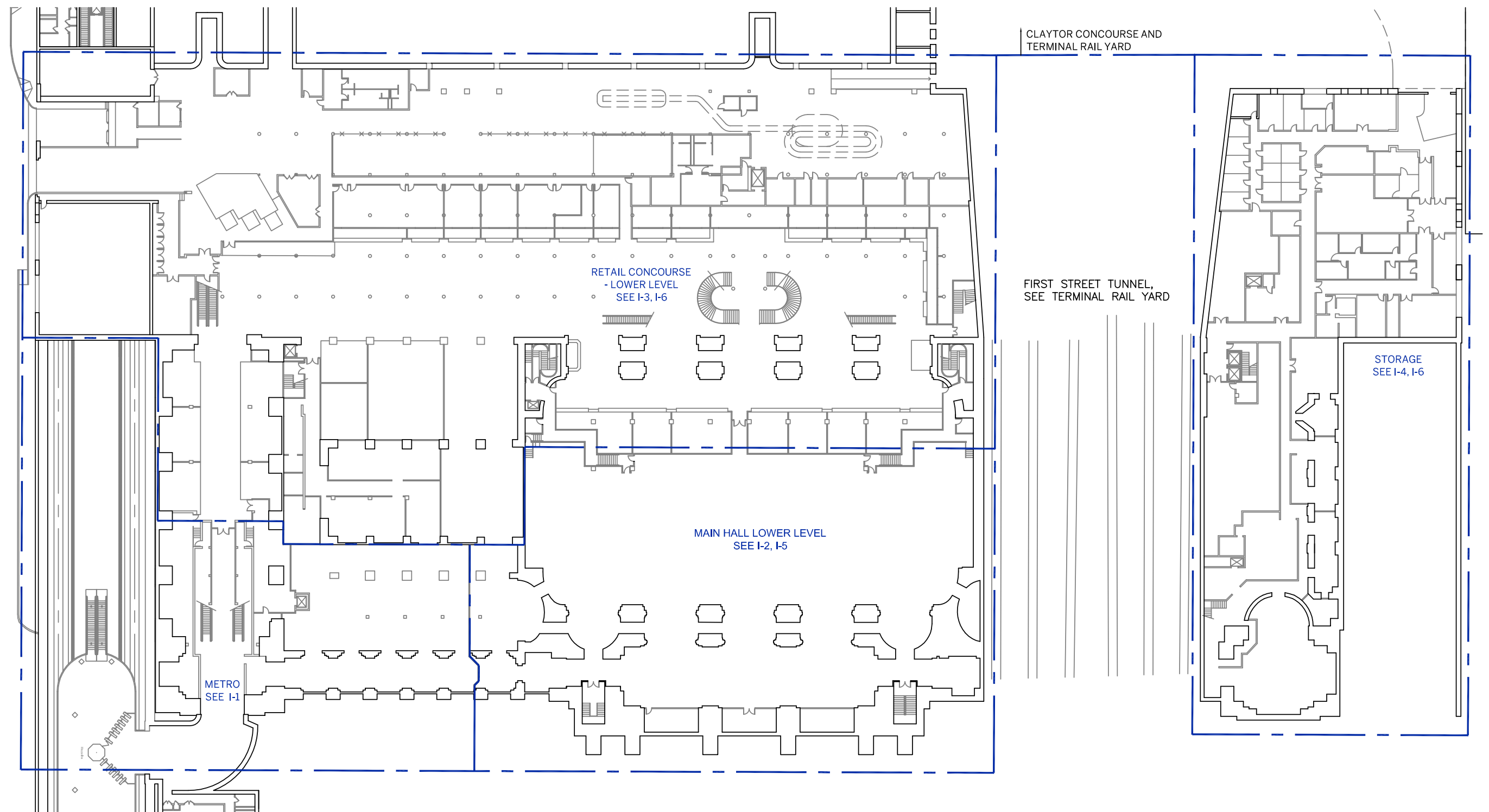
B1 - B2

LEGEND

- CRACK
- OPEN JOINT
- CONDITION AREA
- ELEMENT DESCRIPTION
- CONDITION NOTE

SITE PLAN





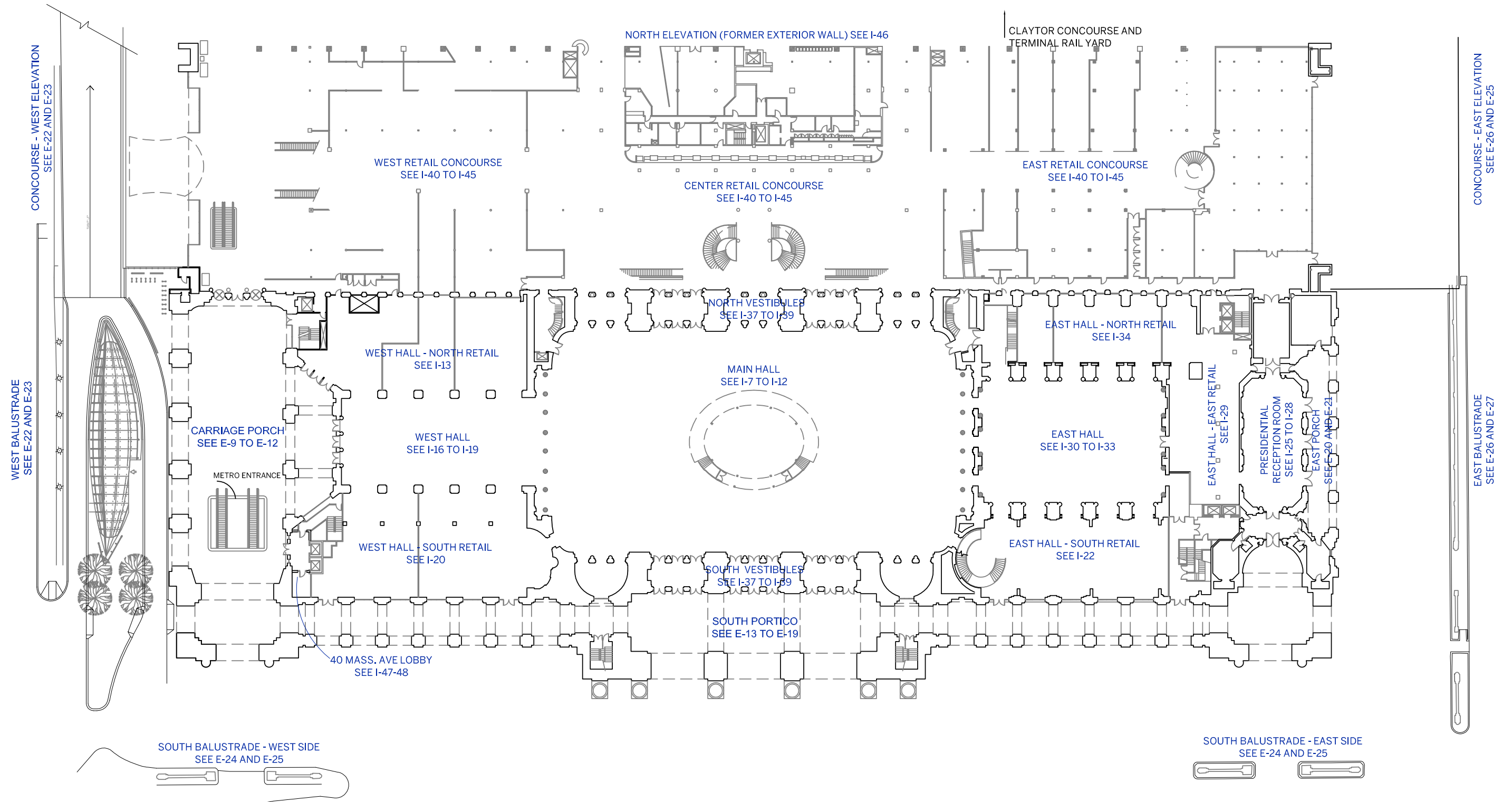
1. LOWER LEVEL PLAN

STATION REFERENCE PLAN

LOWER LEVEL

S-1

STATION REFERENCE PLAN
LOWER LEVEL—S-1



1. MAIN LEVEL PLAN

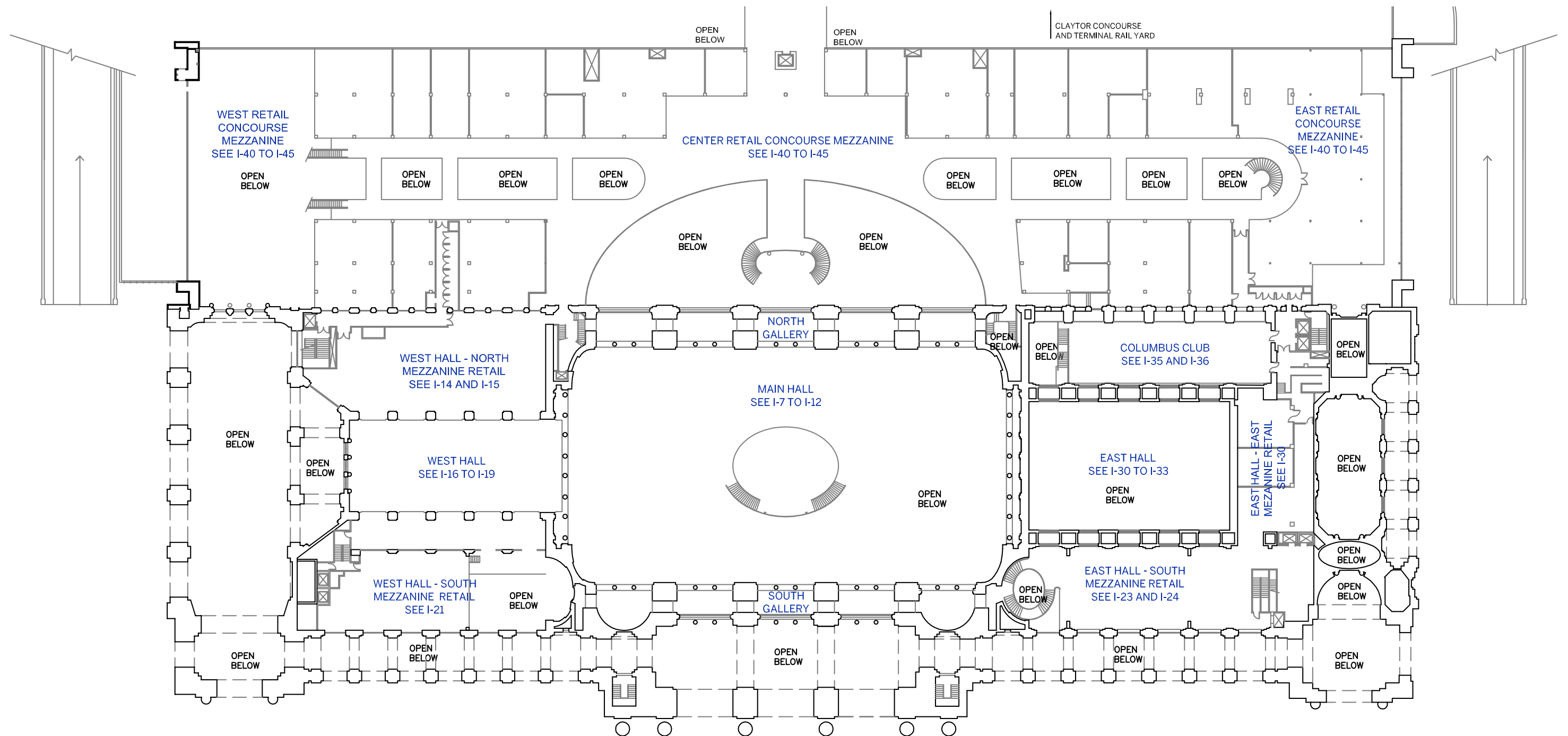
STATION REFERENCE PLAN

MAIN LEVEL

S-2

STATION REFERENCE PLAN

MAIN LEVEL— S-2



1. MEZZANINE LEVEL PLAN

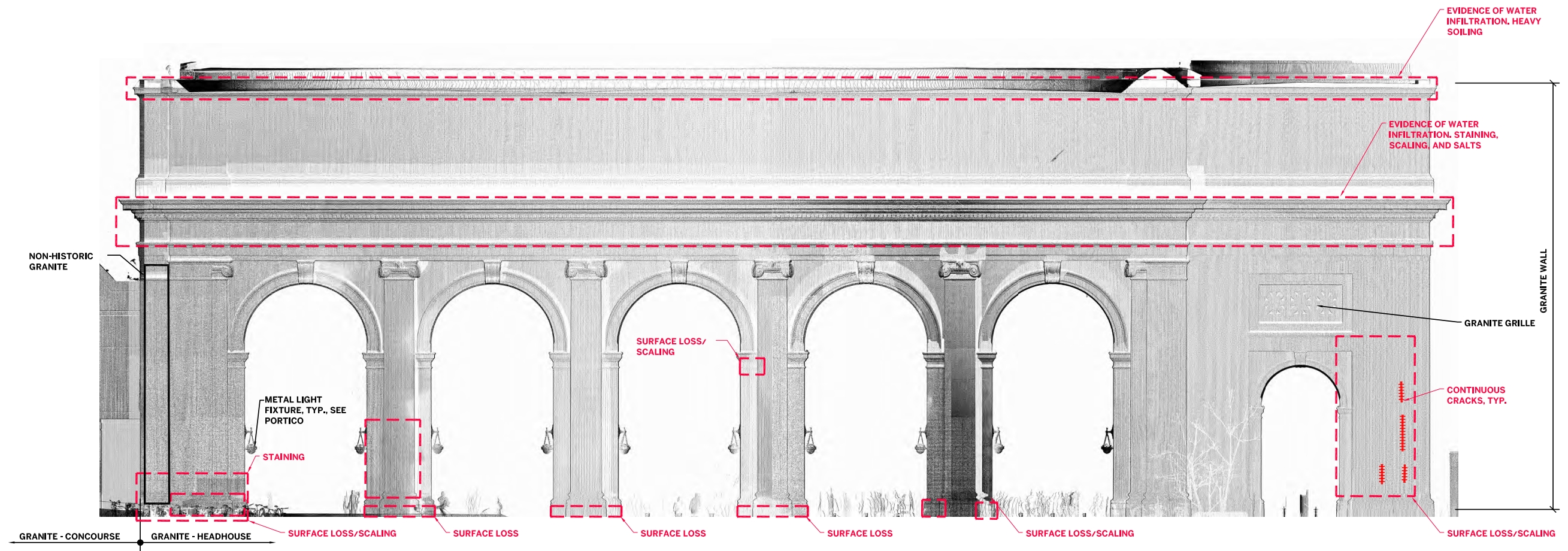
STATION REFERENCE PLAN

MEZZANINE LEVEL

S-3

STATION REFERENCE PLAN

MEZZANINE LEVEL—S-3



1. WEST ELEVATION

MATERIAL CONDITIONS WEST ELEVATION

SEE SHEETS: (E-1, E-2)

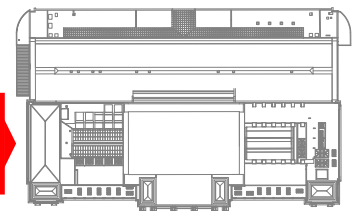
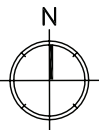
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	WALL	GRANITE	-	CONTINUOUS CRACK, LOSS, SPALL(S), HEAVY SOILING, STAINING, CRACK(S), SURFACE LOSS/SCALING	

DESCRIPTION

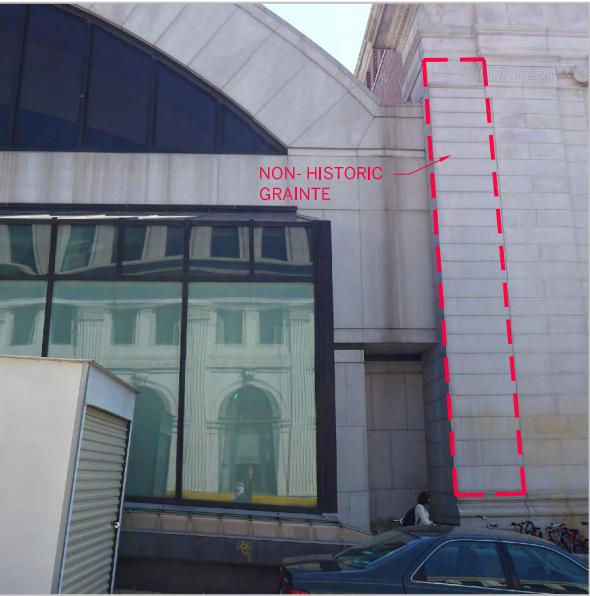
The granite at the west elevation of the headhouse is original. When the concourse was shortened, new granite infill was used at the north corner of the west elevation,

Surface loss and scaling is typical at the base of the granite walls. There are several previously repaired continuous cracks at the southwest corner that suggest previous movement. The lower and upper cornices are heavily soiled. Large sections of brown-yellow stains may be ferrous stains.

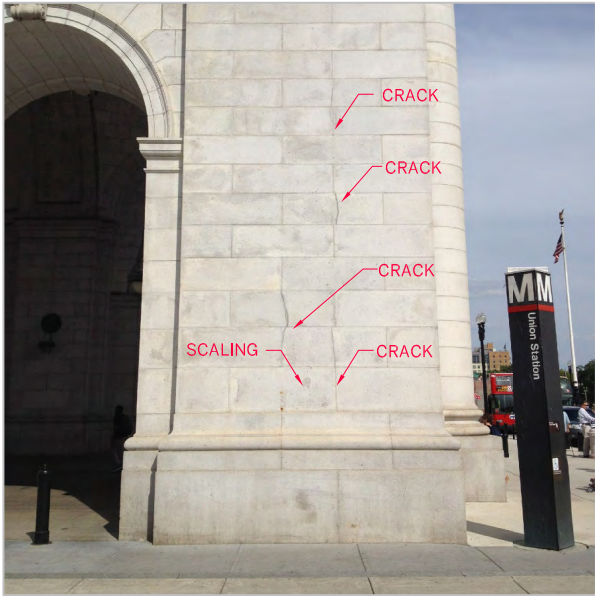
HISTORIC STATION BUILDING—HEADHOUSE
WEST ELEVATION
E-1



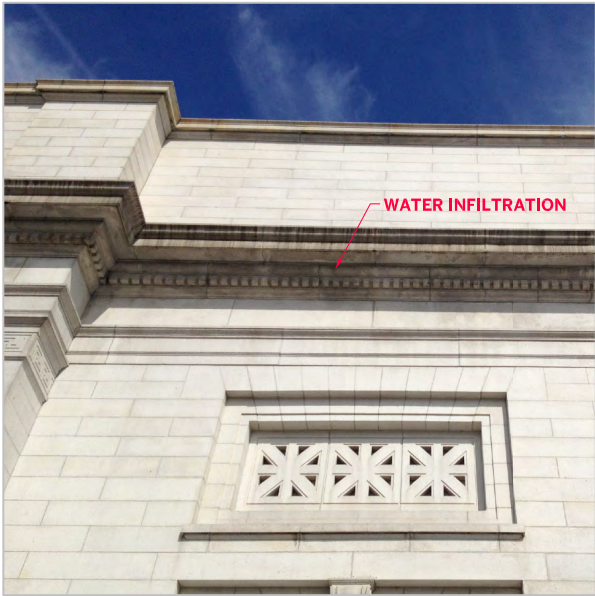
HISTORIC STATION BUILDING—HEADHOUSE WEST ELEVATION—E-1



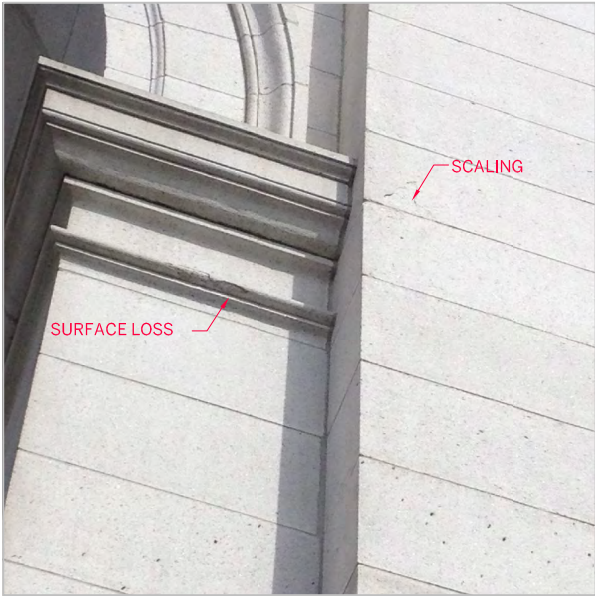
NON-HISTORIC GRANITE AT NORTH OF HEADHOUSE



CONTINUOUS CRACKS, SURFACE LOSS AND SCALING



EVIDENCE OF WATER INFILTRATION



SURFACE LOSS AND SCALING



CONTINUOUS CRACK



LOSS AT CORNER OF STONE UNIT

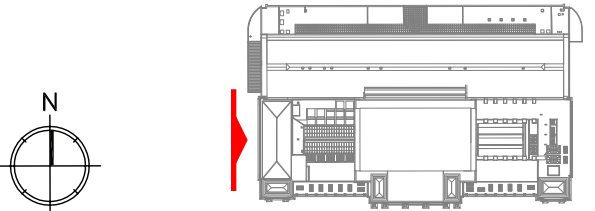


CONTINUOUS CRACK

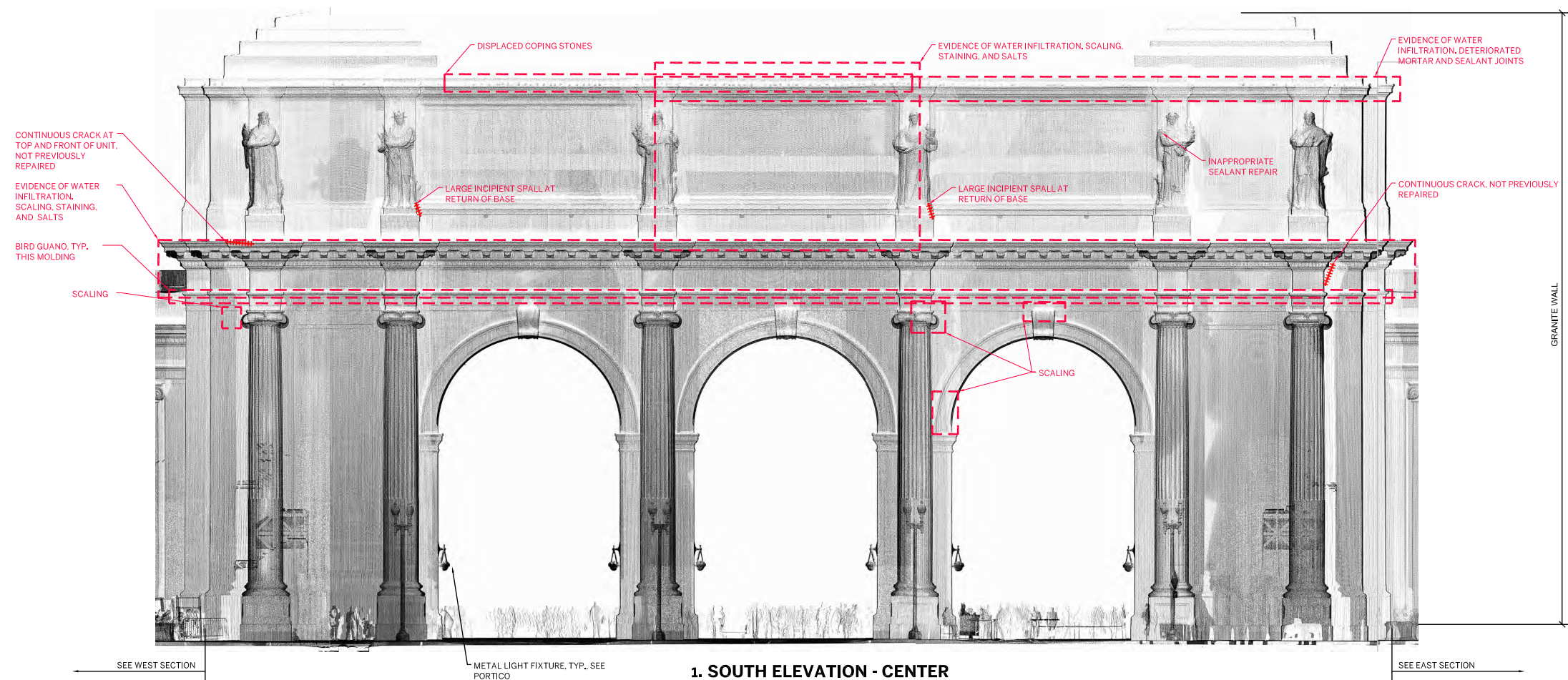
HISTORIC STATION BUILDING—HEADHOUSE

WEST ELEVATION

E-2



HISTORIC STATION BUILDING—HEADHOUSE WEST ELEVATION—E-2



1. SOUTH ELEVATION - CENTER

MATERIAL CONDITIONS SOUTH ELEVATION

SEE SHEETS: (E-3 - E-6)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	SCULPTURE	GRANITE	-	SPALLS, LOSS, INAPPROPRIATE SEALANT	
YES	WALL	GRANITE	-	EVIDENCE OF WATER INFILTRATION, SURFACE LOSS/SCALING, CRACKS, SPALLS, DISPLACED UNITS, LOSS, CONTINUOUS CRACKS, DETERIORATED MORTAR, STAINING, DETERIORATED SEALANT, BIRD GUANO, LIQUID BIRDPROOFING, ADHESIVE RESIDUE, ABANDONED ANCHORS, INAPPROPRIATE REPAIR	

DESCRIPTION

All of the granite on the south elevation of the headhouse is original, including the walls and the sculpture. There are original wood windows on the second level that were restored as part of the 1980s rehabilitation.

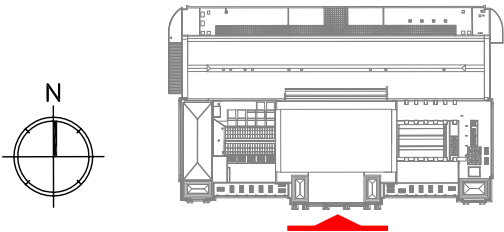
The most pervasive masonry conditions are surface loss, scaling, and evidence of water infiltration in certain locations. The evidence of water infiltration is worse at the pavilions and is typically found on the lower cornice and frieze in these areas. Some of the coping stones in the center pavilion appear to be displaced.

There are several locations of cracks and incipient spalls in the masonry, some of which have been repaired. Several are located at the base of the building and may be attributed to impact damage. Several large spalls and losses are also located at the returns of the sculpture bases and are related to the steel I-beam installed between the sculpture bases. These spalls represent an immediate concern.

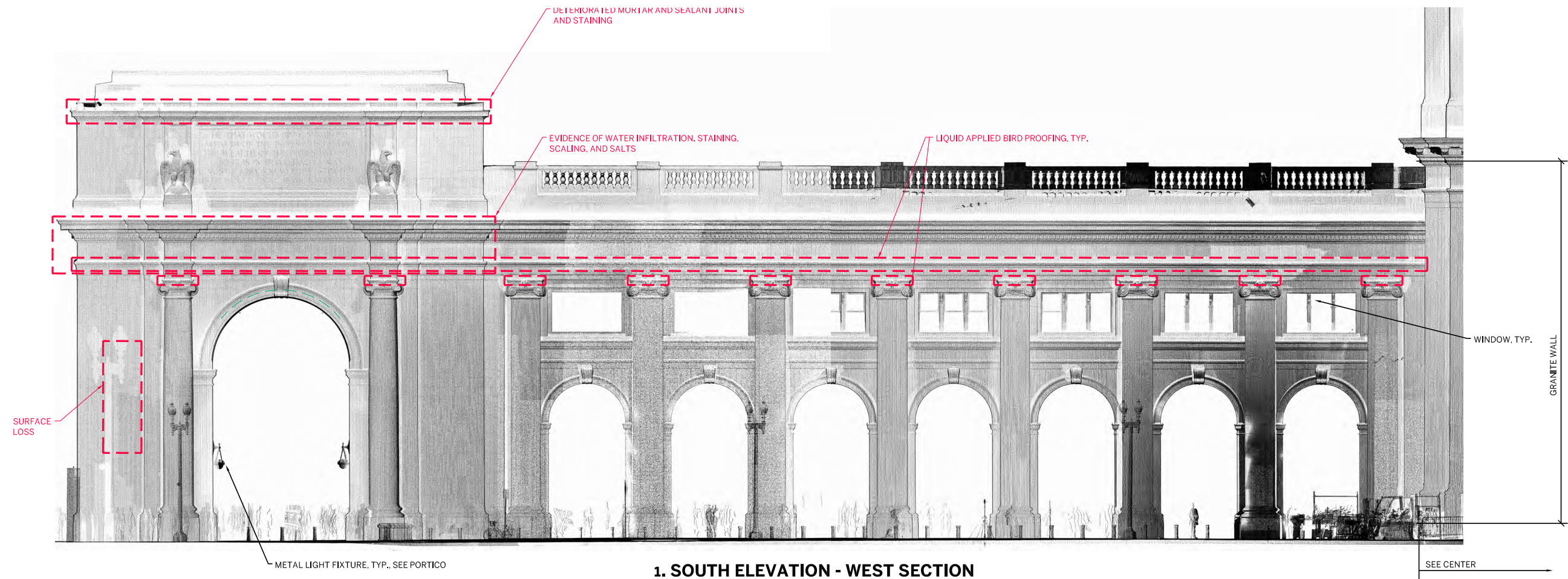
HISTORIC STATION BUILDING—HEADHOUSE

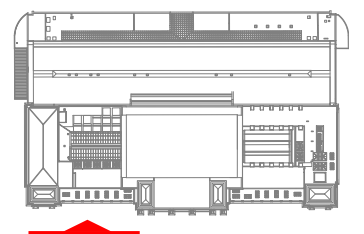
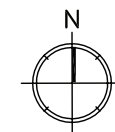
SOUTH ELEVATION: CENTER SECTION

E-3

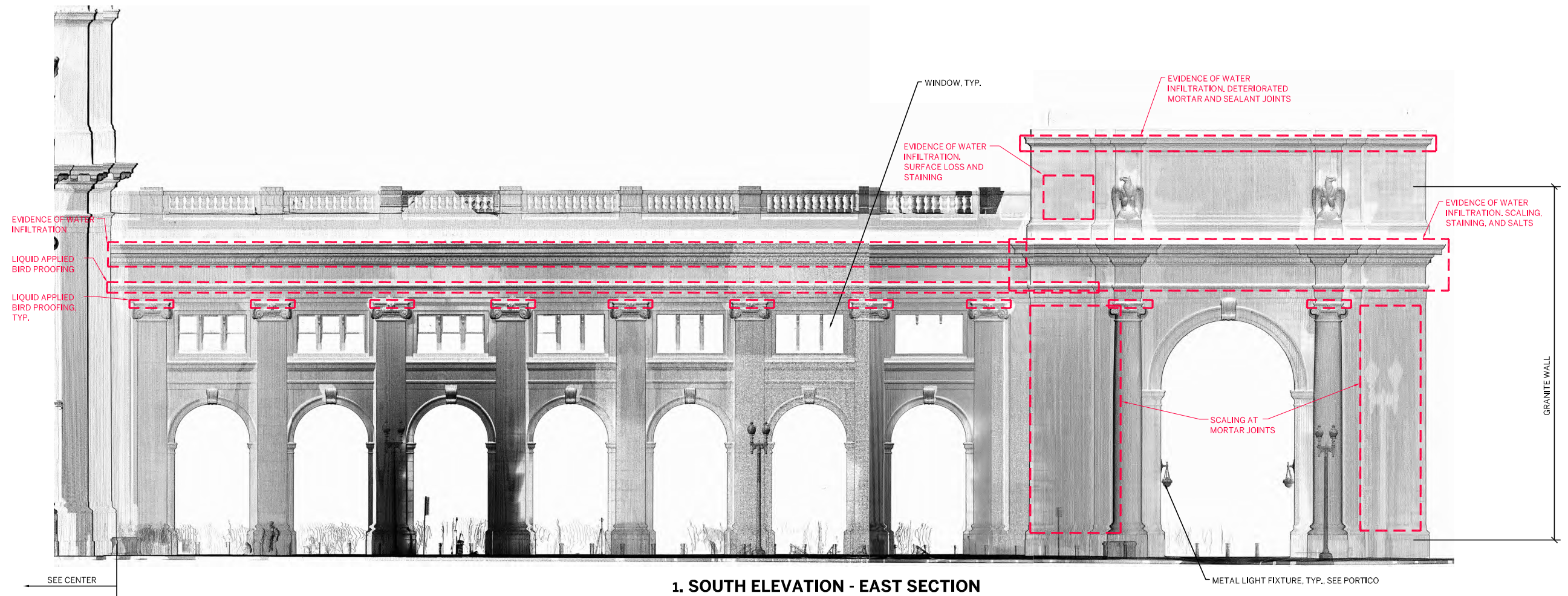


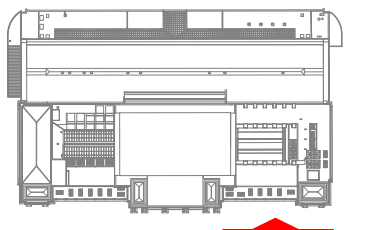
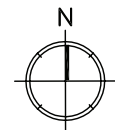
HISTORIC STATION BUILDING—HEADHOUSE SOUTH ELEVATION—E-3





HISTORIC STATION BUILDING—HEADHOUSE SOUTH ELEVATION—E-4





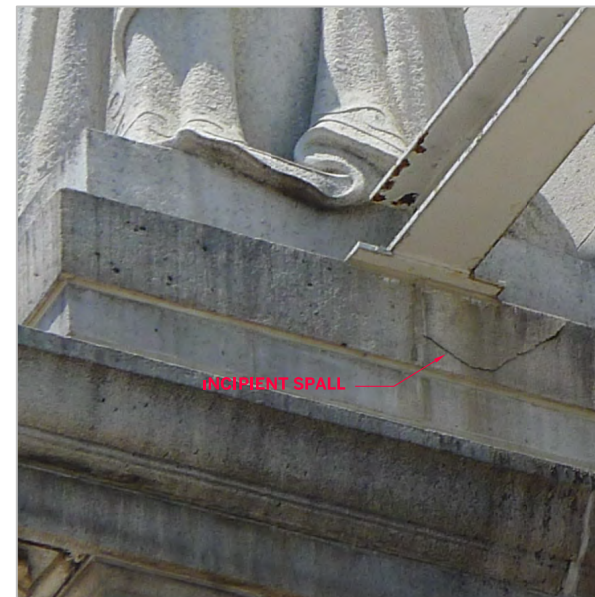
HISTORIC STATION BUILDING—HEADHOUSE SOUTH ELEVATION—E-5



WATER INFILTRATION AT EAST SIDE



SCALING



INCIPIENT SPALL AT SCULPTURE BASE



CRACK THROUGH CORNICE UNIT



EVIDENCE OF WATER INFILTRATION AND
LIQUID APPLIED BIRD REPELLENT AT MAIN
PORTICO



WATER INFILTRATION AND STAINING AT
COPING STONES



EXISTING DUCHMAN

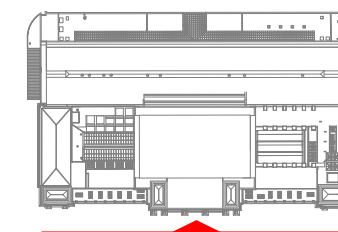
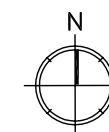


ADHESIVE RESIDUE

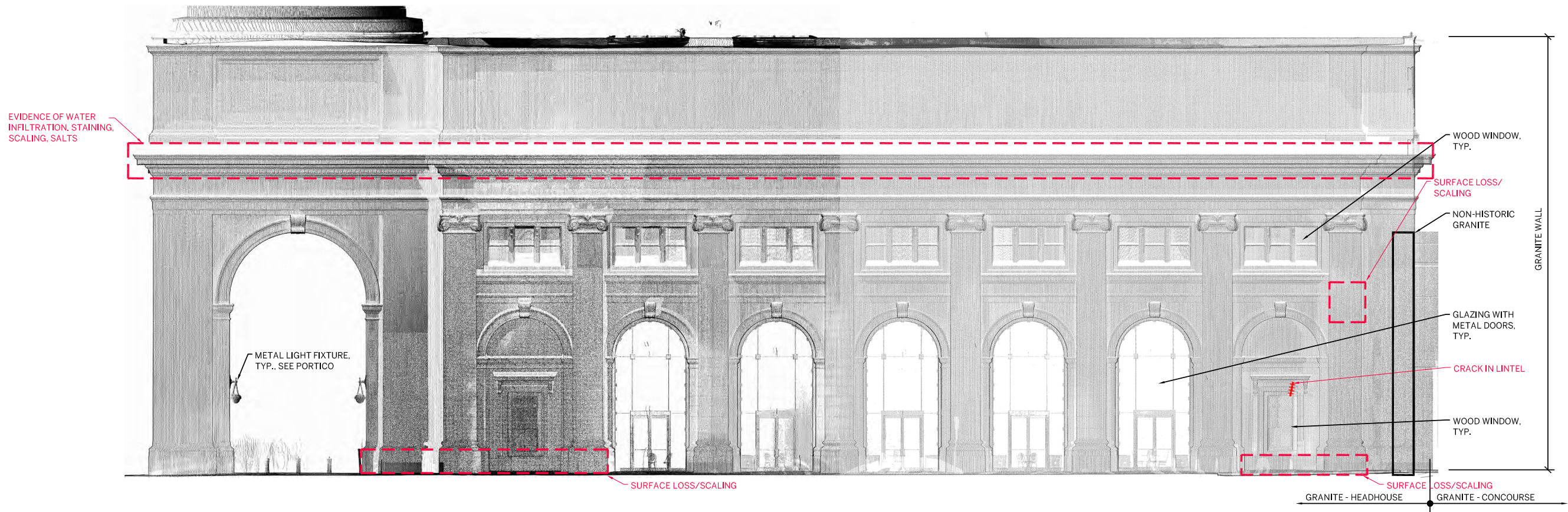
HISTORIC STATION BUILDING—HEADHOUSE

SOUTH ELEVATION

E-6



HISTORIC STATION BUILDING—HEADHOUSE SOUTH ELEVATION—E-6



1. EAST ELEVATION

MATERIAL CONDITIONS EAST ELEVATION

SEE SHEETS: (E-7, E-8)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	DOOR	GLASS AND METAL	-	NOT SURVEYED	
YES	WALL	GRANITE	-	CONTINUOUS CRACK, LOSS, SURFACE LOSS/SCALING, SPALLS, SMALL HOLES, INAPPROPRIATE/FAILED PREVIOUS REPAIR, GENERAL SOILING	
YES	WINDOW	WOOD	PAINT	PAINT FAILURE, WOOD DETERIORATION, DETERIORATED SEALANT JOINT	WINDOWS ON MAIN LEVEL THIS ELEVATION NOT RESTORED

DESCRIPTION

The granite at east elevation of the headhouse is original. When the concourse was shortened, new granite infill was installed at the north corner of the east elevation. There are original wood windows on the first and second levels.

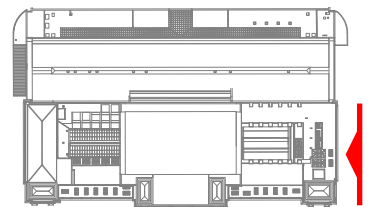
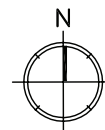
Surface loss and scaling is found at the base of the granite walls. There is one continuous crack on this elevation in a lintel that appears to be recent as it had not been previously repaired. It may have resulted from the 2011 earthquake. There is a large loss from a profiled piece of granite that is likely impact damage. Two spalls at the entrance to the East Porch have been repaired, but the repairs have failed.

Two wood windows on the first level appear to not have been restored with the other wood windows. These windows exhibit paint failure and some wood deterioration. The windows at the second level were restored as part of the 1980s rehabilitation.

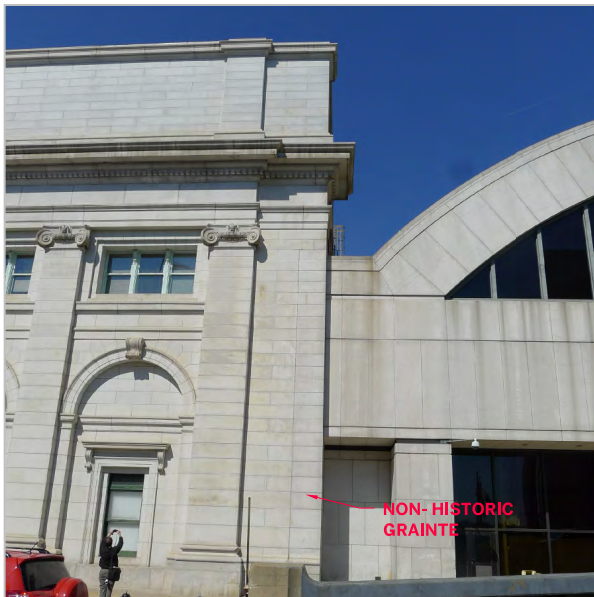
HISTORIC STATION BUILDING—HEADHOUSE

EAST ELEVATION

E-7



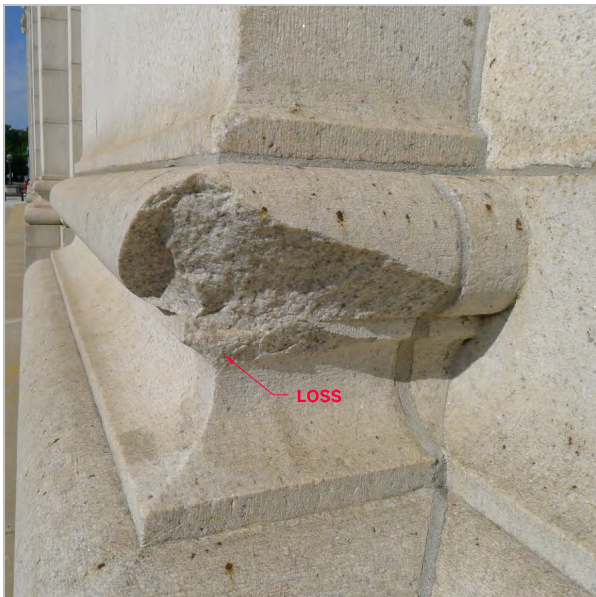
HISTORIC STATION BUILDING—HEADHOUSE EAST ELEVATION—E-7



NON-HISTORIC GRANITE AT NORTH END OF HEADHOUSE



CRACK IN GRANITE WINDOW LINTEL



LOSS IN PROFILE GRANITE



SPALL AT CORNER GRANITE UNIT



PAINT FAILURE AND DETERIORATED SEALANT AT WOOD WINDOW



CRACKING AT CORNER OF GRANITE

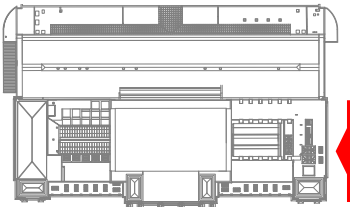
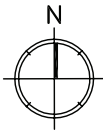


SCALING AT BASE OF GRANITE WALL

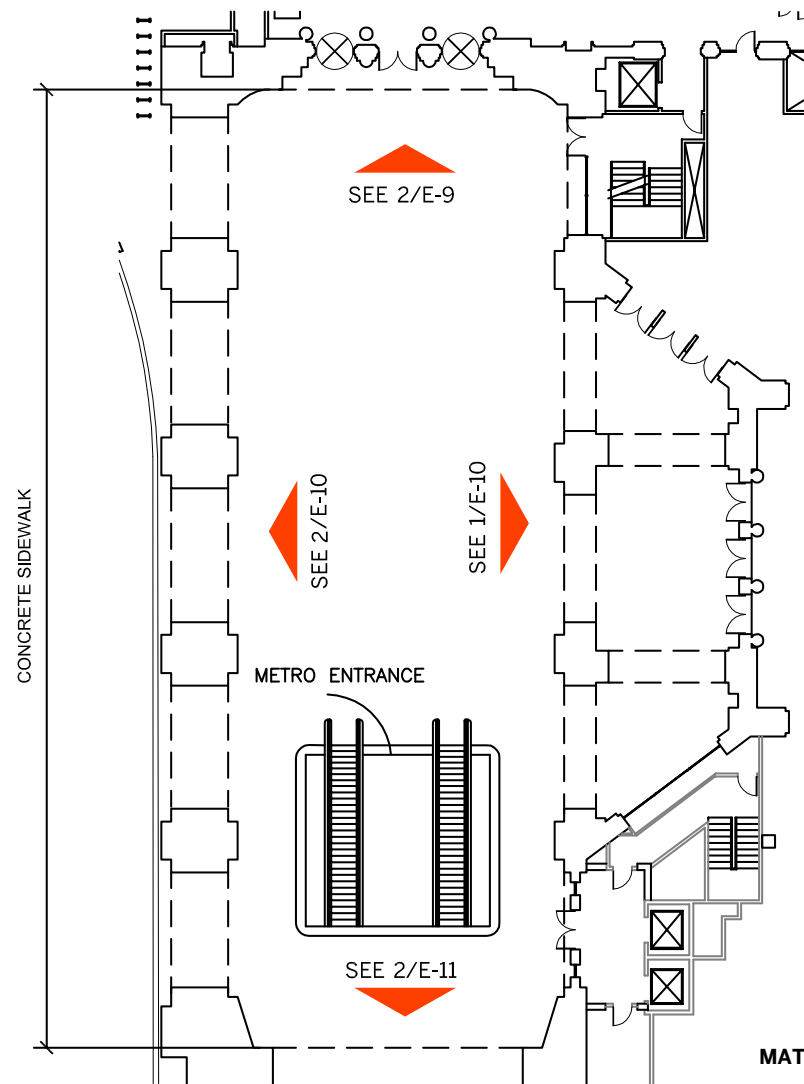
HISTORIC STATION BUILDING—HEADHOUSE

EAST ELEVATION

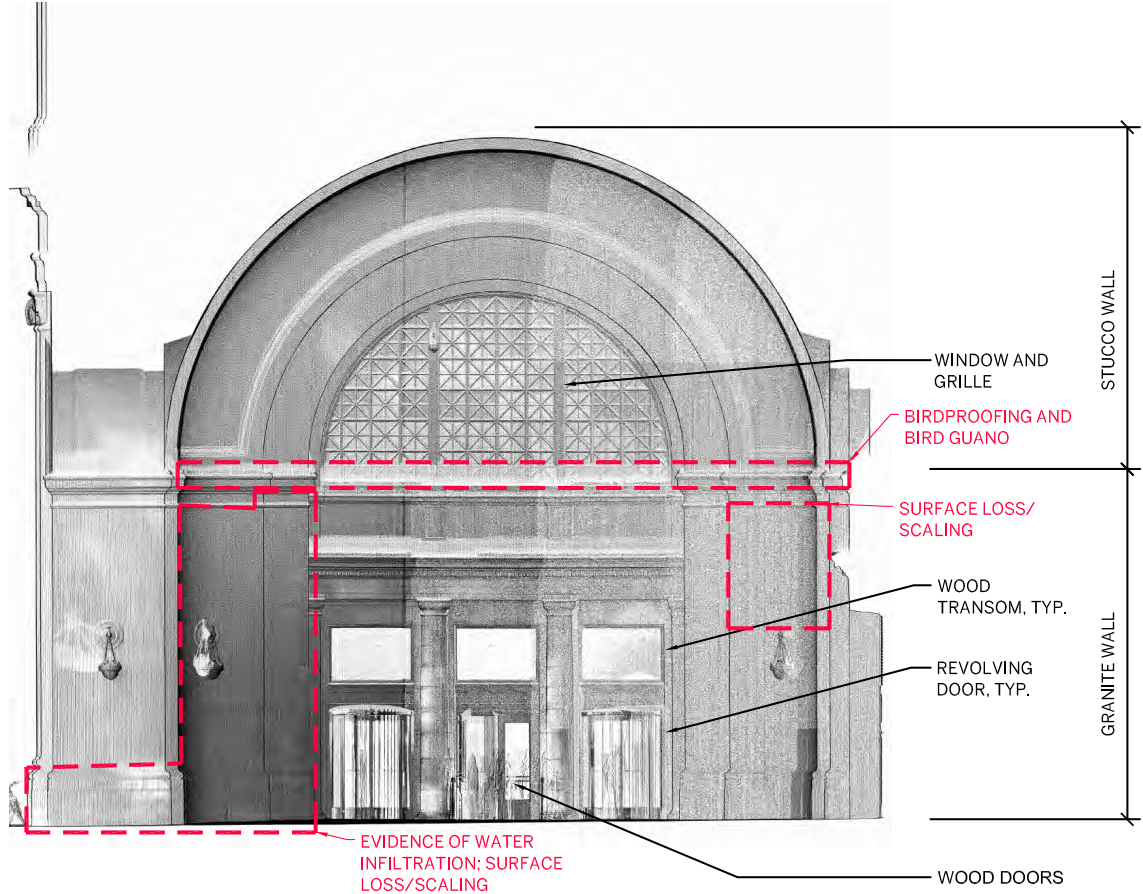
E-8



HISTORIC STATION BUILDING—HEADHOUSE EAST ELEVATION—E-8



1. MAIN FLOOR PLAN



2. NORTH ELEVATION (ENTRANCE TO RETAIL CONCOURSE)

MATERIAL CONDITIONS CARRIAGE PORCH					SEE SHEETS: (E-9 - E-12)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	CEMENT STUCCO	PAINT	EVIDENCE OF WATER INFILTRATION, CRACKS, PAINT FAILURE	
NO	DOOR	METAL	PAINT	NOT SURVEYED	
NO	DOOR	WOOD	CLEAR COATING	NOT SURVEYED	
YES	DOOR FRAME AND TRANSOM	METAL AND WOOD	PAINT	LOSS, PAINT FAILURE	
YES	FIXTURES	METAL	-	NOT SURVEYED	WALL LIGHT FIXTURES
YES	GRILLE FRAME AND GRILLE		PAINT		
YES	WALL	GRANITE	-	SURFACE LOSS/SCALING, STAINING, CRACK(S), CONTINUOUS CRACKS, EVIDENCE OF WATER INFILTRATION, BIRDPROOFING, BIRD GUANO, DETERIORATED MORTAR, ABANDONED ANCHORS,	
YES	WINDOW AND WINDOW GRILLE	WOOD	PAINT		

DESCRIPTION
Historic name: Carriage Porch

Most of the materials in the Carriage Porch are original, such as the granite walls. The cement stucco ceiling was restored and repainted during the 1980s rehabilitation. The doors have been replaced with new wood and metal revolving doors. The transoms are original.

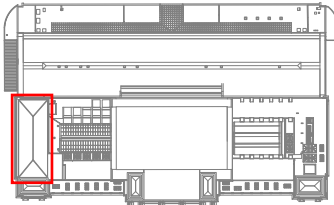
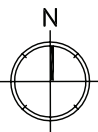
The most pervasive condition in the Carriage Porch is surface loss and scaling of the granite. Several previously repaired continuous cracks run along the return walls of the granite piers above the light fixtures.

There is evidence of water infiltration in one section of the ceiling as well as in a few places on the granite walls. At the transoms above the doors on the north-facing wall, there are abandoned anchors and fairly widespread ferrous staining. Bird proofing is installed at most projecting moldings, but heavy soiling and bird guano is pervasive in these locations.

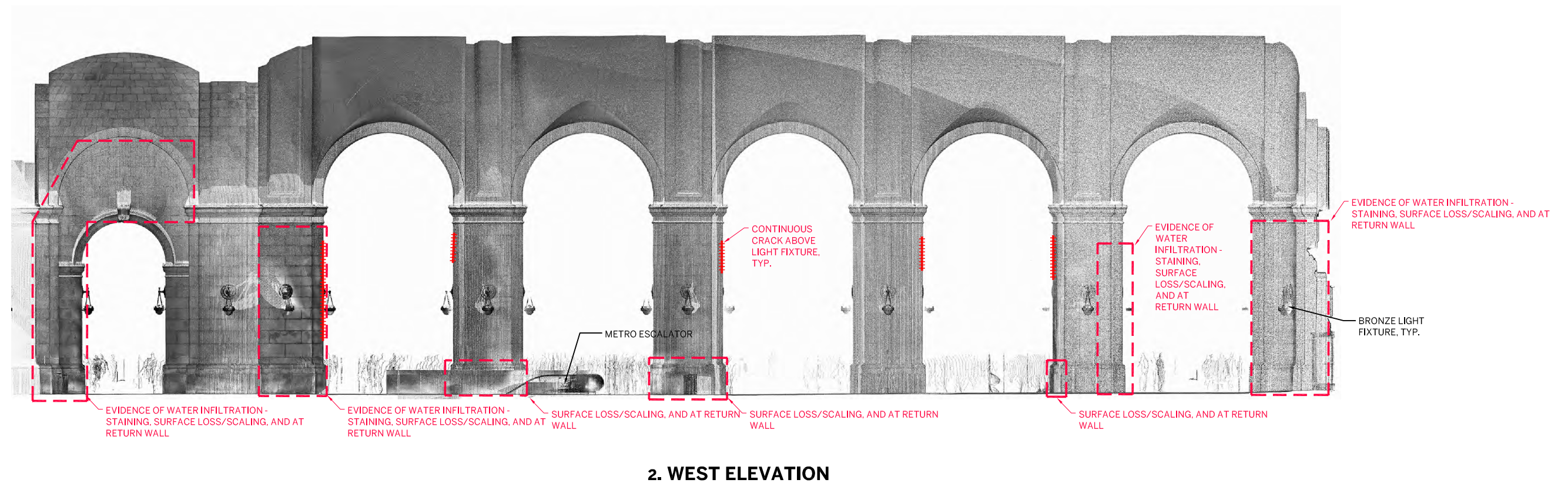
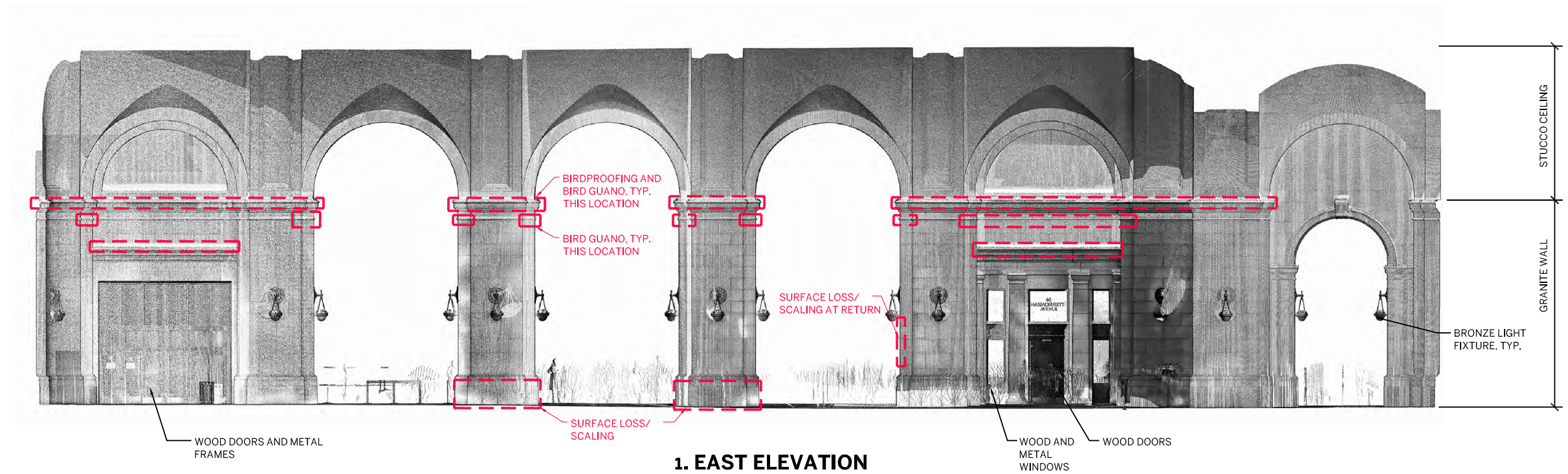
HISTORIC STATION BUILDING—HEADHOUSE

CARRIAGE PORCH

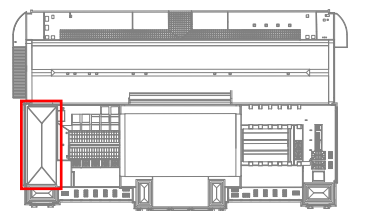
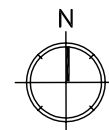
E-9



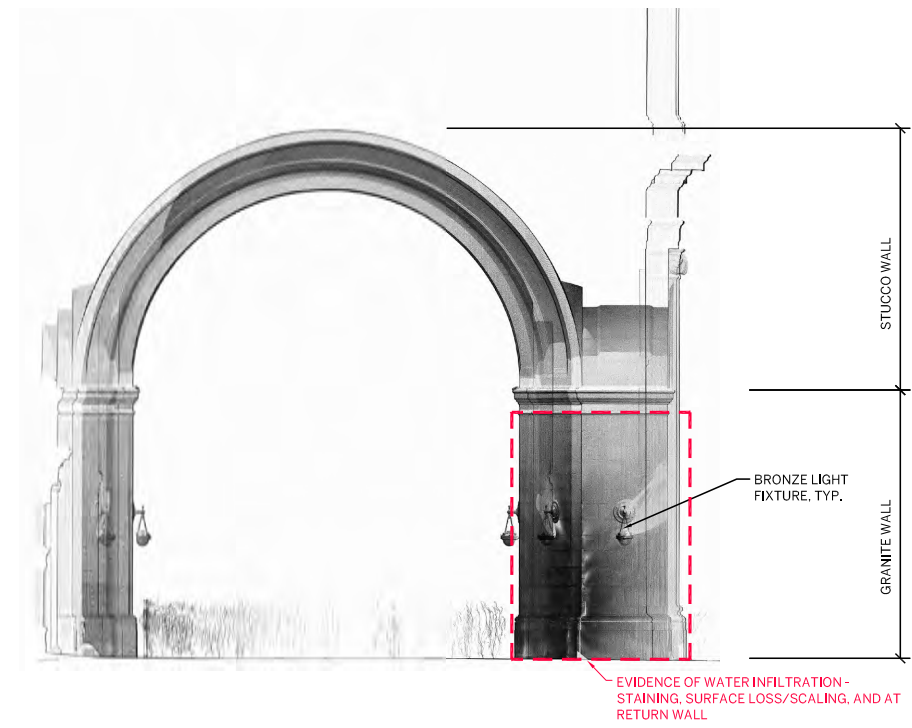
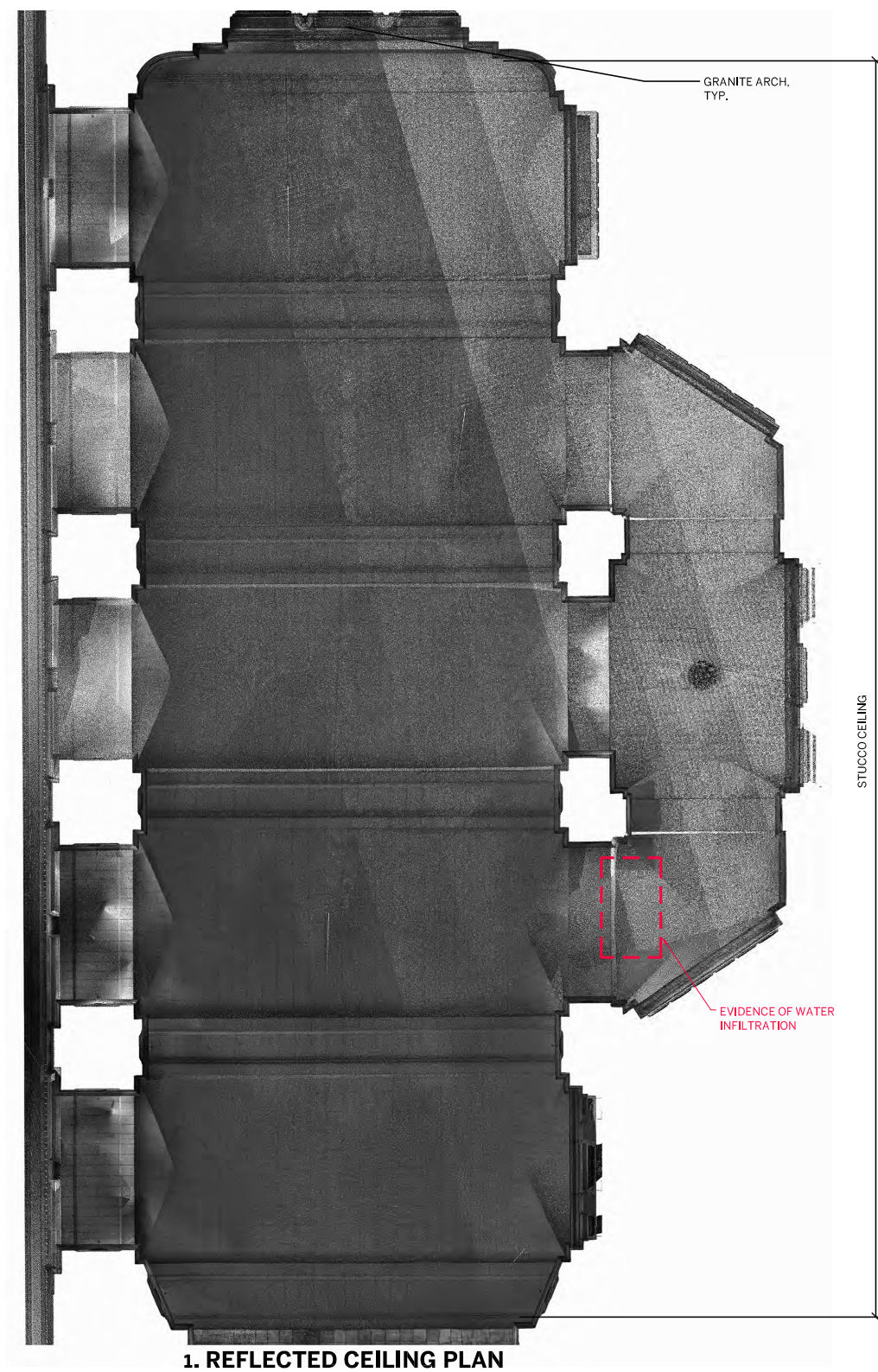
HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH—E-9



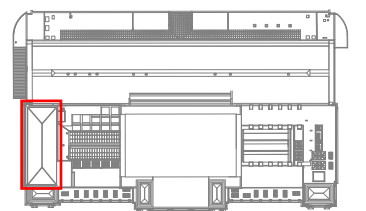
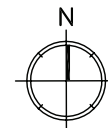
HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH E-10



HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH—E-10



HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH E-11



HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH—E-11



CRACK

CONTINUOUS CRACK ABOVE LIGHT FIXTURE

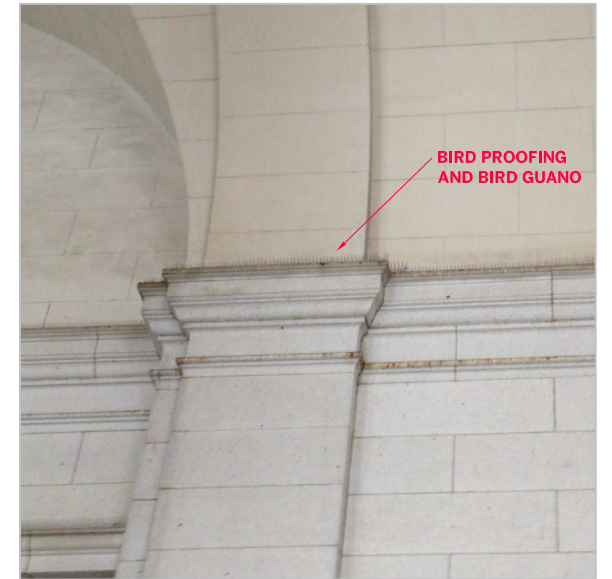


SCALING AND
SURFACE LOSS

EVIDENCE OF WATER INFILTRATION, SURFACE
LOSS AND SCALING

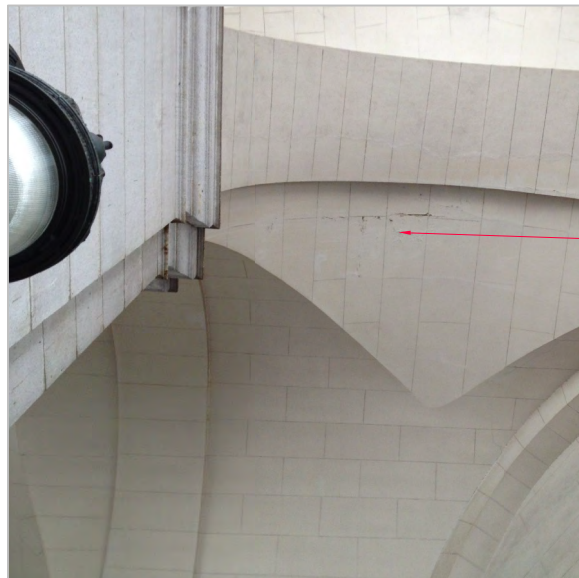


STAINING AND ABANDONED ANCHORS



BIRD PROOFING
AND BIRD GUANO

BIRD PROOFING AND BIRD GUANO AT
PROJECTING MOLDINGS



CRACKS AND
PAINT FAILURE

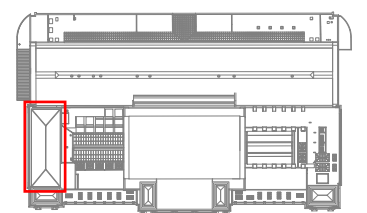
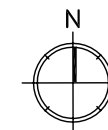
EVIDENCE OF WATER INFILTRATION IN CEMENT
STUCCO, INCLUDING CRACKS AND PAINT
FAILURE



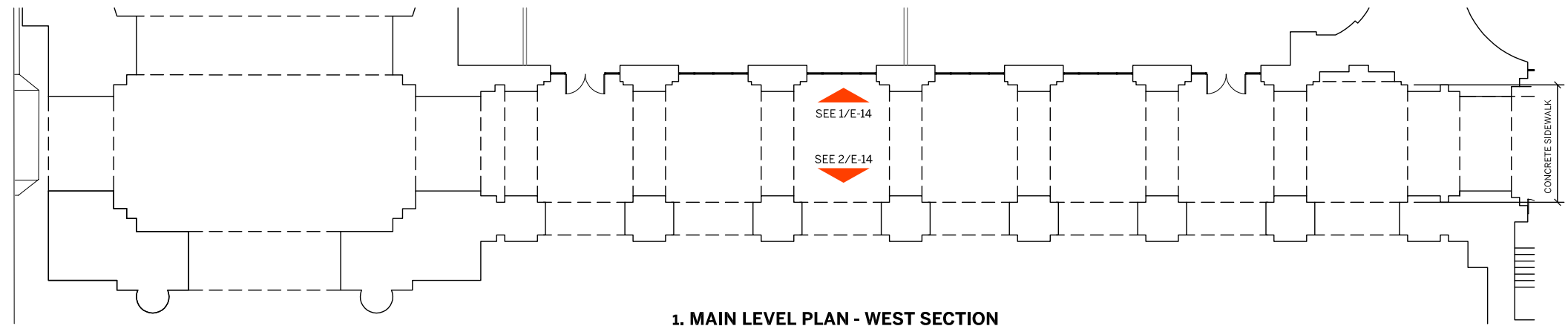
LOSS

LOSS AT CORNERS OF WINDOW FRAME

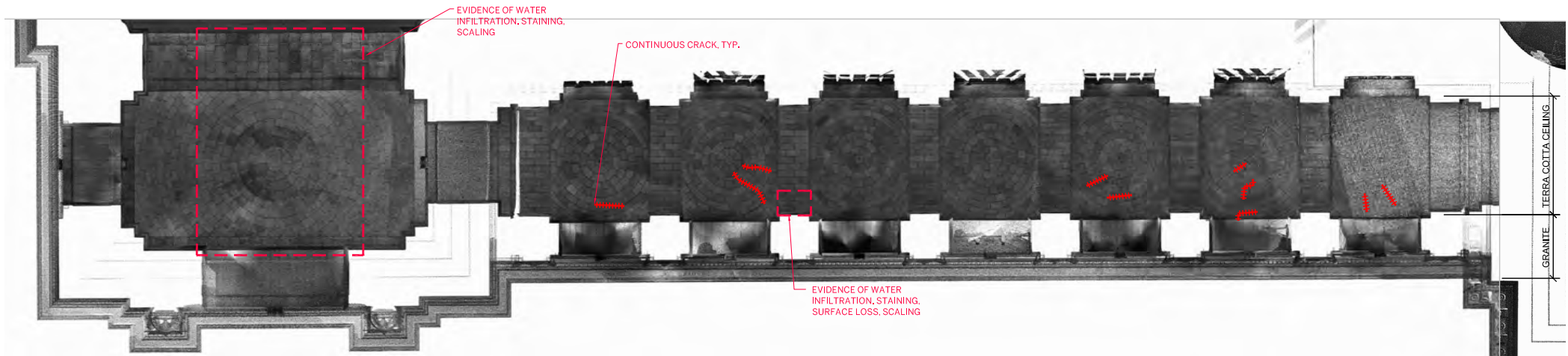
HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH E-12



HISTORIC STATION BUILDING—HEADHOUSE CARRIAGE PORCH—E-12



1. MAIN LEVEL PLAN - WEST SECTION



2. REFLECTED CEILING PLAN - WEST SECTION

MATERIAL CONDITIONS SOUTH PORTICO				SEE SHEETS: (E-13 - E-19)	
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	ACCESS PANEL DOOR	METAL	PAINT	INAPPROPRIATE HARDWARE, PAINT LOSS	
YES	CEILING	TERRA COTTA	-	CONTINUOUS CRACKS, SPALLS, BIRD GUANO, FAILED PREVIOUS REPAIR, BIRDPROOFING	
YES	DOOR FRAME AND TRANSOM	METAL AND WOOD	PAINT	PAINT FAILURE, WOOD DETERIORATION, LOSS, PAINT LOSS	
NO	DOORS	WOOD	CLEAR COATING	WORN FINISHES, SCRATCHES, GOUGES	
YES	FIXTURES	METAL	-	NOT SURVEYED	CEILING AND WALL LIGHT FIXTURES
NO	GRILLE FRAME AND GRILLE	METAL		INAPPROPRIATE MESH COVERING	
YES	WALL	GRANITE	-	SURFACE LOSS/SCALING, CRACKS, DISPLACED UNIT, STAINING, EVIDENCE OF WATER INFILTRATION, BIRD GUANO, BIRDPROOFING, COATING/ADHESIVE RESIDUE, INAPPROPRIATE/FAILED PREVIOUS	

DESCRIPTION

Historic names: public portico, main portico, state entrance

The granite, glazed terra cotta, and windows and frames are original. The doors have all been replaced in their original frames, and some windows have been removed and replaced with doors.

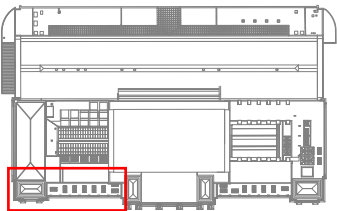
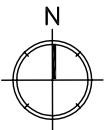
The most pervasive condition in the South Portico is surface loss and scaling of the granite, which is most pronounced on the exterior piers. There are also several previously repaired continuous cracks, along the return walls of the granite piers and in the domed terra cotta ceiling. The cracks in the ceiling do not typically continue through the entire dome and none appear to travel between domes. In some places they have re-opened, suggesting active movement. Close-up inspection of one of the domes revealed a small fragment of loose tile as a result of multiple cracks in one tile. Evidence of water infiltration, indicated by staining and lime leaching, is visible at the underside of arches in several locations. Metal bird proofing is located at the projecting moldings of some of the arches but bird guano is widespread throughout, including in locations with existing bird proofing.

Wood and metal windows and doors are typically in good condition, with some paint failure and loss and minor wood deterioration.

HISTORIC STATION BUILDING—HEADHOUSE

SOUTH PORTICO: WEST SECTION

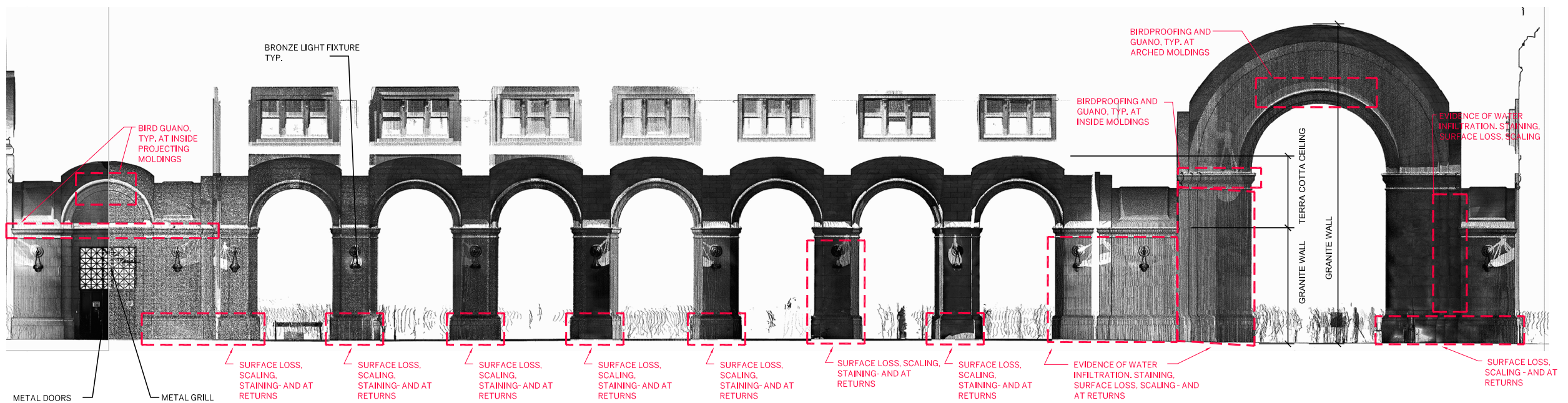
E-13



HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-13



1. NORTH ELEVATION - WEST SECTION

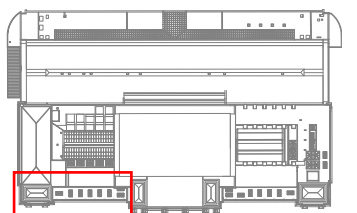
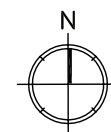


2. SOUTH ELEVATION - WEST SECTION

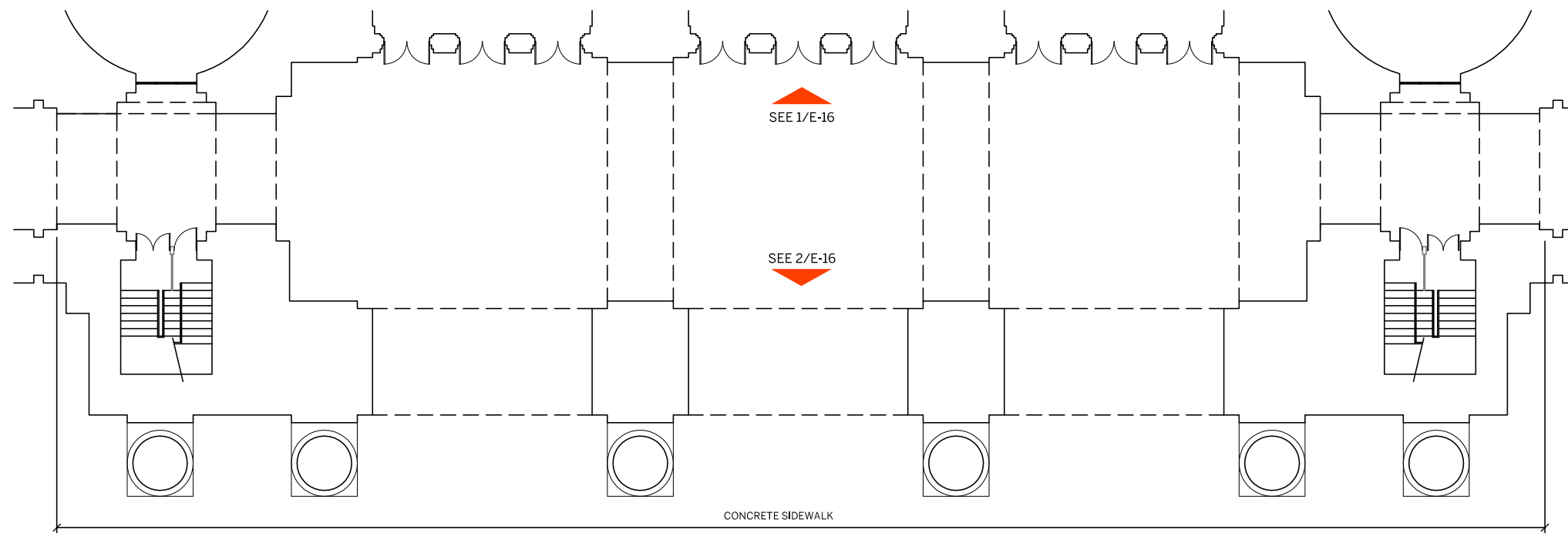
HISTORIC STATION BUILDING—HEADHOUSE

SOUTH PORTICO: WEST SECTION

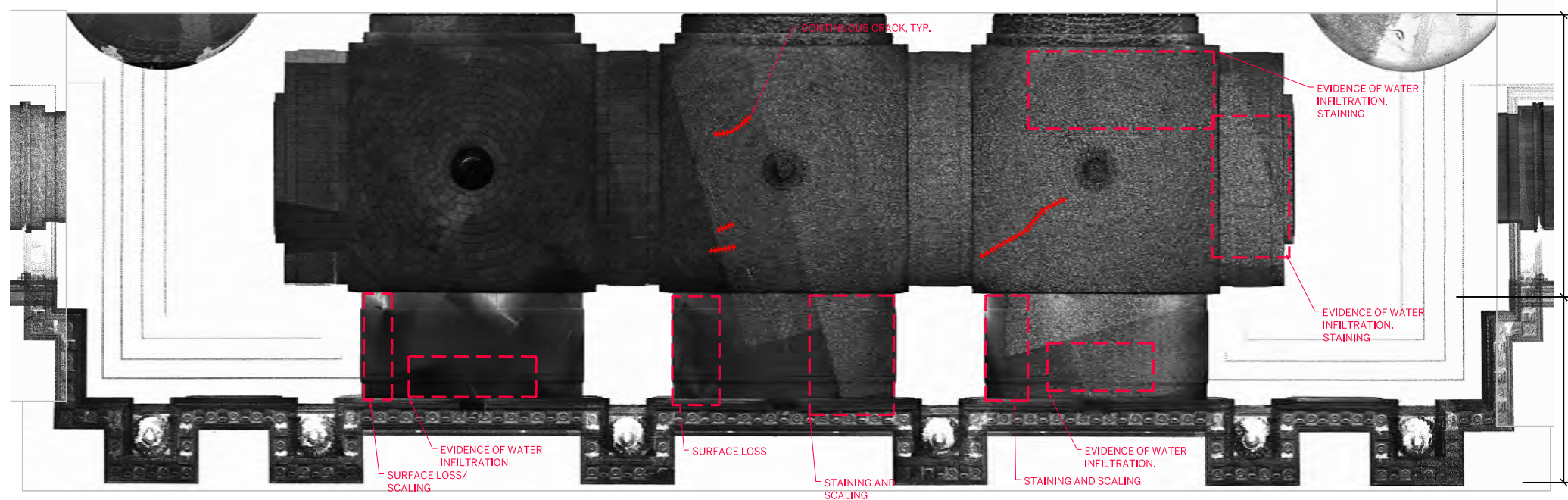
E-14



HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-14

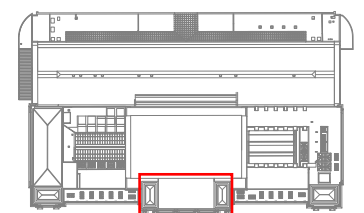
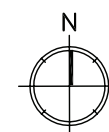


1. MAIN LEVEL PLAN - CENTER SECTION

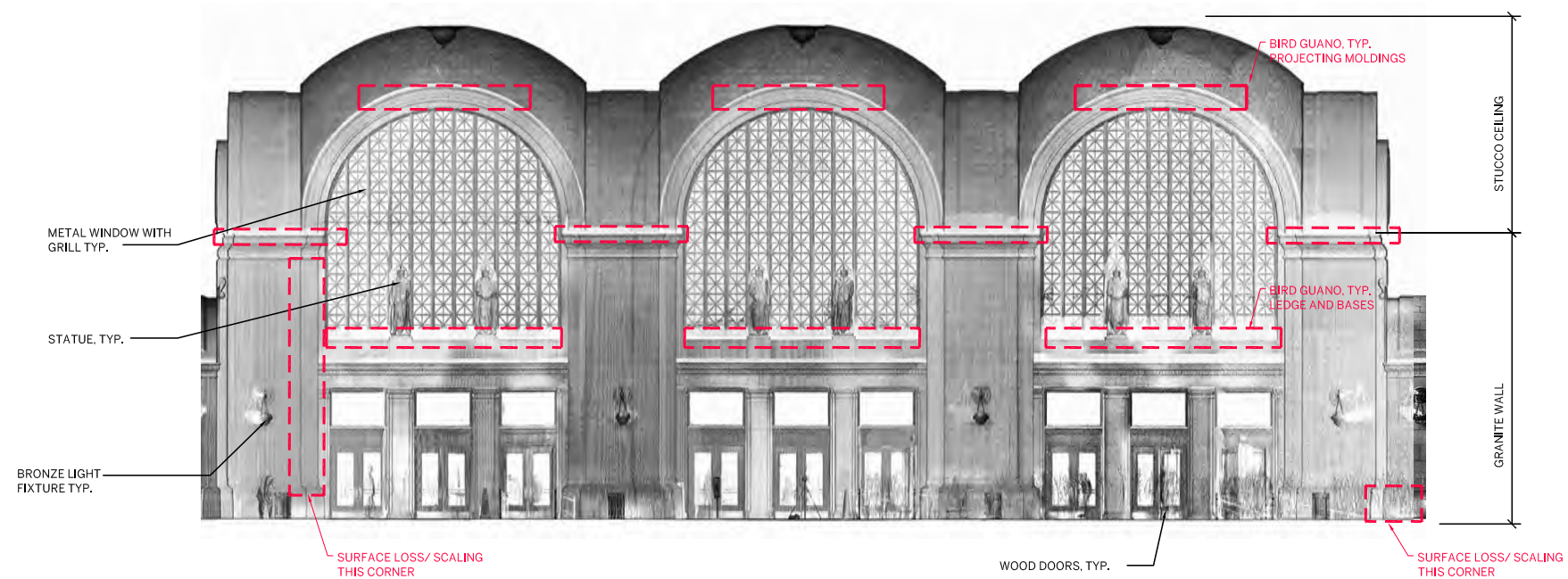


2. REFLECTED CEILING PLAN - CENTER SECTION

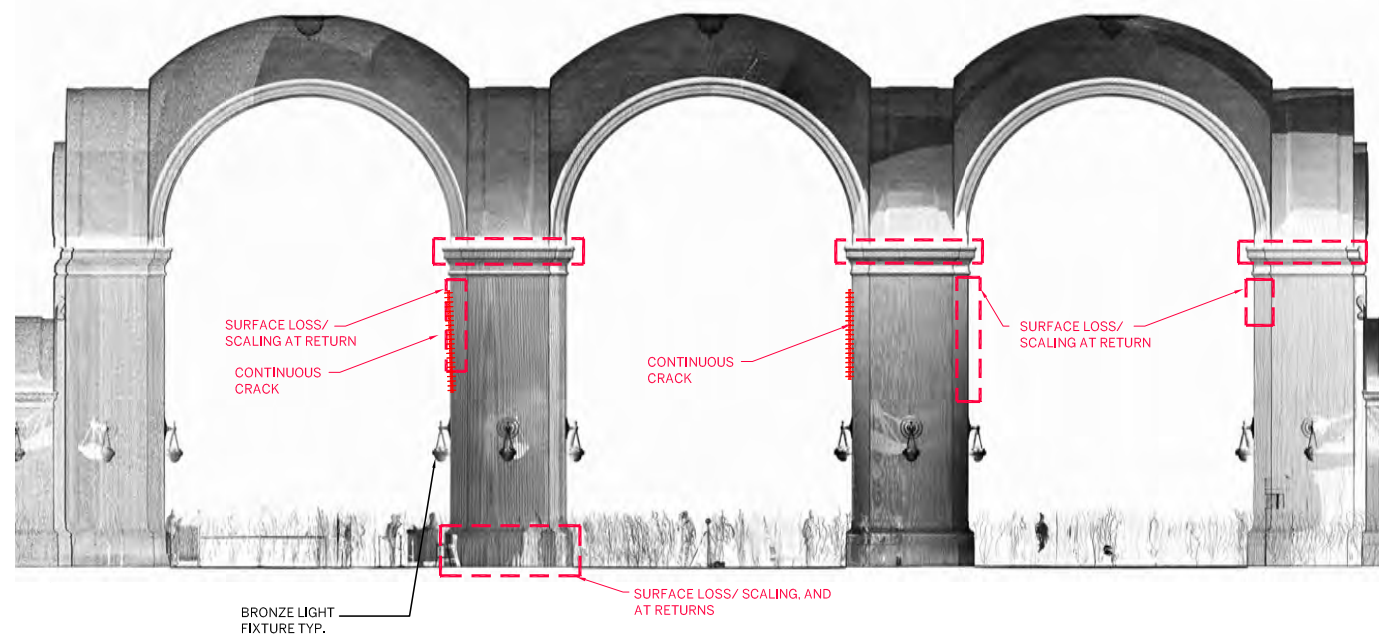
HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO: CENTER SECTION E-15



HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-15



1. NORTH ELEVATION - CENTER SECTION

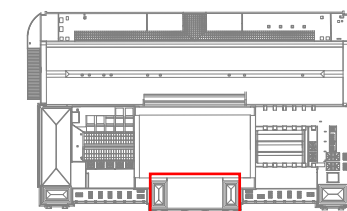


2. SOUTH ELEVATION - CENTER SECTION

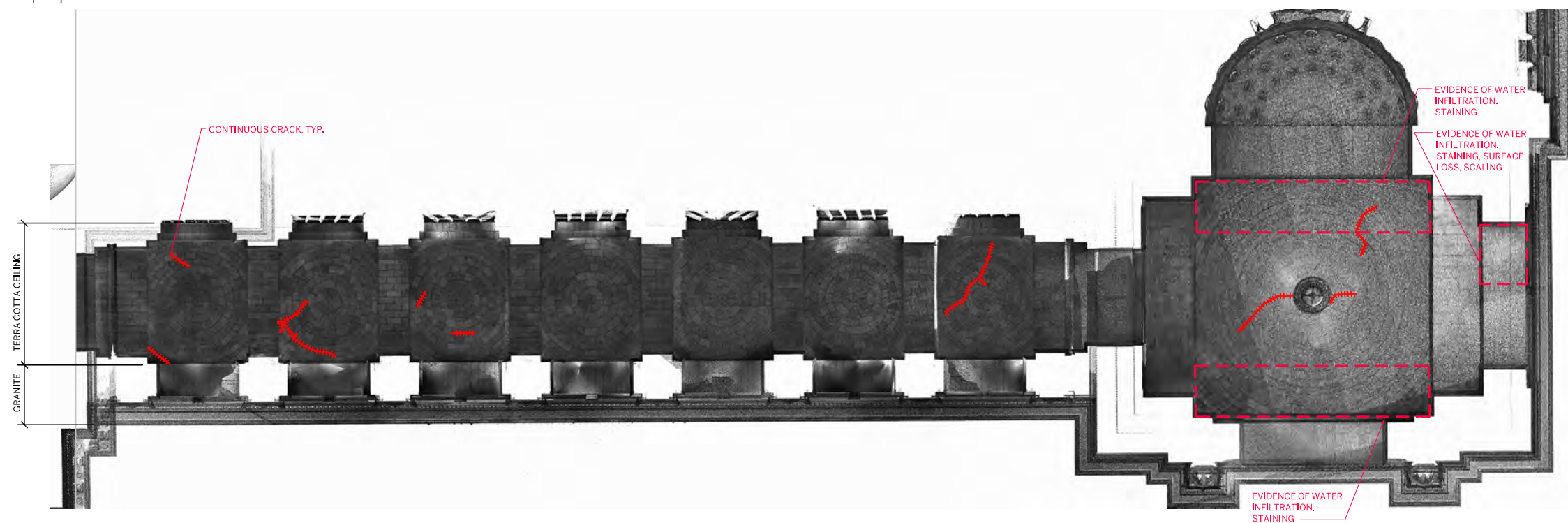
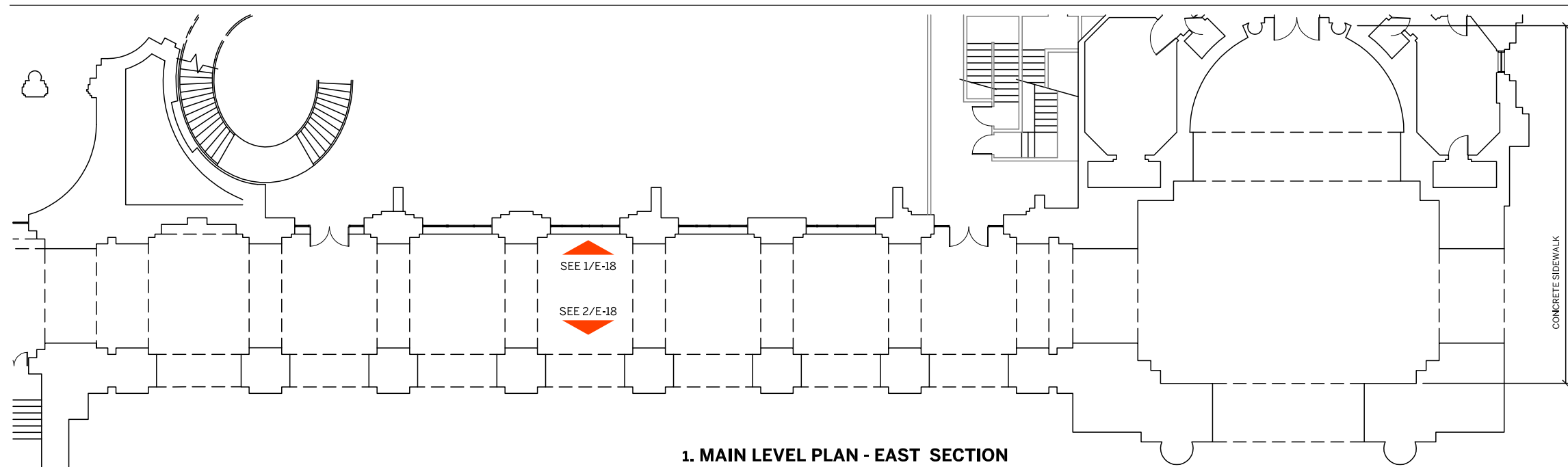
HISTORIC STATION BUILDING—HEADHOUSE

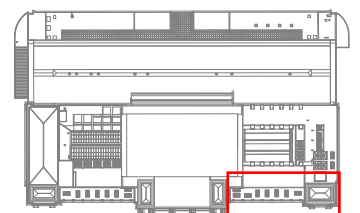
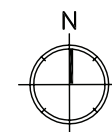
SOUTH PORTICO: CENTER SECTION

E-16

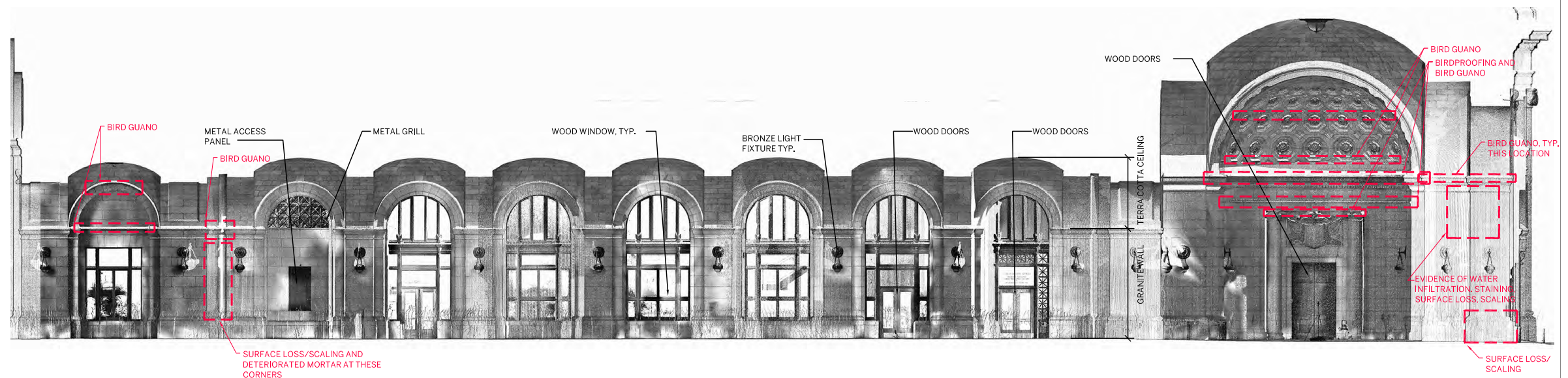


HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-16

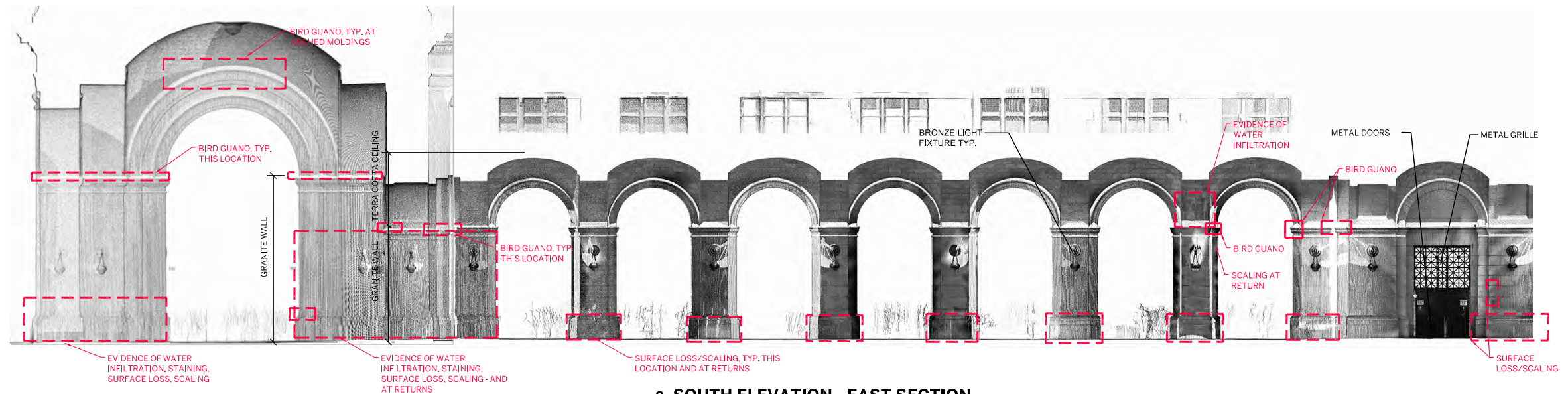




HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-17



1. NORTH ELEVATION - EAST SECTION

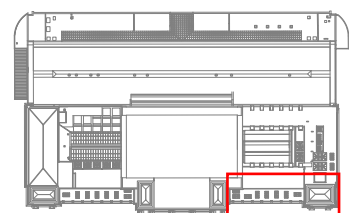
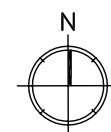


2. SOUTH ELEVATION - EAST SECTION

HISTORIC STATION BUILDING—HEADHOUSE

SOUTH PORTICO: EAST SECTION

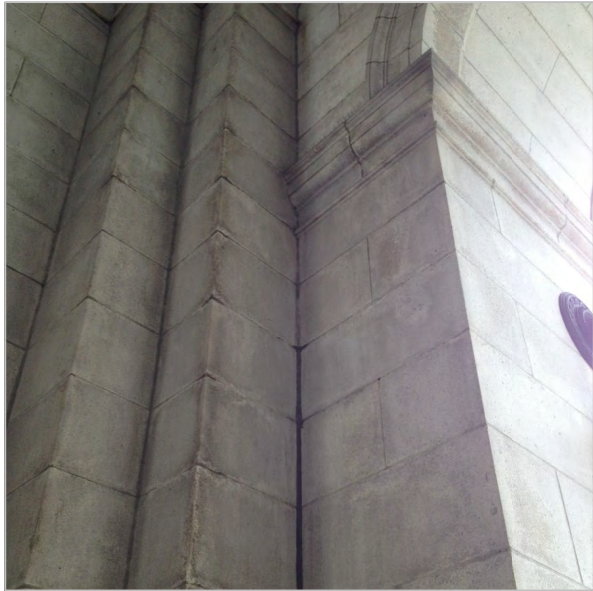
E-18



HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-18



BIRD GUANO AND STAINING AT ARCH BETWEEN SOUTH PORTICO AND CARRIAGE PORCH



STAINING AND LOSS/SCALING AT CORNER GRANITE



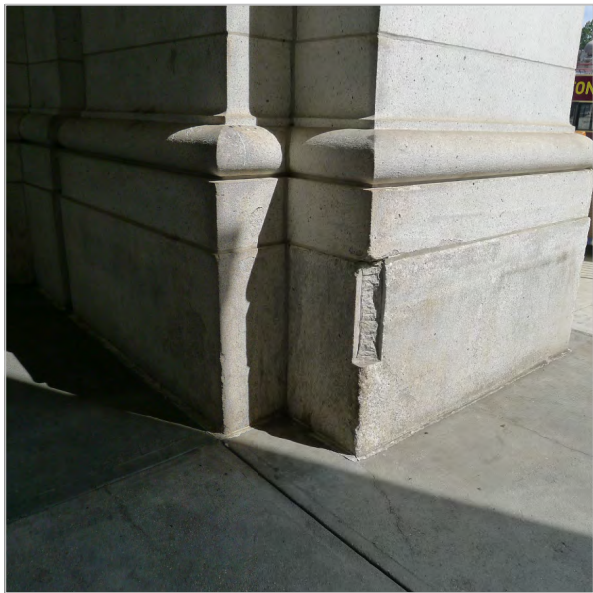
CRACK IN TERRA COTTA CEILING TILE



EVIDENCE OF WATER INFILTRATION AND STAINING AT ARCH



PREVIOUS PATCHES



LOSS AT CORNER OF GRANITE BASE

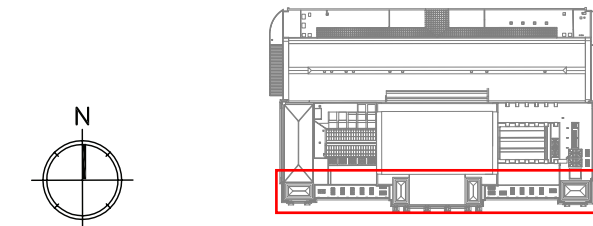


CRACKS AND SPALLS AT NON-ORIGINAL DOOR OPENING

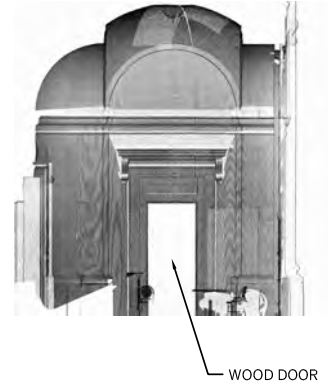
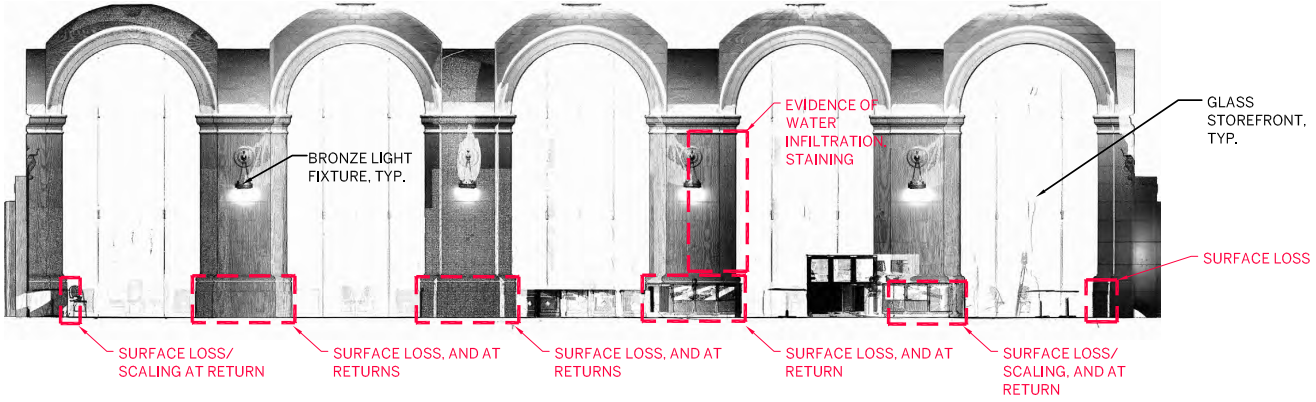
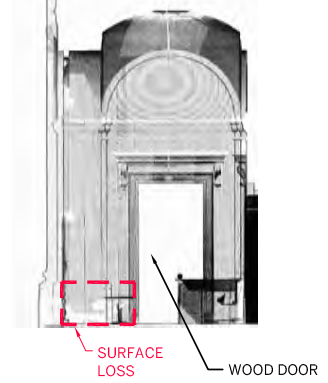
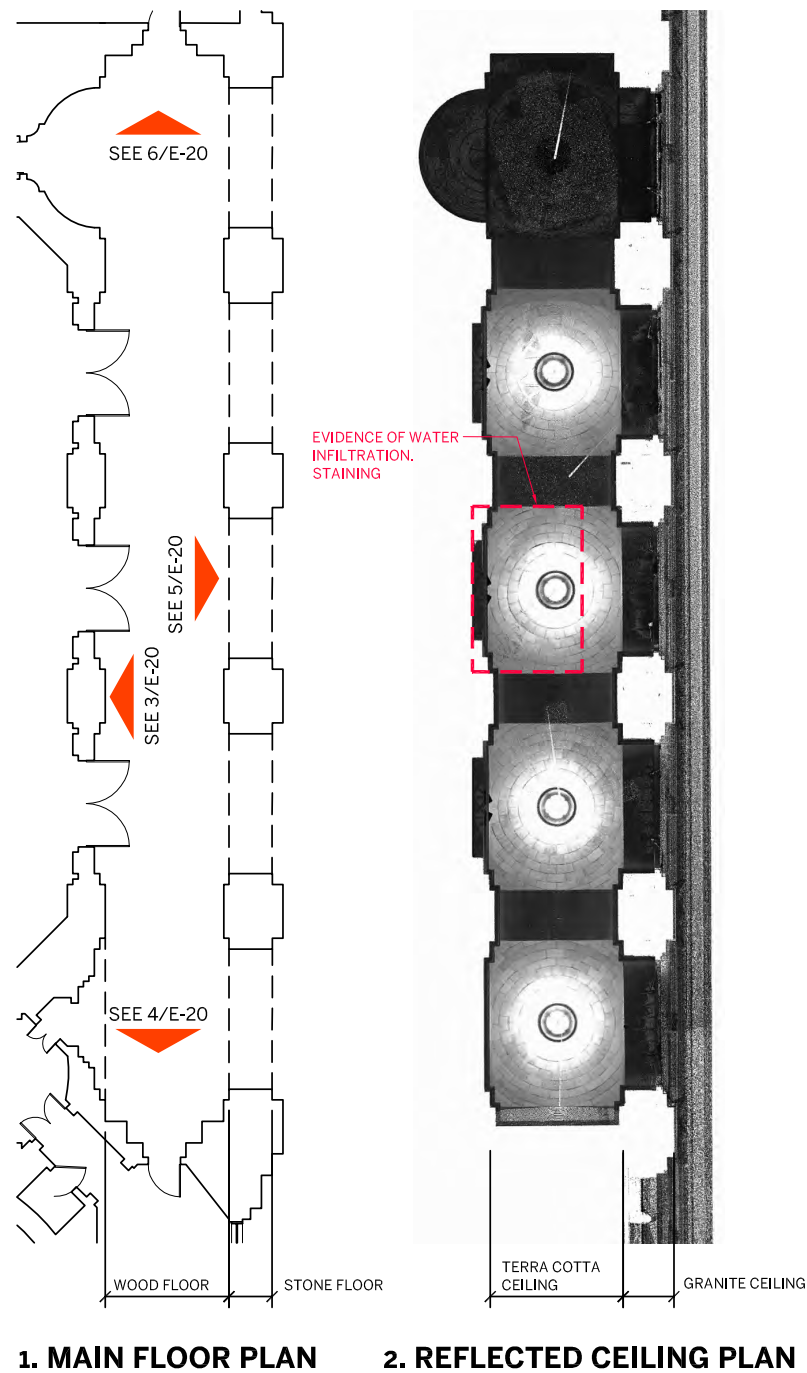
HISTORIC STATION BUILDING—HEADHOUSE

SOUTH PORTICO

E-19



HISTORIC STATION BUILDING—HEADHOUSE SOUTH PORTICO—E-19



MATERIAL CONDITIONS EAST PORCH					SEE SHEETS: (E-20, E-21)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	TERRA COTTA	GLAZED	CONTINUOUS CRACK, STAINING	
NO	DOOR	GLASS AND METAL	-	NOT SURVEYED	
YES	DOOR AND FRAME	WOOD	CLEAR COATING	DAMAGED FINISHES, SCRATCHES/GOUGES	
YES	FIXTURES	METAL	-	NOT SURVEYED	WALL AND CEILING LIGHT FIXTURES
NO	FLOOR	TILE	-	NOT SURVEYED	
NO	FLOOR	WOOD	CLEAR COATING	NOT SURVEYED	
YES	GRILLE	WOOD	PAINT	-	
YES	WALL	GRANITE	-	SURFACE LOSS/SCALING, ABANDONED ANCHORS	

DESCRIPTION
 Historic name: East portico

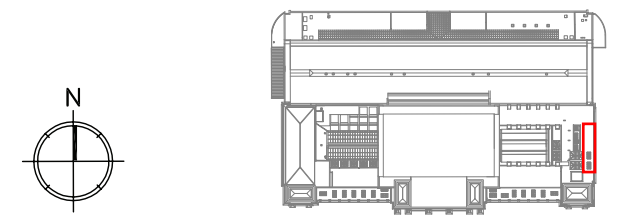
The granite, glazed terra cotta, transom grilles and most doors are original. A new wood floor was installed over the existing floor. The East Porch was originally an outdoor space, but has been enclosed with glass and metal doors between the exterior piers.

The base of the granite piers (but not the walls) are exhibiting surface loss and scaling. One section of the terra cotta ceiling is stained, suggesting previous water infiltration.

HISTORIC STATION BUILDING—HEADHOUSE

EAST PORCH

E-20



HISTORIC STATION BUILDING—HEADHOUSE EAST PORCH—E-20



SURFACE LOSS AND SCALING



STAINING AT CEILING



GRANITE AT NON-HISTORIC OPENING BETWEEN SOUTH VESTIBULE AND EAST PORCH

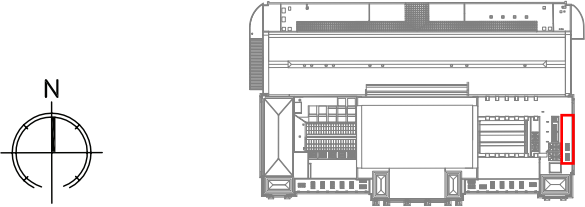


STAINING AT EAST WALL UNDER CEILING

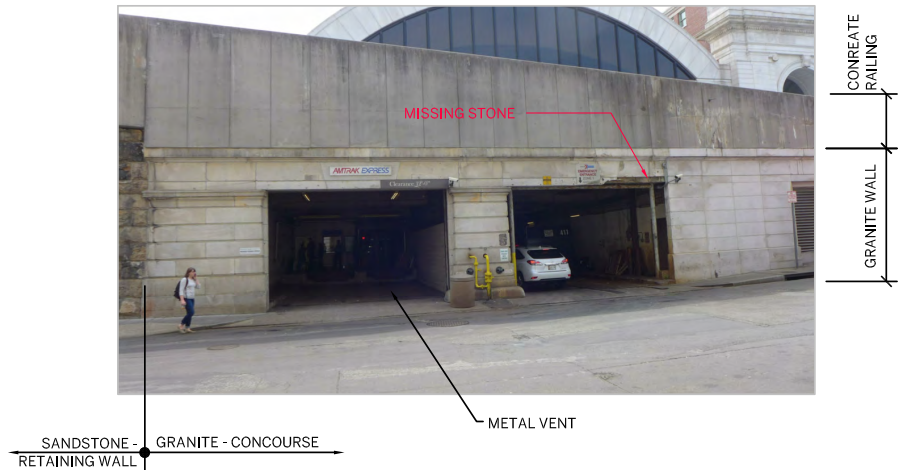
HISTORIC STATION BUILDING—HEADHOUSE

EAST PORCH

E-21



HISTORIC STATION BUILDING—HEADHOUSE EAST PORCH—E-21



1. CONCOURSE WEST ELEVATION (LOWER LEVEL)



2. CONCOURSE WEST ELEVATION (LOWER LEVEL)

MATERIAL CONDITIONS WEST ELEVATION LOWER LEVEL AND BALUSTRADE SEE SHEETS: (E-22 - E-23)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BALUSTRADE	GRANITE	-	LOOSE UNIT, SCALING, OPEN JOINT, SPALL	
NO	MISC. METAL ELEMENTS	METAL	PAINT	RUST	
NO	SIDE WALL	CONCRETE	-	SPALLING, CRACK, FERROUS STAIN	
YES	WALL	GRANITE	-	SCALING, CRACK, SPALL, PATCH, DUTCHMEN, MISSING UNIT, OPEN JOINT, ABANDONED ANCHORS, SMALL HOLES, ADHESIVE RESIDUE, FERROUS STAIN	
NO	WALL	CONCRETE	-	NOT SURVEYED	
NO	WINDOW	GLASS AND METAL	-	NOT SURVEYED	

DESCRIPTION

When the concourse was shortened, new granite, concrete, and glass were installed at the west end of the concourse, and a new glass enclosure added later. However, elements of the original west elevation of the basement level of the concourse remain extant at First Street, N.W. The lower granite wall of the concourse and the granite retaining walls outside the headhouse are mostly original. The current openings of the west elevation are original, but were designed to be filled with a steel rolling door to the north and an ornamental iron grille to the south. The middle section in between the openings was originally a door opening, which has been filled in. A new concrete ramp cheek wall was built on top of the granite wall, adjacent to the balustrade, in place of the original concourse end. The granite balustrade and lampposts on top of the granite wall are original, although two independent sections of balustrade at the southwest corner of the building have been removed.

The granite in all locations is in fair condition. Typical conditions include open joints and scaling of the stone, along with some minor cracks, small losses and significant amount of staining, including isolated areas of ferrous stains. One large piece of stone lintel is missing over the north opening of the west elevation. While not original, there is some significant cracking and spalling of the concrete ramp cheek wall. Since this wall is overhead, these conditions should be monitored.

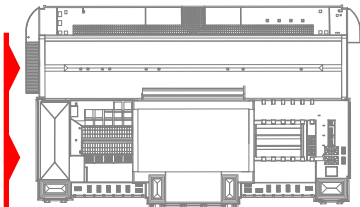
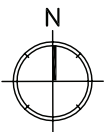


3. WEST BALUSTRADE AND GRANITE RETAINING WALL

HISTORIC STATION BUILDING

CONCOURSE WEST ELEVATION AND WEST BALUSTRADE

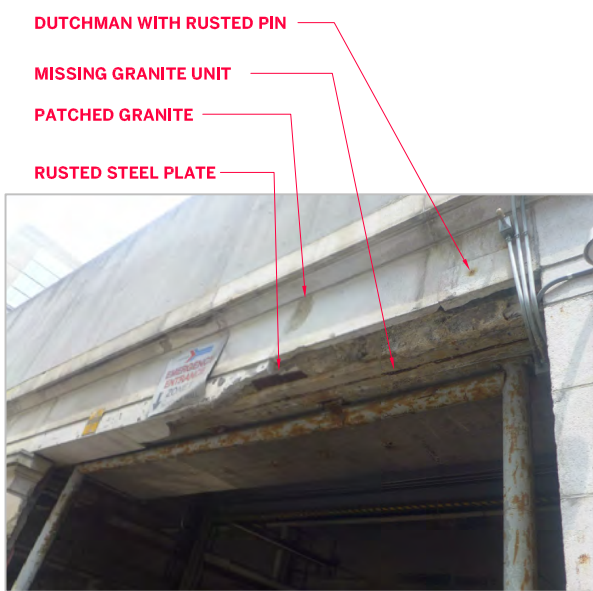
E-22



HISTORIC STATION BUILDING—CONCOURSE WEST ELEVATION AND BALUSTRADE—E-22



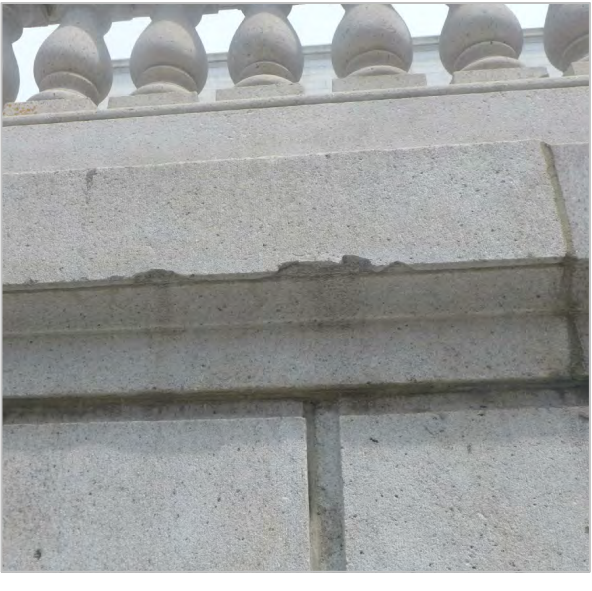
DAMAGED GRANITE JAMB



MISSING AND DAMAGED LINTEL STONE



SCALING AND SPALLING GRANITE



SPALLING GRANITE EDGE



PATCH AT GRANITE

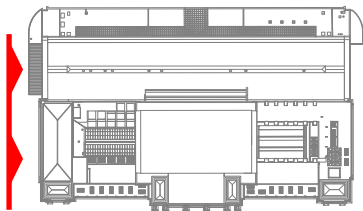
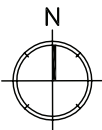


OPEN JOINT AT COPING



CRACK AT COPING

HISTORIC STATION BUILDING CONCOURSE WEST ELEVATION AND WEST BALUSTRADE E-23



HISTORIC STATION BUILDING—CONCOURSE WEST ELEVATION AND BALUSTRADE—E-23



1. SOUTH BALUSTRADE - WEST SECTION, LEFT



2. SOUTH BALUSTRADE - WEST SECTION, RIGHT



3. SOUTH BALUSTRADE - EAST SECTION, LEFT



4. SOUTH BALUSTRADE - EAST SECTION, RIGHT

MATERIAL CONDITIONS SOUTH BALUSTRADE					SEE SHEETS: (E-24, E-25)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BALUSTRADE	GRANITE	-	STAINING, SCALING, CRACK, SPALL, OPEN JOINT, ABANDONED ANCHOR, LOOSE UNIT, PATCH, SMALL HOLE	
YES	BALUSTRADE BASE	GRANITE	-	STAINING, SCALING, CRACK, SPALL, OPEN JOINT, ABANDONED ANCHOR	
YES	COLUMN	CAST IRON	PAINT	CRACK, SURFACE CORROSION, PAINT FAILURE	
YES	DECORATIVE SCULPTURE	BRONZE	CLEAR COATING	FINISH FAILURE	
NO	LIGHT FIXTURE	GLASS	-	GENERAL SOILING	BOTH HISTORIC AND REPLICA FIXTURES
YES	LIGHT POLE	CAST IRON	PAINT	CRACK, SURFACE CORROSION, PAINT FAILURE	

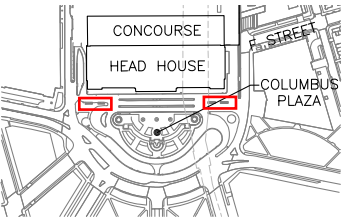
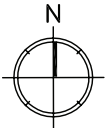
DESCRIPTION

The two symmetrical granite balustrades that flank both east and west entrances on the south elevation are original. Likewise, the cast-iron light poles and rostral columns, crowned with a decorative gilded eagle on each installation, are also original.

There are several through-masonry cracks in the granite, along with many deteriorated and open mortar joints. There is disaggregation of the upper molding of the large granite base, and the bases also have multiple anchors that have been installed in the granite faces, presumably used to secure previous signage, many of which are corroding. Atmospheric soiling and iron staining occurs most prominently along the top rails of the balustrade and the caps of the bases. The cast iron elements exhibit many small areas of surface corrosion where the paint is flaking and peeling.

Metal brackets have been sensitively installed throughout the cast iron columns, fastened to the poles through tension rings around the perimeter of the columns. Many of them are corroding. The finishes on the eagle sculptures are fairly deteriorated, resulting in flaking and an inconsistent finish across the sculpture surface.

HISTORIC STATION BUILDING
SOUTH BALUSTRADES
E-24



HISTORIC STATION BUILDING

SOUTH BALUSTRADES—E-24



ABANDONED ANCHORS AND RESIDUE FROM FORMER SIGNAGE



PAINT FAILURE AND CORROSION



CRACKING THROUGH MASONRY



DISAGGREGATION OF GRANITE ON TOP RAIL OF BALUSTRADE



FINISH FAILURE ON EAGLE SCULPTURES



OPEN MORTAR JOINTS



SURFACE CORROSION AND FERROUS STAINING ON GRANITE BASE

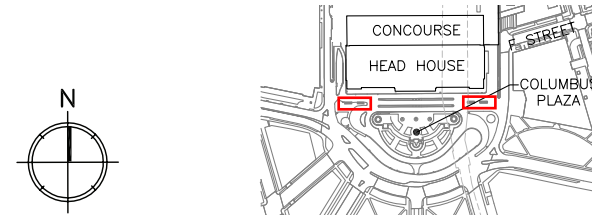


DISAGGREGATION OF GRANITE BASE OF BALUSTER

HISTORIC STATION BUILDING

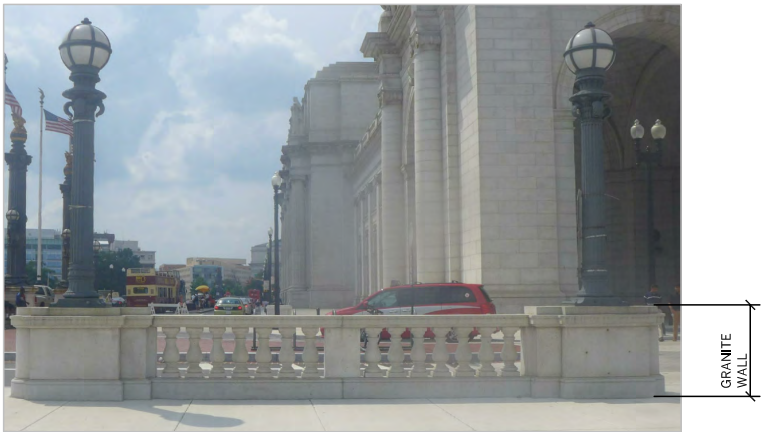
SOUTH BALUSTRADES

E-25



HISTORIC STATION BUILDING

SOUTH BALUSTRADES—E-25



1. EAST BALUSTRADE - SOUTH SECTION



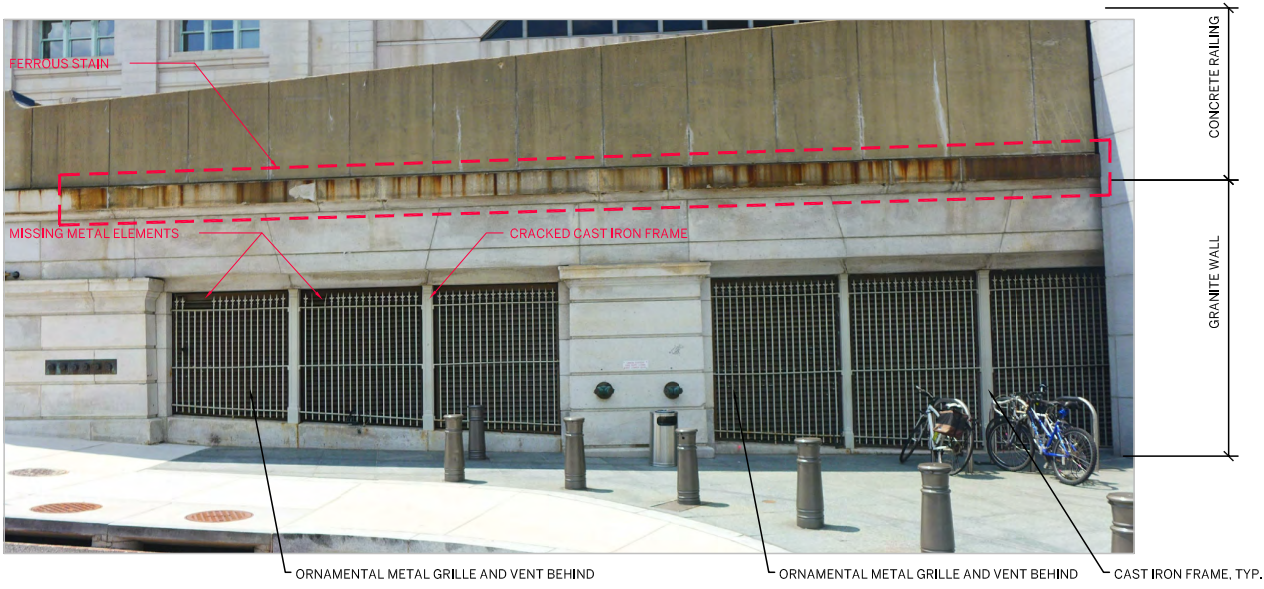
2. EAST BALUSTRADE - CENTER SECTION



3. EAST BALUSTRADE - NORTH SECTION



4. EAST BALUSTRADE AND GRANITE RETAINING WALL



5. EAST ELEVATION (LOWER LEVEL)

MATERIAL CONDITIONS EAST ELEVATION LOWER LEVEL AND BALUSTRADE					SEE SHEETS: (E-26, E-27)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BALUSTRADE	GRANITE	-	SCALING, LOOSE UNIT, CRACK, SPALL, PATCH, OPEN JOINT	
NO	CURTAIN WALL	METAL AND GLASS		BROKEN GLASS	
YES	ORNAMENTAL GRILLE	CAST IRON	PAINT	MISSING ELEMENT, CRACKED UNIT	
NO	SIDE WALL	CONCRETE	-	FERROUS STAIN, SPALL, CRACK	
YES	WALL	GRANITE	-	SCALING, CRACK, SPALL, PATCH, OPEN JOINT, ABANDONED ANCHOR, SMALL HOLE, FERROUS STAIN	
NO	WALL	CONCRETE	-	NOT SURVEYED	CONCOURSE END

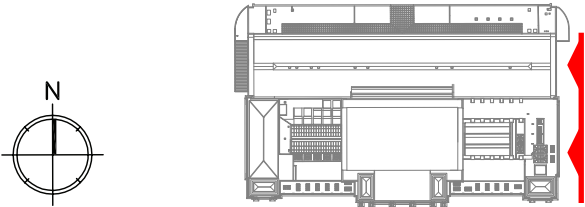
DESCRIPTION

When the concourse was shortened, new granite, concrete, and glass were used to create the wall at the east end of the concourse. However, the lower-level granite wall of the concourse and the granite retaining walls outside the headhouse are original. The remaining openings retain their original ornamental iron grille. More than half of the wall was covered during the construction of the adjacent building. The granite balustrade and lampposts atop the wall are original and complete.

The granite in all locations is in fair condition. Typical conditions include open joints and scaling of the stone, along with some minor cracks, and small losses. There is significant ferrous staining at the top of the granite wall under the concrete cheek wall. The remaining ornamental ironwork is in fair condition. Some elements are missing and there is a crack in the frame.

One large panel of glass at the concourse end is missing and has been filled with plywood.

HISTORIC STATION BUILDING CONCOURSE EAST ELEVATION AND EAST BALUSTRADE E-26



HISTORIC STATION BUILDING—CONCOURSE EAST ELEVATION AND BALUSTRADE—E-26



SPALL AND PATCH AT GRANITE



PATCHED HOLES AT GRANITE



OPEN JOINT AT COPING



SPALL AT GRANITE



FERROUS STAIN AT GRANITE

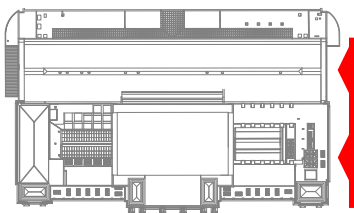
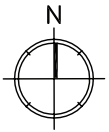


MISSING METAL ELEMENTS

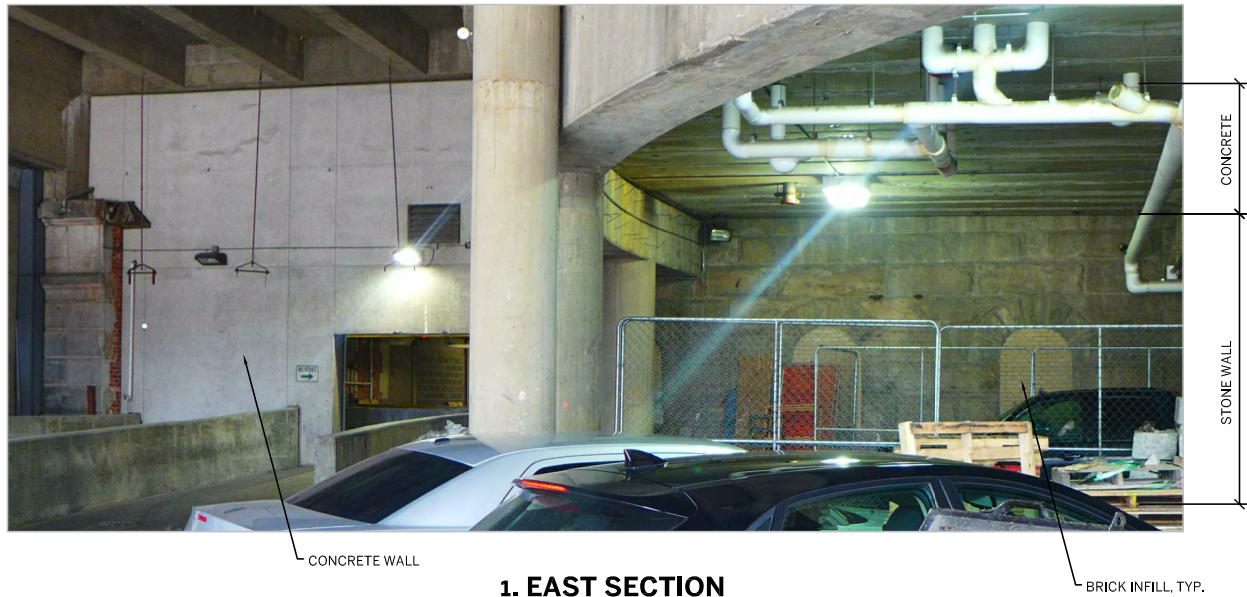


CRACKED CAST IRON PANEL WITH PIN

HISTORIC STATION BUILDING CONCOURSE EAST ELEVATION AND EAST BALUSTRADE E-27



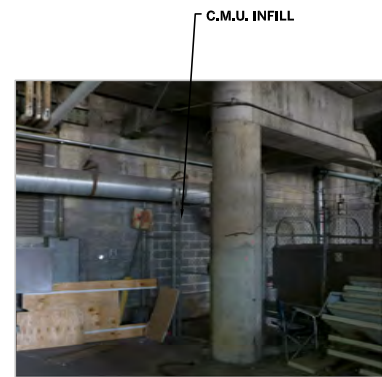
HISTORIC STATION BUILDING —CONCOURSE EAST ELEVATION AND BALUSTRADE—E-27



1. EAST SECTION



2. CENTER SECTION



3. WEST SECTION



ORIGINAL MASONRY WALL CUT AT NEW RAMP, EAST CORNER



ORIGINAL MASONRY WALL CUT AT NEW RAMP



ABANDONED ANCHORS IN MASONRY WALL



NON-ORIGINAL STEEL LINTEL AND CONCRETE INFILL

MATERIAL CONDITIONS NORTH CONCOURSE ELEVATION

SEE SHEETS: (E-28)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	WALL	STONE	-	NEW BRICK AND C.M.U. INFILL, MISSING STONES, ANCHORS, HOLES, OPEN JOINTS, CRACKS, SOILING	
NO	WALL	C.M.U.	-	NOT SURVEYED	
NO	WALL	CONCRETE	-	NOT SURVEYED	
YES	WALL	SANDSTONE	-	CRACK, SPALL, PATCH, OPEN JOINT, ABANDONED ANCHOR, FERROUS STAINING	

DESCRIPTION

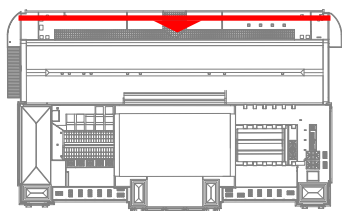
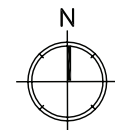
The original walls on either side of the First Street Tunnel at the lower level remain extant but have been modified. To the east of the tunnel opening, the original windows, doorway, and elevator shaft have been infilled with brick or C.M.U. Several portions of the original wall has been removed. To the west of the tunnel opening, the walls have been modified to allow for modern equipment and uses but the shape of the wall and openings remain.

The stone typically contains cracks, spalls, patches, and open joints. Abandoned anchors are common, as it ferrous staining. Much of the historic wall is obscured by modern equipment and infrastructure.

HISTORIC STATION BUILDING—CONCOURSE

NORTH ELEVATION (LOWER LEVEL)

E-28



**HISTORIC STATION BUILDING—CONCOURSE
NORTH ELEVATION (LOWER LEVEL)—E-28**

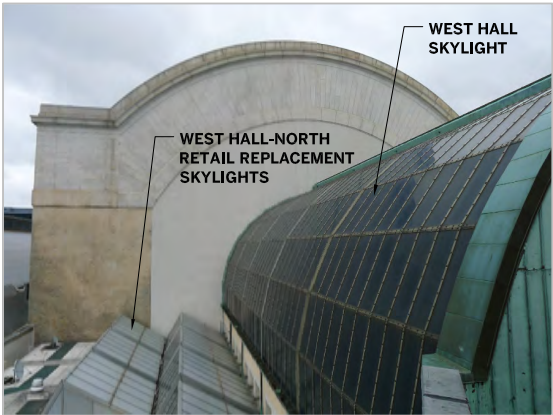
HISTORIC STATION BUILDING **ROOF AND LIGHT WELL WALLS—E-29**



MODERN TERNE-COATED STEEL ROOF



REPLACEMENT SKYLIGHTS AND ROOFING



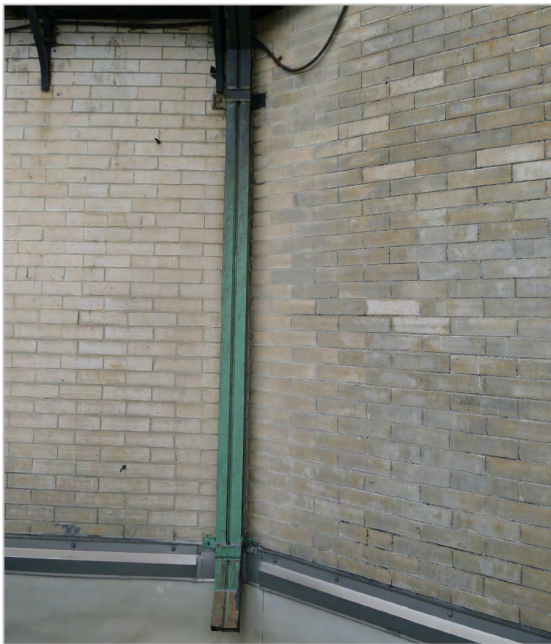
REPLACEMENT SKYLIGHTS OVER WEST HALL-NORTH RETAIL AND POTENTIAL ORIGINAL SKYLIGHT OVER WEST HALL



REPLACEMENT ROOFING MATERIAL AND FLASHING



BRICK EXTENSION AT VENT



HISTORIC COPPER GUTTER AND DOWNSPOUT

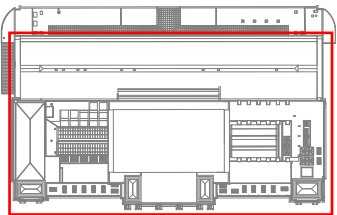
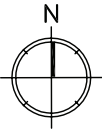


SPALLED TERRA COTTA AND BRICK

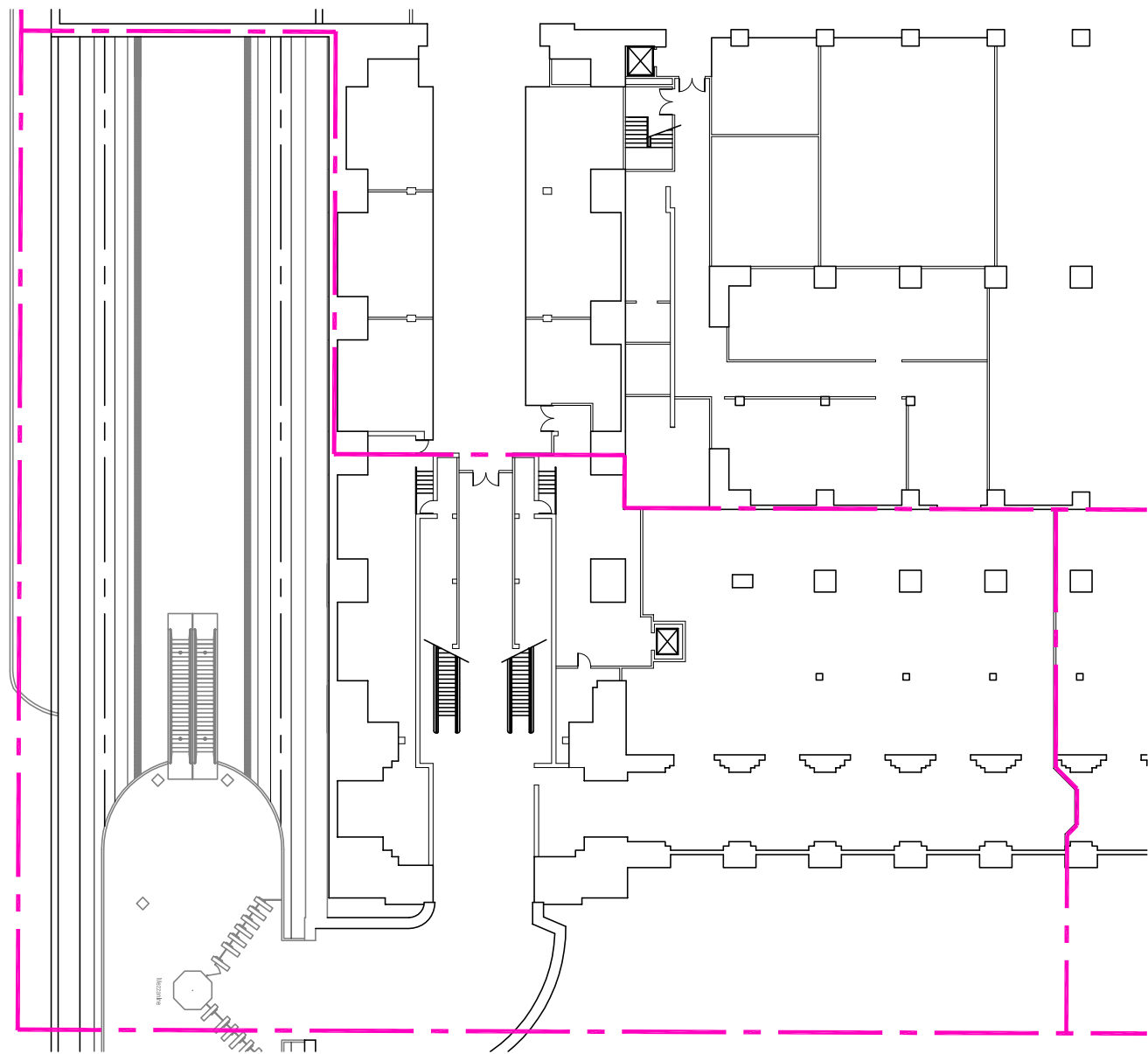


NEW STUCCO STAIR SHAFT

HISTORIC STATION BUILDING ROOF AND LIGHT WELL WALLS E-30



HISTORIC STATION BUILDING **ROOF AND LIGHT WELL WALLS—E-30**



1. LOWER LEVEL PLAN - METRO

MATERIAL CONDITIONS METRO

SEE SHEETS: (I-1)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	ALL	NEW	-	NOT SURVEYED	
YES	WALL	SANDSTONE	-	CRACK, SPALL, PATCH, OPEN JOINT, ABANDONED ANCHOR, FERROUS STAIN	
NO	WALL	CONCRETE	-	NOT SURVEYED	
NO	WALL	C.M.U.	-	NOT SURVEYED	
YES	WALL	STONE	-	NEW BRICK AND C.M.U. INFILLS, MISSING STONES, ANCHORS, HOLES, OPEN JOINTS, CRACKS, SOIL	

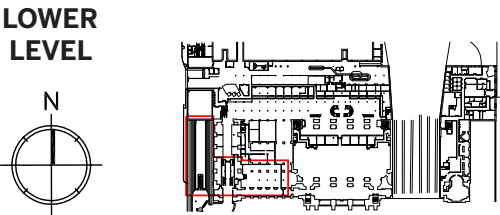
DESCRIPTION

This historically non-public space is currently used by WMATA and was not accessible to survey. It is believed that the only remaining historic elements are the structural walls.

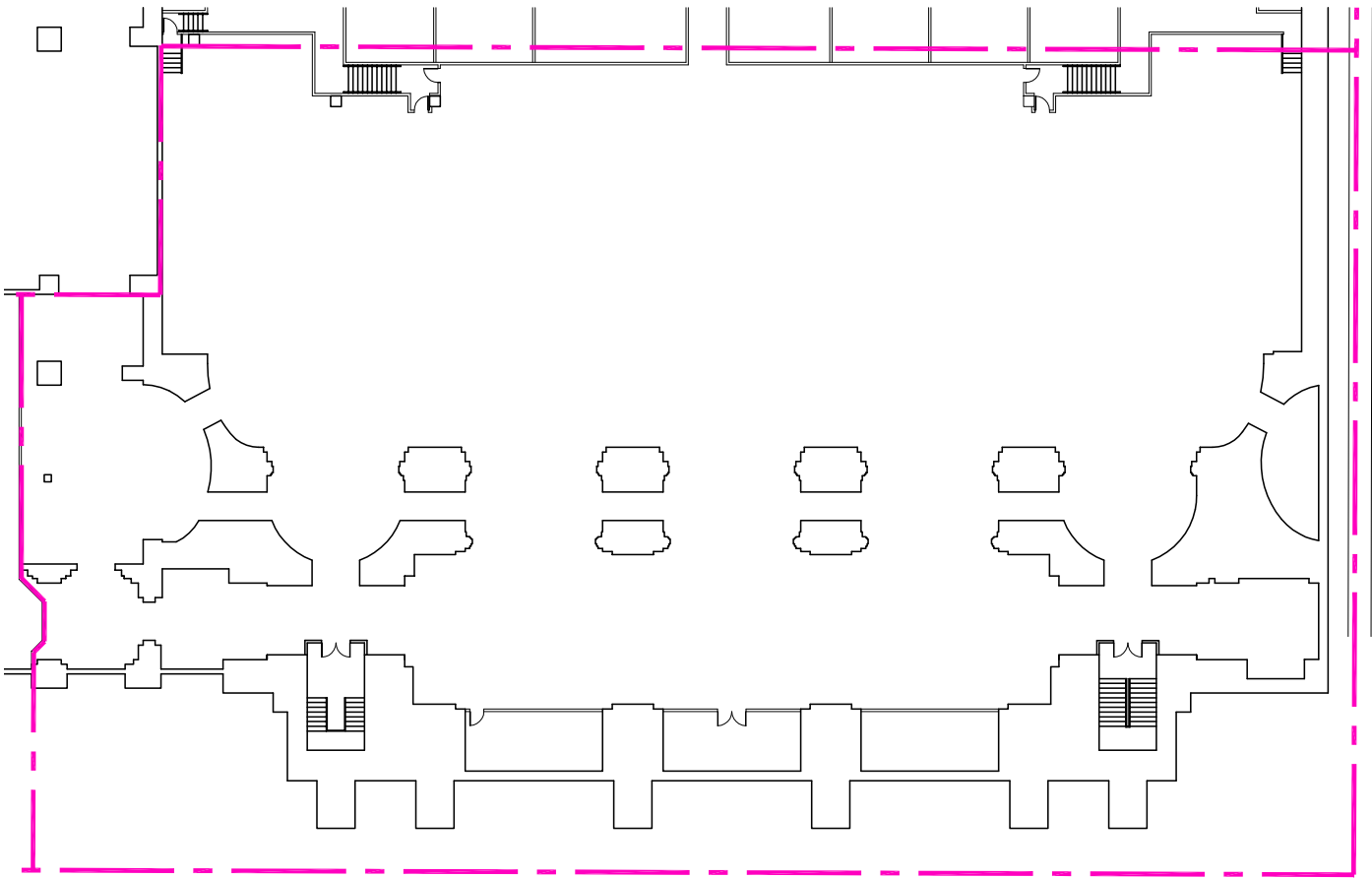
HISTORIC STATION BUILDING—LOWER LEVEL

METRO

I-1



HISTORIC STATION BUILDING—LOWER LEVEL
METRO—I-1



1. LOWER LEVEL PLAN - MAIN HALL LOWER LEVEL

MATERIAL CONDITIONS MAIN HALL - LOWER LEVEL

SEE SHEETS: (I-2, I-5)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CEILING	STEEL DECK	-	NOT SURVEYED	
YES	CEILING	TERRA COTTA ARCHED SLAB	-	-	
NO	CEILING	SUSPENDED ACOUSTICAL TILES	-	NOT SURVEYED	
NO	FLOOR	CERAMIC TILES	-	NOT SURVEYED	
NO	FLOOR	CONCRETE	-	NOT SURVEYED	
NO	OPENING INFILL	C.M.U.	-	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	TEMPORARY SUPPORT	STEEL SCAFFOLD	PAINT	NOT SURVEYED	
YES	WALL	CONCRETE	PAINT	-	

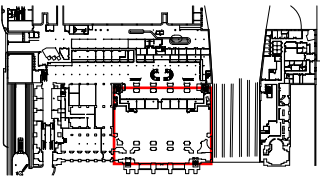
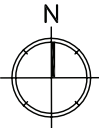
DESCRIPTION

This historically non-public space was modified during the 1980s rehabilitation into a movie theater and the space is currently vacant. The theater has since been removed, and little historic material remains. The structural walls, including the concrete arches and curved alcoves under the portico, are still visible but have been painted.

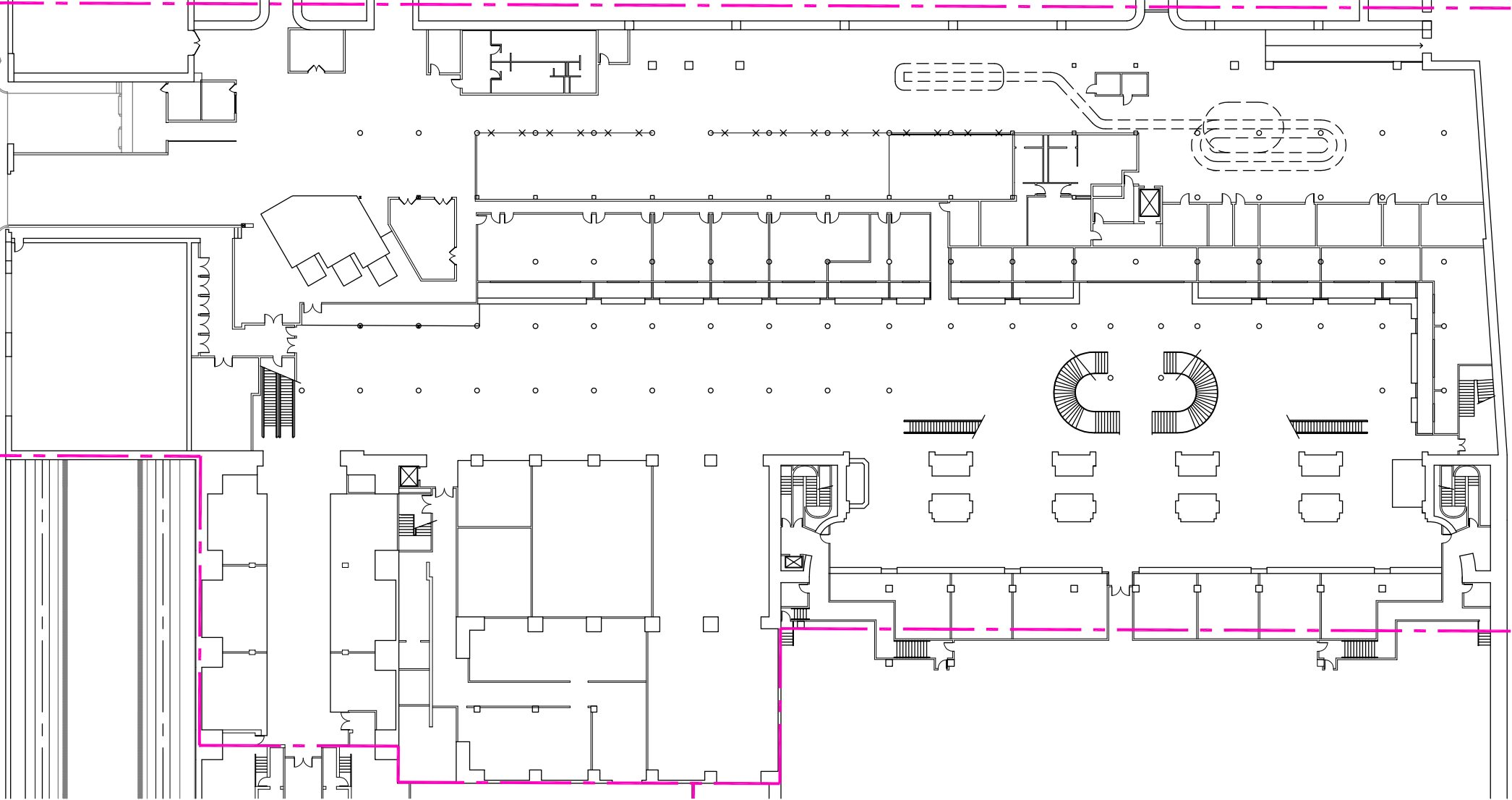
This area is in unfinished and somewhat poor condition. There are several areas of scaffolding set up in the center of the roof supporting the ceiling, and there is visible damage to the terra cotta ceiling. The concrete arches all contain cracks at their peak. Some of the column foundations are cracked. Remnants of the former theater remain.

HISTORIC STATION BUILDING—LOWER LEVEL
MAIN HALL LOWER LEVEL
I-2

LOWER
LEVEL



HISTORIC STATION BUILDING—LOWER LEVEL
MAIN HALL LOWER LEVEL—I-2



1. LOWER LEVEL PLAN - RETAIL CONCOURSE LOWER LEVEL

MATERIAL CONDITIONS RETAIL CONCOURSE - LOWER LEVEL

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS
YES	CEILING	TERRA COTTA ARCHED SLAB	-	-
NO	CEILING	SUSPENDED ACOUSTICAL TILES	-	NOT SURVEYED
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED
NO	CEILING	CERAMIC TILES	-	NOT SURVEYED
NO	COLUMN	STEEL	PAINT	NOT SURVEYED
NO	COLUMN	CONCRETE	PAINT	NOT SURVEYED
YES	COLUMN	STEEL	PAINT	-
YES	COLUMN	BRICK	-	-
NO	FLOOR	CERAMIC TILES	-	NOT SURVEYED
NO	FLOOR	VINYL TILES	-	NOT SURVEYED
NO	FLOOR	CONCRETE	-	NOT SURVEYED
NO	PARTITION	GLASS	-	NOT SURVEYED
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED
NO	PARTITION	C.M.U.	PAINT	NOT SURVEYED
NO	WALL	GLAZED BRICK TILES	-	NOT SURVEYED
YES	WALL	CONCRETE	PAINT	-

DESCRIPTION

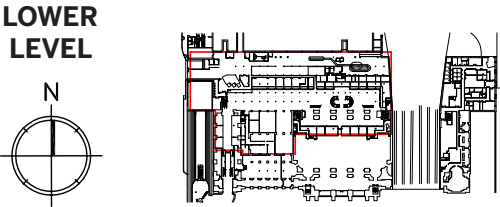
This historically non-public space currently serves several functions, including service space for Amtrak, loading space for the retail establishments, and the public food court.

Currently, most materials are non-historic. The form of the structural walls underneath the Main Hall remain visible, but they are covered with modern tile. Several original masonry walls in the Amtrak service corridor remain visible, but others have been covered with modern cladding.

HISTORIC STATION BUILDING—LOWER LEVEL

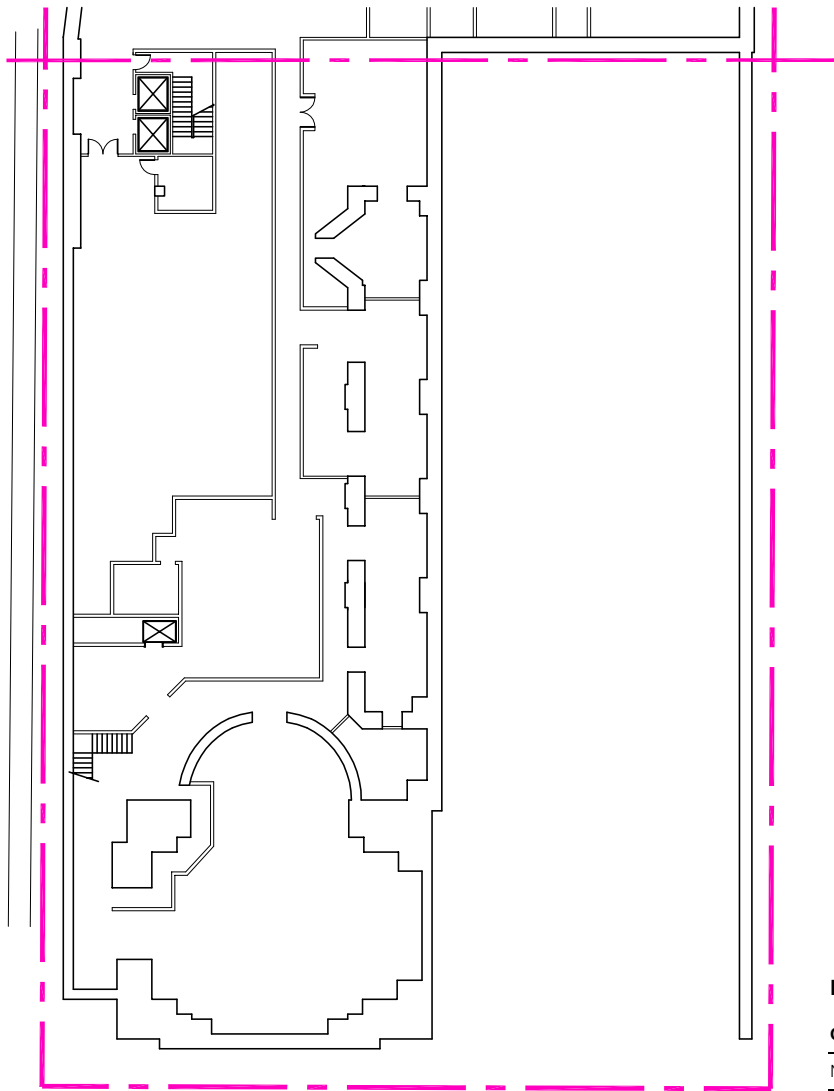
RETAIL CONCOURSE LOWER LEVEL

I-3

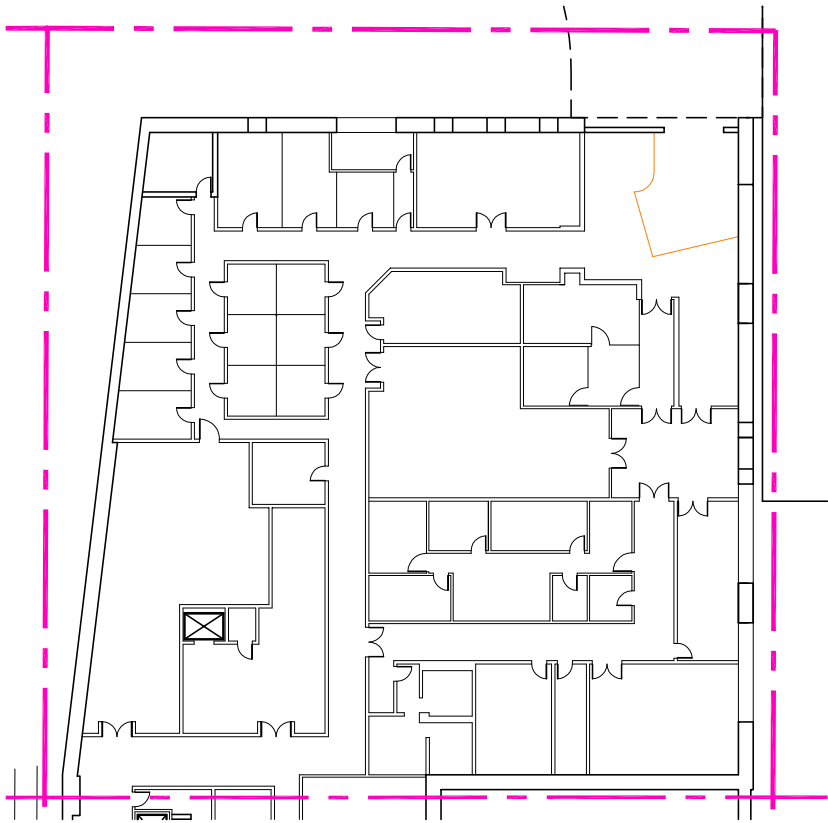


HISTORIC STATION BUILDING—LOWER LEVEL

RETAIL CONCOURSE LOWER LEVEL—I-3



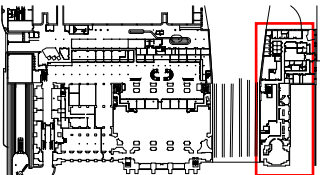
1. LOWER LEVEL PLAN - STORAGE, EAST - NORTH SECTION



2. LOWER LEVEL PLAN - STORAGE, EAST - SOUTH SECTION

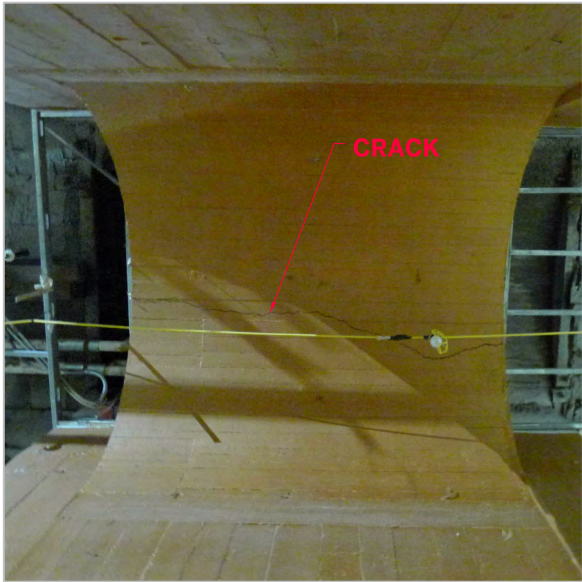
MATERIAL CONDITIONS STORAGE - LOWER LEVEL EAST					SEE SHEETS: (I-4, I-6)	DESCRIPTION
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES	
NO	CEILING	CONCRETE	-	NOT SURVEYED		This historically non-public space remains non-public and contains mainly storage spaces. Some original structural foundation walls remain exposed, but most of the space is subdivided with modern materials.
NO	CEILING	SUSPENDED ACOUSTICAL TILES	-	NOT SURVEYED		
YES	COLUMN	STEEL	PAINT	-		An area of displaced brick and a continuous stepped crack was observed on the east wall near the north corner of the building. This original wall contains many modifications, including C.M.U. infill.
NO	FLOOR	CONCRETE	-	NOT SURVEYED		
NO	OPENING INFILL	BRICK	-	NOT SURVEYED		
NO	OPENING INFILL	C.M.U.	-	NOT SURVEYED		
NO	PARTITION	C.M.U.	PAINT	NOT SURVEYED		
YES	WALL	CONCRETE	PAINT	-		
YES	WALL	BRICK WITH STONE OPENING	-	CONTINUOUS STEPPED CRACK, DISPLACED BRICKS		

HISTORIC STATION BUILDING—LOWER LEVEL STORAGE I-4



HISTORIC STATION BUILDING—LOWER LEVEL

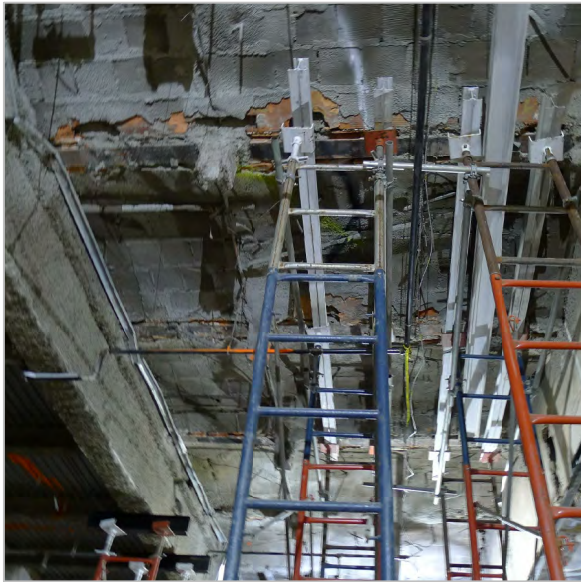
STORAGE—I-4



CONTINUOUS CRACK AT CONCRETE ARCH, TYP.



CRACK AT CONCRETE WALL



TEMPORARY SUPPORT AT BEAM



CRACKED TERRA COTTA SLAB

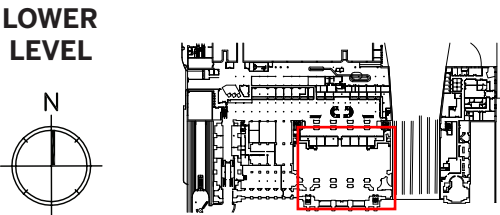


CRACKED COLUMN FOUNDATION

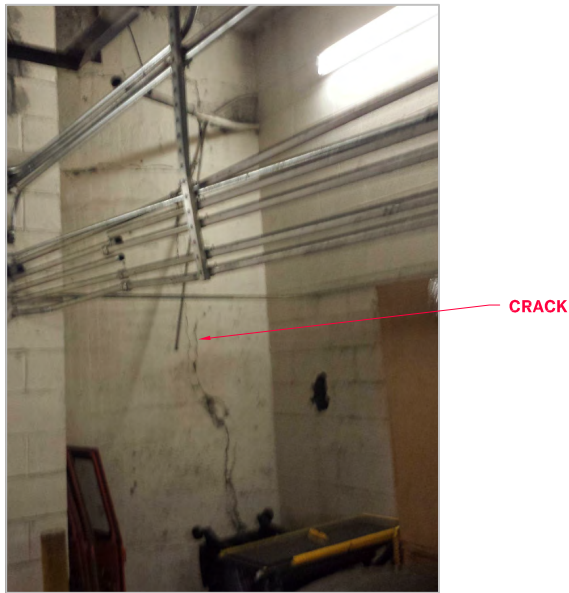
HISTORIC STATION BUILDING—LOWER LEVEL

MAIN HALL LOWER LEVEL

I-5



HISTORIC STATION BUILDING—LOWER LEVEL
MAIN HALL LOWER LEVEL—1-5



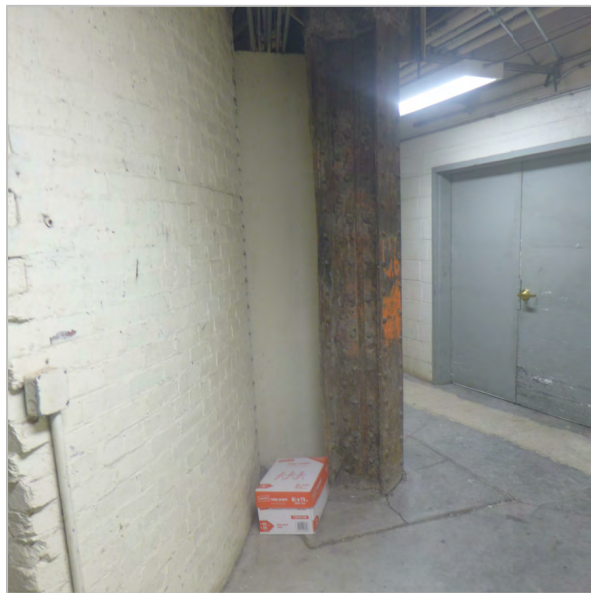
CONTINUOUS CRACK AT EXTERIOR WALL



CONTINUOUS CRACK AT EXTERIOR WALL



CONCRETE FOUNDATION WALL

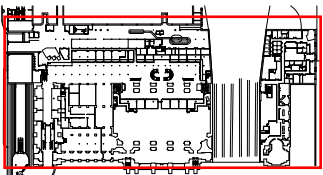


BRICK FOUNDATION WALL AND STEEL COLUMN

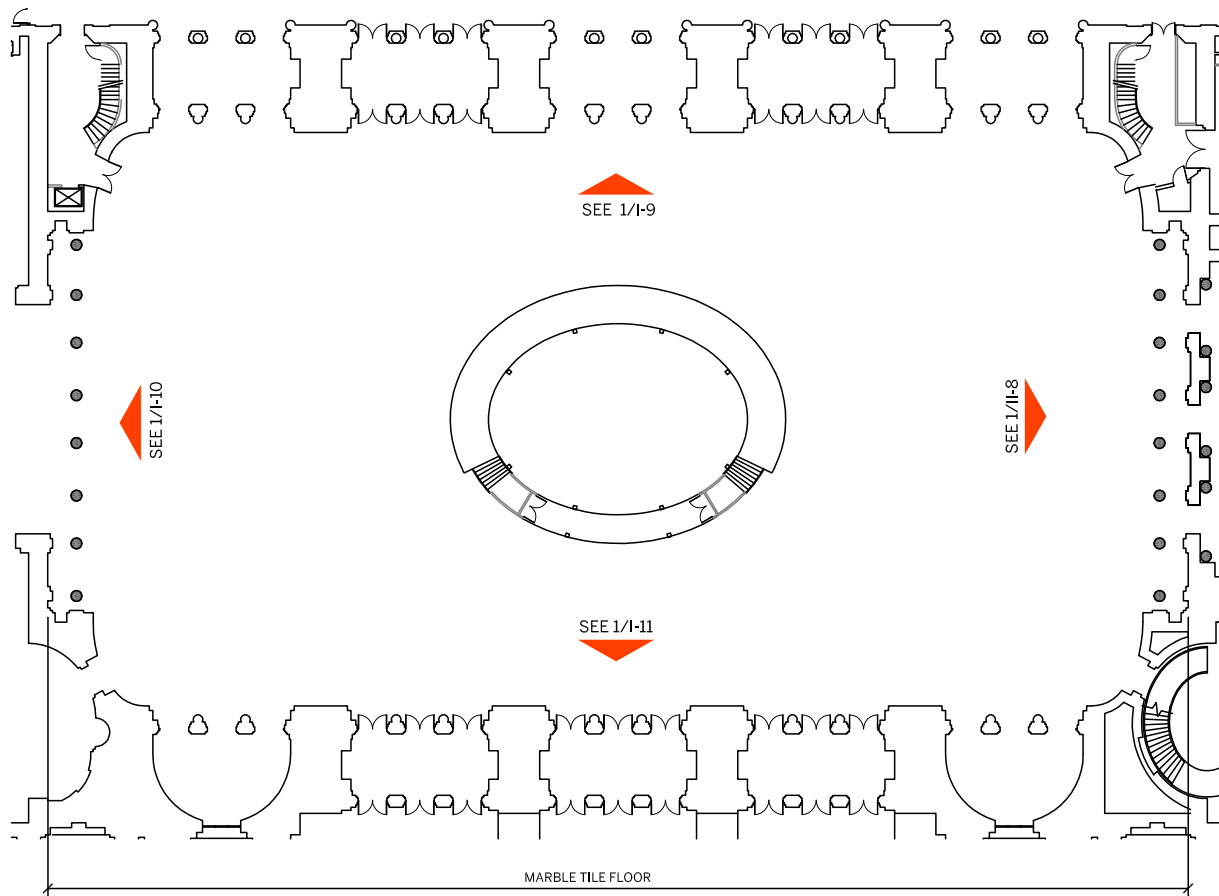
HISTORIC STATION BUILDING—LOWER LEVEL

RETAIL CONCOURSE LOWER LEVEL AND STORAGE

I-6



**HISTORIC STATION BUILDING—LOWER LEVEL
RETAIL CONCOURSE LOWER LEVEL, STORAGE—I-6**

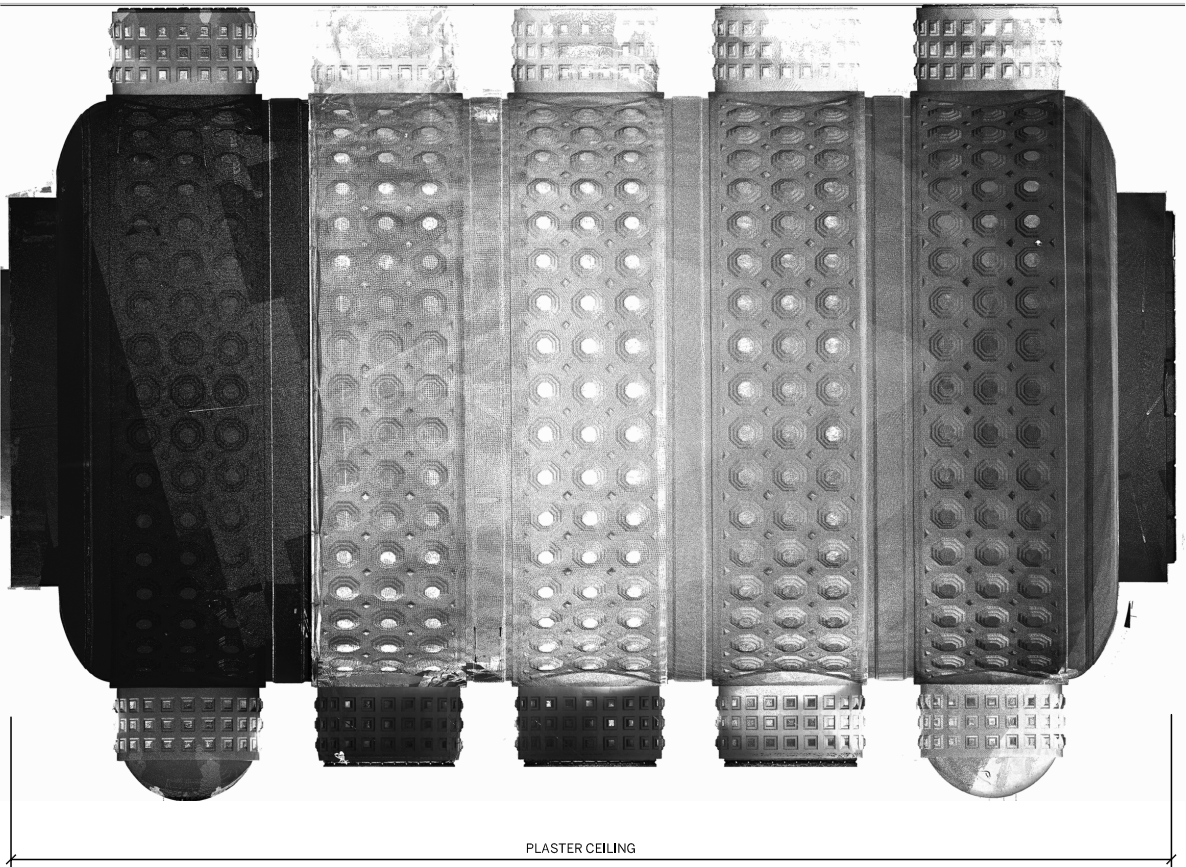


1. MAIN LEVEL FLOOR PLAN

MATERIAL CONDITIONS MAIN HALL

SEE SHEETS: (I-7 - I-12)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	GRANITE	-	STAINING	
YES	CEILING	PLASTER	PAINT	UNDER RESTORATION	
YES	CLOCK	PLASTER, PRESSED METAL, GLASS	PAINT	OPEN JOINTS, LOOSE PIECES	
YES	DOOR FRAMES	WOOD	CLEAR COATING	SCRATCHES, GOUGES, LOSS, FINISH LOSS	
NO	DOOR FRAMES	WOOD	CLEAR COATING	SCRATCHES, GOUGES, CRACKED ELEMENTS	
NO	FLOOR	MARBLE TILES	-	CRACKS, SPALLS, SCRATCHES	
NO	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
YES	SCULPTURE	CAST PLASTER	-		PARTIALLY SURVEYED
YES	TRANSOM	METAL FRAME AND WOOD SASH	PAINT; CLEAR COATING	MISSING GLASS	
NO	VENT	METAL	-	NOT SURVEYED	
YES	WALL	GRANITE	-	UNEVEN SOILING, ABANDONED ANCHORS, SMALL HOLES, CRACKS	
YES	WINDOW	WOOD FRAME, METAL SASH WITH WIRE GLASS	PAINT	-	



2. REFLECTED CEILING PLAN

ROOM DESCRIPTION

Historic name: General waiting room

The Main Hall retains its original granite walls, some wood door frames, metal and wood transoms, and coffered plaster ceiling. The marble tile floor was replicated to match the original as part of the 1980s rehabilitation, although it is possible that the marble tile floors in one of the apses along the south wall is original. The two granite water fountains on the south wall are original and the two on the north wall are 1980s replications. There has been selective replacement of portions of the wood door frames throughout. The Main Hall gallery spaces contain original granite and plaster coffered ceilings. The floors of the galleries are currently covered with carpeting.

The wood door frames and metal transoms are generally intact, with scratches and gouges in the wood. At the bottom of a number of frames, the wood is cracked. In general, the granite is more soiled at the gallery spaces than at the main level. The granite is typically painted at the undersides of the arches, and the granite pieces at the end of the arches are often heavily stained.

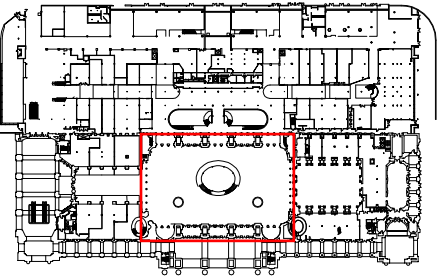
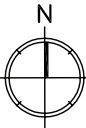
Because of the on-going restoration work at the ceiling, much of the Main Hall was inaccessible and/or not visible for surveying, including the ceiling.

HISTORIC STATION BUILDING—HEADHOUSE

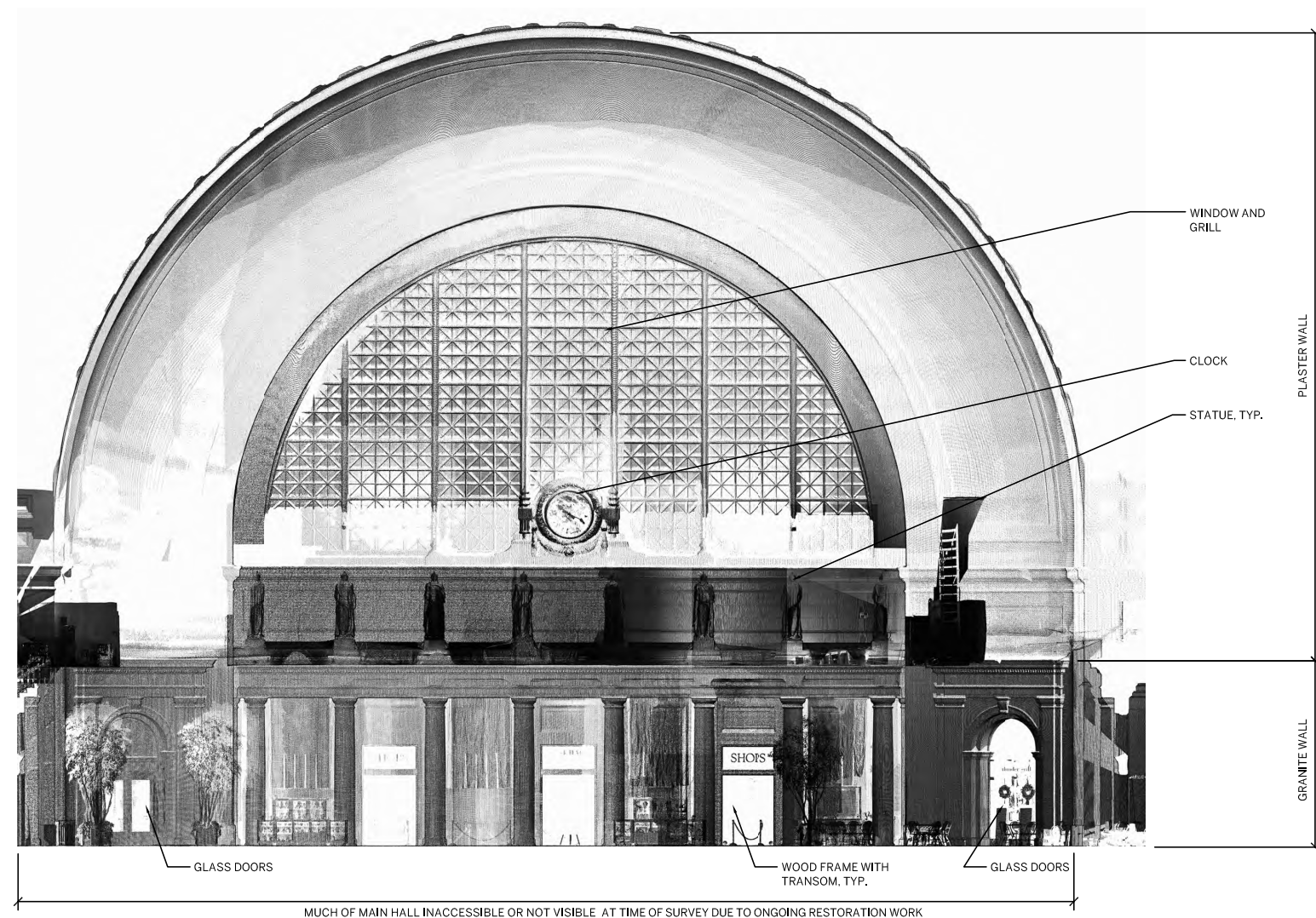
MAIN HALL AND NORTH AND SOUTH GALLERIES

I-7

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL, NORTH AND SOUTH GALLERIES—I-7



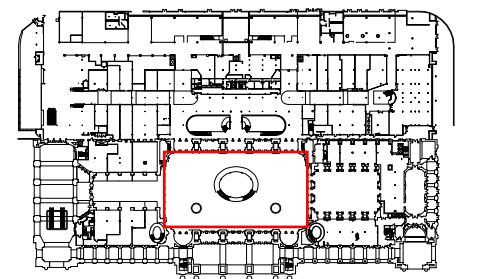
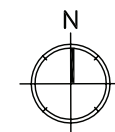
1. ELEVATION LOOKING EAST

HISTORIC STATION BUILDING—HEADHOUSE

MAIN HALL

I-8

MAIN
LEVEL

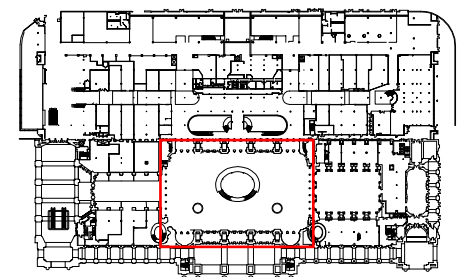
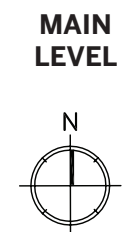


HISTORIC STATION BUILDING—HEADHOUSE
MAIN HALL—I-8

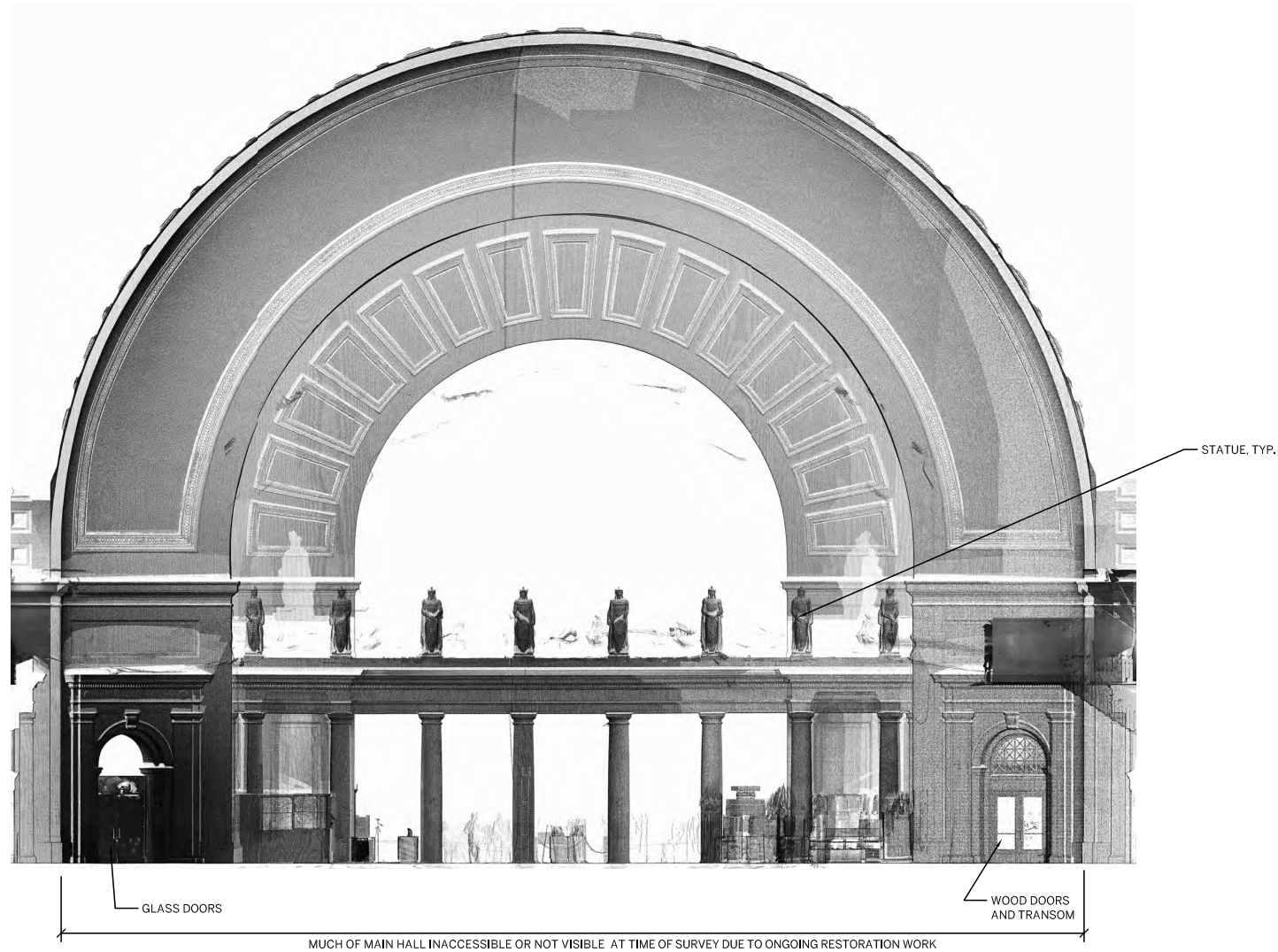


1. ELEVATION LOOKING NORTH

HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL AND NORTH AND SOUTH GALLERIES I-9

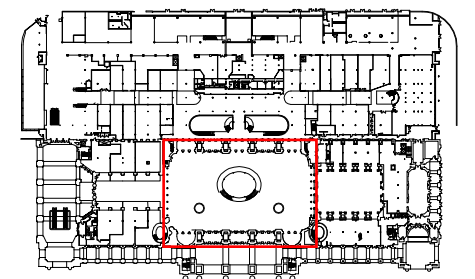


HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL, NORTH AND SOUTH GALLERIES—I-9

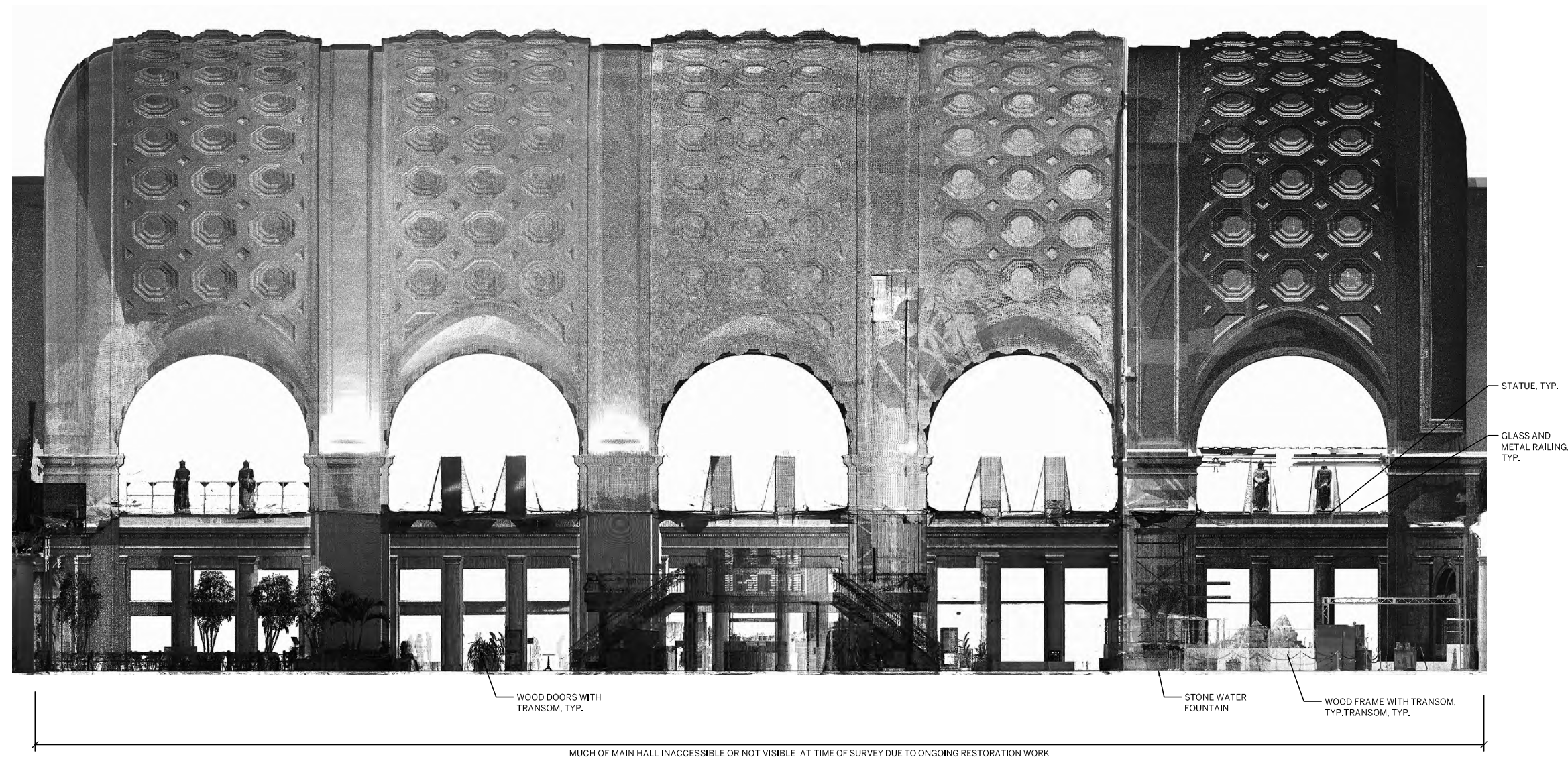


1. ELEVATION LOOKING WEST

HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL I-10



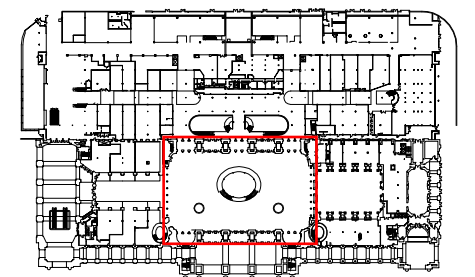
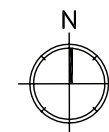
HISTORIC STATION BUILDING—HEADHOUSE
MAIN HALL—I-10



1. ELEVATION LOOKING SOUTH

HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL AND NORTH AND SOUTH GALLERIES I-11

MAIN
LEVEL



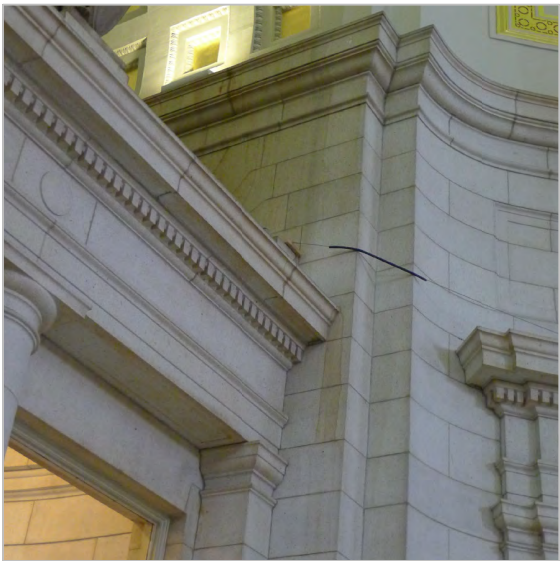
HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL, NORTH AND SOUTH GALLERIES—I-11



PATCH AT GRANITE



STAIN AT GRANITE



SOILING AT SOUTH GALLERY

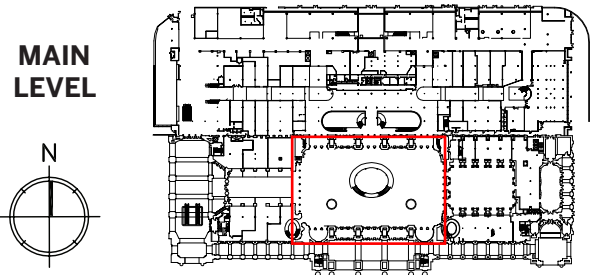


PAINTED GRANITE AND SOILING AT SOUTH GALLERY

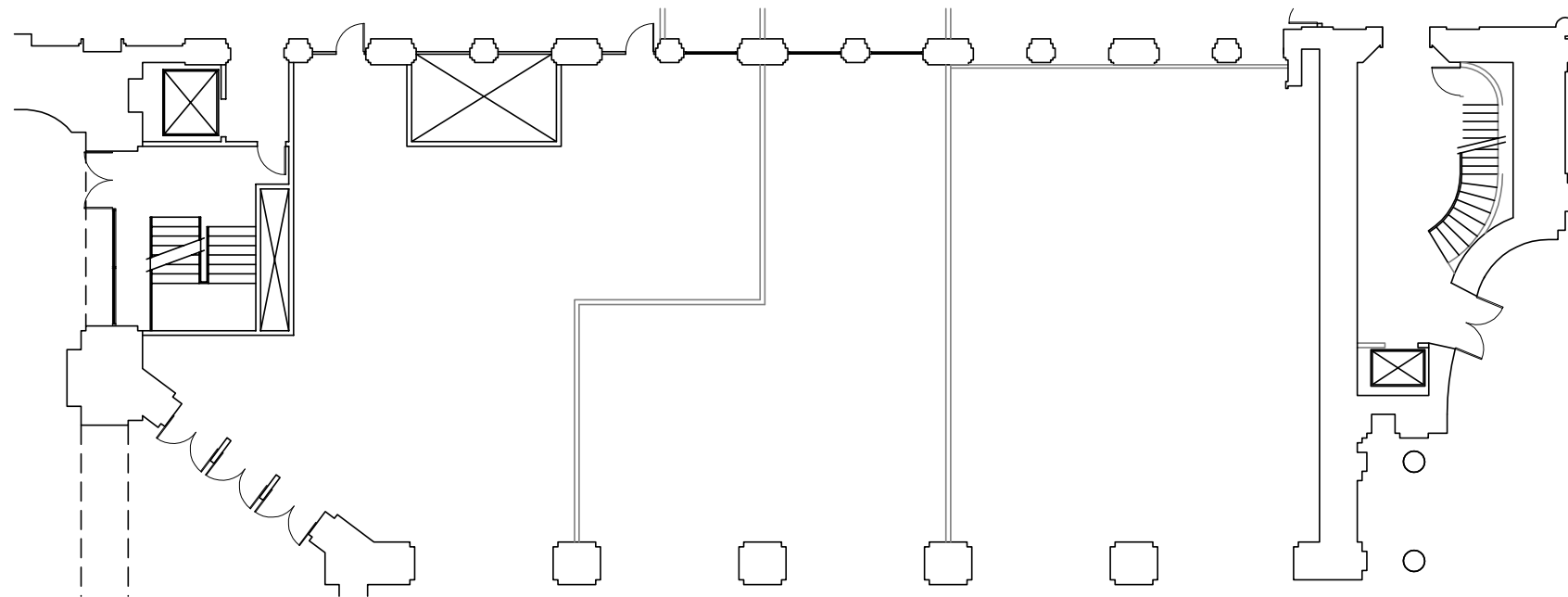


DAMAGE TO WOOD FRAME

HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL AND NORTH AND SOUTH GALLERIES I-12



HISTORIC STATION BUILDING—HEADHOUSE MAIN HALL, NORTH AND SOUTH GALLERIES—I-12



1. MAIN LEVEL FLOOR PLAN

MATERIAL CONDITIONS WEST HALL - NORTH RETAIL

SEE SHEETS: (I-13)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	FLOOR	TILES	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	

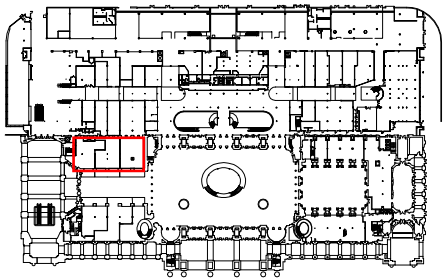
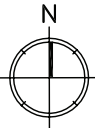
DESCRIPTION

This area was converted to retail use during the 1980s rehabilitation. It contains little to no historic material. The only visible historic materials are the glazed brick located at the piers to the West Hall.

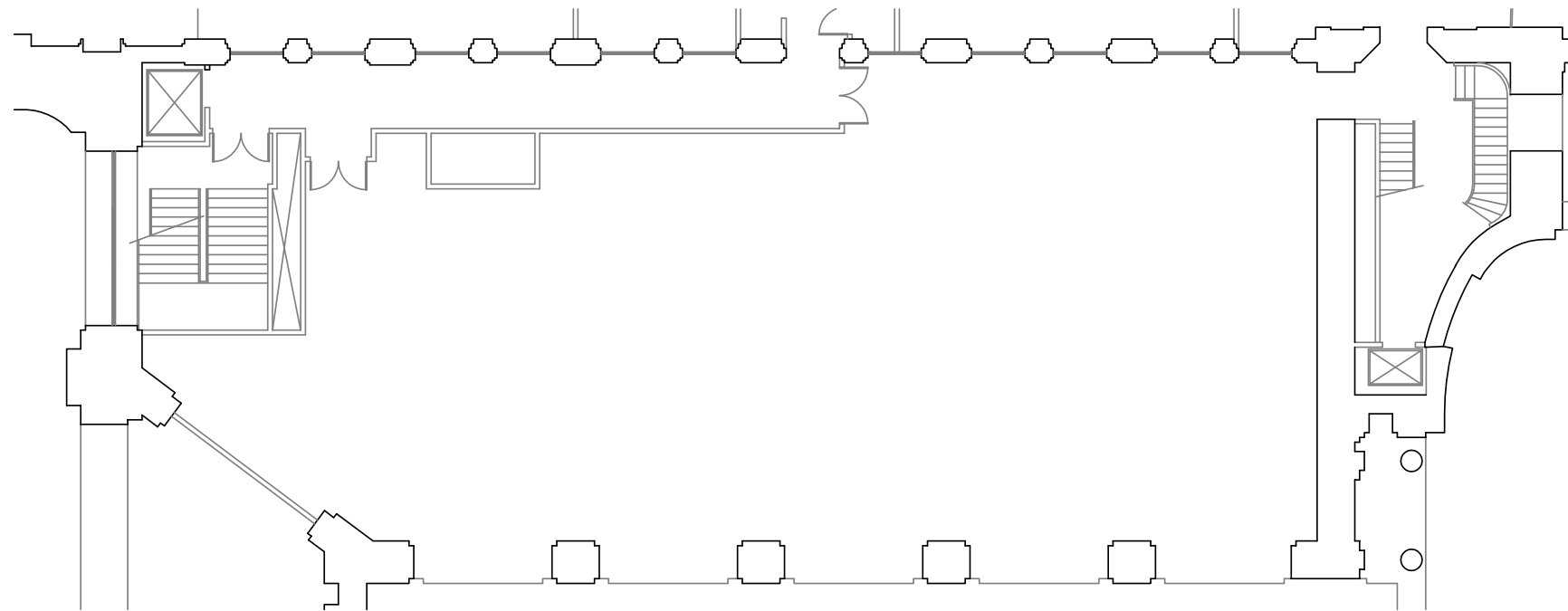
Because no historic materials remain, this area was not surveyed.

HISTORIC STATION BUILDING—HEADHOUSE
WEST HALL - NORTH RETAIL
I-13

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL - NORTH RETAIL—I-13



1. MEZZANINE LEVEL FLOOR PLAN

MATERIAL CONDITIONS WEST HALL - NORTH MEZZ. RETAIL					SEE SHEETS: (I-14, I-15)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	PLASTER	PAINT	CRACKS, WATER DAMAGE	
NO	FLOOR	TILES	-	NOT SURVEYED	
YES	LAYLIGHT	WOOD, GLASS	PAINT	BROKEN GLASS	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
YES	WALL	GLAZED BRICK TILES	-	BROKEN, MISSING, CRACKED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	

DESCRIPTION

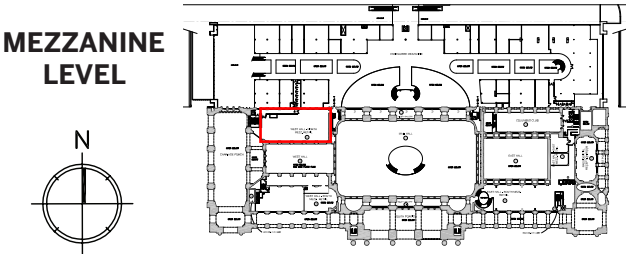
This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and, therefore, most existing materials are not original. However, as part of the 1980s rehabilitation, some existing original material was restored and missing or highly deteriorated fabric was replicated. Remaining original materials include the plaster ceiling, laylights, and portions of the glazed brick walls along the south end of the space at the piers and along the north wall.

The existing historic materials are in good to fair condition. The glazed brick and terra cotta contains some cracks and glaze loss, and some have been painted. Some glass in the laylights is broken. Some cracks and water damage were noted in the plaster ceiling.

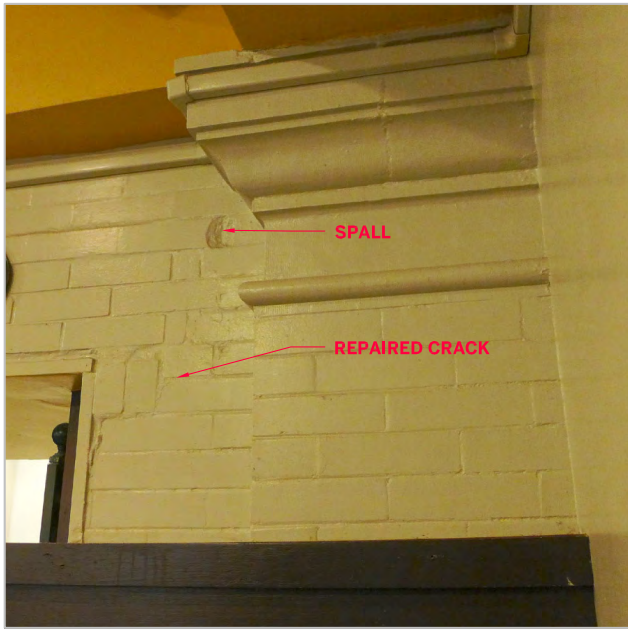
HISTORIC STATION BUILDING—HEADHOUSE

WEST HALL - NORTH MEZZANINE RETAIL

I-14



**HISTORIC STATION BUILDING—HEADHOUSE
WEST HALL - NORTH MEZZANINE RETAIL—I-14**



BRICK WALL AND TERRA COTTA CAPITAL

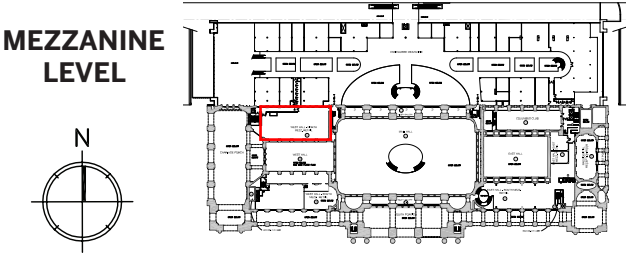


BRICK WALL AND TERRA COTTA LINTEL

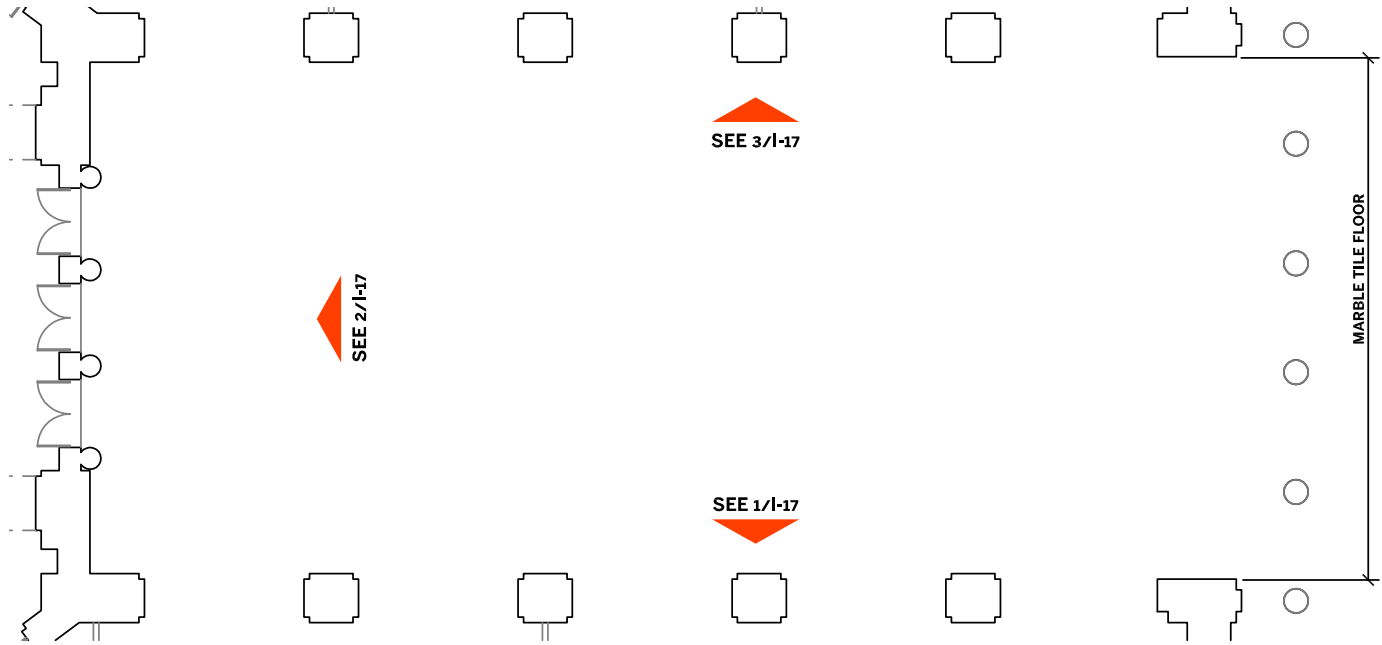


LAYLIGHT

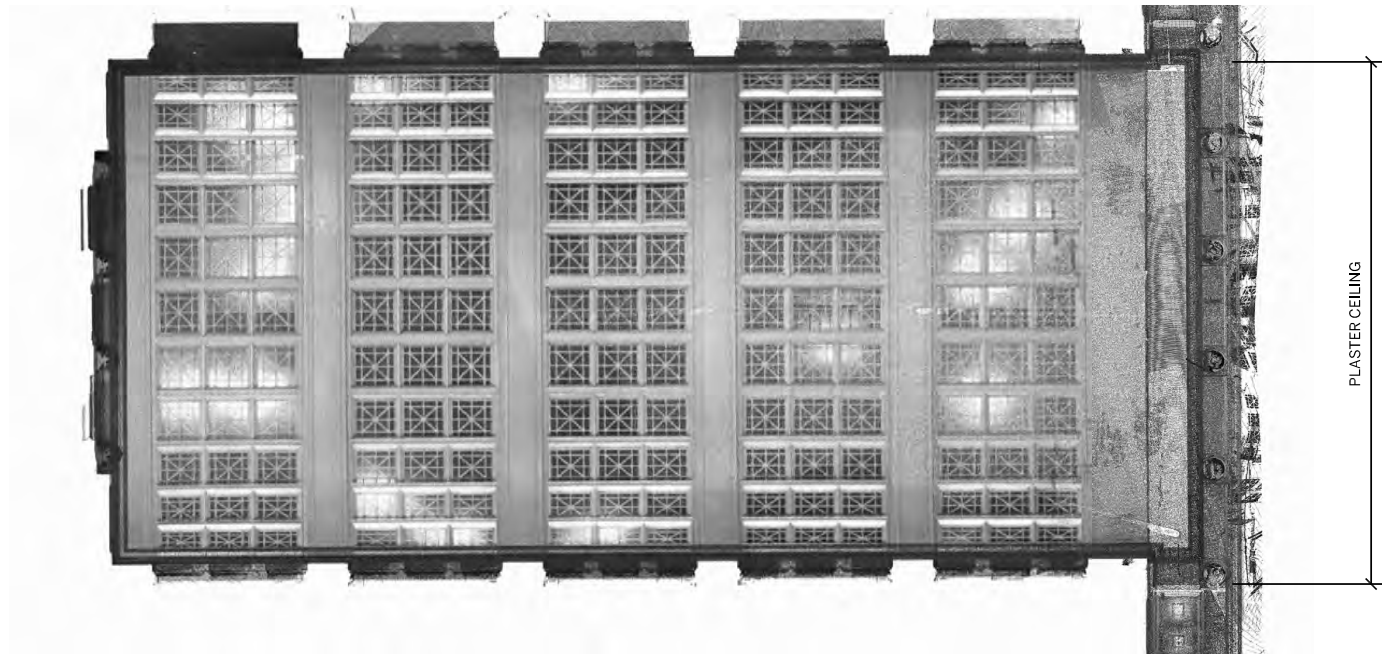
HISTORIC STATION BUILDING—HEADHOUSE WEST HALL - NORTH MEZZANINE RETAIL I-15



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL - NORTH MEZZANINE RETAIL—I-15



1. MAIN LEVEL FLOOR PLAN



2. REFLECTED CEILING PLAN

MATERIAL CONDITIONS WEST HALL

SEE SHEETS: (I-16 - I-19)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	ACCESS PANEL	FERROUS METAL	PAINT	INAPPROPRIATE HARDWARE	
YES	CEILING	PLASTER	PAINT	CRACKS, EVIDENCE OF WATER INFILTRATION, PAINT FAILURE, SEPARATION BETWEEN DIFFERENT MATERIALS	
YES	CEILING LAYLIGHT	METAL FRAME AND GRILL WITH WIRE GLASS	PAINT	CRACKED GLASS	
YES	CLOCK	???	-	-	
NO	DOORS	METAL, GLASS	-	NOT SURVEYED	
NO	FLOOR	MARBLE TILES	-	CRACKS, SPALLS, SCRATCHES, STAINING	
NO	PLAQUE	BRONZE	-	DETERIORATED FINISHES	
YES	SCULPTURE	CAST PLASTER	-	SPALLS, GENERAL SOILING	
YES	WALL	GRANITE	-	CONTINUOUS CRACKS, CRACKS, EVIDENCE OF WATER INFILTRATION, DETERIORATED MORTAR JOINTS, STAINING, SPALLS, BIRD GUANO, GENERAL SOILING	
YES	WINDOW	WOOD FRAME AND SASH WITH WIRE GLASS	DECORATIVE PAINT	-	
YES	WINDOW GRILLE	METAL	PAINT	PAINT LOSS	

DESCRIPTION

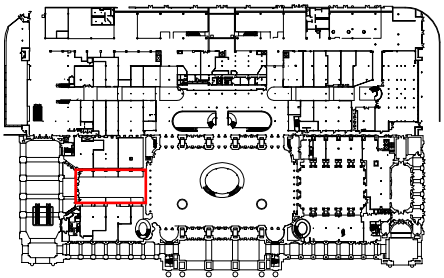
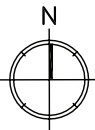
Historic name: Ticket lobby

Most of the materials in the west hall are original, with the exception of the new balconies at the mezzanine level and the marble floor, both of which date to the 1980s rehabilitation. The clerestory windows are wood painted with faux graining, presumably to imitate the original finish.

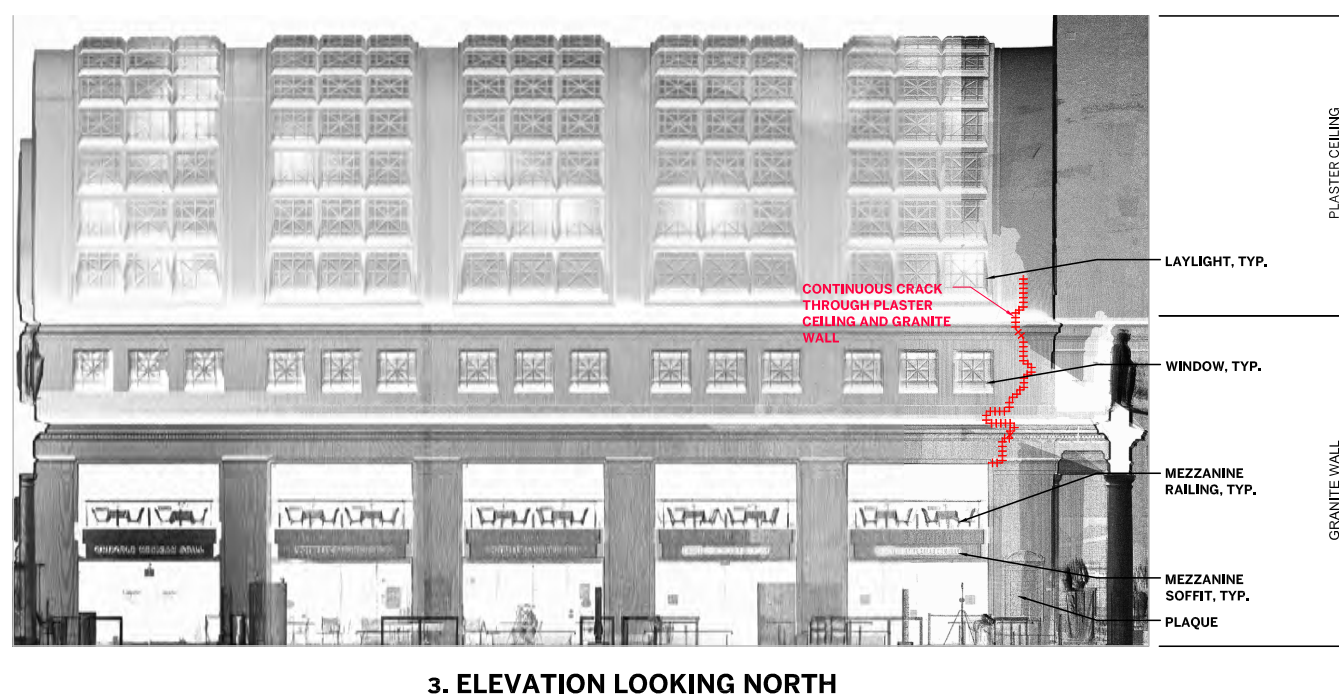
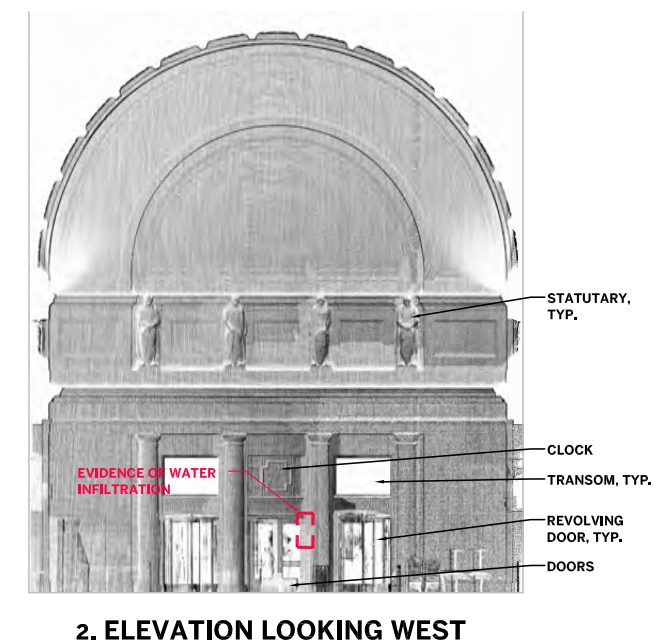
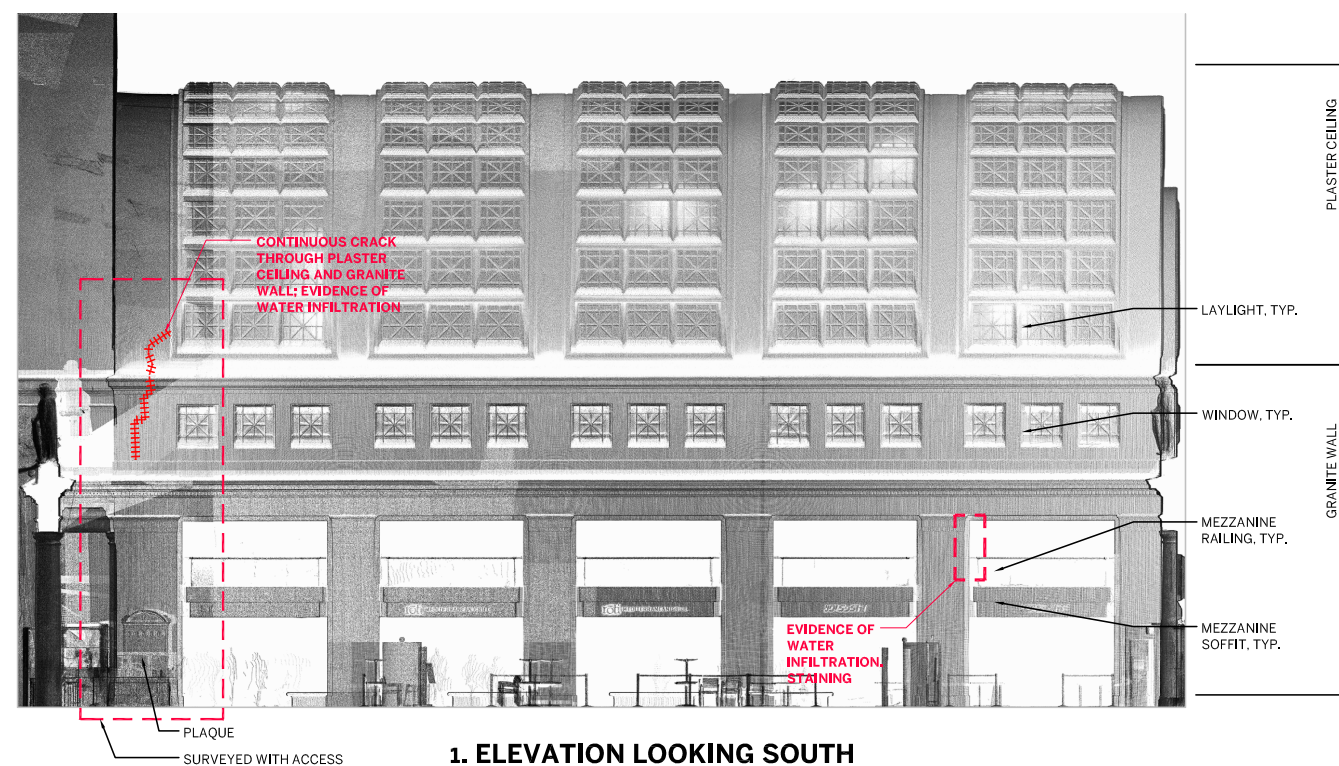
Overall, the West Hall is in good condition with localized areas of water infiltration and cracking. Cracks in the dentils in the granite cornice are typical. Two continuous cracks were observed, near where the west hall meets the main hall, which may relate to movement between the two sections of the building. Evidence of water infiltration was noted in the southeast corner and is likely related to the adjacent skylight. Previous water infiltration was also noted along the clock on the west wall and in one opening on the south wall. Isolated areas of staining are visible throughout, most notably along the inside of the many openings into the north and south retail spaces.

HISTORIC STATION BUILDING—HEADHOUSE
WEST HALL
I-16

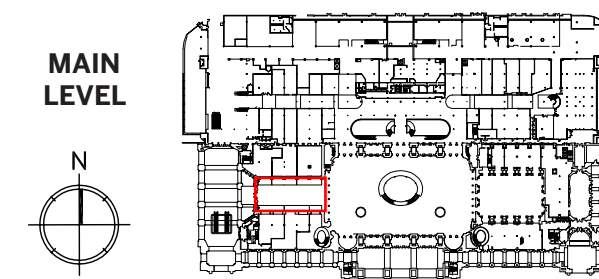
MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL—I-16



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL I-17



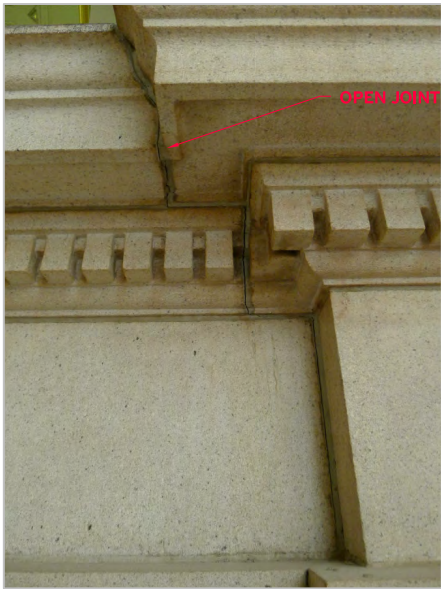
HISTORIC STATION BUILDING—HEADHOUSE WEST HALL—I-17



CONTINUOUS CRACK AND WATER STAIN



CRACKED AND OPEN JOINT



CRACKED AND OPEN JOINT



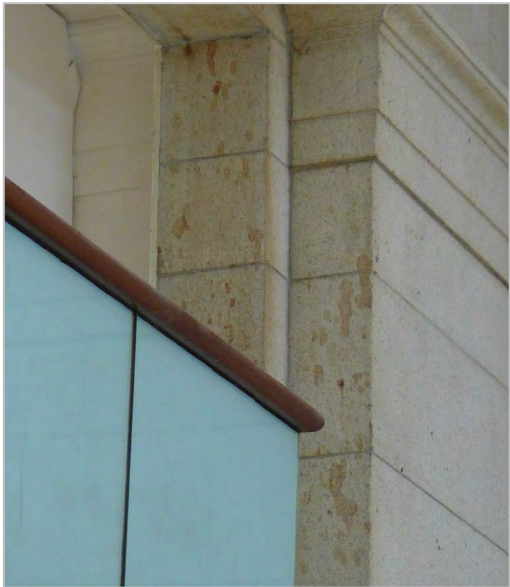
MORTAR LOSS



CRACKED PLASTER



ORIGINAL LIGHT COVE



STAINING

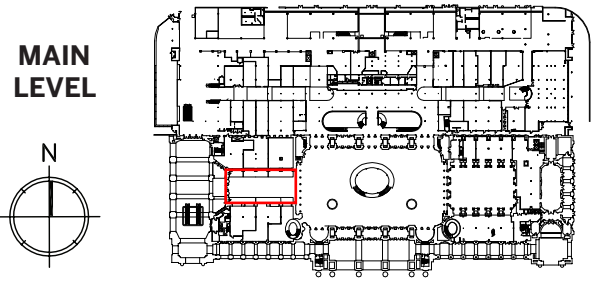


PATCHED HOLES

HISTORIC STATION BUILDING—HEADHOUSE

WEST HALL

I-18



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL—I-18



PAINT SPLASH



OPEN JOINT AROUND PLAQUE



DETERIORATED FINISH

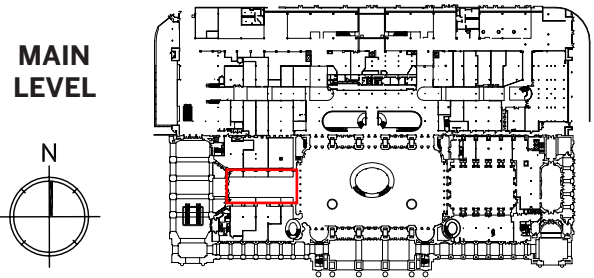


CRACKED PATCH

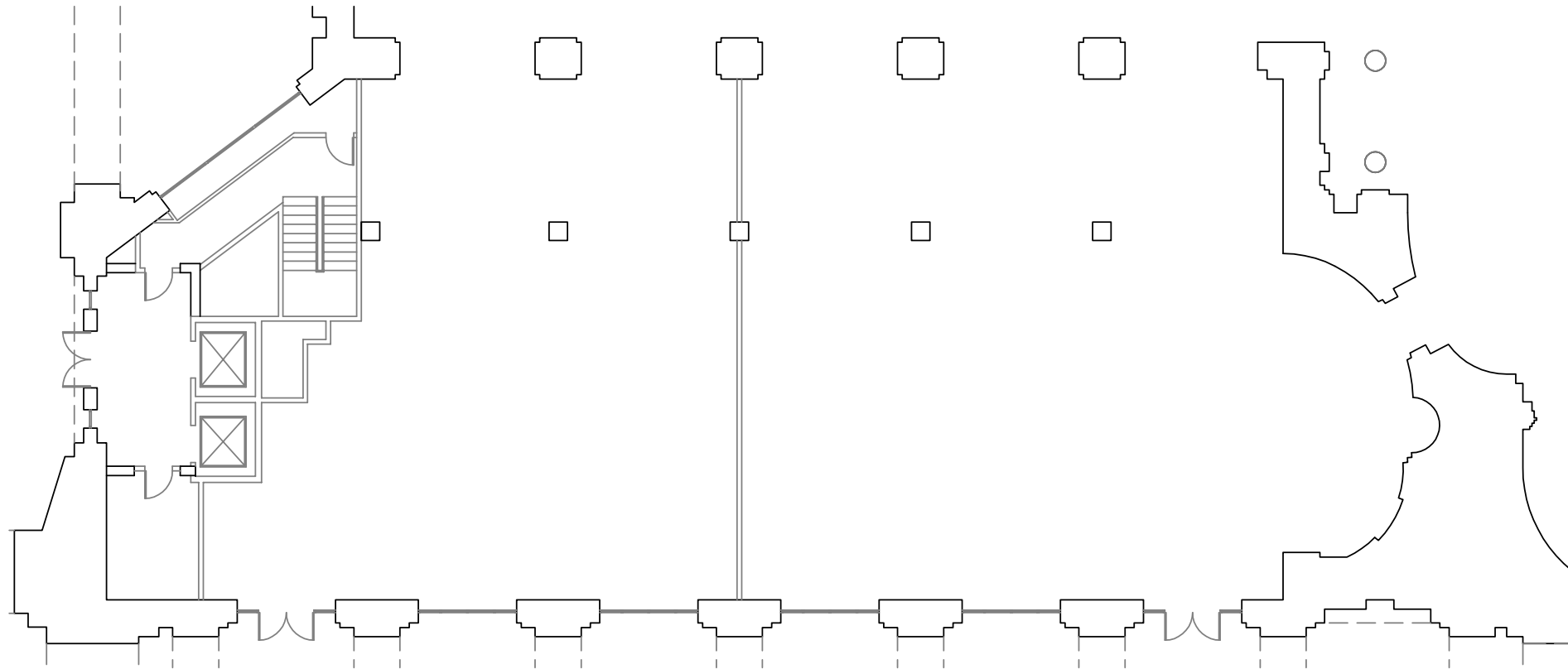
HISTORIC STATION BUILDING—HEADHOUSE

WEST HALL

I-19



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL—I-19



1. MAIN LEVEL FLOOR PLAN

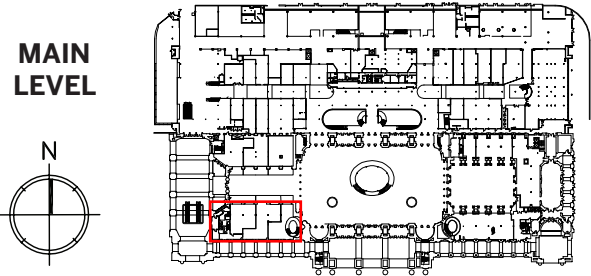
MATERIAL CONDITIONS WEST HALL - SOUTH RETAIL					SEE SHEETS: (I-20)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	FLOOR	TILES	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	STAIR	CONCRETE WITH METAL AND GLASS RAILING	-	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	-	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	WINDOW	-	-		SEE EXTERIOR

DESCRIPTION
Historic name: Ticket office, men's smoking room, toilets, barber shop

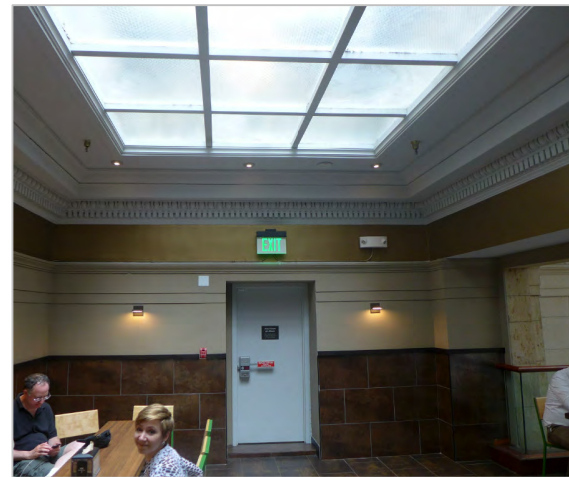
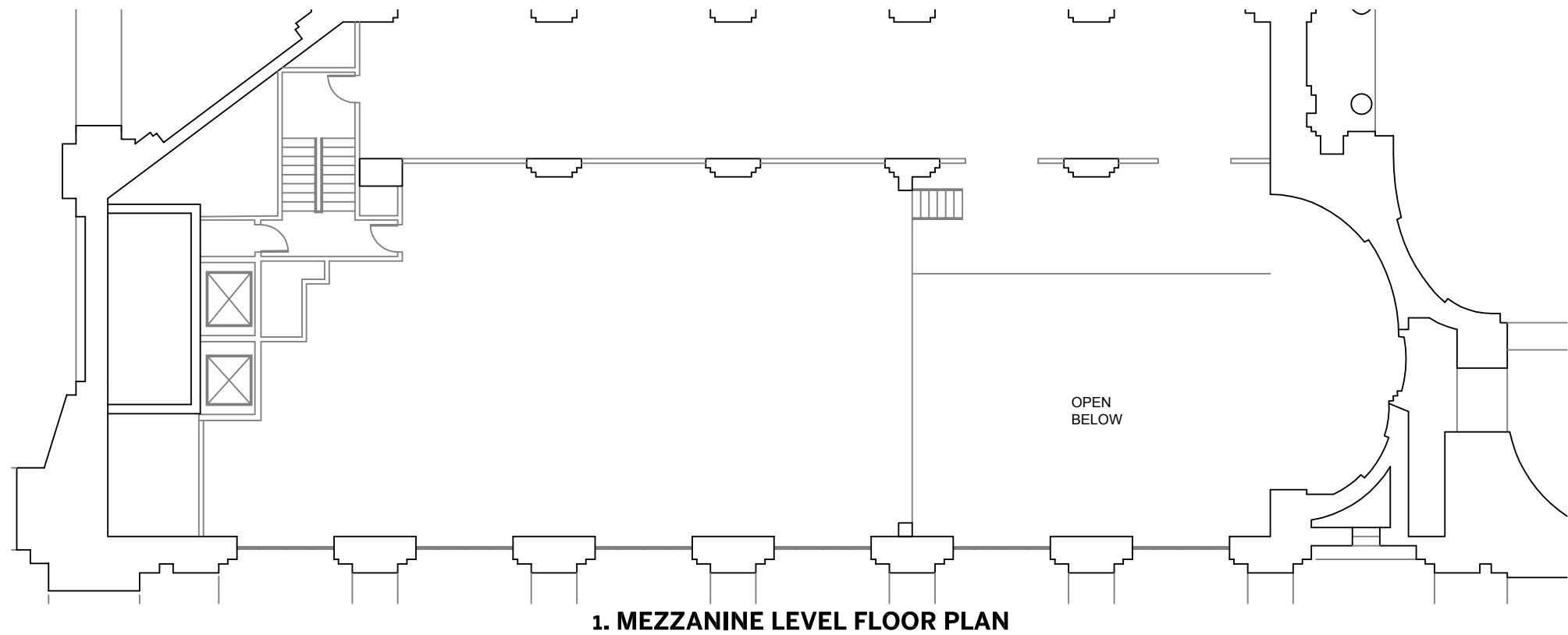
This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and many materials are not original. The former ticket office was divided into three retail spaces, including a mezzanine level, with modern materials. The easternmost space is open to the mezzanine level, and contains most of the historic material. The curved east wall and alcove are original, as are the plaster and the windows on the south exterior wall that look onto the South Portico. Much of the original vaulted ceiling remains in the former men's smoking room and some portions of the dentiled ceiling remain in the former toilet room and barber shop as well. As part of the 1980s rehabilitation, existing original material was restored and missing or highly deteriorated fabric was replicated in these locations. At the north wall, portions of the original glazed brick remain exposed at the sides of the piers.

These retail spaces were recently renovated and the historic materials are generally in good condition. The stone around the door to the Main Hall is heavily soiled.

HISTORIC STATION BUILDING—HEADHOUSE
WEST HALL - SOUTH RETAIL
I-20



HISTORIC STATION BUILDING—HEADHOUSE WEST HALL - SOUTH RETAIL—I-20



2. LAYLIGHT

MATERIAL CONDITIONS WEST HALL - SOUTH MEZZ. RETAIL					SEE SHEETS: (I-21)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	PLASTER	PAINT	CRACKS, WATER DAMAGE	
YES	CORNICE	PLASTER	PAINT	-	
NO	FLOOR	CERAMIC TILES	-	NOT SURVEYED	
YES	LAYLIGHT	METAL FRAME WITH WOOD SASH, WIRE GLASS	PAINT	BROCKEN GLASS, MISSING GLASS	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	STAIR	CONCRETE WITH METAL AND GLASS RAILING	-	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	WAINSCOT	CERAMIC TILES	-	NOT SURVEYED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
YES	WALL	PLASTER	-	-	

DESCRIPTION
Historic name: Ticket office, men's smoking room

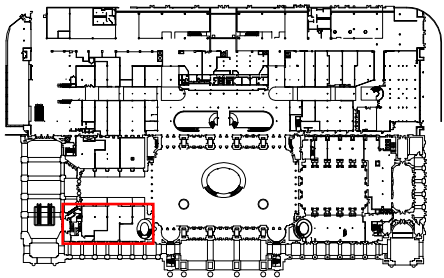
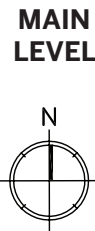
This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and many materials are not original. The original mezzanine level was extended into the former ticket office, but the plaster ceiling and laylight in the former ticket office are original. Existing original material was restored missing or highly deteriorated fabric was replicated in these locations. Some original glazed brick remains exposed along the north piers. At the west half of the space, some elements of the former mezzanine-level ticket office remain, including window frames and plaster walls.

These retail spaces were recently revonated and the historic materials are generally in good condition, with some cracks and water damage in the plaster.

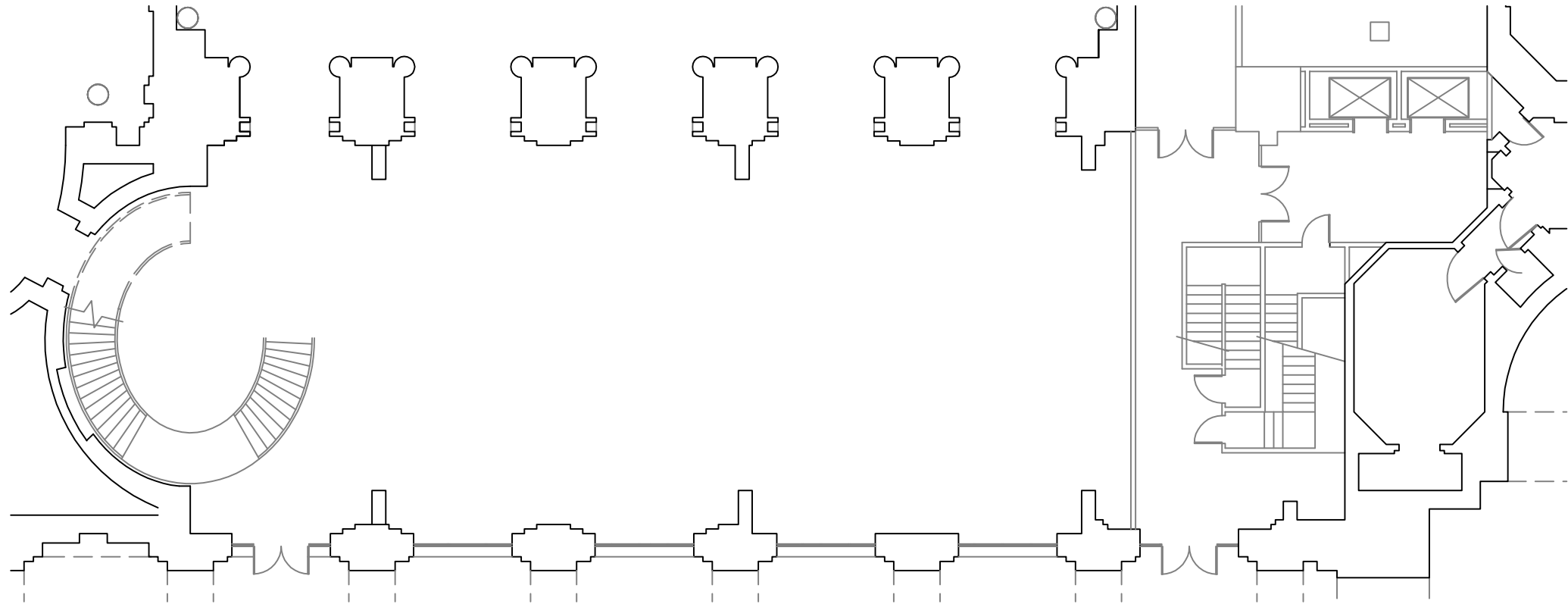
HISTORIC STATION BUILDING—HEADHOUSE

WEST HALL - SOUTH MEZZANINE RETAIL

I-21



**HISTORIC STATION BUILDING—HEADHOUSE
WEST HALL - SOUTH MEZZANINE RETAIL—I-21**



1. MAIN LEVEL FLOOR PLAN

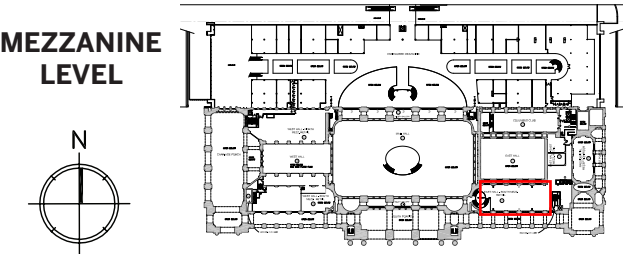
MATERIAL CONDITIONS EAST HALL - SOUTH RETAIL					SEE SHEETS: (I-22)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	FLOOR	STONE	-	NOT SURVEYED	
NO	FLOOR	WOOD	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	CONCRETE WITH METAL AND GLASS RAILING	-	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	VESTIBULE	METAL AND GLASS	-	NOT SURVEYED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	-	
NO	WINDOW	-	-		SEE EXTERIOR

DESCRIPTION
Historic name: Women’s waiting room and toilets

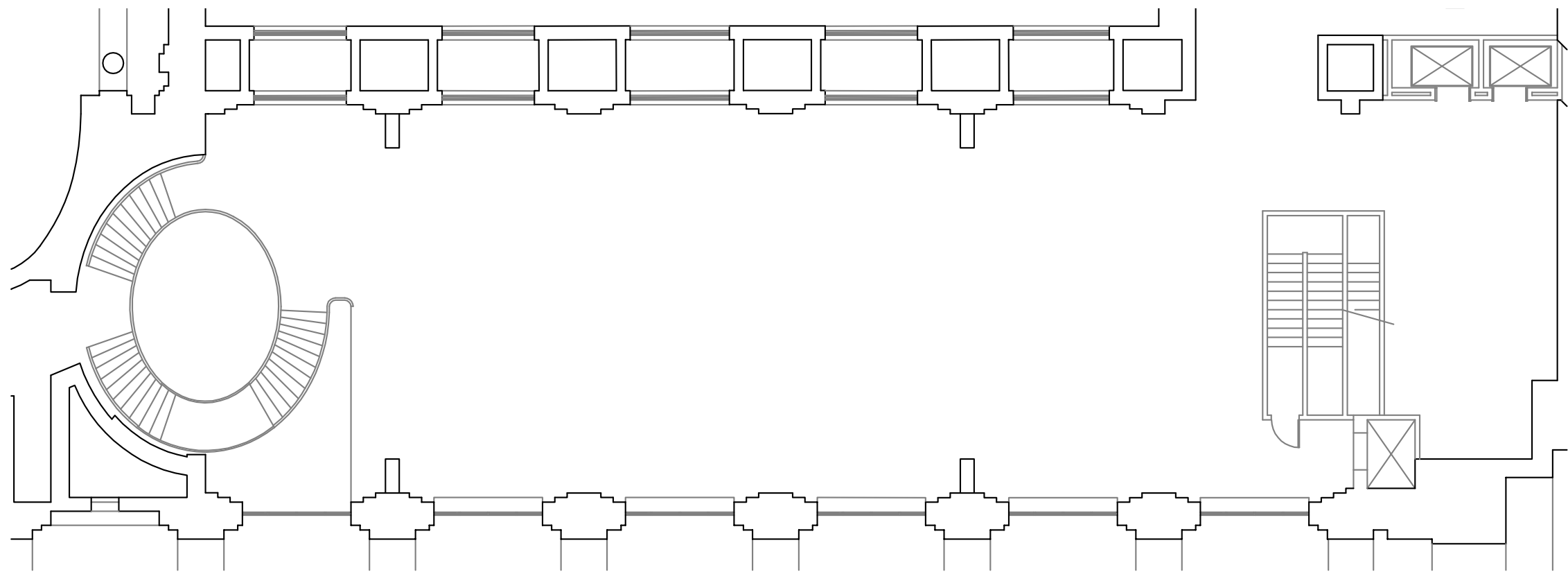
This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and most materials are not original. The curved west wall with alcove is original, as is the plaster and windows on the south exterior wall. Existing original material was restored and missing or highly deteriorated fabric was replicated in these locations during the 1980s rehabilitation.

The remaining historic materials are generally in good condition.

HISTORIC STATION BUILDING—HEADHOUSE
EAST HALL - SOUTH RETAIL
I-22



HISTORIC STATION BUILDING—HEADHOUSE EAST HALL - SOUTH RETAIL—I-22



1. MEZZANINE LEVEL FLOOR PLAN

MATERIAL CONDITIONS EAST HALL - SOUTH MEZZ. RETAIL

SEE SHEETS: (I-23, I-24)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	PLASTER	PAINT	-	
YES	CORNICE	PLASTER	PAINT	-	
NO	FLOOR	WOOD	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	CONCRETE WITH METAL AND GLASS RAILING	-	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	-	
YES	WINDOW	WOOD WINDOW WITH	PAINT	-	LOOKING NORTH

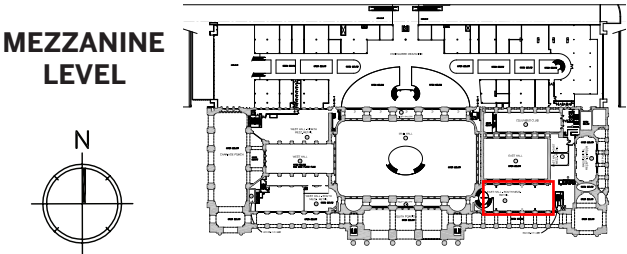
DESCRIPTION

Historic name: Women’s waiting room and toilets

This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and most materials are not original. The curved west wall with alcove is original, as is the plaster and windows on the south exterior wall. The original vaulted plaster ceiling of the former women’s waiting room as well as part of the dentiled cornice and ceiling over the former toilet room remains. Existing original material was restored and missing, or highly deteriorated, fabric was replicated in these locations during the 1980s rehabilitation. The arched clerestory windows at the north wall are original, but the glass has been replaced with mirror.

The remaining historic materials are generally in good condition.

HISTORIC STATION BUILDING—HEADHOUSE
EAST HALL - SOUTH MEZZANINE RETAIL
I-23



HISTORIC STATION BUILDING—HEADHOUSE EAST HALL - SOUTH MEZZANINE RETAIL—I-23



DAMAGED PLASTER CORNER



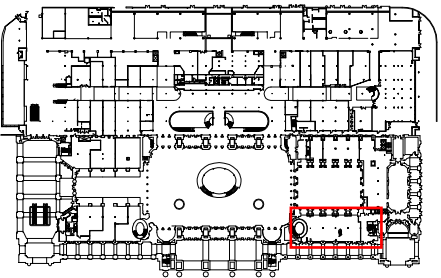
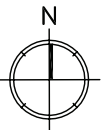
SPALL IN PLASTER



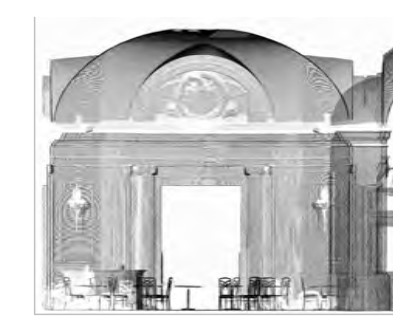
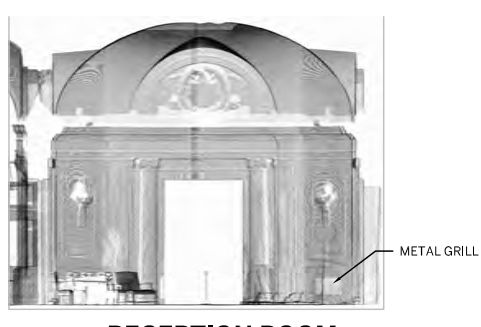
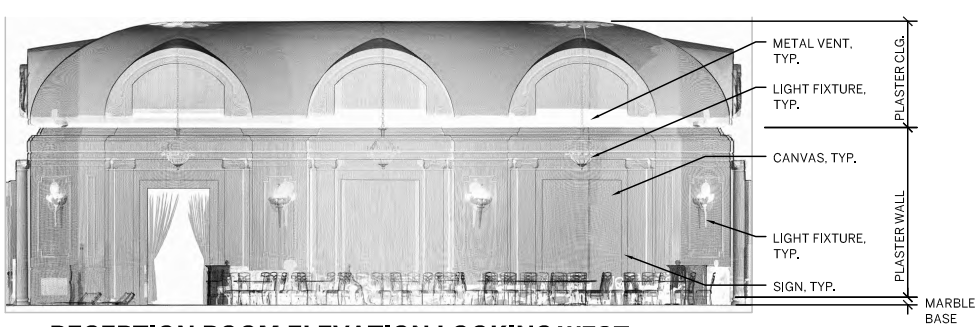
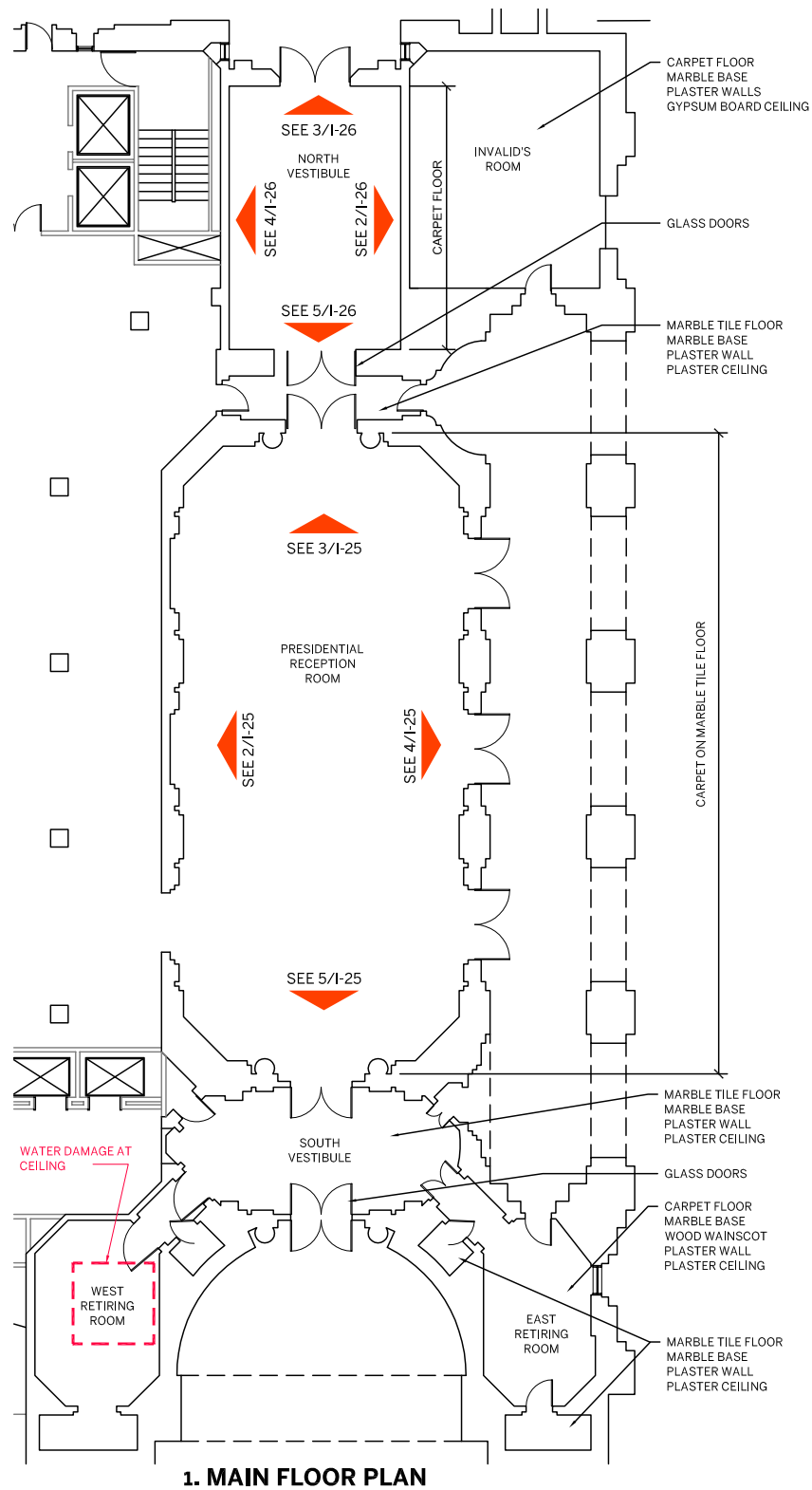
CRACK IN PLASTER

HISTORIC STATION BUILDING—HEADHOUSE EAST HALL - SOUTH MEZZANINE RETAIL I-24

MAIN
LEVEL



**HISTORIC STATION BUILDING—HEADHOUSE
EAST HALL - SOUTH MEZZANINE RETAIL—I-24**



MATERIAL CONDITIONS PRESIDENTIAL RECEPTION ROOM

SEE SHEETS: (I-25 - I-28)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASEBOARD	MARBLE	-	CRACKS, SPALLS	
YES	CEILING	PLASTER	PAINT	CRACKS, LOSS, EVIDENCE OF WATER INFILTRATION	
YES	CEILING	PLASTER	DECORATIVE PAINT	CRACKS, PAINT FAILURE	
YES	COLUMN BASE	MARBLE	-		
YES	DOOR	WOOD	CLEAR COATING	SCRATCHES, GOUGES	
YES	DOOR FRAME	WOOD	CLEAR COATING	SCRATCHES, GOUGES	
YES	DOOR HARDWARE	BRONZE	-		
NO	DOORS	GLASS	-	NOT SURVEYED	
YES	FIXTURES	METAL	-	NOT SURVEYED	
YES	FLOOR	MARBLE TILES	-	-	
NO	FLOOR	CARPET	-	NOT SURVEYED	
YES	FLOOR	MARBLE	-	STAINING, SCRATCHES, SPALLS, HEAVY SOILING	
YES	GRILL	METAL	-	-	
YES	GRILLE	METAL	PAINT		
YES	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
YES	WAINSCOT	WOOD	CLEAR COATING	SCRATCHES, GOUGES	
YES	WALL	PLASTER	DECORATIVE PAINT	CRACKS, PAINT FAILURE, EVIDENCE OF WATER INFILTRATION, LOSS	

DESCRIPTION

Historic name: Reception room, vestibules, retiring rooms and invalid's room

The Presidential Reception Room, its vestibules and side rooms contain nearly all original material, most of which remains exposed. These materials include: plaster ceiling and walls, marble baseboard, parts of the marble floor, and wood doors and door frames. There are new glass and metal doors installed adjacent to the original wood doors at the south entrance and in a previously unfilled opening between the reception room and the north vestibule. The decorative painted finishes were replicated as part of the 1980s restoration. The reception room, north vestibule, and side rooms are carpeted, but the original marble floor likely remains underneath the carpet.

The materials in the reception room and vestibules and small southeast room are generally in good condition with only a few visible problems. These problems are typically related to the plaster and include cracks, paint failure, localized water damage, losses, and prior patching. There is also minor damage to the marble baseboard and wood wainscoting in the vestibules and southeast room.

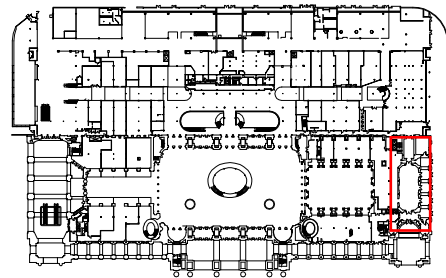
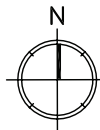
The small southwest room contains a significant amount of plaster damage from water infiltration. Based on its location inside the building, the water infiltration is likely a result of interior plumbing rather than water infiltrating from the exterior. It is unclear if the leak is still active.

HISTORIC STATION BUILDING—HEADHOUSE

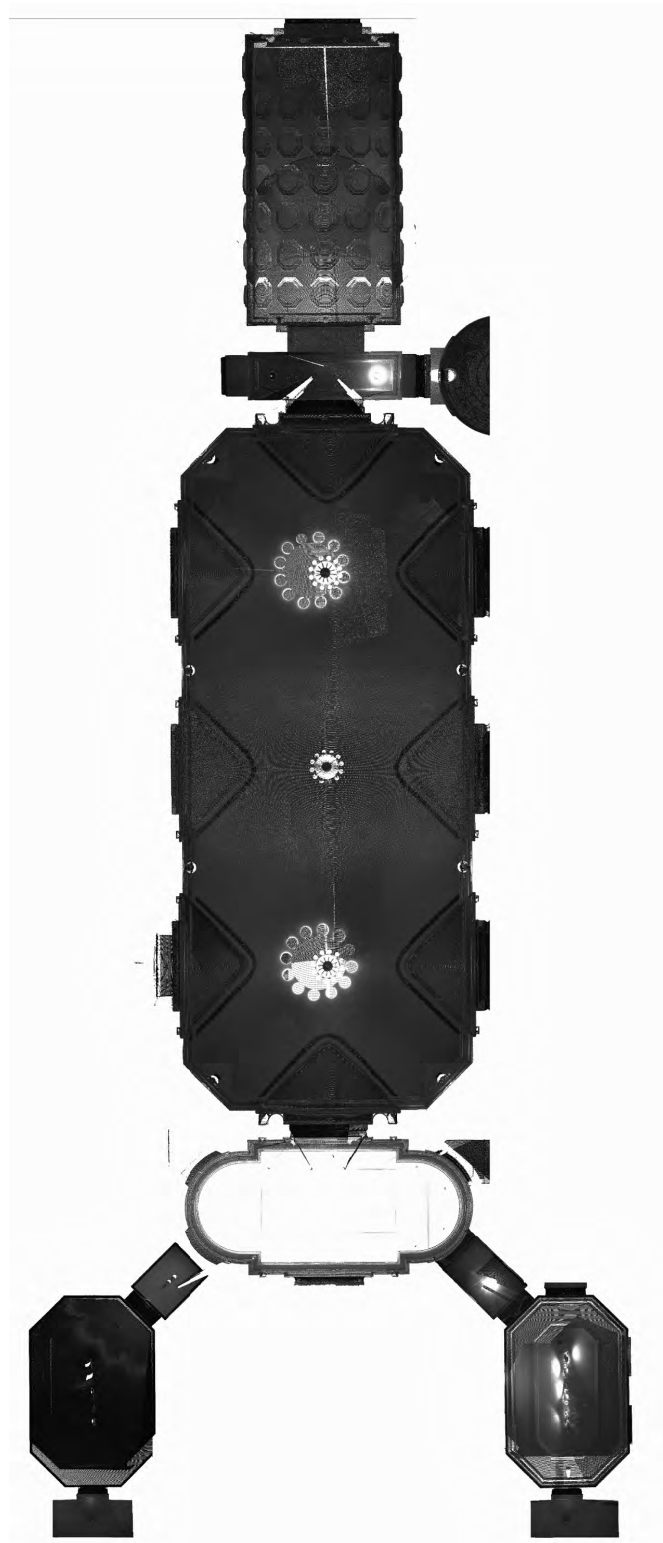
PRESIDENTIAL RECEPTION ROOMS

I-25

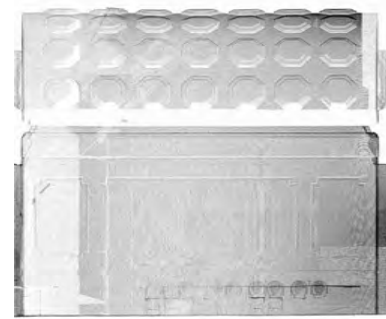
MAIN
LEVEL



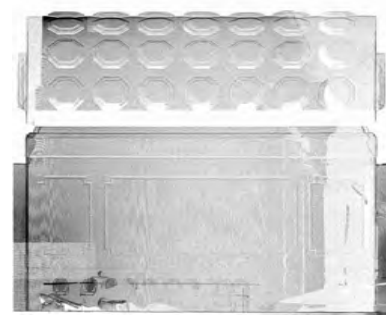
HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS—I-25



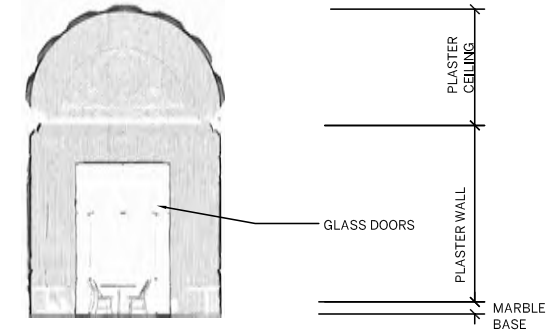
1. REFLECTED CEILING PLAN



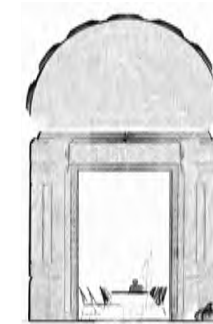
2. NORTH VESTIBULE
ELEVATION LOOKING EAST



4. NORTH VESTIBULE
ELEVATION LOOKING WEST



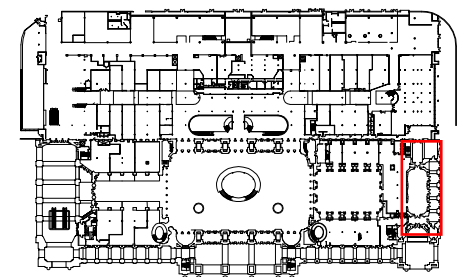
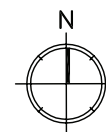
3. NORTH VESTIBULE
ELEVATION LOOKING NORTH



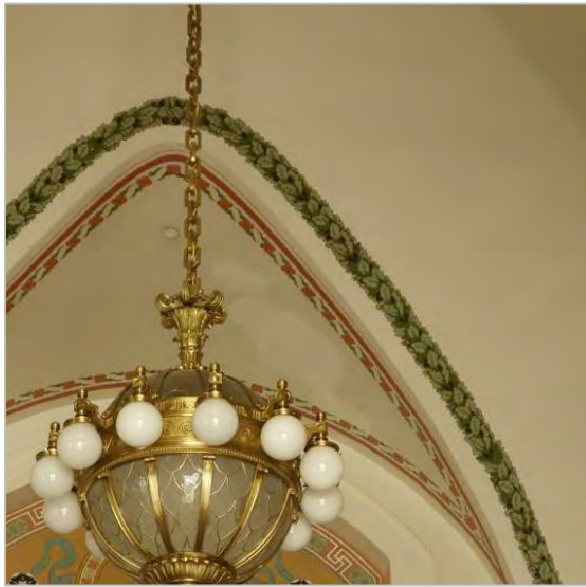
6. NORTH VESTIBULE
ELEVATION LOOKING SOUTH

HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS I-26

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS—I-26



PATCHED PAINT (RECEPTION ROOM)



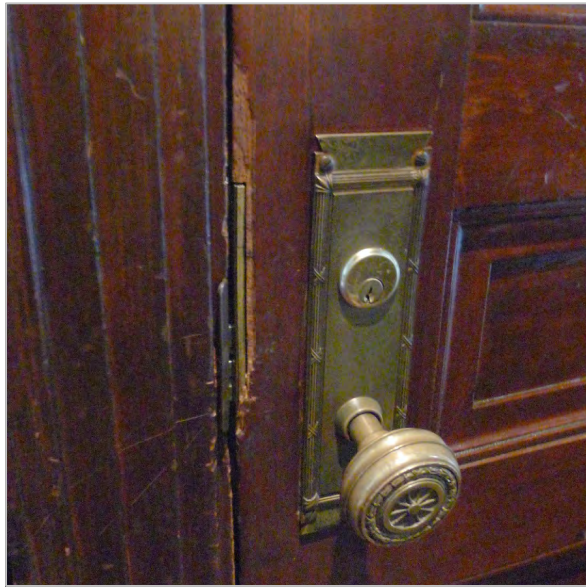
CRACK AT MARBLE FLOOR (SOUTH VESTIBULE)



SPALL AT MARBLE BASEBOARD (SOUTH VESTIBULE)

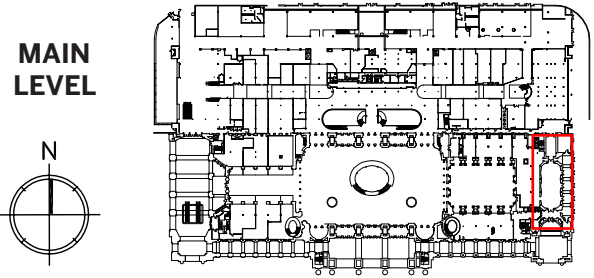


MISSING HARDWARE (SOUTH VESTIBULE)



DOOR EDGE DAMAGE (SOUTH VESTIBULE)

HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS I-27



HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS—I-27



PLASTER CEILING WATER DAMAGE (WEST RETIRING ROOM)



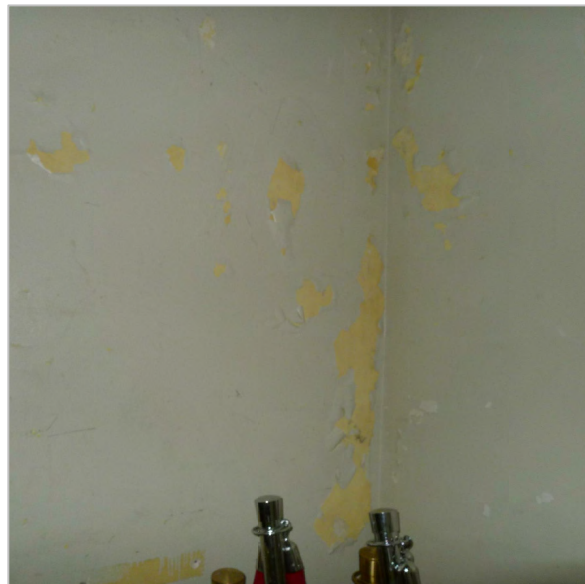
CRACK AT MARBLE BASEBOARD (EAST RETIRING ROOM)



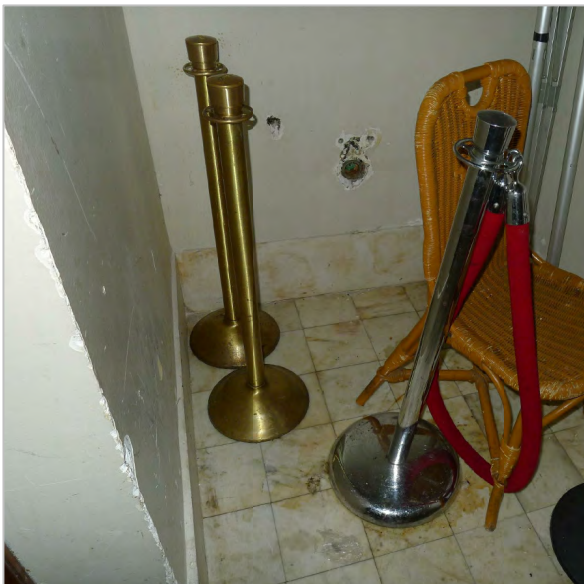
SPALLS AT MARBLE BASEBOARD (EAST RETIRING ROOM)



CRACKED PLASTER MOLDING (EAST RETIRING ROOM)



PAINT DAMAGE (EAST RETIRING ROOM)



MISSING FIXTURES (EAST RETIRING ROOM)

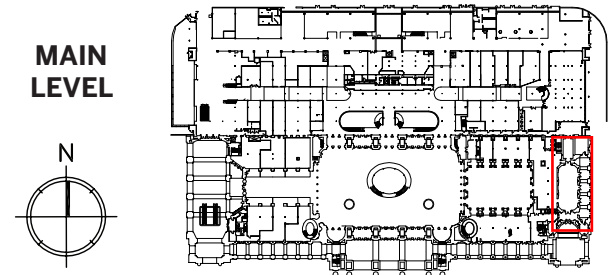


IMPACT AT PLASTER PANEL (EAST RETIRING ROOM)

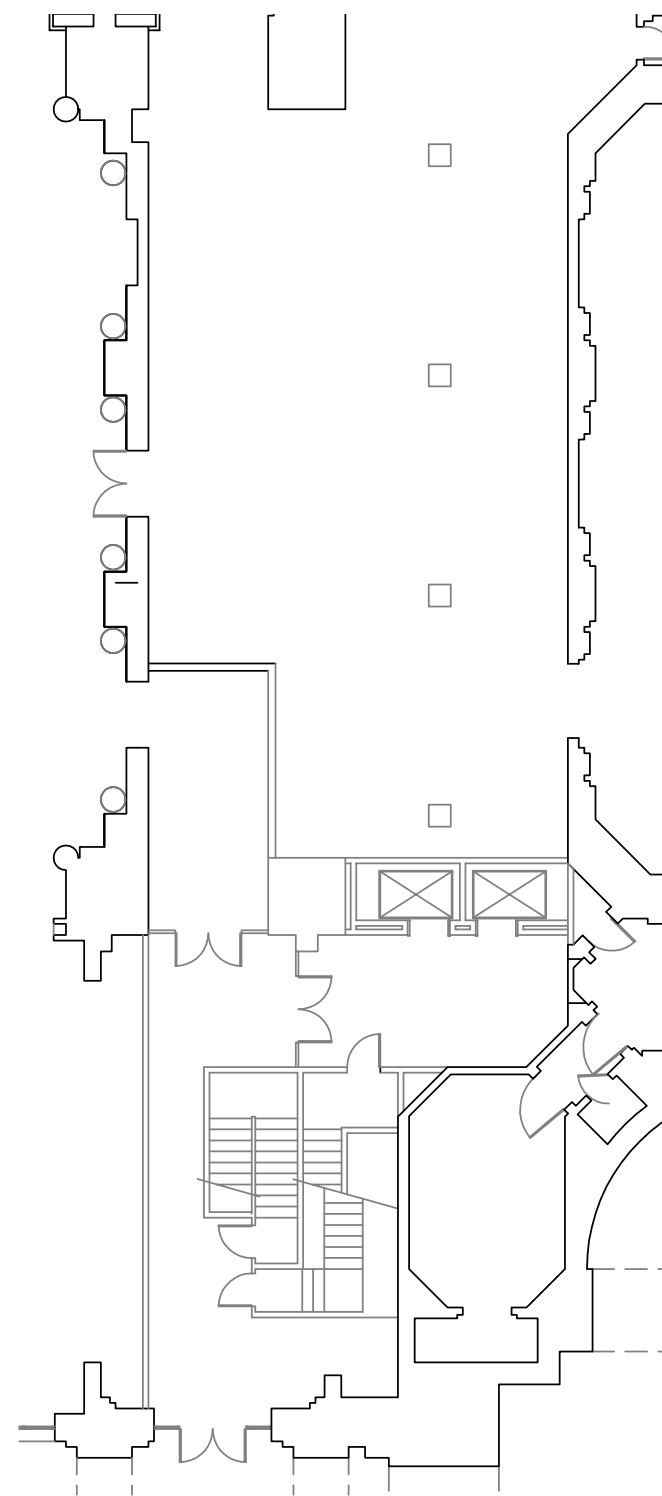
HISTORIC STATION BUILDING—HEADHOUSE

PRESIDENTIAL RECEPTION ROOMS

I-28



HISTORIC STATION BUILDING—HEADHOUSE PRESIDENTIAL RECEPTION ROOMS—I-28



1. MAIN LEVEL FLOOR PLAN

MATERIAL CONDITIONS EAST HALL - EAST RETAIL

SEE SHEETS: (I-29)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	CEILING	SUSPENDED ACOUSTICAL TILES	PAINT	NOT SURVEYED	
NO	FLOOR	STONE	-	NOT SURVEYED	
NO	FLOOR	CERAMIC TILES	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	WALL	PLASTER WITH CERAMIC TILES	PAINT	NOT SURVEYED	

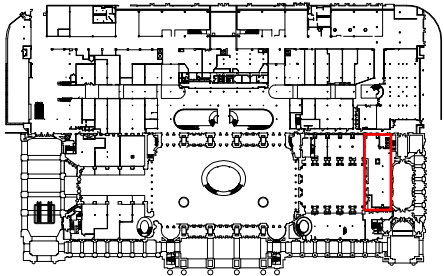
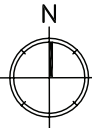
DESCRIPTION

Historic name: Serving room

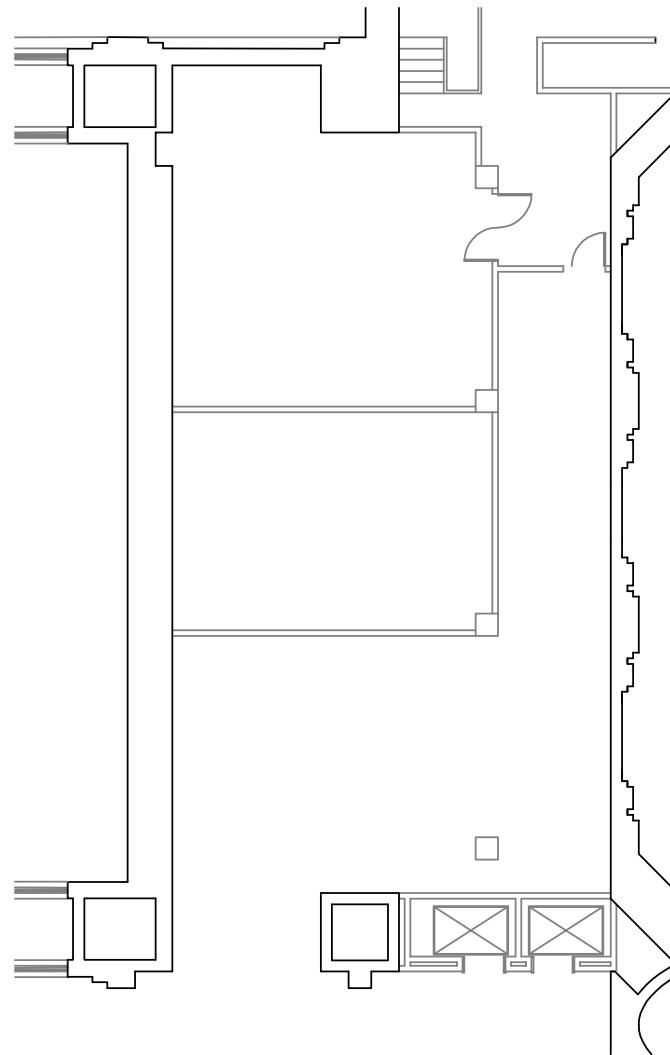
This non-public space was modified in the 1980s rehabilitation to accommodate a public retail use, and most materials and finishes are not original.

HISTORIC STATION BUILDING—HEADHOUSE
EAST HALL - EAST RETAIL
I-29

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE EAST HALL - EAST RETAIL—I-29



1. MEZZANINE LEVEL FLOOR PLAN

MATERIAL CONDITIONS EAST HALL - EAST MEZZ. RETAIL					SEE SHEETS: (I-30)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	SUSPENDED ACOUSTICAL	PAINT	-	
NO	FLOOR	LINOLEUM TILES	-	NOT SURVEYED	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	STAIR	METAL	PAINT	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	-	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	

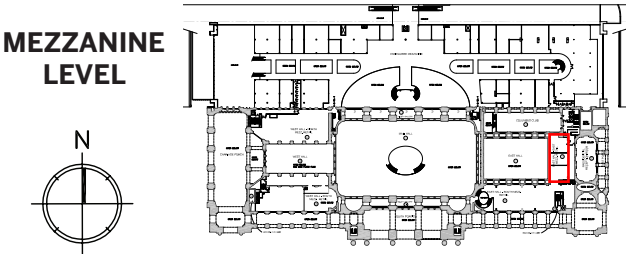
DESCRIPTION
Historic name: Serving room

This non-public space was modified in the 1980s rehabilitation into office and storage spaces, and most materials and finishes are not original.

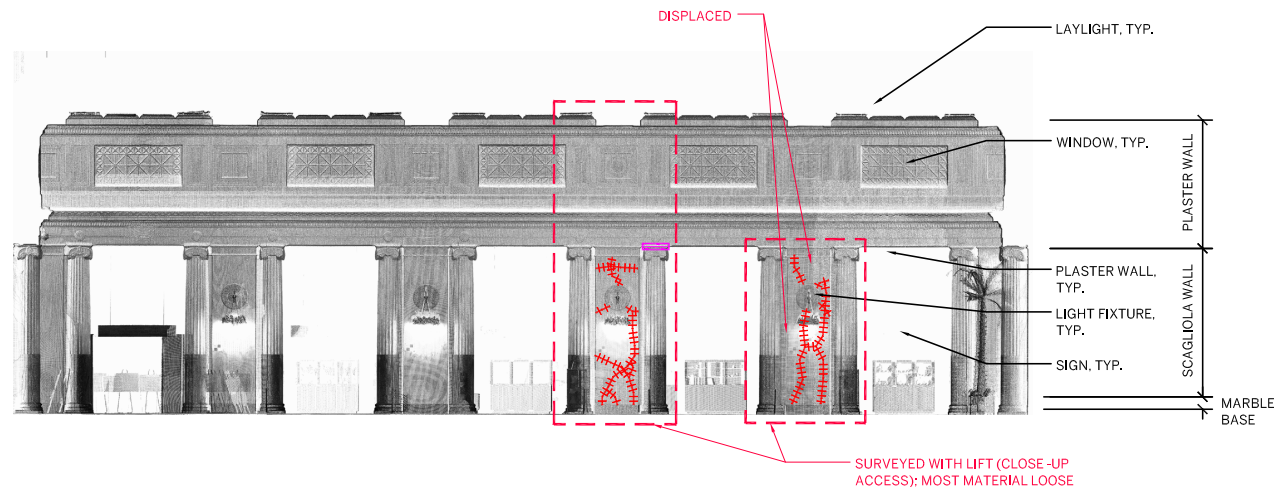
HISTORIC STATION BUILDING—HEADHOUSE

EAST HALL - EAST MEZZANINE RETAIL

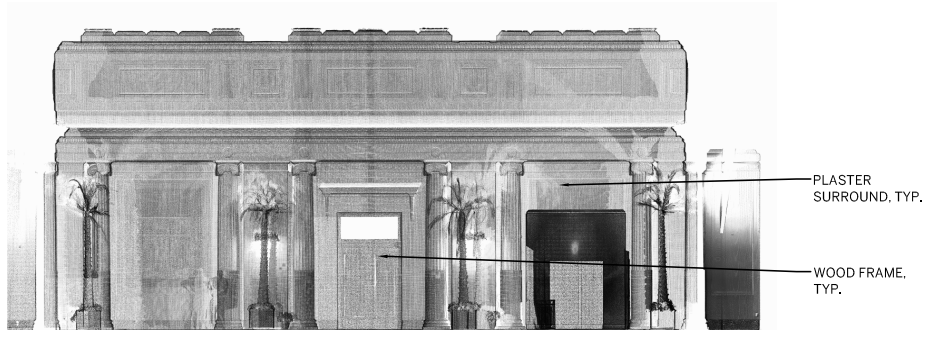
I-30



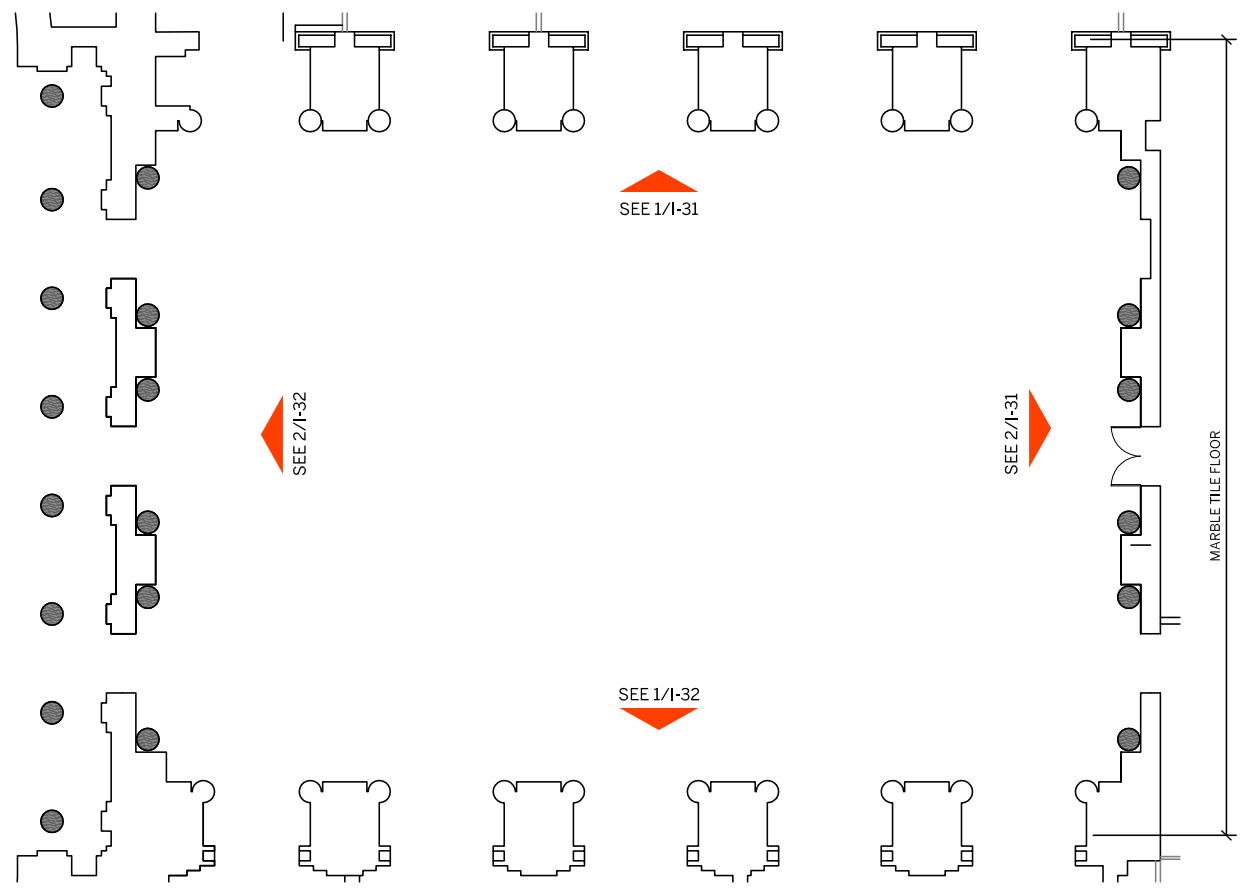
**HISTORIC STATION BUILDING—HEADHOUSE
EAST HALL - EAST MEZZANINE RETAIL—I-30**



1. ELEVATION LOOKING NORTH



2. ELEVATION LOOKING EAST



3. MAIN LEVEL FLOOR PLAN

MATERIAL CONDITIONS EAST HALL					SEE SHEETS: (I-31 - I-33)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASEBOARD	MARBLE	-	SPALLS, LOSS, CRACKS	
YES	CEILING	PLASTER	DECORATIVE PAINT		
YES	CLERESTORY WINDOWS	WOOD	DECORATIVE PAINT		
YES	COLUMN	SCAGLIOLA	-		
YES	CORNICE	PLASTER	DECORATIVE PAINT	CRACKS, PAINT FAILURE	
YES	FLOOR	MARBLE TILES	-	SPALLS, SCRATCHES, STAINING, CRACKS	
YES	LAYLIGHTS	METAL	PAINT		
NO	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	SMALL LOSSES	
YES	WALL	SCAGLIOLA	-	CRACKS, LOOSE MATERIAL, SPALLS, FAILED PREVIOUS REPAIR, DISPLACED MATERIAL, SMALL LOSS	

DESCRIPTION
Historic name: Dining room

The East Hall contains a significant amount of original and restored material. The plaster ceiling, walls, and cornice, scagliola walls, pilasters and columns, marble floors and baseboard, wood clerestory windows, and wood door frames are all original or replications of original materials. The decorative finishes on the walls, cornice, and ceiling are assumed to replicate original finishes. It is known that some of the scagliola was replaced as part of the 1980s restoration, but it is unclear what is original and what is replacement material.

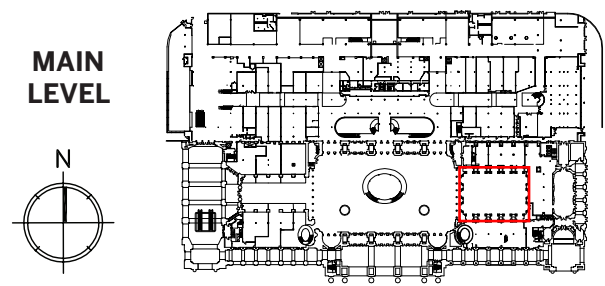
The most significant condition in the East Hall is cracking of the scagliola pilasters. Nearly all of the pilasters exhibit some cracking. In some cases, the cracked material is loose and/or displaced. The East Hall is located over the First Street Tunnel which causes the room to vibrate on a regular basis. The ongoing vibrations may be contributing to the cracking of the scagliola.

During the up-close inspection, cracks were also observed in the plaster column capitals and cornice. While the plaster was loose in some places, it did not appear in danger of falling.

HISTORIC STATION BUILDING—HEADHOUSE

EAST HALL

I-31



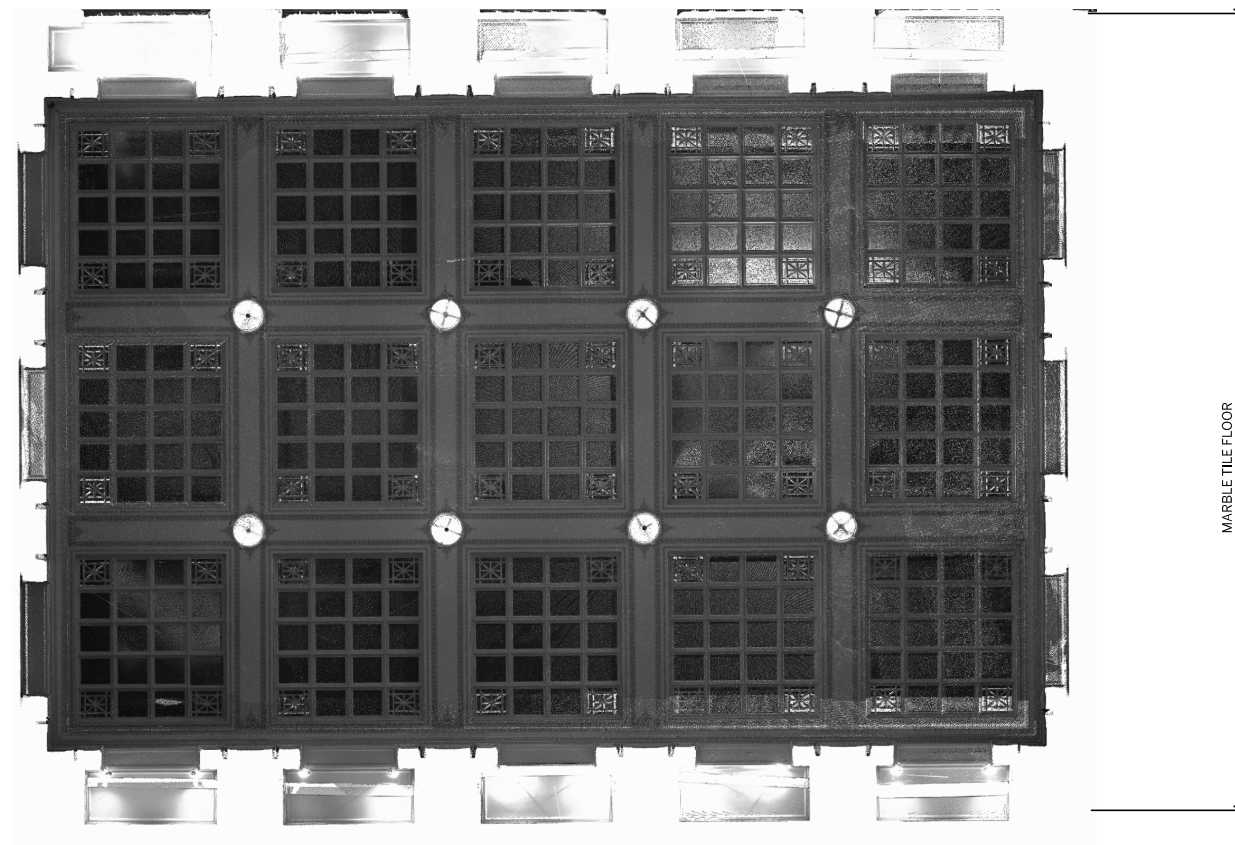
HISTORIC STATION BUILDING—HEADHOUSE EAST HALL—I-31



1. ELEVATION LOOKING SOUTH



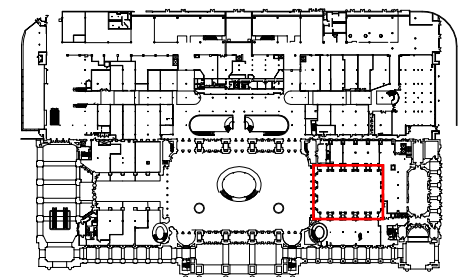
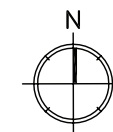
2. ELEVATION LOOKING WEST



3. REFLECTED CEILING PLAN

HISTORIC STATION BUILDING—HEADHOUSE EAST HALL I-32

MAIN
LEVEL



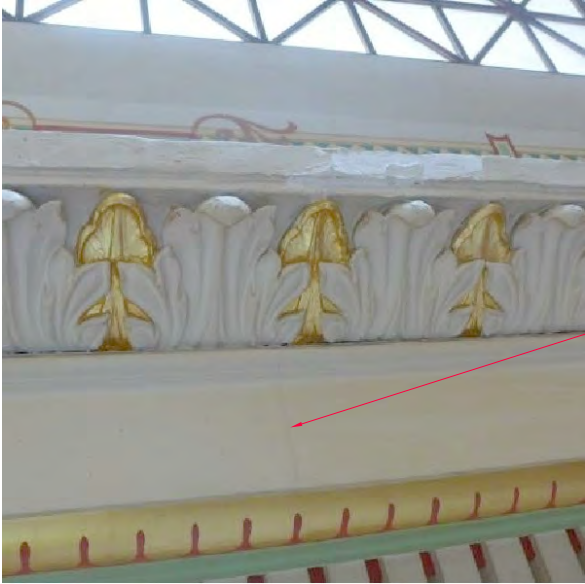
HISTORIC STATION BUILDING—HEADHOUSE EAST HALL—I-32



LOOSE PLASTER AT COLUMN CAPITAL



CRACK AT PLASTER SOFFIT



CRACK AT PLASTER CORNICE



CRACKED LEDGE CLOSE TO ORIGINAL LIGHT COVE



CRACKED AND LOOSE SCAGLIOLA PILASTER

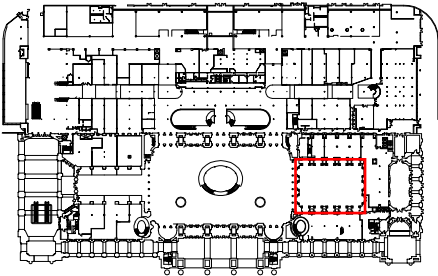
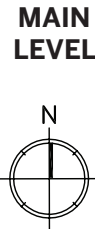


OPEN JOINT AT SCAGLIOLA PILASTER

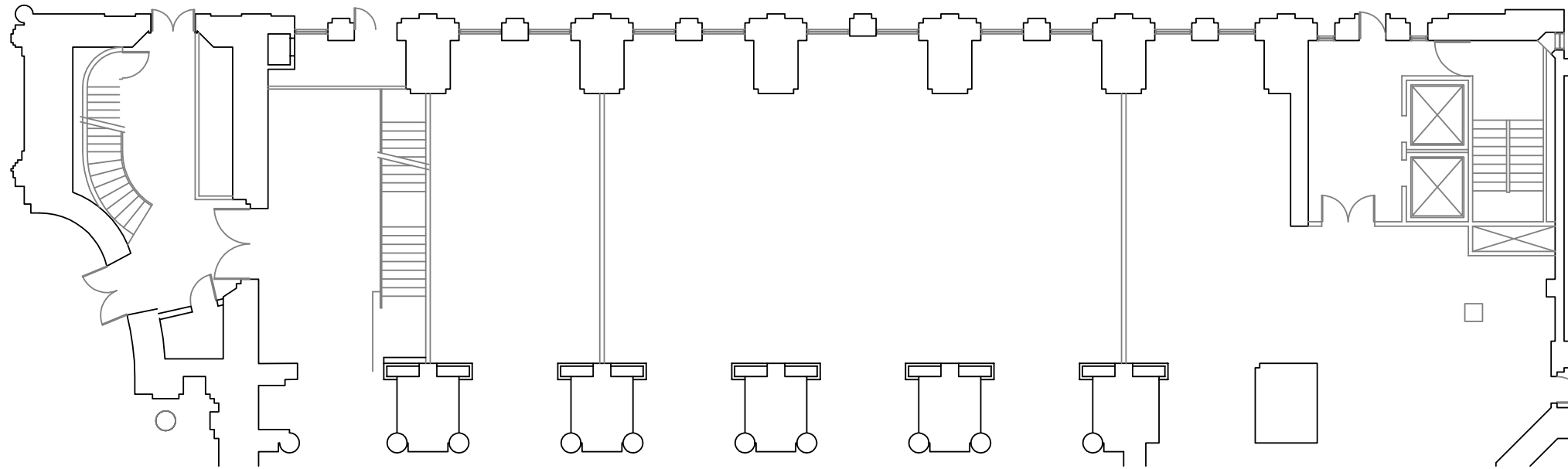


CRACKED, SPALLED, AND LOOSE MARBLE BASE

HISTORIC STATION BUILDING—HEADHOUSE EAST HALL I-33



HISTORIC STATION BUILDING—HEADHOUSE EAST HALL—I-33



1. MAIN LEVEL FLOOR PLAN

MATERIAL CONDITIONS EAST HALL - NORTH RETAIL

SEE SHEETS: (I-34)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CABINETS	WOOD	-	NOT SURVEYED	
NO	CEILING	GYPSUM BOARD	PAINT		
NO	DOORS	GLASS	-	NOT SURVEYED	
YES	FLOOR	MARBLE	-		
NO	FLOOR	CARPET	-	NOT SURVEYED	
NO	STAIR	METAL, CARPET WITH METAL, GLASS RAILING	PAINT	NOT SURVEYED	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	WALL	PLASTER	PAINT	NOT SURVEYED	

DESCRIPTION

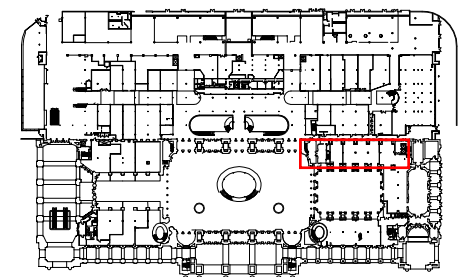
Historic name: Lunch room

This space was retrofitted in the 1980s rehabilitation to accommodate several retail venues and most materials are not original. The only existing historic material remains in the current entrance to the Columbus Club, at the west end of the space. The rest of the space contains all modern materials.

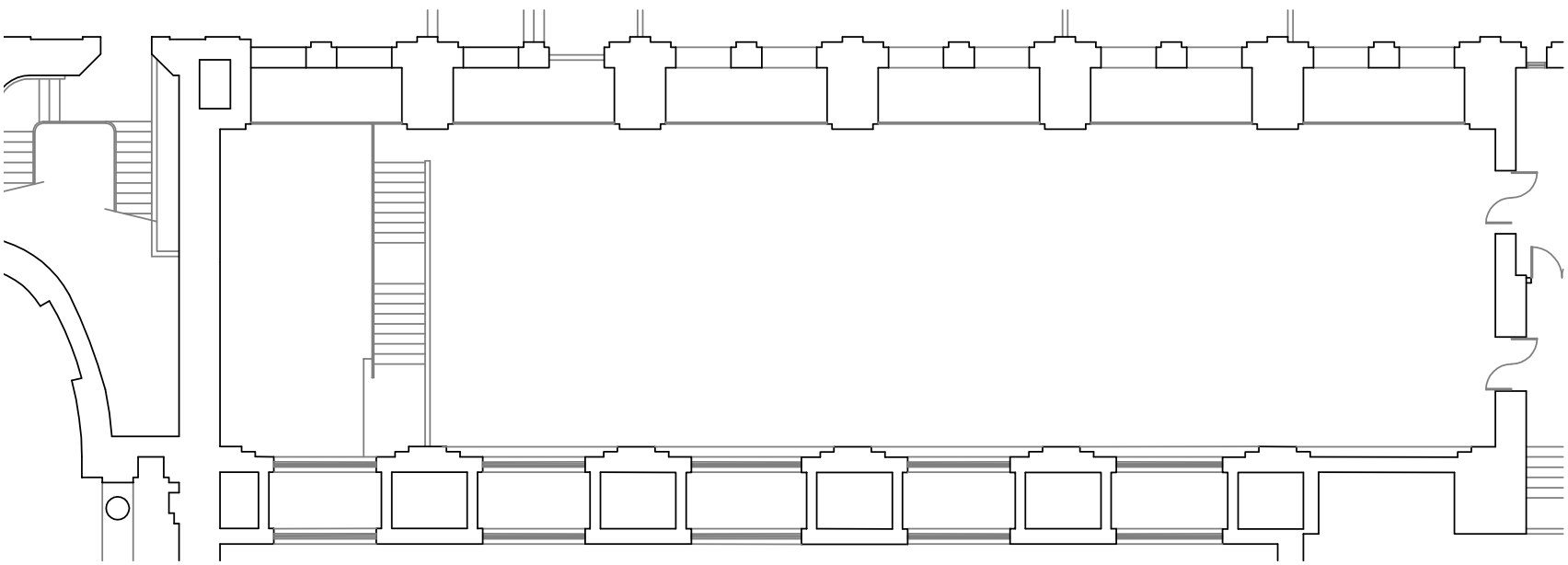
HISTORIC STATION BUILDING—HEADHOUSE

EAST HALL - NORTH RETAIL

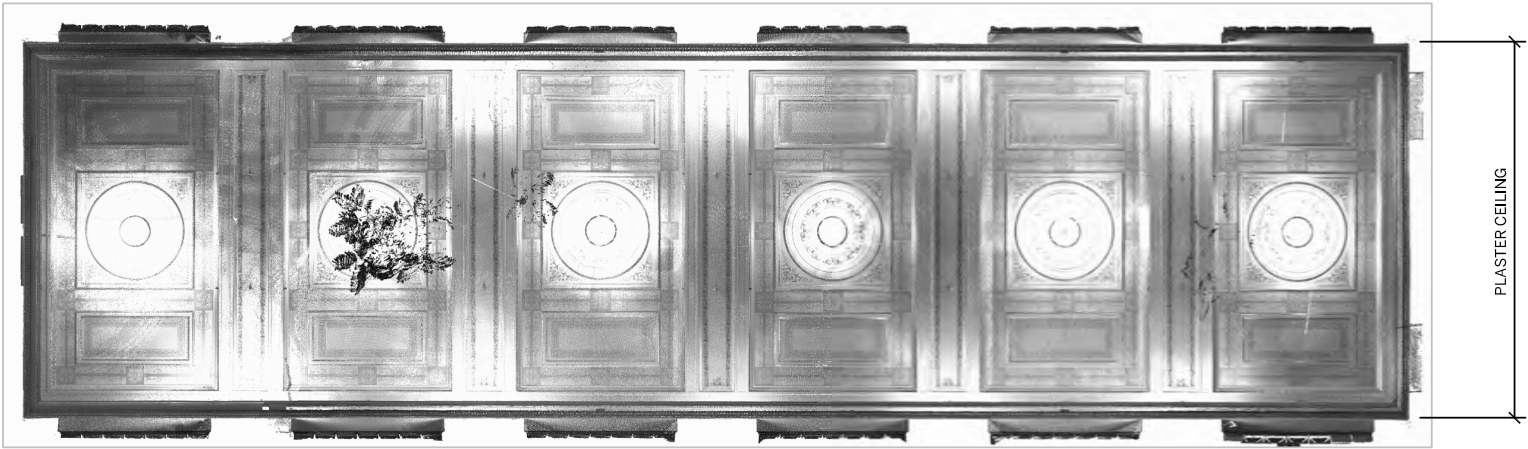
I-34



HISTORIC STATION BUILDING—HEADHOUSE EAST HALL - NORTH RETAIL—I-34



1. MEZZANINE LEVEL FLOOR PLAN



2. REFLECTED CEILING PLAN

MATERIAL CONDITIONS COLUMBUS CLUB					SEE SHEETS: (I-35, I-36)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	ALCOVE DOORS	WOOD	-	NOT SURVEYED	
NO	BASEBOARD	WOOD	-	NOT SURVEYED	
YES	CEILING	PLASTER	PAINT	CRACKS, SPALLS, PAINT LOSS	
YES	CORNICE	PLASTER	PAINT	CRACKS, SPALLS, PAINT LOSS	ALTERED ORIGINAL DESIGN
NO	DOORS	WOOD	CLEAR COATING	NOT SURVEYED	
NO	FLOOR	CARPET	-	NOT SURVEYED	
NO	LIGHT FIXTURE	METAL, GLASS	-	NOT SURVEYED	
NO	STAIR	METAL, CARPET WITH METAL, GLASS RAILING	PAINT	NOT SURVEYED	
YES	WALL	PLASTER	PAINT	CRACKS, SPALLS, PAINT LOSS	
NO	WALL	GYPSUM BOARD	PAINT	NOT SURVEYED	
YES	WINDOW	WOOD AND GLASS	PAINT	-	

DESCRIPTION
Historic name: Lunch room

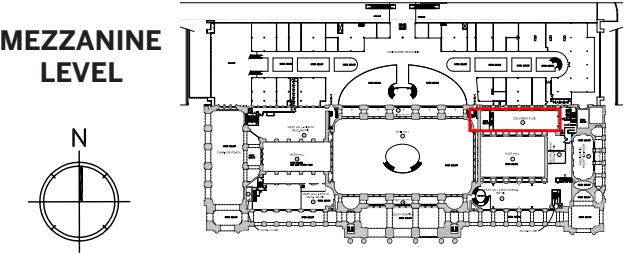
This space was altered in the 1980s into a private rental venue at the new mezzanine level. The west section of the room, where the mezzanine is entered from the Main Hall, is mostly original material, as is the cornice, ceiling, and clerestory windows on all elevations. These areas were all restored as part of the 1980s rehabilitation, and missing or highly deteriorated fabric was replicated. While much of the room was restored, the north, south and east walls under the cornice were modified during the 1980s restoration, and much of those walls is believed to consist of modern materials.

The historic materials are generally in good condition. The plaster walls, cornice, and ceiling all contain hairline cracks. There is some paint loss of the replica decorative paint.

HISTORIC STATION BUILDING—HEADHOUSE

COLUMBUS CLUB

I-35



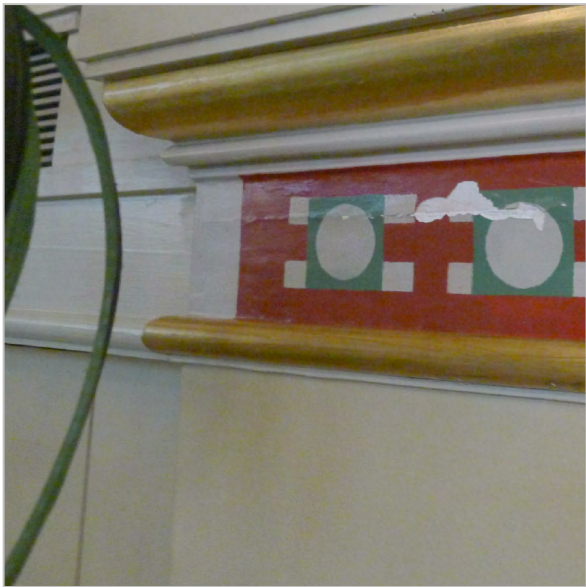
HISTORIC STATION BUILDING—HEADHOUSE COLUMBUS CLUB—I-35



CRACKED PLASTER CEILING



CRACK AT PLASTER CORNICE



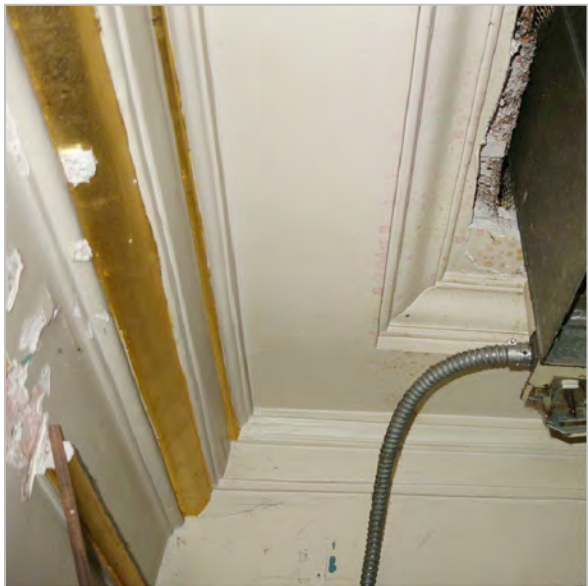
CRACK AND SPALL AT PLASTER CORNICE



SPALL AT PLASTER CORNICE



CRACK AND SPALL AT PLASTER CORNICE

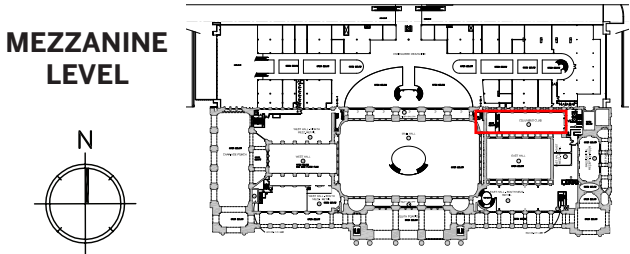


DAMAGE INSIDE CLOSET

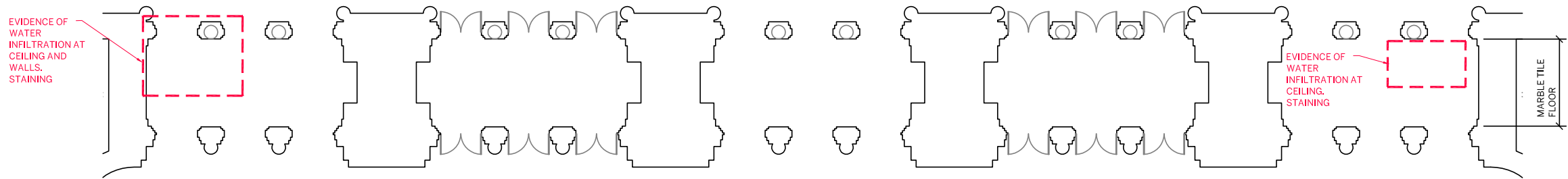
HISTORIC STATION BUILDING—HEADHOUSE

COLUMBUS CLUB

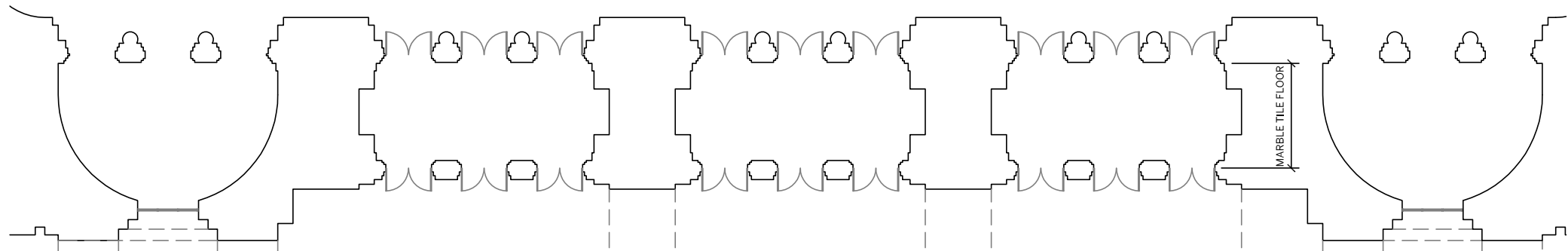
I-36



HISTORIC STATION BUILDING—HEADHOUSE COLUMBUS CLUB—I-36



1. MAIN LEVEL FLOOR PLAN - NORTH VESTIBULES



2. MAIN LEVEL FLOOR PLAN - SOUTH VESTIBULES

MATERIAL CONDITIONS NORTH VESTIBULES

SEE SHEETS: (I-37, I-39)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	ACCESS PANEL	FERROUS METAL	PAINT	INAPPROPRIATE HARDWARE, MISALIGNED DOORS	
YES	CEILING	GRANITE	-	STAINING, HEAVY SOILING, EVIDENCE OF WATER INFILTRATION	
NO	DOOR AND TRANSOM	-	-		SEE ADJACENT SPACES
NO	FLOOR	MARBLE	-	SPALLS, SCRATCHES, CRACKS	
YES	GRILLE	FERROUS METAL	PAINT	INAPPROPRIATE HARDWARE, MISALIGNED DOORS	
YES	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
YES	WALL	GRANITE	-	STAINING, HEAVY SOILING, EVIDENCE OF WATER INFILTRATION, LOSS, SPALLS, SMALL HOLES	

MATERIAL CONDITIONS SOUTH VESTIBULES

SEE SHEETS: (I-37, I-38)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	ACCESS PANEL	FERROUS METAL	PAINT	-	
YES	CEILING	GRANITE	-	UNEVEN SOILING	
NO	DOOR AND TRANSOM	-	-		SEE ADJACENT SPACES
NO	FLOOR	MARBLE	-	NOT SURVEYED	
YES	GRILLE	FERROUS METAL	PAINT	MISALIGNED DOORS	
YES	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
NO	RAILING	METAL	-	NOT SURVEYED	
YES	WALL	GRANITE	-	UNEVEN SOILING, ABANDONED ANCHORS, SMALL HOLES, PAINT RESIDUE	

DESCRIPTION

North Vestibules

The North Vestibules contain original granite walls and ceilings and metal ceiling light fixtures. The easternmost and westernmost vestibules contain original metal access panels; the center three contain metal grilles. The floors are marble replicated to look like the original floors.

The North Vestibules vary in condition. The westernmost vestibule contains a significant amount of staining from previous water infiltration (possibly related to the sink area in the north gallery above). Other ceilings also have evidence of water infiltration, but they are less severe than at the west vestibule. Because the North Vestibules are located between the headhouse and the concourse, it is also possible there has been water infiltration issues at this juncture on the exterior.

There are large cracks in the base of the granite walls in at least one location, as well as a large loss. Overall, the granite in the North Vestibules appears to be more heavily soiled than in the rest of the Main Hall. Some of the light fixtures and grille doors are damaged.

South Vestibules

The South Vestibules contain original granite walls and ceilings, metal ceiling light fixtures, and metal grilles. The floors are marble replicated to look like the original floors.

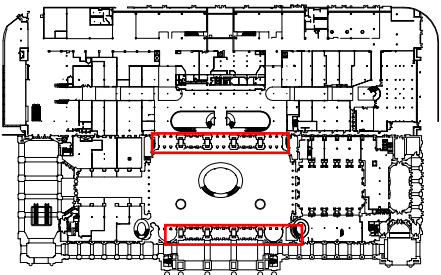
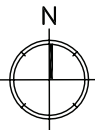
The granite contains a few minor conditions, including soiling, small holes, and abandoned anchors. Some of the grille doors are misaligned and do not close properly.

HISTORIC STATION BUILDING—HEADHOUSE

NORTH AND SOUTH VESTIBULES

I-37

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE NORTH AND SOUTH VESTIBULES—I-37



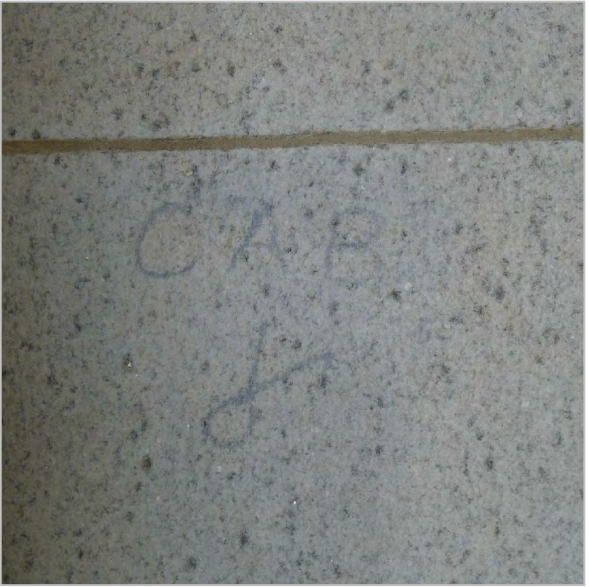
SOILED GRANITE CEILING AND WALL



PATCHED HOLES



PARTIAL CLEANING



GRAFFITI

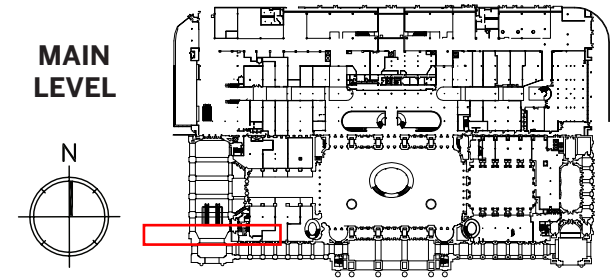


PAINT/WAX RESIDUE

HISTORIC STATION BUILDING—HEADHOUSE

SOUTH VESTIBULE

I-38



HISTORIC STATION BUILDING—HEADHOUSE SOUTH VESTIBULE—I-38



WATER-STAINED AND SOILED GRANITE CEILING AND WALL



SOILED GRANITE WALL



PATCHED HOLE



OPEN JOINT BETWEEN GRANITE AND FRAME



CRACK AT GRANITE BASE



CRACK AT MARBLE FLOOR

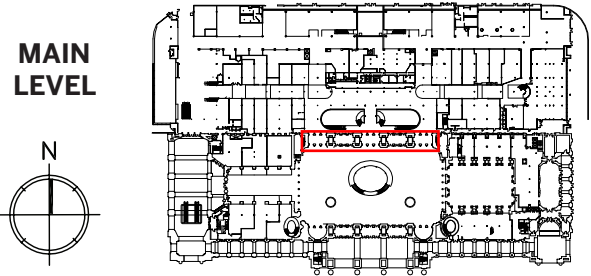


SPALL AT GRANITE BASE

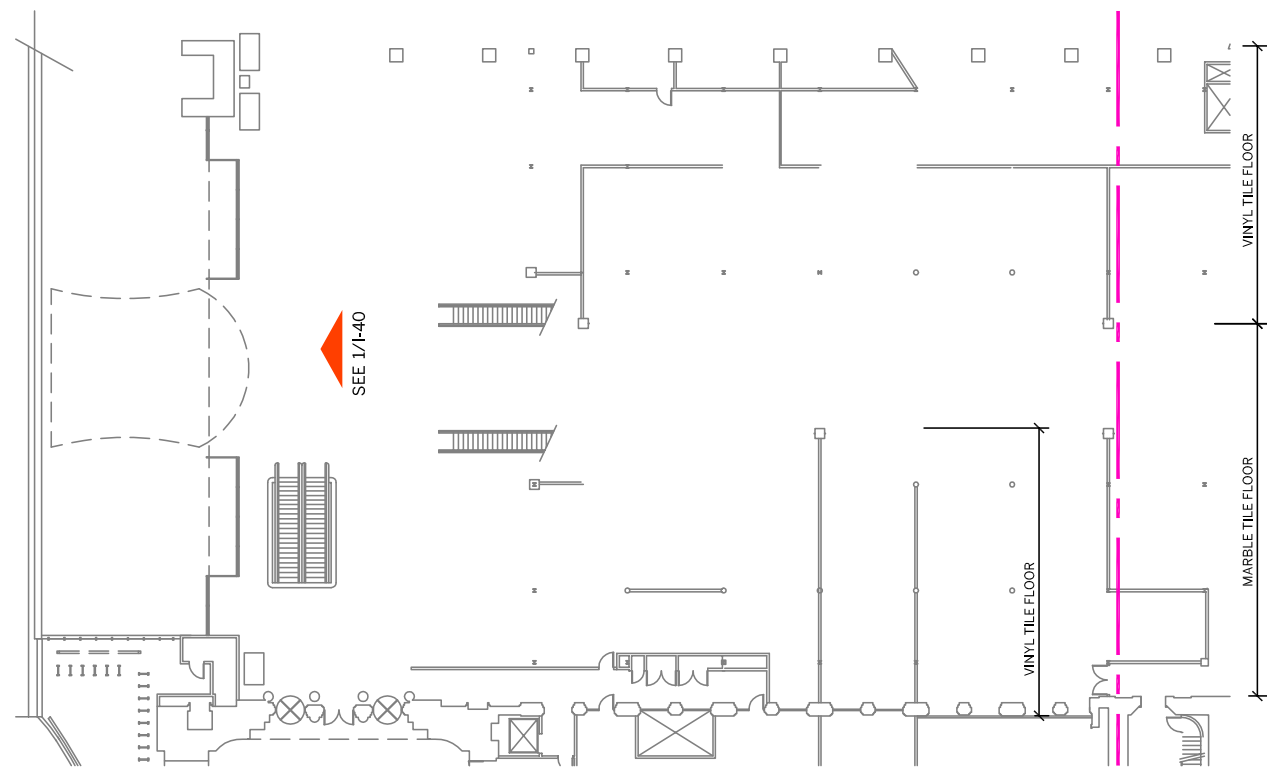


CRACK AT WOOD FRAME

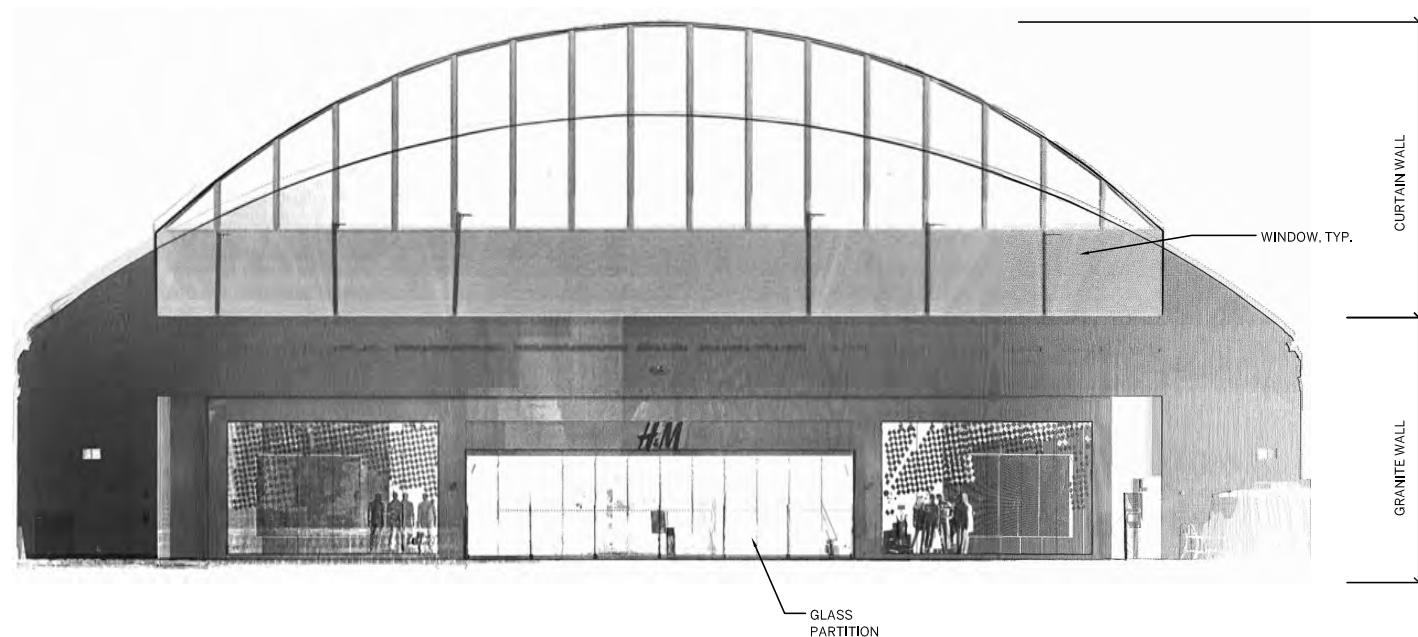
HISTORIC STATION BUILDING—HEADHOUSE NORTH VESTIBULE I-39



HISTORIC STATION BUILDING—HEADHOUSE NORTH VESTIBULE—I-39



1. MAIN LEVEL - WEST SECTION



2. ELEVATION LOOKING WEST

MATERIAL CONDITIONS RETAIL CONCOURSE

SEE SHEETS: (I-40 - I-45)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CEILING	PLASTER	PAINT	LOSS, CRACKS, EVIDENCE OF WATER INFILTRATION, STAINING	
YES	CEILING	PLASTER	PAINT	CRACKS, EVIDENCE OF WATER INFILTRATION, LOSS, PAINT FAILURE	
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	CEILING	GYPSUM BOARD	PAINT	NOT SURVEYED	
NO	FLOOR	TILE	-	NOT SURVEYED	
NO	FLOOR	MARBLE	-	NOT SURVEYED	
YES	LAYLIGHTS		PAINT	-	SURVEYED WITH BINOCULARS
YES	LAYLIGHTS	GLASS	-	CRACKED PANES, MISSING PANES	
NO	PARTITION	GYPSUM BOARD	PAINT	NOT SURVEYED	
YES	WALLS	GLAZED BRICK AND TERRA COTTA		SEE MAIN LEVEL	

DESCRIPTION

Historic name: Passenger concourse

The Retail Concourse retains its original plaster cornice, ceiling, and laylights as well as select locations of glazed brick and terra cotta on the walls. The ceiling is generally original, but was modified with large arched openings cut in the wall shared with the Main Hall. In addition, the skylight (located on the exterior above the laylight) has been covered. The north and south walls have generally been covered with modern materials, but larger sections of original brick and terra cotta remain exposed along the south elevation (at the entrance to the Presidential Reception Rooms, the entrances to the Main Hall, and the entrance to the Carriage Porch). Sections of glazed brick and terra cotta are also visible in the modern service corridors, although portions have been modified. The wood windows and frames into the headhouse have been removed from the south wall, but the original openings are visible in service corridors. New openings were also cut in the south wall at the mezzanine level. Only a small section of the plaster cornice along the north wall is visible at the west end. The east and west ends of the concourse are all modern materials.

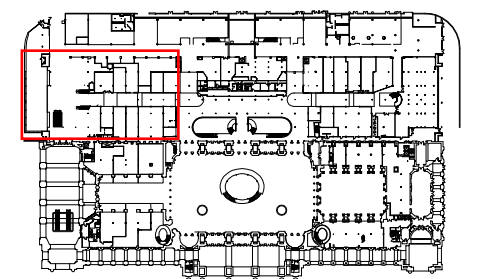
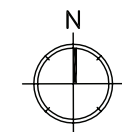
The remaining historic materials in the Retail Concourse are in fair condition. The glazed brick and terra cotta is discolored in many locations, either through a loss of glazing or inappropriate paint or other coating. There are areas of continuous cracks through the brick, particularly at the center of the south wall. The terra cotta and bricks also exhibit small spalls and cracks throughout. The plaster ceiling also exhibits cracking and spalls, particularly at the intersection of the ribs around the laylights. A few isolated areas of water damage were noted, as well as several panes of cracked glass.

HISTORIC STATION BUILDING—CONCOURSE

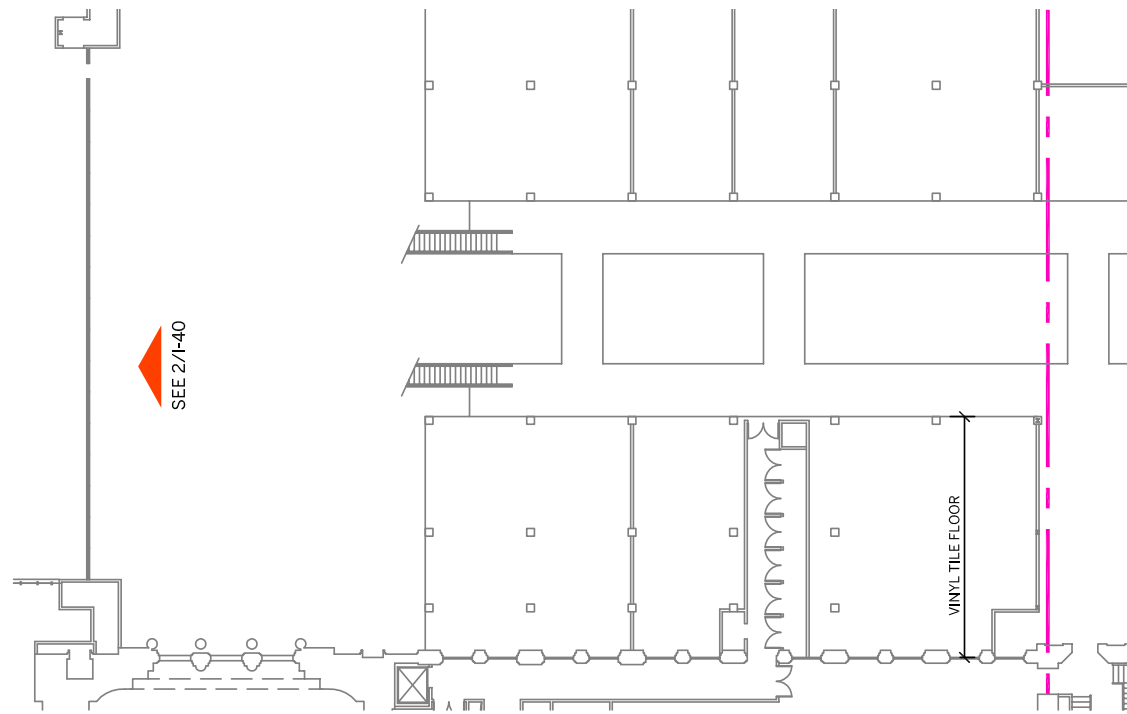
RETAIL CONCOURSE

I-40

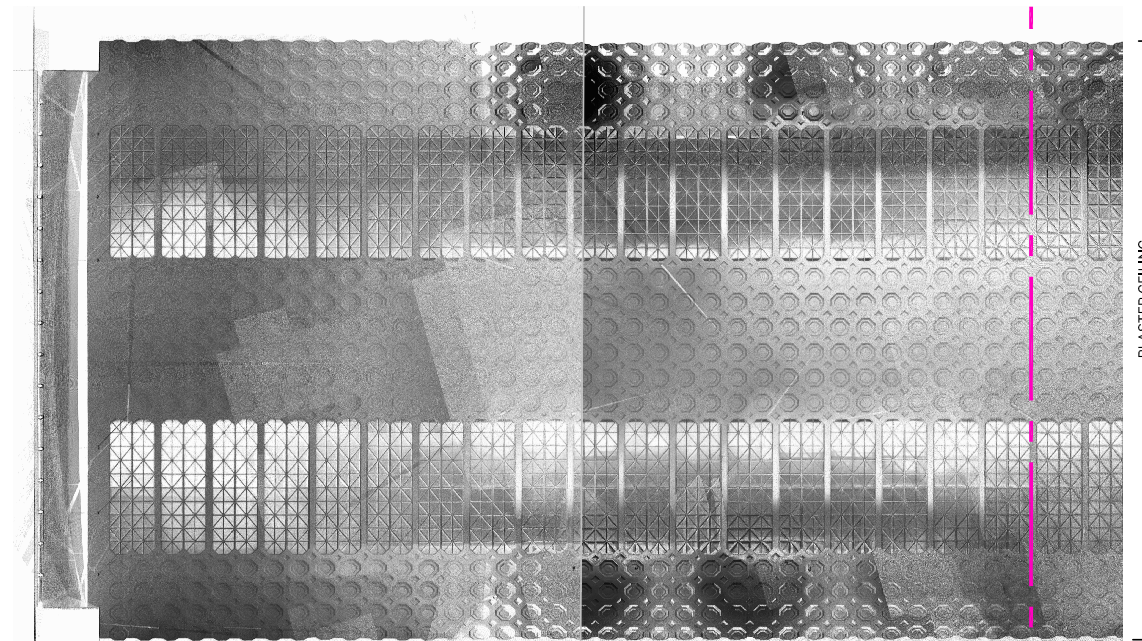
MAIN
LEVEL



HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE—I-40



1. MEZZANINE LEVEL - WEST SECTION

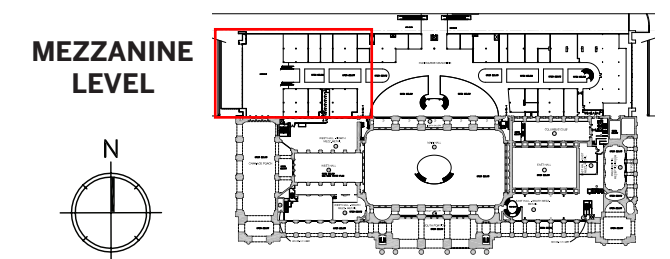


2. REFLECTED CEILING PLAN - WEST SECTION

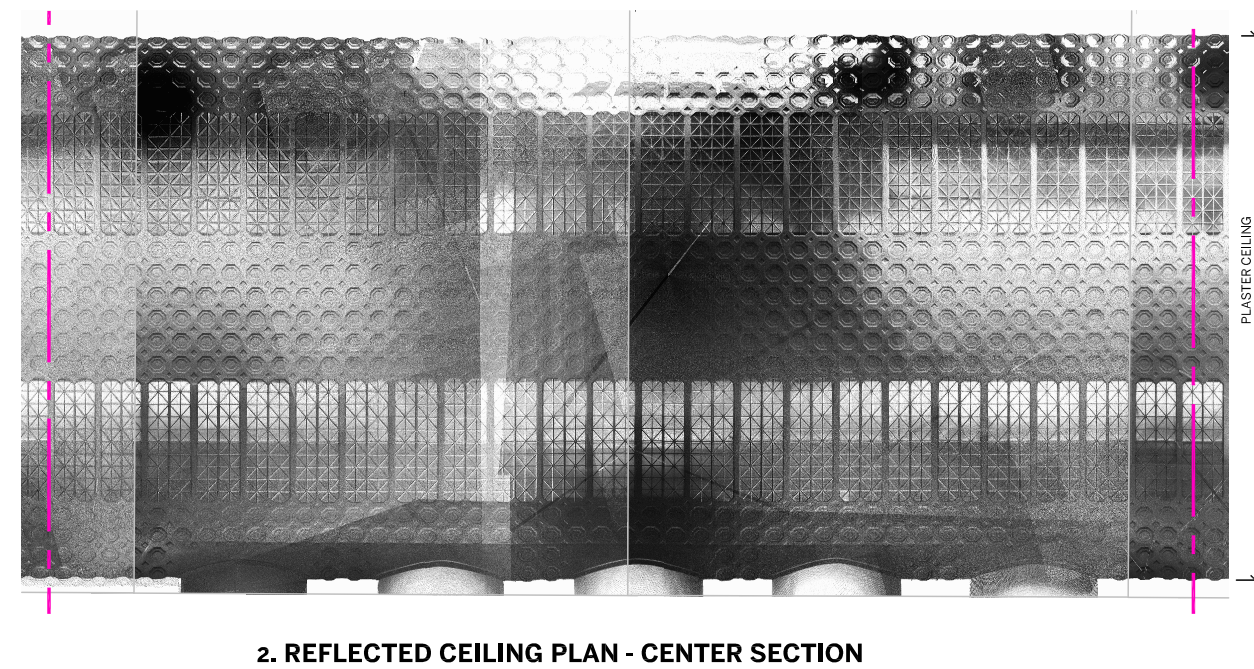
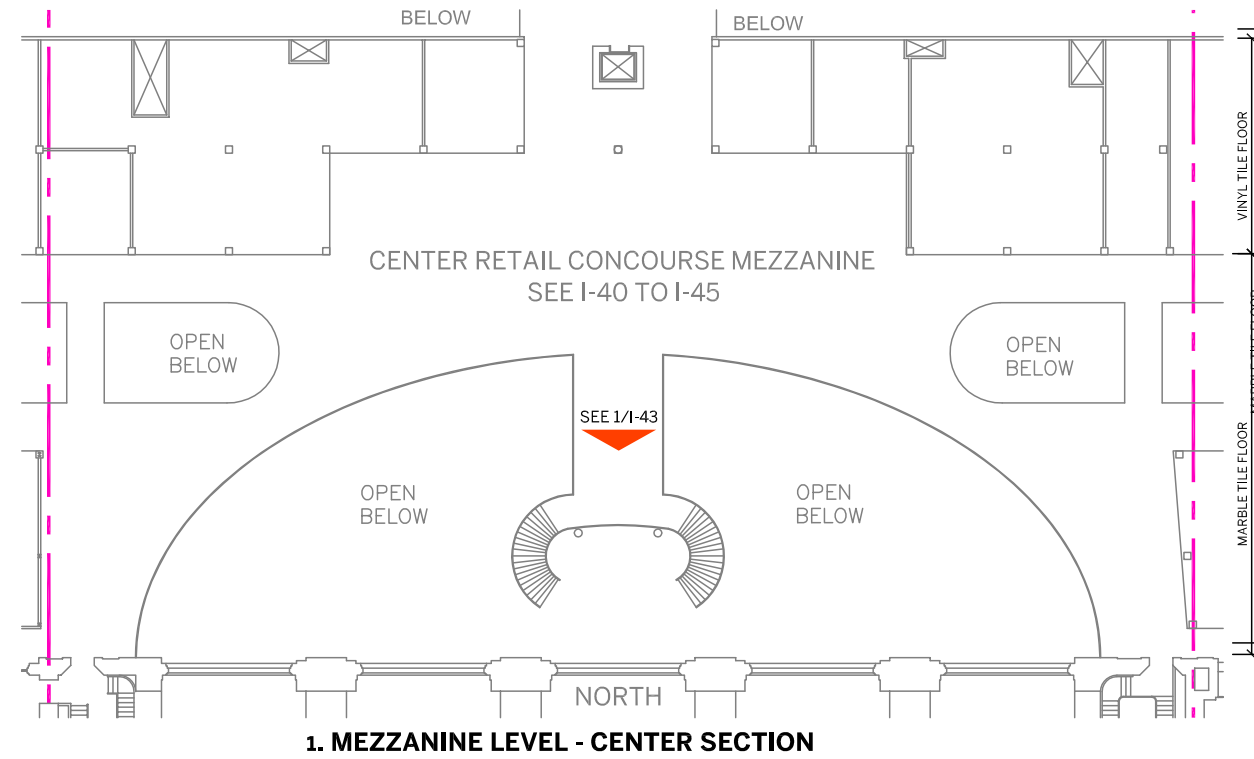
HISTORIC STATION BUILDING—CONCOURSE

RETAIL CONCOURSE

I-41



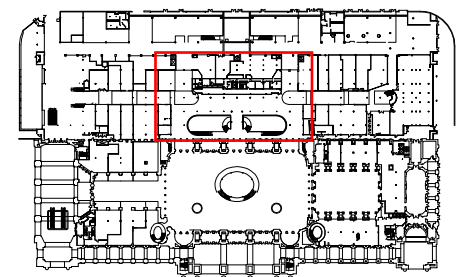
HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE—I-41



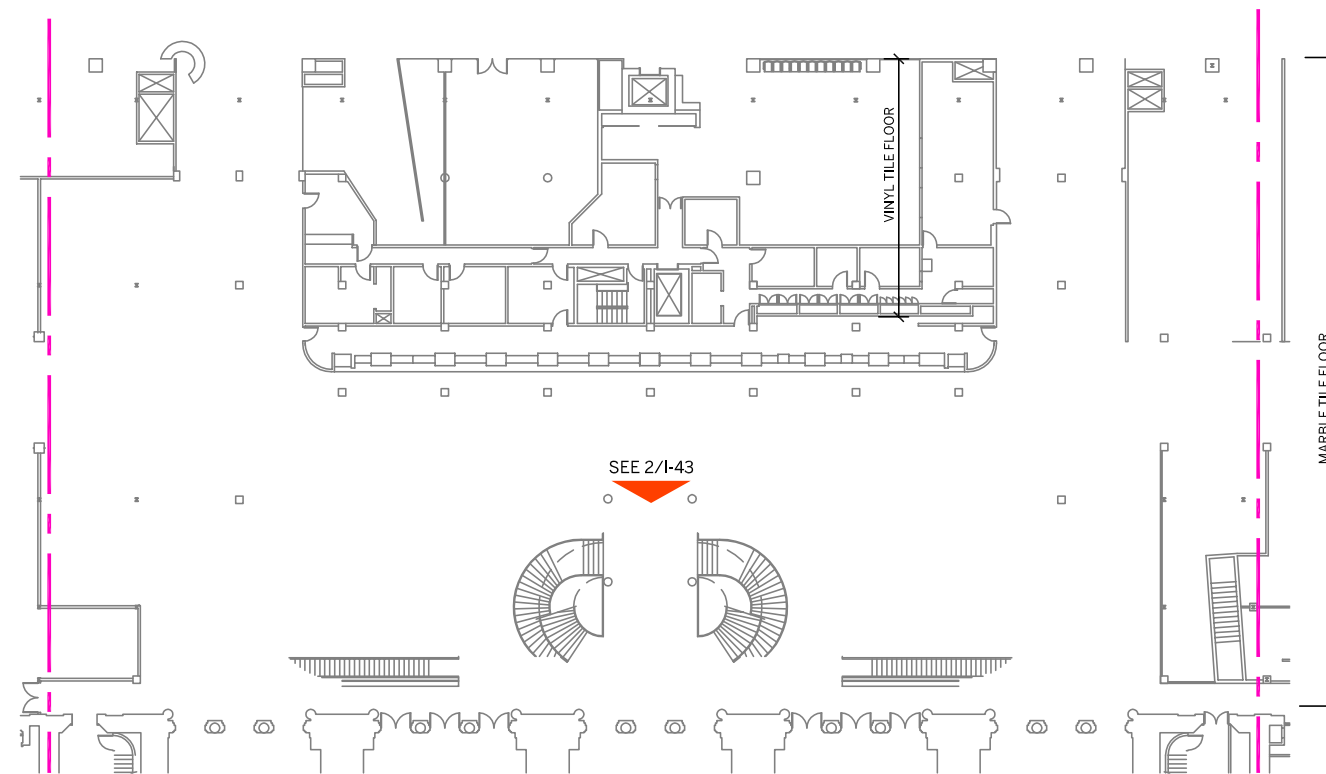
HISTORIC STATION BUILDING—CONCOURSE

RETAIL CONCOURSE

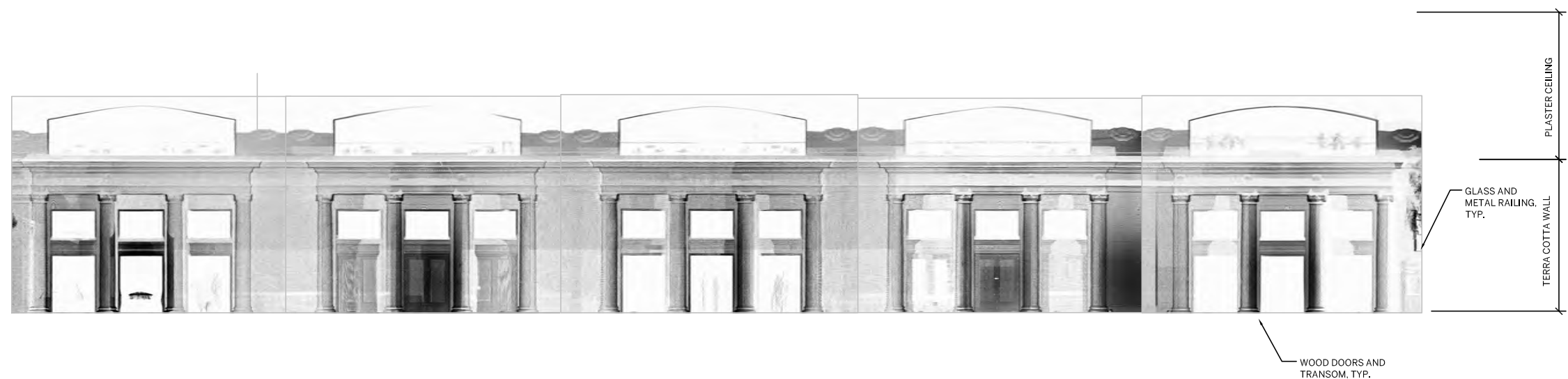
I-42



HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE—I-42



1. MAIN LEVEL - CENTER SECTION



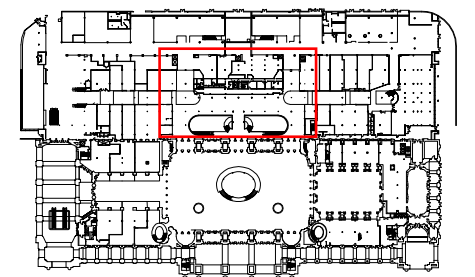
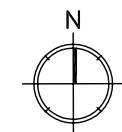
2. ELEVATION LOOKING SOUTH - CENTER SECTION

HISTORIC STATION BUILDING—CONCOURSE

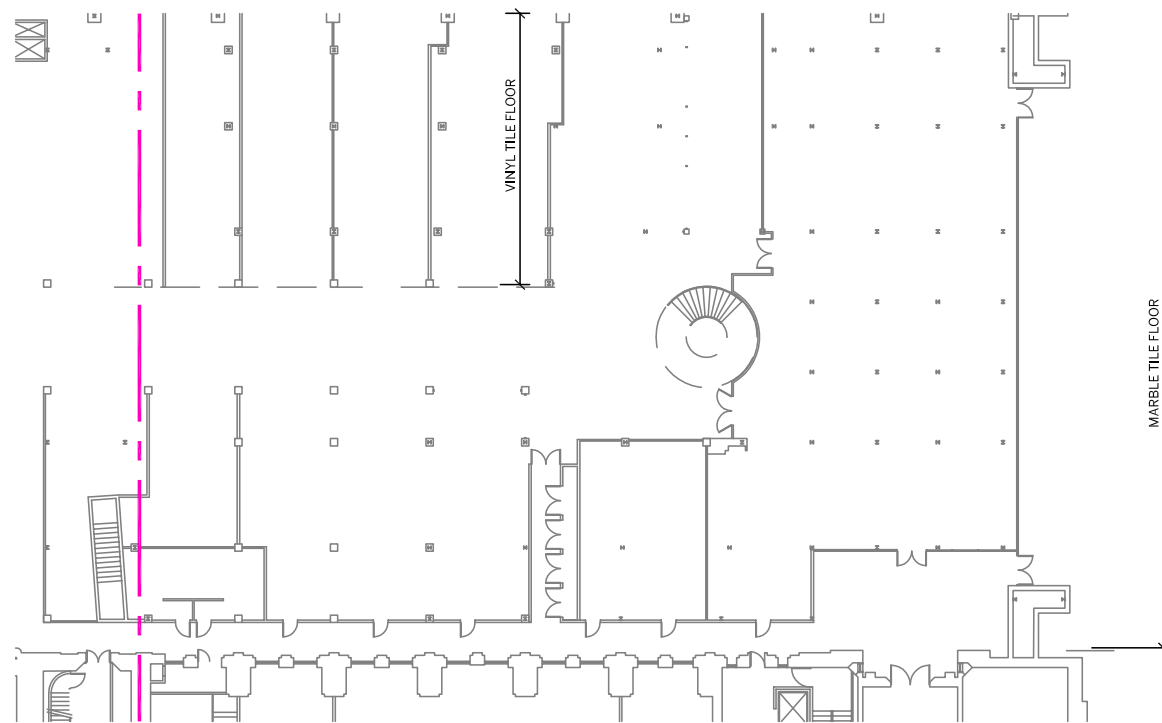
RETAIL CONCOURSE

I-43

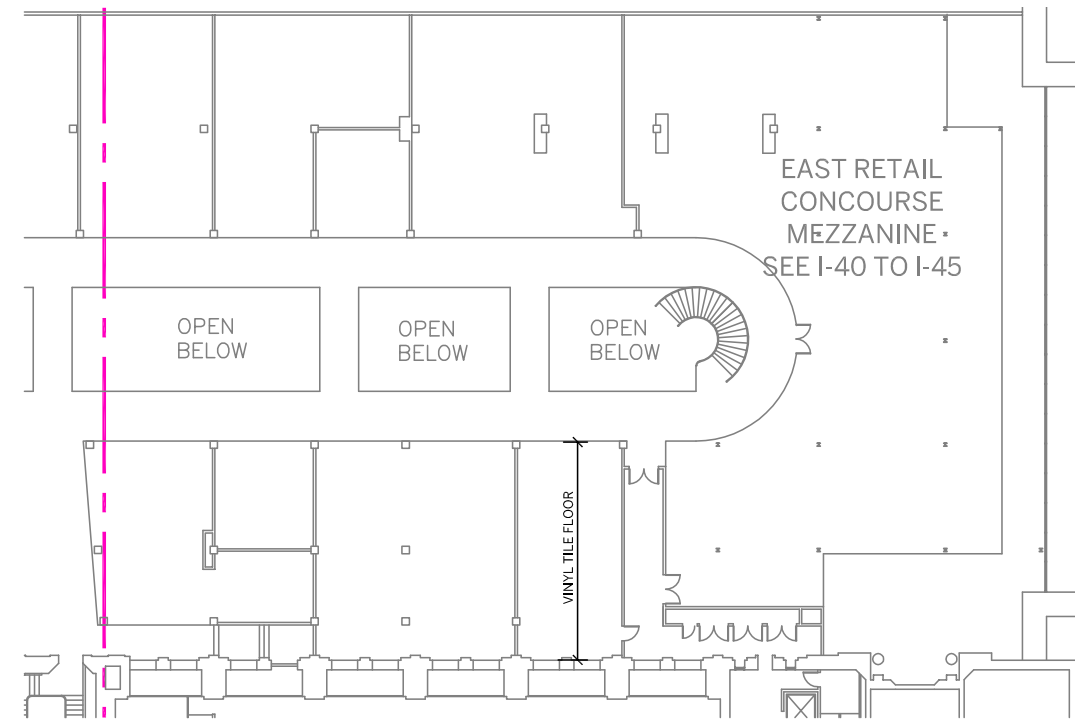
MAIN
LEVEL



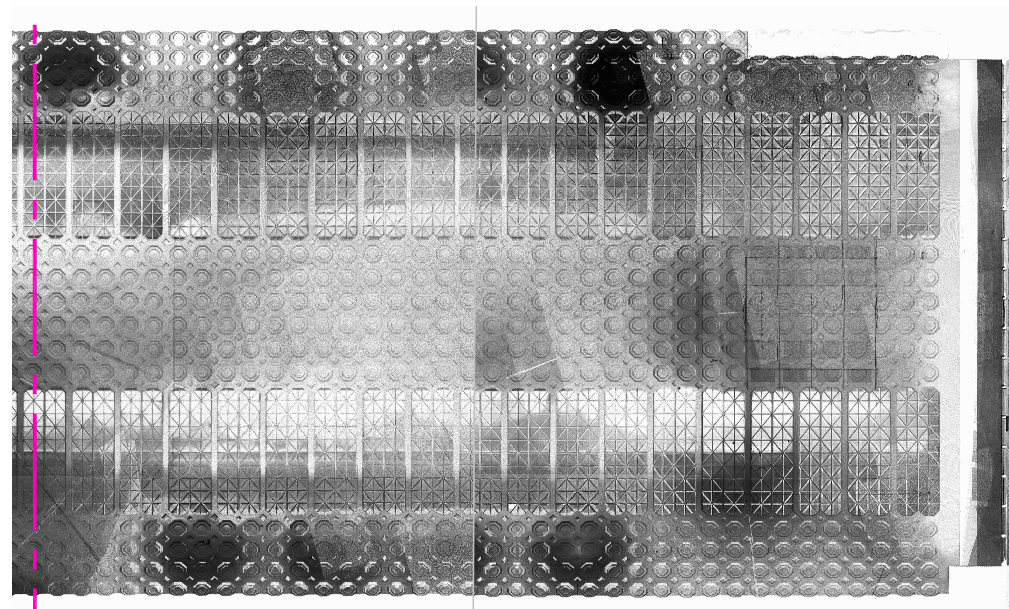
HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE—I-43



1. MAIN LEVEL - EAST SECTION

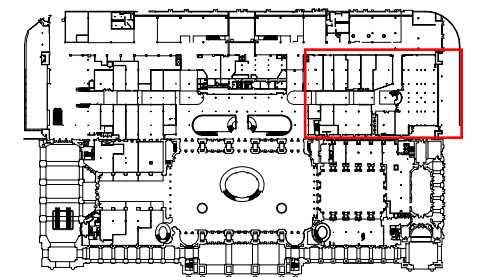


2. MEZZANINE LEVEL - EAST SECTION



3. REFLECTED CEILING PLAN - EAST SECTION

HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE I-44



**HISTORIC STATION BUILDING—CONCOURSE
RETAIL CONCOURSE—I-44**



PAINT OVER DETERIORATED PLASTER



WATER DAMAGE



CRACK AT PLASTER



CRACK AT PLASTER BETWEEN LAYLIGHTS, TYP.



MISSING/BROKEN GLASS



STAINED BRICK



CRACK AT BRICK WALL

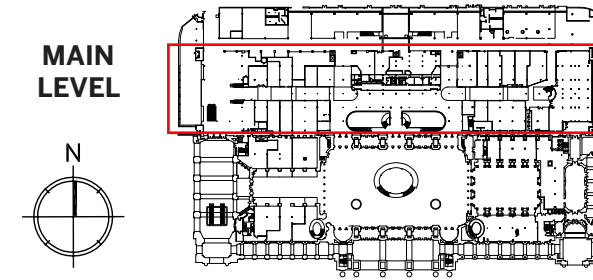


CRACKED AND DISPLACED MARBLE TILE FLOOR, TYP.

HISTORIC STATION BUILDING—CONCOURSE

RETAIL CONCOURSE

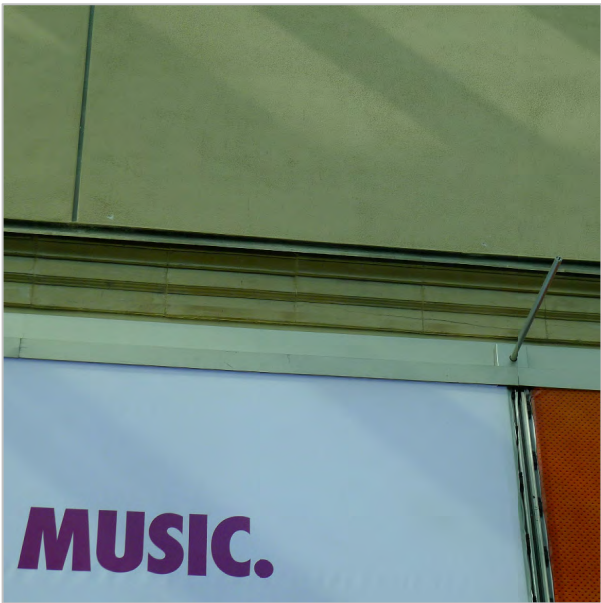
I-45



HISTORIC STATION BUILDING—CONCOURSE RETAIL CONCOURSE—I-45



CRACKED AND DISPLACED PIECES AT TERRA COTTA CORNICE (FORMER NORTH EXTERIOR WALL)



CRACK AT TERRA COTTA CORNICE (FORMER NORTH EXTERIOR WALL)

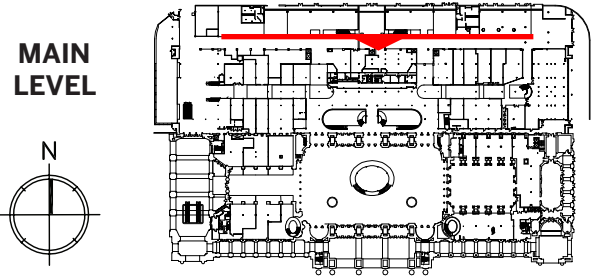


SPALLS AT TERRA COTTA CORNICE (FORMER NORTH EXTERIOR WALL)

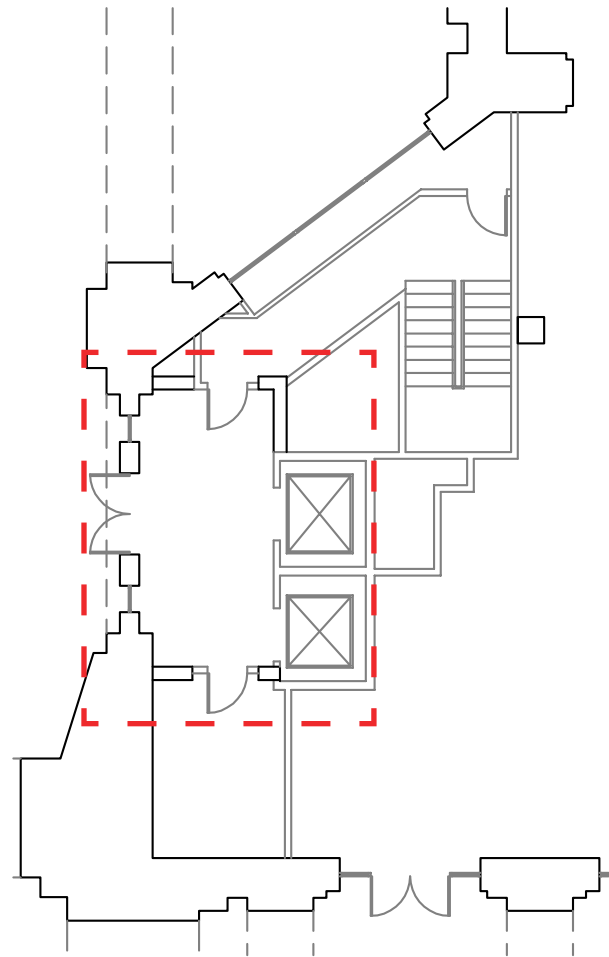
HISTORIC STATION BUILDING—CONCOURSE

NORTH ELEVATION (CURRENT SOUTH WALL OF THE CLAYTOR CONCOURSE)

I-46



HISTORIC STATION BUILDING—CONCOURSE NORTH ELEVATION—I-46



1. 40 MASSACHUSETTS AVENUE LOBBY

MATERIAL CONDITIONS 40 MASS. AVE. LOBBY					SEE SHEETS: (I-47, I-48)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASEBOARD	MARBLE	-	CRACKS, SPALLS, PREVIOUS REPAIR	60% ORIGINAL
YES	CEILING	PLASTER	PAINT		
YES	CORNICE AND PILASTER CAPITALS	PLASTER	PAINT	CRACKS	
YES	FLOOR	MARBLE TILES	-	CRACKS, STAINING	
NO	LIGHT FIXTURE	BRONZE, GLASS	-	NOT SURVEYED	
NO	WAINSCOT	PLASTER	DECORATIVE PAINT		EXCEPT LOOKING EAST
YES	WAINSCOT	MARBLE	-	CRACKS, SPALLS, PREVIOUS REPAIR, OPEN JOINTS	LOOKING EAST
NO	WAINSCOT	PLASTER	DECORATIVE PAINT		EXCEPT LOOKING EAST
YES	WALL	PLASTER	PAINT	CRACKS	
NO	WALL	GYPSON BOARD	PAINT	NOT SURVEYED	
NO	WINDOW AND DOOR	-	-		SEE EXTERIOR

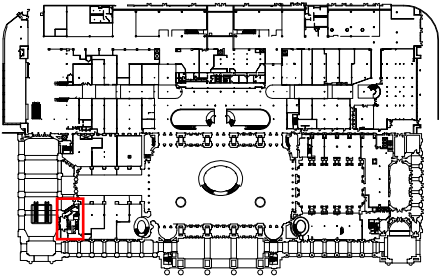
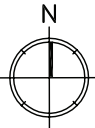
DESCRIPTION

The marble floor and baseboards, the plaster ceiling, and the materials on the west wall are original. The north, south and east walls contain both historic and non-historic materials. The lower part of the east wall has been altered to accommodate an additional elevator.

There are many cracks, losses and spalls in the marble floor, baseboards and trim. Many losses and cracks have been repaired, but the repair is failing.

HISTORIC STATION BUILDING—HEADHOUSE
40 MASSACHUSETTS AVENUE LOBBY
I-47

MAIN
LEVEL



HISTORIC STATION BUILDING—HEADHOUSE 40 MASSACHUSETTS AVENUE LOBBY—I-47



SPALL AT CORNER



SPALL AT SILL



PATCHED HOLE



CRACKED AND LOOSE STONE



DAMAGED MARBLE BASE



DUTCHMEN AND HOLE AT MARBLE BASEBOARD



CRACKS AT MARBLE FLOOR TILES

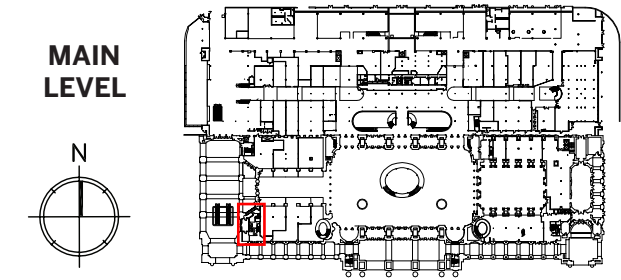


MISSING HARDWARE

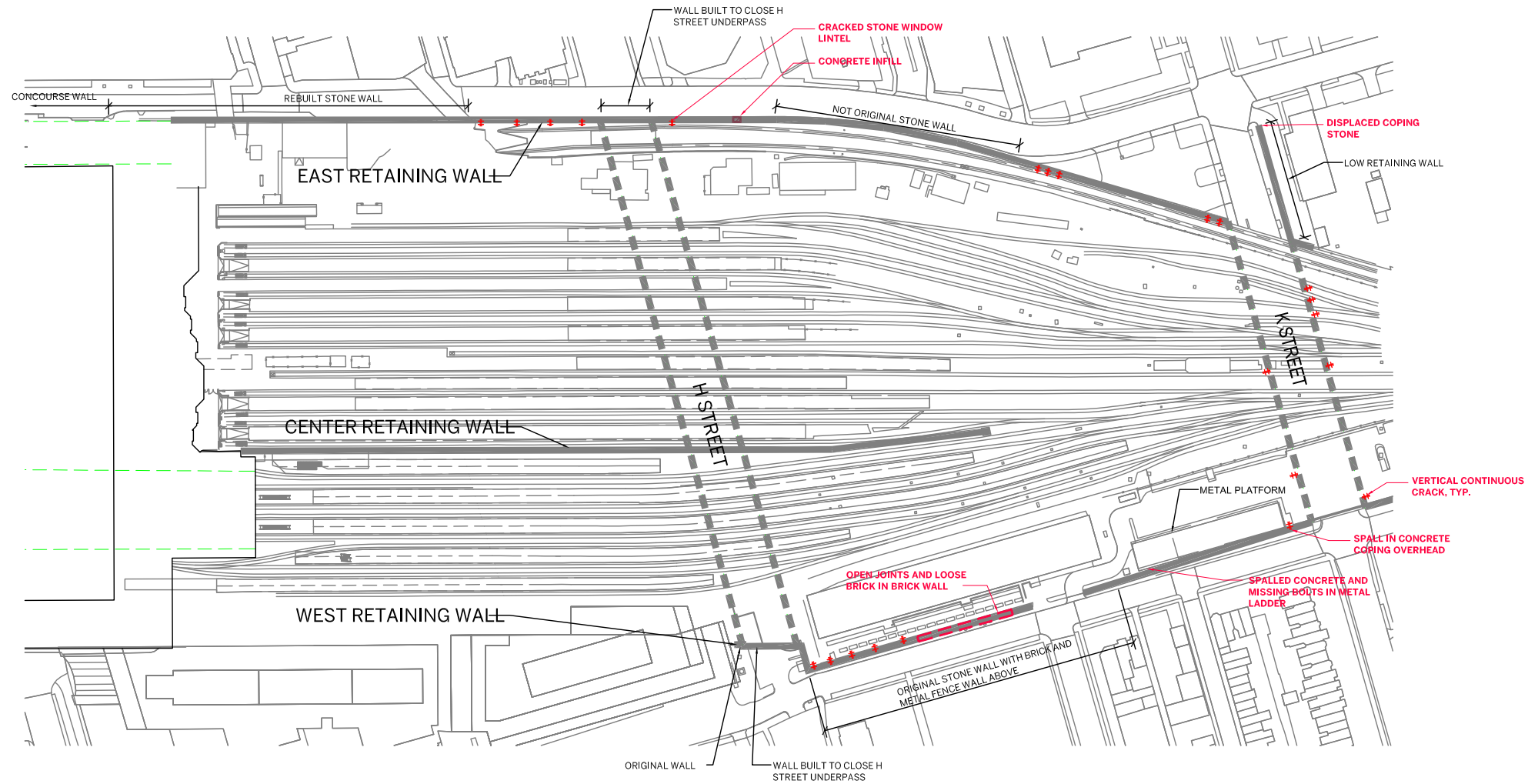
HISTORIC STATION BUILDING—CONCOURSE

40 MASSACHUSETTS AVENUE LOBBY

I-48



HISTORIC STATION BUILDING—CONCOURSE 40 MASSACHUSETTS AVENUE LOBBY—I-48

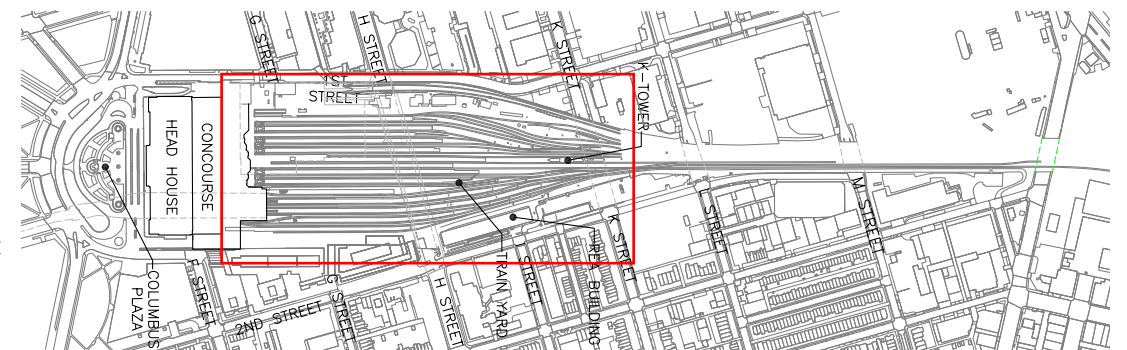
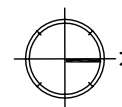


1. PLAN BETWEEN CONCOURSE AND K STREET

MATERIAL CONDITIONS RETAINING WALLS AND UNDERPASSES					SEE SHEETS: (T-1 - T-11)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	COLUMNS	CAST IRON	PAINT	RUST, CRACKED COLUMN BASE, MISSING COLUMN BASE	
NO	WALL	CONCRETE	-	EFFLORESCENCE, FERROUS STAIN, CRACK, SPALL, EXPOSED REBAR	
YES	WALL	SANDSTONE	-	SOILING, EFFLORESCENCE, FERROUS STAIN, CRACKS, CONTINUOUS CRACKS, CONCRETE INFILL, SPALL	

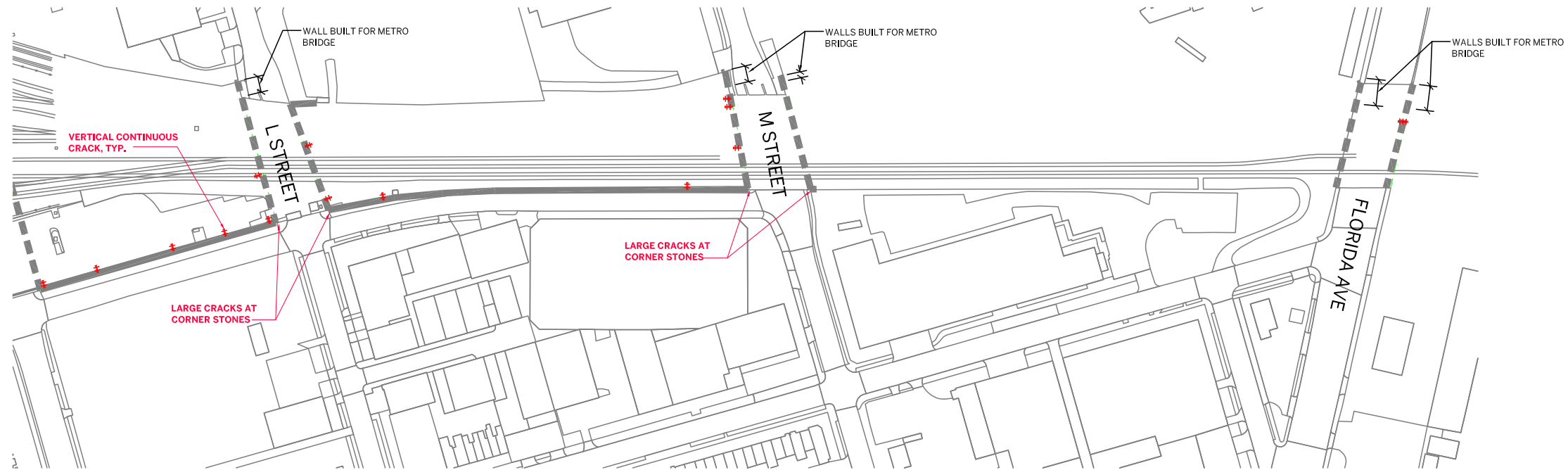
TERMINAL RAIL YARD RETAINING WALLS AND UNDERPASSES T-1

TRAIN
YARD

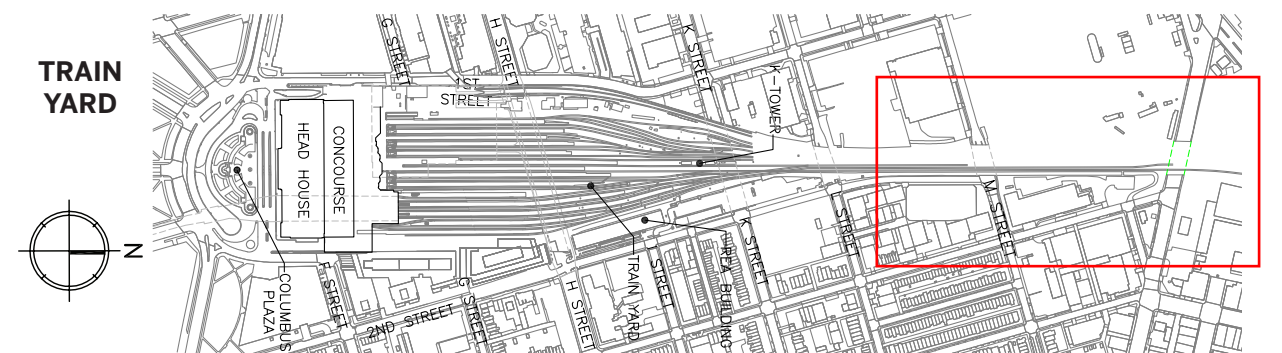


TERMINAL RAIL YARD RETAINING WALLS AND UNDERPASSES—T-1

TERMINAL RAIL YARD RETAINING WALLS AND UNDERPASSES T-2



1. PLAN BETWEEN K AND M STREETS



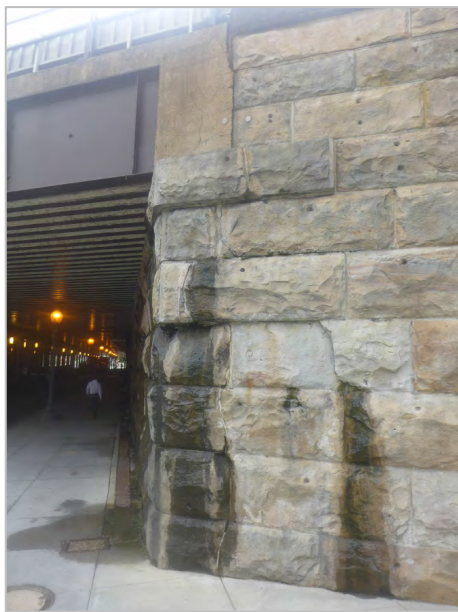
TERMINAL RAIL YARD RETAINING WALLS AND UNDERPASSES—T-2



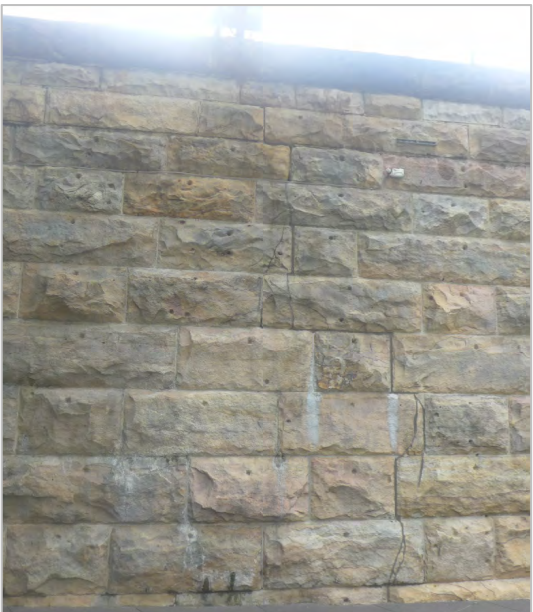
NORTH END OF STONE RETAINING WALL



END OF LOW RETAINING WALL



CONTINUOUS CRACK AT CORNER



CONTINUOUS CRACK



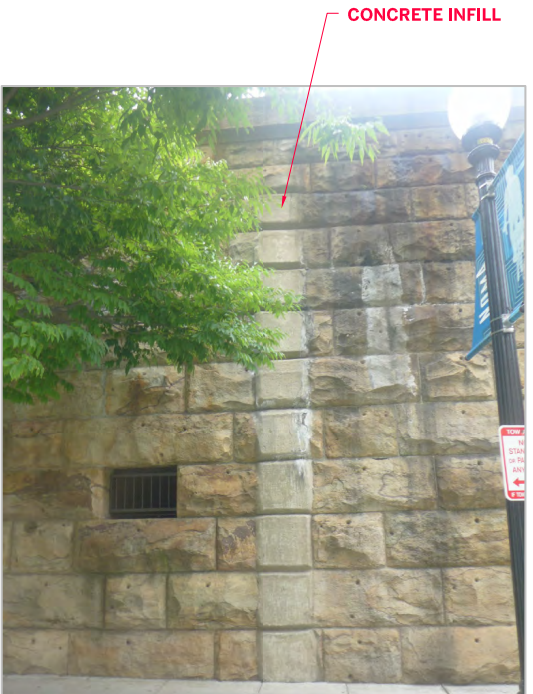
EXPANSION JOINT BETWEEN ORIGINAL AND REBUILT WALLS



OPEN JOINT AT REBUILT STONE WALL

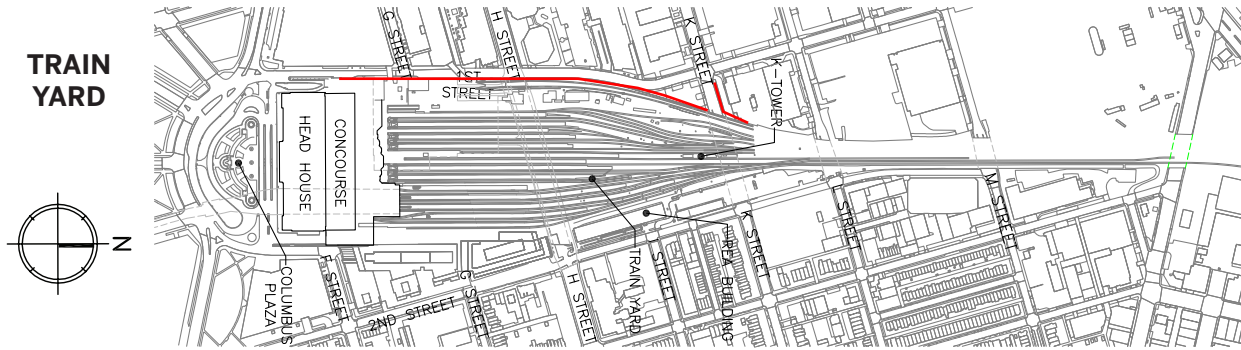


EXPANSION JOINT AT NEW WALLS



CONCRETE INFILL

TERMINAL RAIL YARD WEST RETAINING WALL T-3



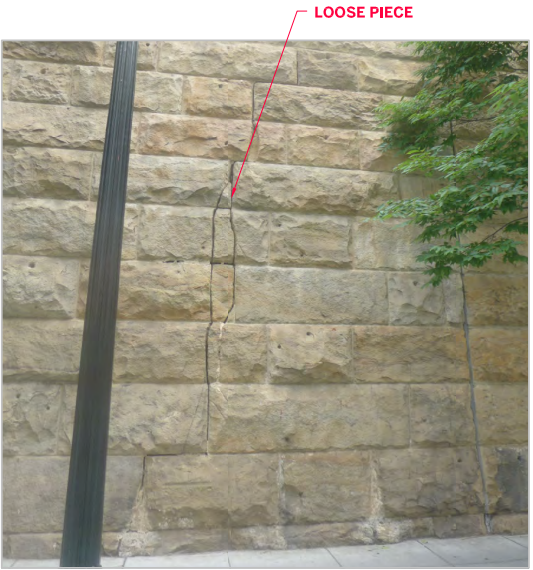
TERMINAL RAIL YARD WEST RETAINING WALL—T-3



CONTINUOUS CRACK AT LINTEL

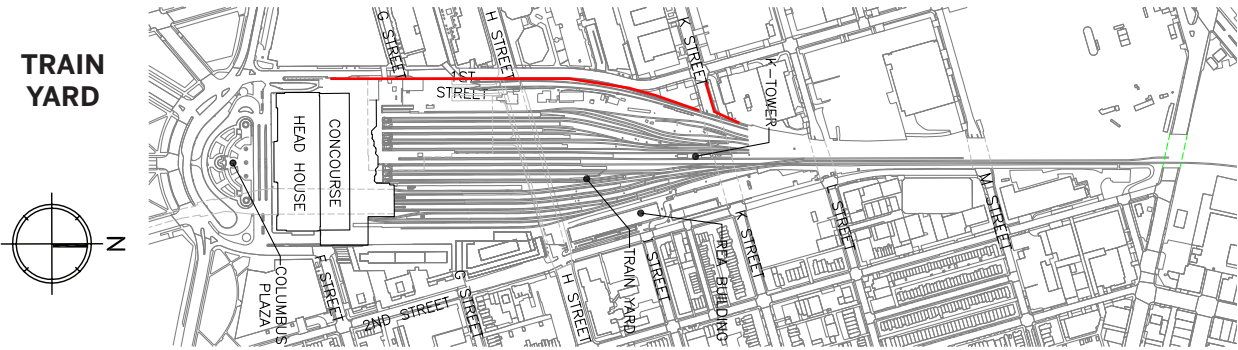


CRACK AT CORNER OF STONE UNIT



PARALLEL CONTINUOUS CRACKS

TERMINAL RAIL YARD WEST RETAINING WALL T-4



TERMINAL RAIL YARD WEST RETAINING WALL—T-4



CONCRETE INFILL; FERROUS STAINING AND SOILING



FERROUS STAINING



INFRASTRUCTURE INSTALLED ON WALL

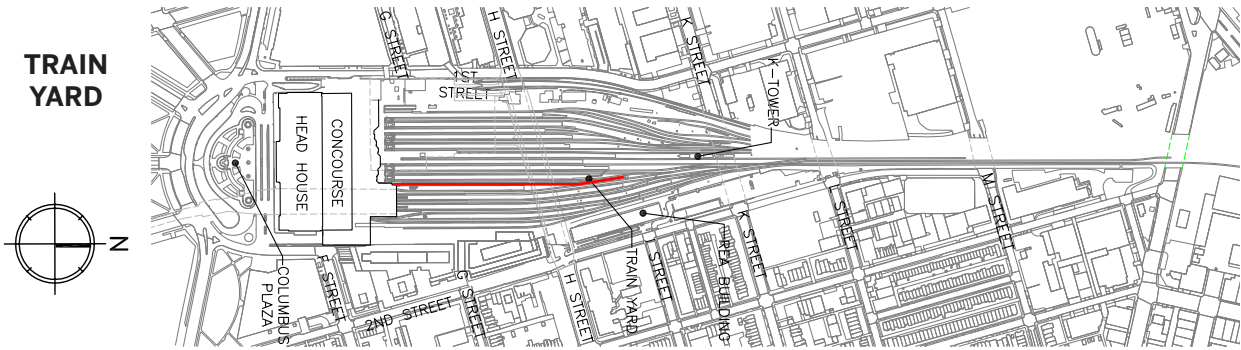


INFRASTRUCTURE INSTALLED ON WALL



STRUCTURES INSTALLED NEAR WALL; HEAVY FERROUS STAINING

TERMINAL RAIL YARD CENTER RETAINING WALL T-5



TERMINAL RAIL YARD CENTER RETAINING WALL—T-5



CONCRETE PATCH



CONTINUOUS CRACK



BIOLOGICAL GROWTH



FERROUS STAIN



EFFLORESCENCE



PATCHED STONE

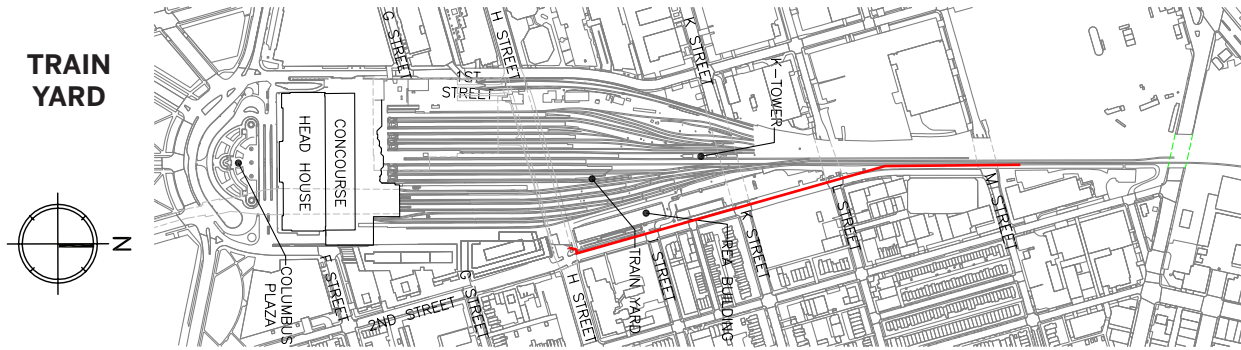


OPEN JOINTS AND LOOSE BRICKS



OPEN JOINT BETWEEN STONE AND BRICK

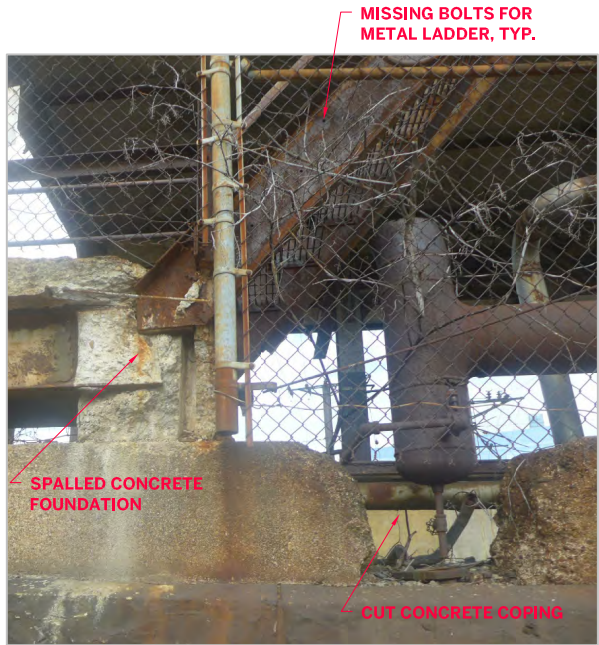
TERMINAL RAIL YARD EAST RETAINING WALLS T-6



TERMINAL RAIL YARD EAST RETAINING WALL—T-6



ABANDONED ANCHOR AT STONE WALL



CONCRETE AND STEEL LADDER ON TOP OF WALL



GRAFFITI



SPALLED STONE



SPALLED CONCRETE COPING



CONCRETE PATCH AT COPING

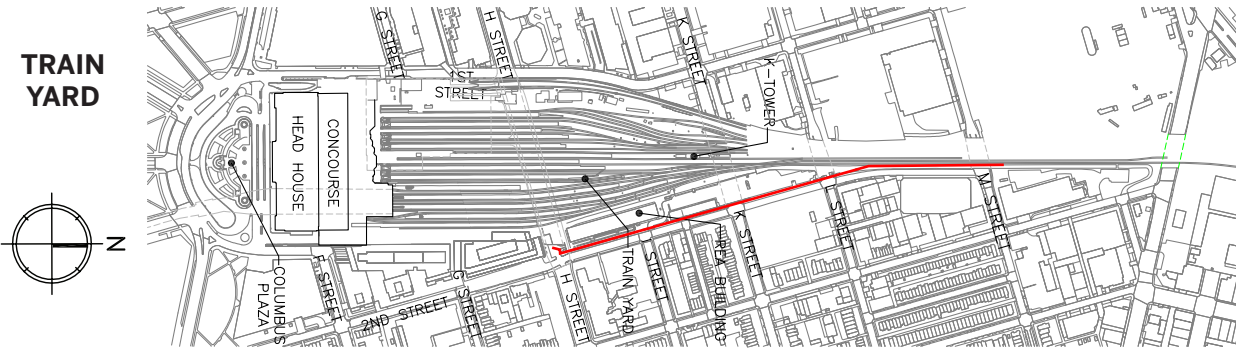


CONTINUOUS CRACK AT WALL CORNER



CRACK AT CORNER STONE UNIT

TERMINAL RAIL YARD EAST RETAINING WALL T-7



TERMINAL RAIL YARD EAST RETAINING WALL—T-7



WATER INFILTRATION THROUGH WALL



EFFLORESCENCE AND FERROUS STAINS



SPALLING CONCRETE



CONTINUOUS CRACKS



DETERIORATED AND CRACKED CONCRETE,
EXPOSED REBAR AND FERROUS STAIN



STEEL SUPPORTS

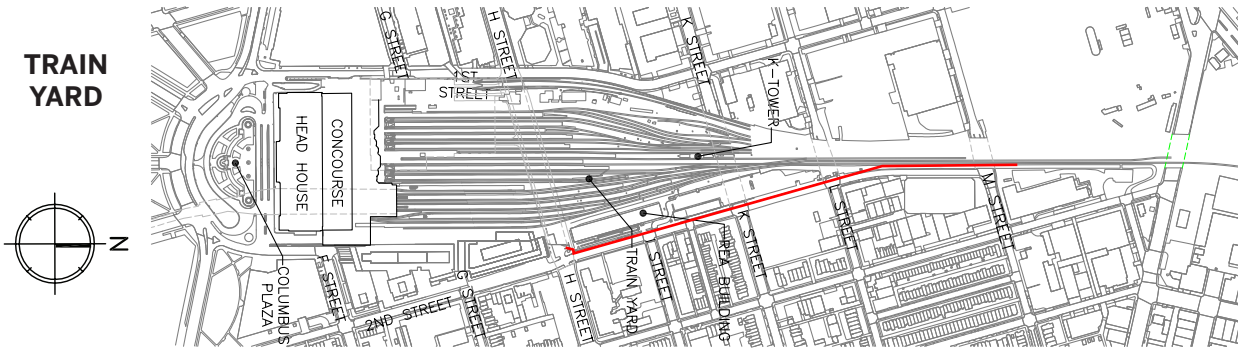


CRACKED CORNER STONE



CRACKED CORNER STONE

TERMINAL RAIL YARD EAST RETAINING WALL T-8



TERMINAL RAIL YARD EAST RETAINING WALL—T-8



RUSTED COLUMN AND BROKEN CAST IRON BASE
AT H STREET UNDERPASS



CRACK AT H STREET UNDERPASS



CONTINUOUS CRACK AT K STREET UNDERPASS



ABANDONED ANCHORS AT K STREET
UNDERPASS

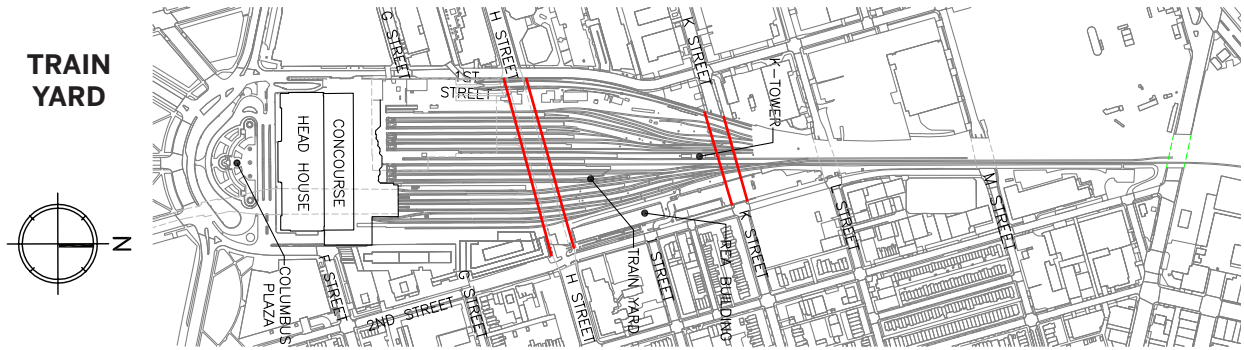


MISSING STONE AT K STREET UNDERPASS



BIOLOGICAL GROWTH AT K STREET UNDERPASS

TERMINAL RAIL YARD UNDERPASSES T-9



TERMINAL RAIL YARD UNDERPASSES—T-9



CONTINUOUS CRACK AT I STREET UNDERPASS



MISSING COLUMN BASE AT I STREET UNDERPASS



CRACKED CAST IRON COLUMN BASE AT I STREET UNDERPASS



CONTINUOUS CRACK AT M STREET UNDERPASS



LOOSE SPALL AT M STREET UNDERPASS

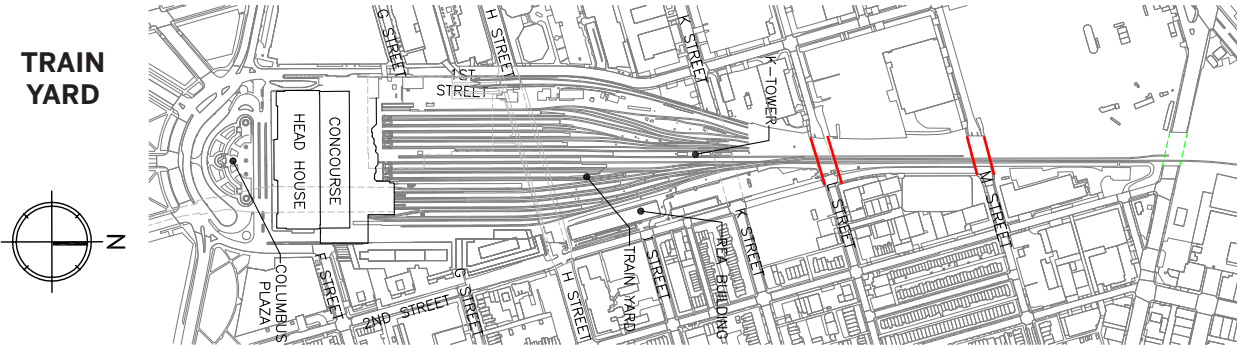


CRACKED CAST IRON COLUMN BASE AT M STREET UNDERPASS



CRACKED STONE AND CONCRETE WALL AT M STREET UNDERPASS

TERMINAL RAIL YARD UNDERPASSES T-10



TERMINAL RAIL YARD UNDERPASSES—T-10



NON-HISTORIC NORTH WALL AT FLORIDA AVENUE UNDERPASS



NON-HISTORI SOUTH WALL AT FLORIDA AVENUE UNDERPASS



CONTINUOUS CRACK WITH WATER INFILTRATION AT FLORIDA AVENUE UNDERPASS



OPEN JOINT BETWEEN NON-HISTORIC AND ORIGINAL WALL AT FLORIDA AVENUE UNDERPASS



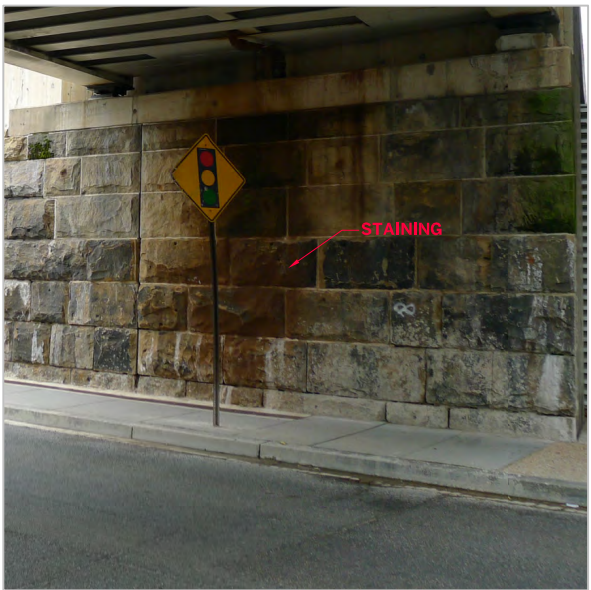
CRACKED STONE AND WATER INFILTRATION AT FLORIDA AVENUE UNDERPASS



BIOLOGICAL GROWTH AT FLORIDA AVENUE UNDERPASS

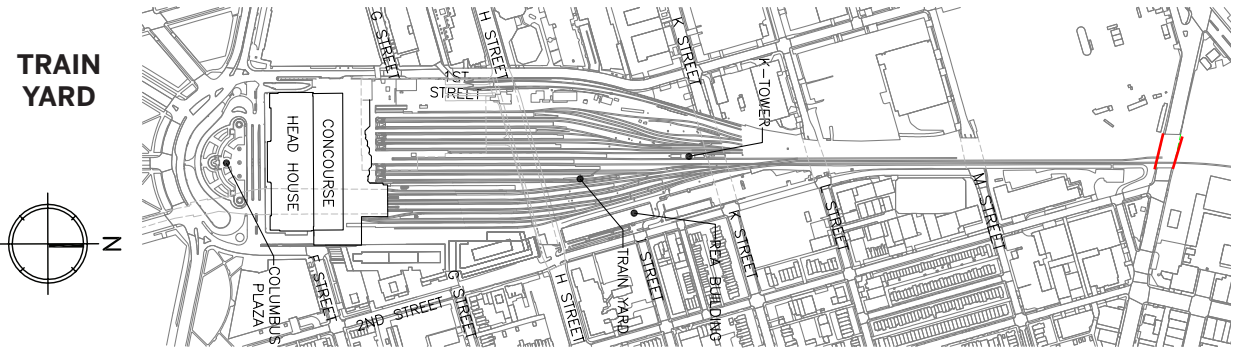


CRACKED COLUMN BASE AT FLORIDA AVENUE UNDERPASS



STAINING AT FLORIDA AVENUE UNDERPASS

TERMINAL RAIL YARD UNDERPASSES T-11

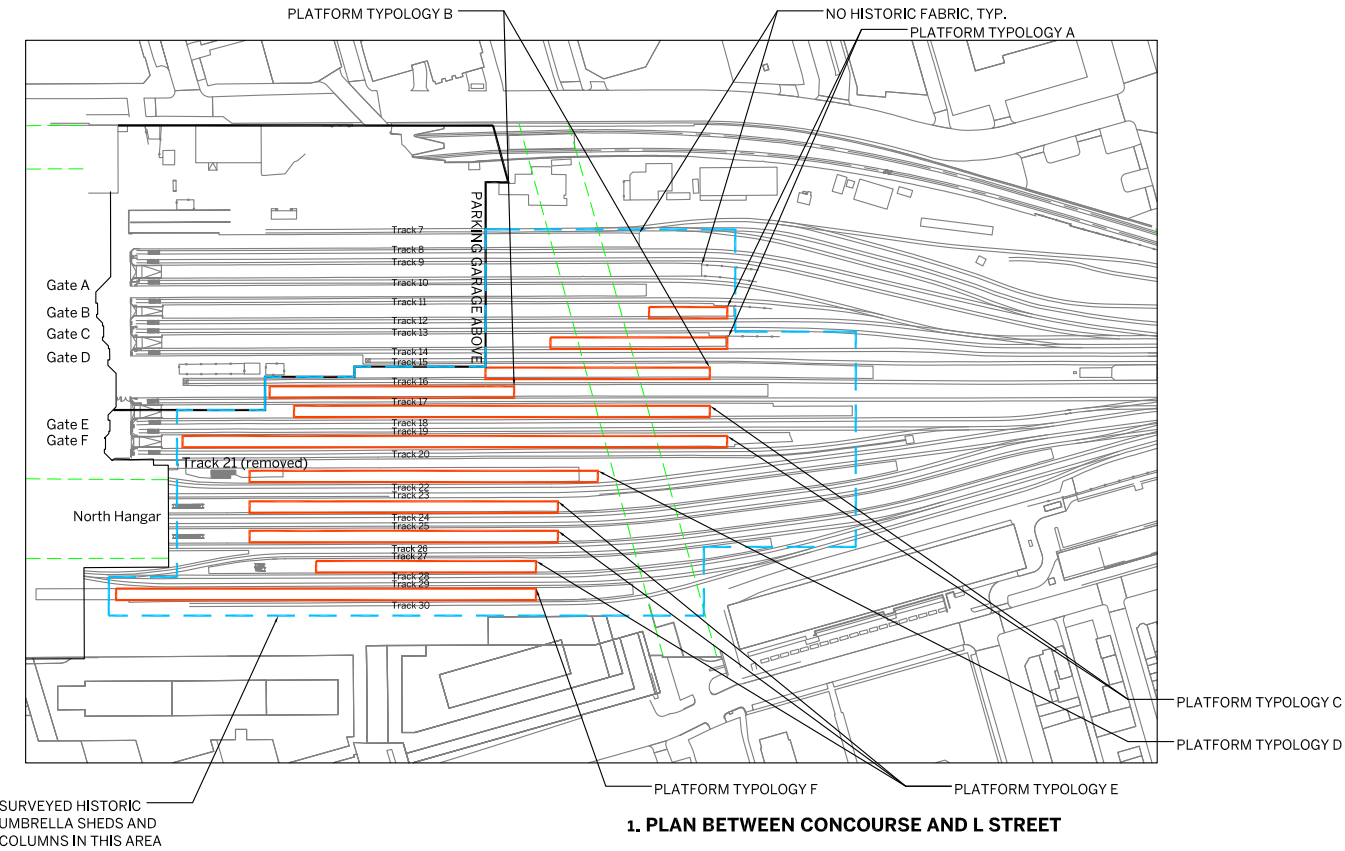


TERMINAL RAIL YARD UNDERPASSES—T-11

TERMINAL RAIL YARD

PLATFORMS

T-12



DESCRIPTION

The concrete platforms are not original, but are generally in their original locations, with portions of historic cast-iron columns with their supporting umbrella shed structures (historic portions of each platform are outlined above with a red box). The roof decking is typically composed of cedar boards or corrugated sheet metal. The historic columns and umbrella sheds are often connected with modern steel platforms and posts which maintain the same height, general proportion, and paint schemes as their historic counterparts.

The lower level of the tracks is the most historically intact. The upper levels generally have less original historic fabric due to invasive interventions, such as the addition of the parking garage over tracks 7 through 15. Typical conditions on the historic cast-iron elements include extensive paint failure, surface corrosion, deteriorated and/or missing column capitals, and isolated cracking through column shafts. Platforms 17/18 and 19/20 have been raised, obscuring the lower portions of the cast-iron columns and bases. There has been significant loss of column capitals on these platforms since John Bowie Associates conducted their Platform Area Historic Resource Survey in 2009. The installation of modern utilities, such as electricity, lighting, security cameras, and speakers, is not consistent throughout the platforms.

MATERIAL CONDITIONS PLATFORMS				SEE SHEETS: (T-12 -T-14)	
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CAPITAL	ALUMINUM	-		
YES	COLUMN	CAST IRON	PAINT	MISSING UNIT, CRACKS, PATCHES, STAINING, SURFACE CORROSION, PAINT FAILURE	
NO	FLOOR	CONCRETE	-	CRACKS, SPALLS	
NO	STRUCTURAL PIERS	CONCRETE AND STEEL			
NO	UMBRELLA SHED	STEEL		STAINING, SURFACE CORROSION, PAINT FAILURE	
YES	UMBRELLA SHED	CAST IRON	PAINT	STAINING, SURFACE CORRISION, PAINT FAILURE	
NO	UMBRELLA SHED DECKING	WOOD OR CORRUGATED METAL		MISSING UNIT	



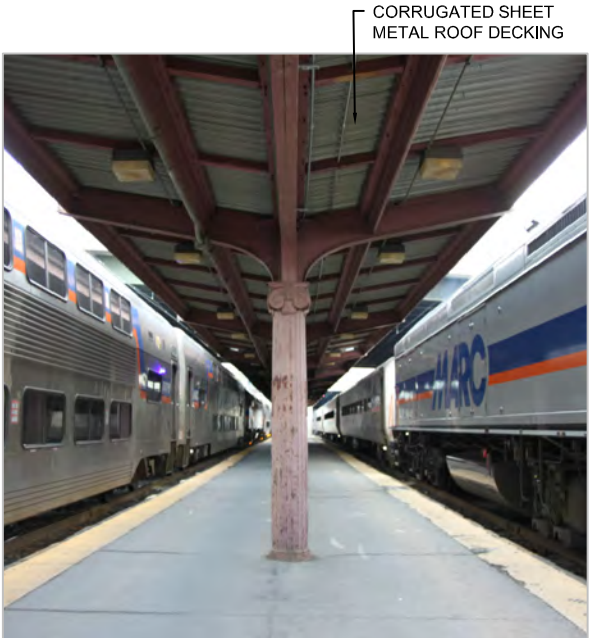
TERMINAL RAIL YARD PLATFORMS—T-12



MODERN CANOPY AND COLUMNS, TYP.



PLATFORM TYPOLOGY A



PLATFORM TYPOLOGY B



PLATFORM TYPOLOGY C



PLATFORM TYPOLOGY D



PLATFORM TYPOLOGY E



PLATFORM TYPOLOGY F

TERMINAL RAIL YARD PLATFORMS T-13



TERMINAL RAIL YARD PLATFORMS—T-13



BASE COVERED BY RAISED CONCRETE PLATFORM



SURFACE CORROSION



CRACKING THROUGH COLUMN

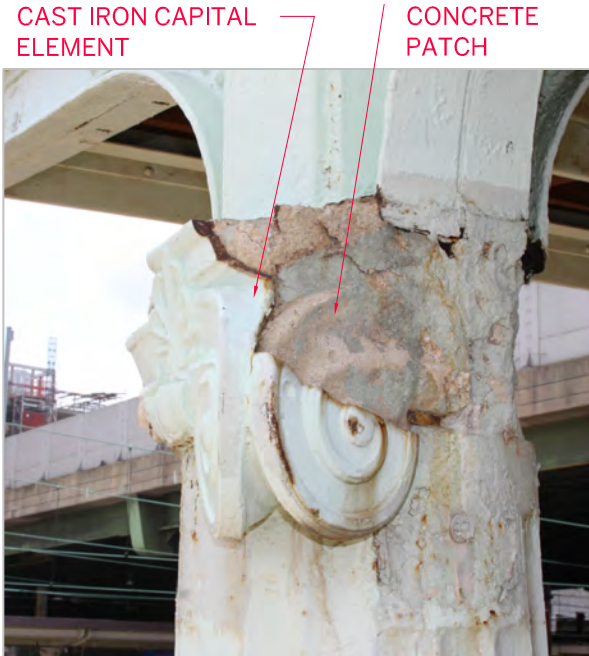


DETERIORATED PAINT



COMMISSARY TRUCK ON RAISED PLATFORM

MISSING
ELEMENTS
ARE MOST
PROMINENT
ON
PLATFORMS
WITH RAISED
FLOORS



CAST IRON CAPITAL
ELEMENT
CONCRETE
PATCH

CONCRETE PATCH BEHIND MISSING CAPITAL
ELEMENT



MISSING COLUMN CAPITAL ELEMENTS

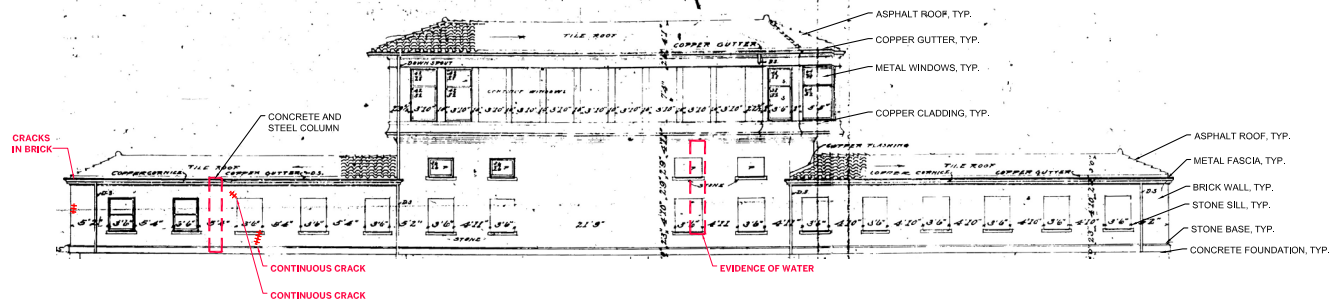


RUST STAINING

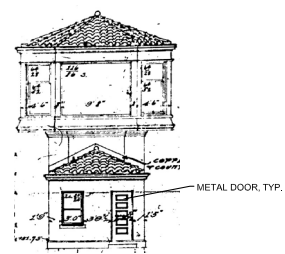
TERMINAL RAIL YARD PLATFORMS T-14



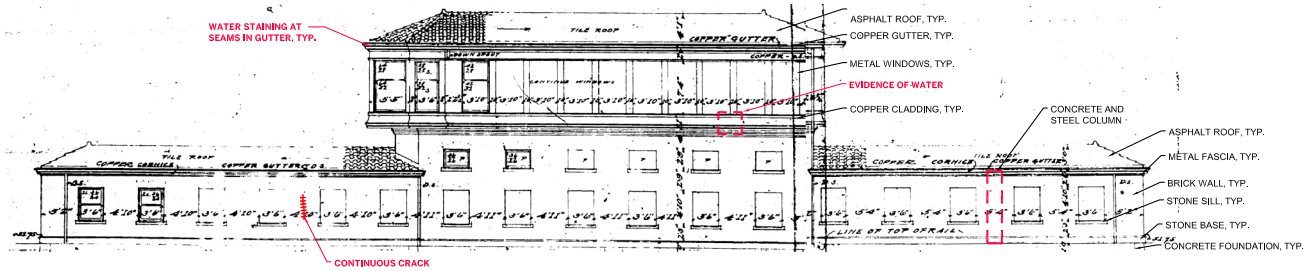
TERMINAL RAIL YARD PLATFORMS—T-14



1. WEST ELEVATION



2. SOUTH ELEVATION



3. EAST ELEVATION

MATERIAL CONDITIONS K TOWER BUILDING EXTERIOR

SEE SHEETS: (T-15, T-16)

ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CLADDING	COPPER	-	OPEN SEAMS, LOSS, STAINING, EVIDENCE OF WATER INFILTRATION, BENT MATERIAL, HOLES, MISSING FASTENERS, DETACHMENT	
YES	FASCIA	SHEET METAL	PAINT	MINOR PAINT FAILURE, PORTIONS MISSING	
NO	FLASHING	SHEET METAL	PAINT	NOT SURVEYED	
YES	GUTTERS AND DOWNSPOUTS	COPPER	-	GAPS AROUND DOWNSPOUTS, HOLES, MISSING DOWNSPOUT, REPLACEMENT DOWNSPOUT	
NO	ROOF	ASPHALT SHINGLE	-	NOT SURVEYED	
NO	WALLS	CONCRETE	-	CRACKS, STAINING	
YES	WALLS	BRICK	-	CONTINUOUS CRACKS, CRACKS, STAINING, SPALLS, ABANDONED ANCHORS, HOLES, DETERIORATED MORTAR, TAR RESIDUE, DETERIORATED SEALANT, INAPPROPRIATE INFILL, ADDED EQUIPMENT	
NO	WALLS (INFILL)	WOOD	PAINT	POOR CONDITION	
YES	WINDOW SILLS AND BASE	STONE	-	SPALLS, CRACKS, STAINING	
YES	WINDOWS	WOOD	PAINT	MOST BOARDED UP ON EXTERIOR, PAINT FAILURE, INAPPROPRIATE SEALANT	
NO	WINDOWS	METAL	-	FAIR CONDITION, INAPPROPRIATE WOOD INFILL	

DESCRIPTION

Historic name: K Street tower

K Tower retains its original brick walls, stone sills, and copper cladding on the second-floor level. The tile roof has been replaced with asphalt shingles. The copper flashing on the first floor has been removed and the roofline on the north and south ends reconfigured. All original windows have either been replaced, altered, or filled in. A catenary pole was installed at the north roof of the building and a brick addition was built on the north side.

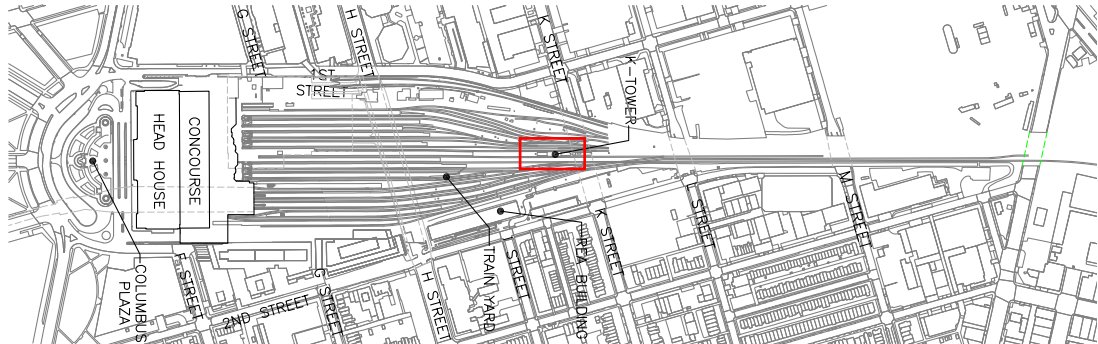
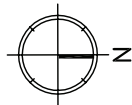
Typical conditions for the brick walls include: staining, spalls (likely a result of impact), and deteriorated mortar. The latter condition is most pronounced where the second floor rises from the first and underneath the sheet metal fascia. There are a few continuous cracks between and under windows. There is a fairly wide continuous crack at the northwest corner of the building that appears to originate from the corner of the door.

TERMINAL RAIL YARD

K TOWER

T-15

TRAIN
YARD



TERMINAL RAIL YARD

K TOWER—T-15



CONTINUOUS CRACK AT NORTH ELEVATION



WATER STAINING, MISSING FASTENERS, BOARDED WINDOWS



RECONFIGURED ROOFLINE



STAINING, SURFACE DAMAGE, MORTAR DETERIORATION, SPALLS

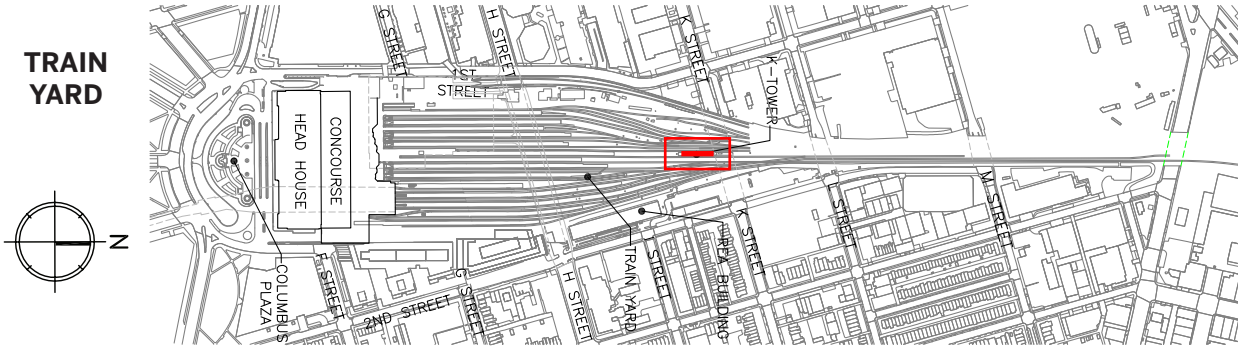


CONTINUOUS CRACK UNDER WINDOW



WATER STAINING AND BENT COPPER CLADDING

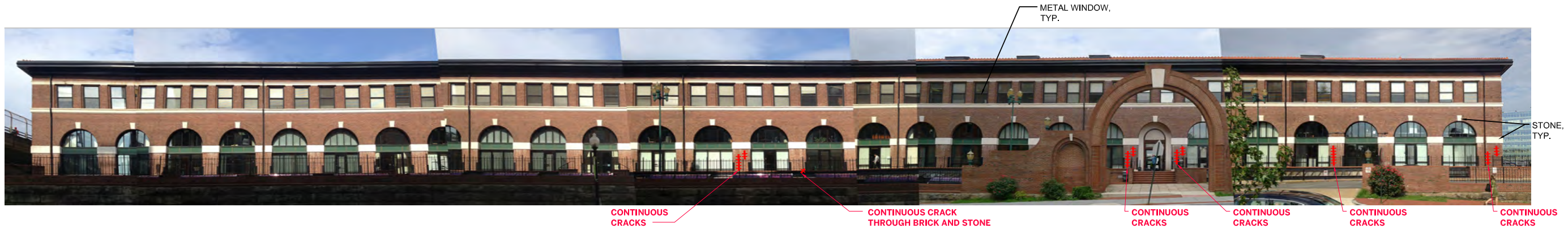
TERMINAL RAIL YARD K TOWER T-16



TERMINAL RAIL YARD K TOWER—T-16



1. WEST ELEVATION



2. EAST ELEVATION

MATERIAL CONDITIONS REA BUILDING EXTERIOR					
SEE SHEETS: (B-1 - B-3)					
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	CANOPY	METAL		FAIR CONDITION	
YES	STRINGCOURSE, DECORATIVE ELEMENTS	LIMESTONE		SPALLS, CRACKS, SURFACE LOSS, DETERIORATED MORTAR, INAPPROPRIATE PAINT	
YES	WALL	BRICK		CONTINUOUS CRACKS, CRACKS, LOSS, INAPPROPRIATE REPAIR, DISPLACED UNITS, MORTAR RESIDUE, STAINED, DETERIORATED MORTAR	
NO	WINDOWS	METAL		FAIR CONDITION	

DESCRIPTION

Historic name: Express building

The REA building retains some original elements on its exterior, including brick and limestone trim. The original cornice, windows and doors, and canopy have all been replaced. In addition, the brick wall and courtyard in front of the building and the trackside porch are not original.

The building is generally in good condition with few problematic conditions observed. Several piers on the east elevation contain multiple continuous cracks through the brick. There are also a number of cracks at the corners of the limestone base, most likely related to the metal protection installed at the corners of the piers. The upper limestone stringcourses contain a few visible spalls. Typical conditions for the brick include: spalls, abandoned anchors, deteriorated mortar joints, inappropriate repairs, and loss. White staining was also typically visible underneath the first-floor limestone elements. On the north and south elevations over the west windows, a cut off I-beam is exposed near the second level. This may relate to an earlier canopy, or possibly another structure attached to the building. There are deteriorated mortar joints, patching, and replacement brick between the first and second stories on both the north and south elevations, suggesting evidence of other structures and/or elements. A few bricks on the west elevation are displaced.



3. NORTH ELEVATION

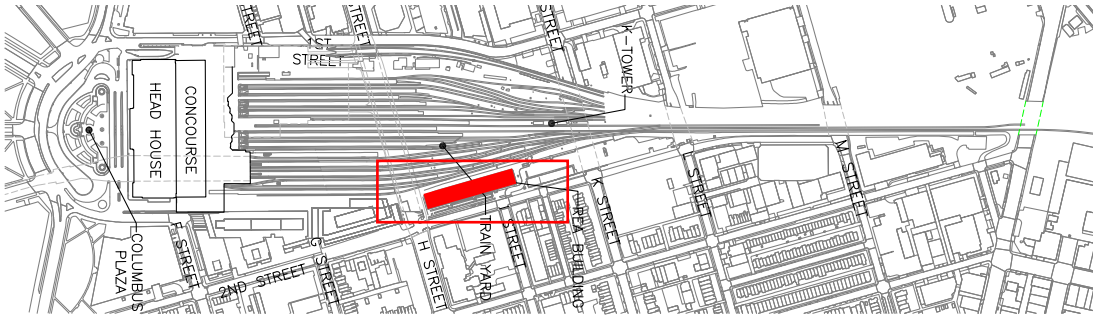
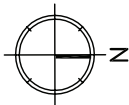


4. SOUTH ELEVATION

REA BUILDING

B-1

TRAIN
YARD



REA BUILDING

B-1



CONTINUOUS CRACKS



EVIDENCE OF PREVIOUS STRUCTURES



STONE TRIM DAMAGE



SPALLS AT STONE BASE



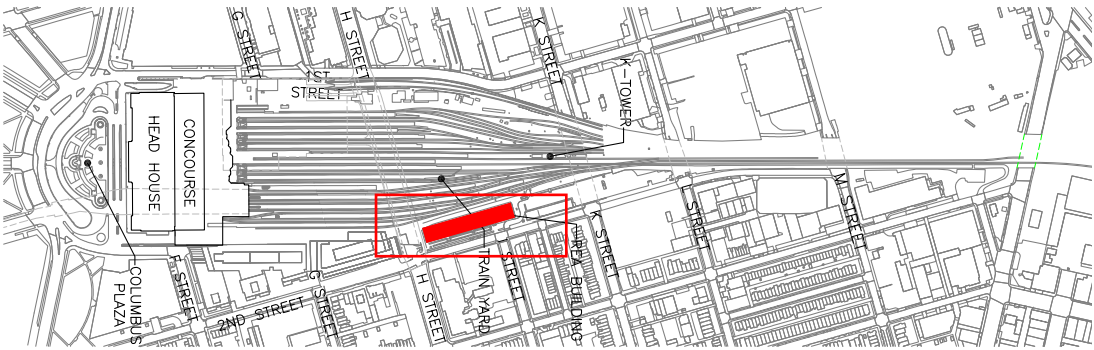
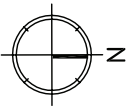
WHITE STAINING



MORTAR RESIDUE

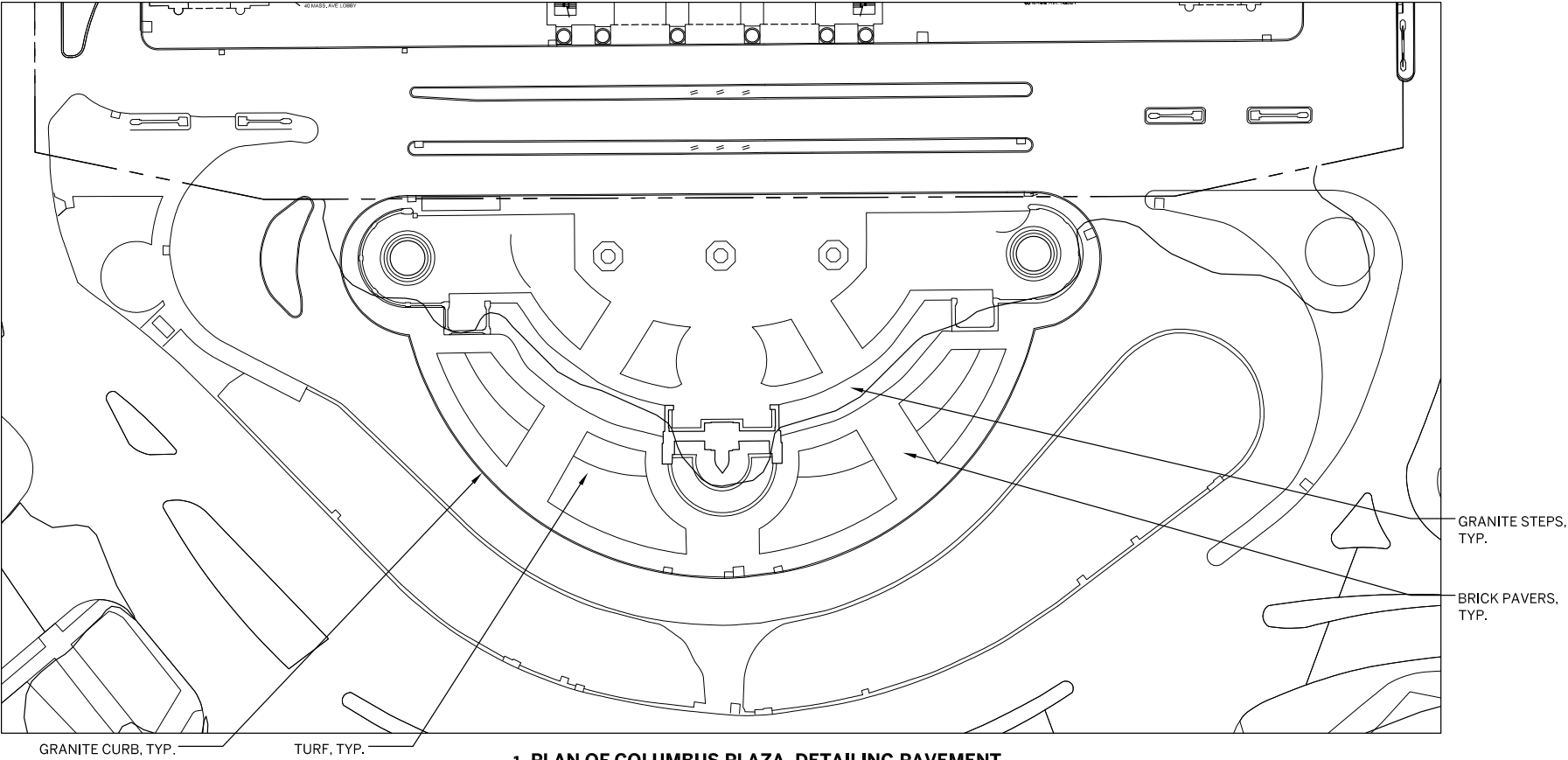
REA BUILDING B-2

TRAIN
YARD



REA BUILDING

B-2



1. PLAN OF COLUMBUS PLAZA, DETAILING PAVEMENT

MATERIAL CONDITIONS		PAVEMENT		SEE SHEETS: (C-1, C-2)	
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	CURBS	GRANITE	-	CRACKS, OPEN JOINTS, MISSING UNITS, DISPLACEMENT	
NO	PAVEMENT	BRICK	-	OPEN JOINTS, MISSING UNITS, DISPLACEMENT	
YES	STEPS	GRANITE	-	CRACKS, OPEN JOINTS, MISSING UNITS, SPALL, STAINING, GENERAL SOILING	

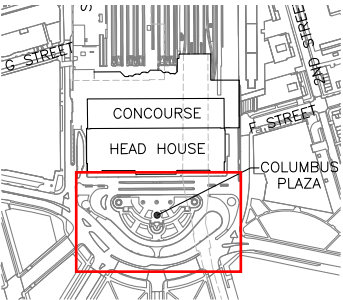
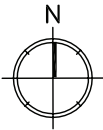
DESCRIPTION

Columbus Plaza is composed of grass turf, non-historic brick pavers, and historic granite steps and granite curbs.

Both the granite curbs and steps have open and deteriorated mortar joints, with select areas of displaced stones. The steps were installed without a foundation and settled with a negative slope, resulting in ponding of water and debris at the back of the steps. The slabs have cracked and there are spalls, staining, and soiling on the surface of the stone. Ponding of water is also present on the granite curbs and areas of the brick pavers. There are many areas of displacement of the brick, related both to settlement issues and exasperated by open and deteriorated mortar joints. As a result of the displacement, there are many missing and damaged bricks that are potential walking hazards.

COLUMBUS PLAZA
PAVEMENT
C-1

COLUMBUS
PLAZA



COLUMBUS PLAZA PAVEMENT—C-1



BRICK PAVERS, TYP.



TURF GROWING OVER AN AREA OF DEPRESSED BRICKS



GRANITE CURBS, TYP.



GRANITE STEPS, TYP.



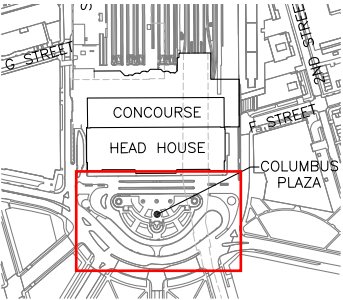
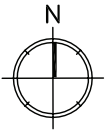
WEST PORTION OF GRANITE STEPS



EAST PORTION OF GRANITE STEPS

COLUMBUS PLAZA PAVEMENT C-2

COLUMBUS
PLAZA



COLUMBUS PLAZA PAVEMENT—C-2



1. WEST BOWL FOUNTAIN, SOUTH SIDE



2. EAST BOWL FOUNTAIN, SOUTH SIDE



EXPOSED CONCRETE IN BASIN

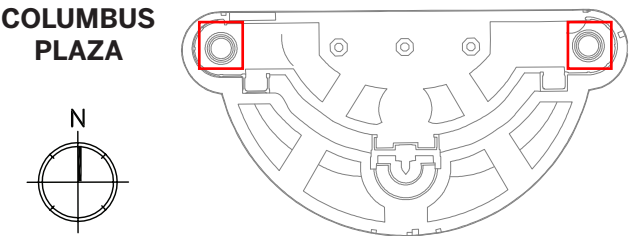
MATERIAL CONDITIONS		BOWL FOUNTAINS			SEE SHEETS: (C-3)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASE	GRANITE	-	CRACKS, OPEN JOINTS, GENERAL SOILING, STAINING	
YES	BASIN	CONCRETE	WATERPROOF COATING	COATING FAILURE, CRACKS, OPEN JOINTS	
YES	BOWL	GRANITE	POLISHED	STAINING, GENERAL SOILING, WORN POLISH	

DESCRIPTION

The lower granite base and highly polished upper granite bowl on both the east and west bowl fountains are original. The fountains have not been operational since 2005.

The polished granite stone bowl surface exhibits localized soiling, staining, and chalky white and red-orange encrustation layers. The polished surface is heavily deteriorated on the west bowl fountain, exposing the textured stone. The mortar joints on both the bowl and base are generally very deteriorated and open. The fiberglass liners for the basin of the fountain are largely missing, with remaining sections very deteriorated. The bowl is heavily soiled on the interior surface with a thick coating of mud and debris. There are also isolated areas of graffiti.

COLUMBUS PLAZA
BOWL FOUNTAINS
C-3



COLUMBUS PLAZA

BOWL FOUNTAINS—C-3



1. FREEDOM BELL, NORTH SIDE



2. FREEDOM BELL, SOUTH SIDE

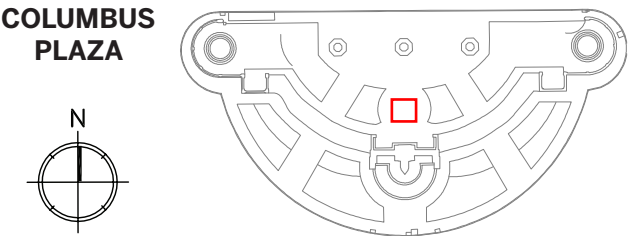
MATERIAL CONDITIONS FREEDOM BELL					SEE SHEETS: (C-4)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
NO	BELL	BRONZE	CLEAR COATING	GENERAL SOILING, FINISH DETERIORATION, SURFACE CORROSION, GRAFFITI	
NO	STRUCTURAL SUPPORT	STEEL	PAINT	NOT SURVEYED	

DESCRIPTION

The bronze freedom bell is not original to Columbus Plaza. The bell is supported by a black coated steel support system.

There are minimal isolated areas of corrosion on the metal surface where the protective coating has failed. The bronze bell and horizontal bands of lettering on the exterior have extensive wax buildup and traces of an adhesive residue across the surface. The interior of the bell has extensive graffiti.

COLUMBUS PLAZA
FREEDOM BELL
C-4



COLUMBUS PLAZA
FREEDOM BELL—C-4



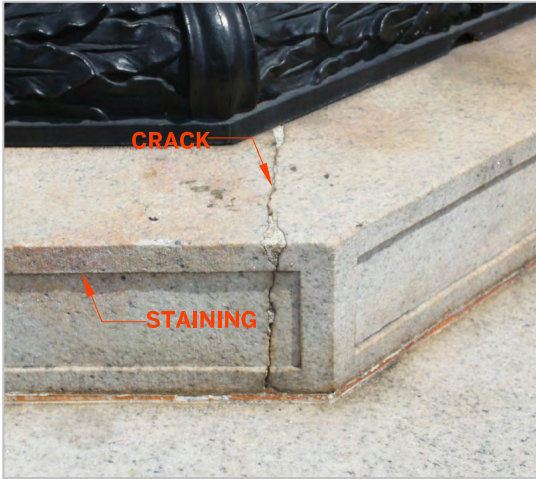
1. FLAGPOLES, LOOKING NORTH

MATERIAL CONDITIONS FLAGPOLES				SEE SHEETS: (C-5)	
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASE	CAST IRON	PAINT	STAINING, SURFACE CORROSION, PAINT FAILURE	
YES	PEDESTAL	GRANITE	-	CRACKS, SPALL, STAINING, LOSS, OPEN JOINTS	
YES	SCULPTURE	BRONZE	CLEAR COATING	FINISH FAILURE	
YES	SHAFT	CAST IRON	PAINT	STAINING, SURFACE CORROSION, PAINT FAILURE	

DESCRIPTION

Three flagpoles are positioned in the center of the south side of Union Station. Each flagpole consists of original elements, which include a granite pedestal, painted cast iron base, painted cast-iron flagpole shaft, and a cast bronze decorative eagle sculpture atop. The eagle sculptures were not accessible for close range survey, but according to a 2010 conditions assessment by M. Oehrlein for the National Park Service, "they appear to be cast metal ... painted with gold paint over a red primer base."

Localized spalls, minor cracking, iron staining, and soiling is typical at the granite pedestals. Most of the mortar joints are deteriorated and open, with vegetation growing in isolated areas. There are minor isolated areas of surface corrosion on the cast iron bases where paint has failed. The flagpole shafts have large areas of paint loss and surface corrosion. The decorative eagles are finished in gold, which is deteriorated on the west and east flagpoles.



CRACKING THROUGH GRANITE PEDESTAL.



OPEN JOINTS IN GRANITE PEDESTAL



PAINT FAILURE ON FLAGPOLE SHAFT

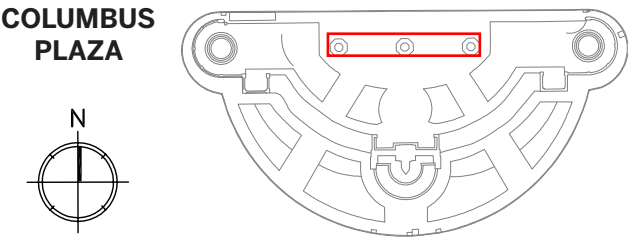


CAST IRON BASE, TYP.



CAST IRON SHAFT AND BRONZE DECORATIVE SCULPTURE, TYP.

COLUMBUS PLAZA FLAGPOLES C-5



COLUMBUS PLAZA FLAGPOLES—C-5



1. MEMORIAL FOUNTAIN, SOUTH SIDE



2. MEMORIAL FOUNTAIN, NORTH SIDE



3. MEMORIAL FOUNTAIN, EAST SIDE



4. MEMORIAL FOUNTAIN, WEST SIDE

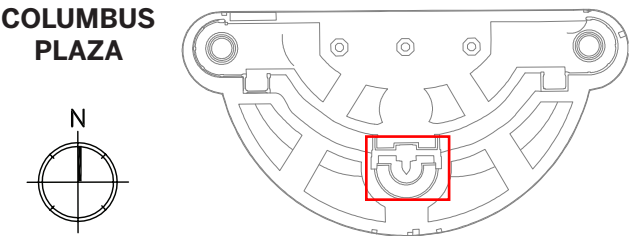
MATERIAL CONDITIONS MEMORIAL FOUNTAIN					SEE SHEETS: (C-6, C-7)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BASIN	CONCRETE	WATERPROOF COATING	CRACKS, COATING FAILURE	
YES	FOUNTAIN	GRANITE	-	CRACKS, SPALL, GENERAL SOILING, LOSS, OPEN JOINTS	

DESCRIPTION

The carved granite memorial fountain is original, with concrete fountain basins and foundations. Centered on an orthogonal shaft, there are large figural sculptural groups on the east, south and west sides, with the shaft crowned by a large sphere, with eagles at each corner of the shaft. The south sculpture extends into the basins of the upper semicircular fountain pool, and the fountain flows into the lower semicircular fountain pool. The north, east, and west sides of the fountain are lined with a balustrade, which is flanked on the east and west sides with seated lions on raised pedestals.

Heavy soiling and staining, along with cracking, pervasive spalls, and surface erosion is typical throughout the granite elements. In general, the worst stone conditions appear below the water table course. Most of the mortar joints are deteriorated and open. There is extensive bird activity, especially at the crowning globe on the central orthogonal shaft. Diagonal cracking is apparent on the south faces of the east and west lion sculptures. The fiberglass liners in the fountain basins are deteriorated or missing, and visible portions of the concrete slab below exhibit spalls and cracking. Much of the coating on the stone of the two semicircular fountain pools is flaking and lost.

COLUMBUS PLAZA
MEMORIAL FOUNTAIN
C-6



COLUMBUS PLAZA MEMORIAL FOUNTAIN—C-6



BASIN COATING FAILURE



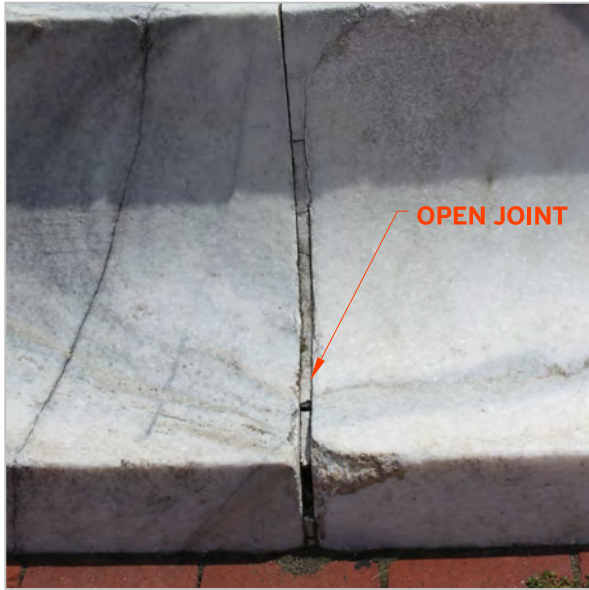
HEAVY BIRD ACTIVITY ON SCULPTURE



MAP CRACKING ON STONE SURFACE



PAINT FAILURE ON FOUNTAIN BASIN



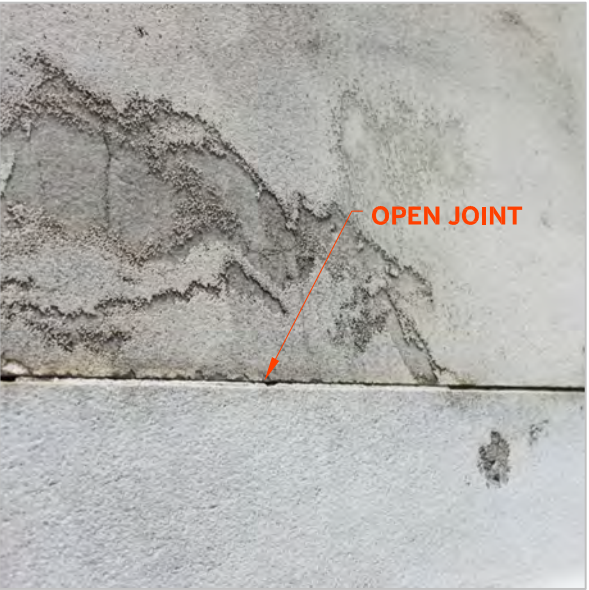
OPEN AND DETERIORATED MORTAR JOINT



GENERAL SOILING AND VEGETATIVE GROWTH

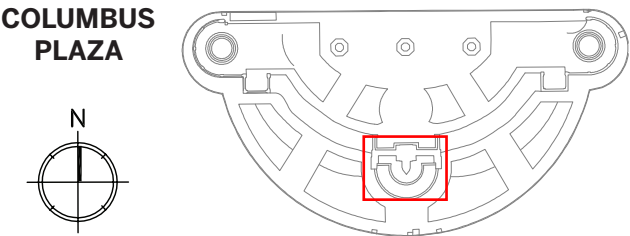


STAINING AND STONE DETERIORATION AT WATER SPOUT



LOSS OF STONE SURFACE

COLUMBUS PLAZA MEMORIAL FOUNTAIN C-7



COLUMBUS PLAZA MEMORIAL FOUNTAIN—C-7



1. WEST BALUSTRADE, SOUTHWEST SECTION



2. EAST BALUSTRADE FOUNTAIN, SOUTHEAST SECTION

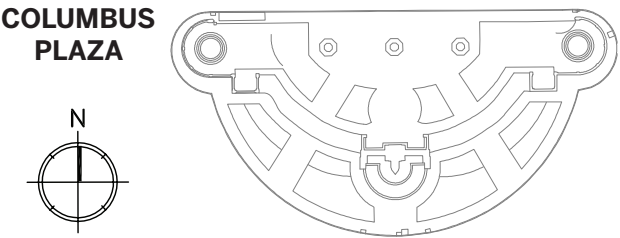
MATERIAL CONDITIONS		BALUSTRADE			SEE SHEETS: (C-8, C-9)
ORIGINAL	ELEMENT	MATERIALS	FINISHES	CONDITIONS	NOTES
YES	BALUSTERS	GRANITE	-	CRACKS, OPEN JOINTS, GENERAL SOILING, STAINING, LOSS, MISSING UNITS, SPALL, FAILED PATCH	
YES	BASE AND RAILING	GRANITE	-	CRACKS, OPEN JOINT, GENERAL SOILING, STAINING, LOSS, SPALL	

DESCRIPTION

The granite balustrades are original, with isolated areas of repair and alteration. There are patched holes at the top of each plinth on the east and west sides that mark the location of former lampposts.

Soiling and staining of the granite surface is pervasive throughout each set of balustrades. The worst stone conditions include delaminating, brittleness, and spalling at the underside of the top rails and top portions of the balusters. Cracking of the balusters is more dramatic on the east side. The mortar joints are generally very deteriorated and open and have become hosts for vegetation and debris. A yellow residue was observed under the drop edge on the east side.

COLUMBUS PLAZA
BALUSTRADE
C-8



COLUMBUS PLAZA BALUSTRADE—C-8



SURFACE LOSS AT UNDERSIDE OF RAILING



CRACKING AND LOSS AT BALUSTER



CRACKING AND PATCH THROUGH BALUSTRADE RAILING



CRACKS AND PATCHES ON BALUSTERS



SPALLS AND CRACKS AT BALUSTERS



SPALL AT BASE OF BALUSTRADE

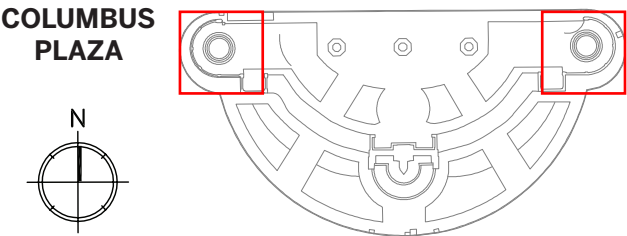


OPEN JOINTS IN BALUSTRADE ASSEMBLY



STAINING ON STONE BALUSTRADE

COLUMBUS PLAZA BALUSTRADE C-9



COLUMBUS PLAZA
BALUSTRADE—C-9

