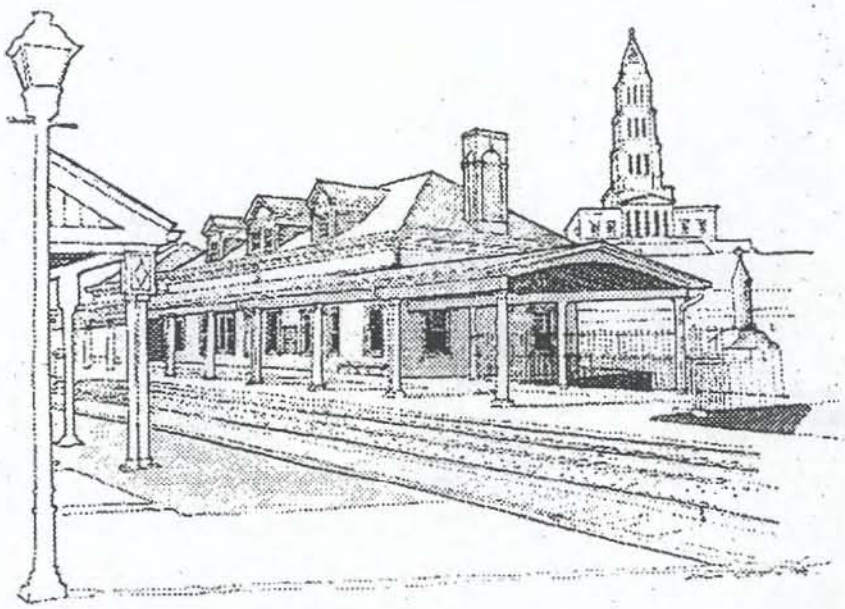
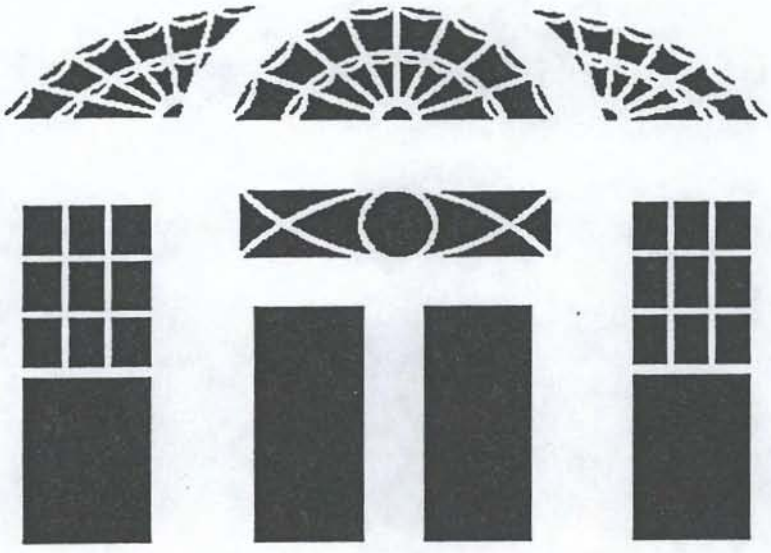
An Historic Structure Report



An Analysis of the Alexandria Union Station

City of Alexandria
Department of Transportation
and
Environmental Services

February 14, 1995



The adjacent logo is based on the unique entry doors and fanlights at the Federal Revival style Alexandria Union Station.

An Analysis of the Alexandria Union Station 1994/95

Prepared for the
City of Alexandria
Department of Transportation
and
Environmental Services

by
Al Cox, Staff Architect
Department of Planning & Zoning

City Council
Mayor Patricia S. Ticer
Vice Mayor Kerry J. Donley
Council Member William C. Cleveland
Council Member William D. Euille
Council Member Redella S. Pepper
Council Member Lonnie C. Rich
Council Member Lois L. Walker

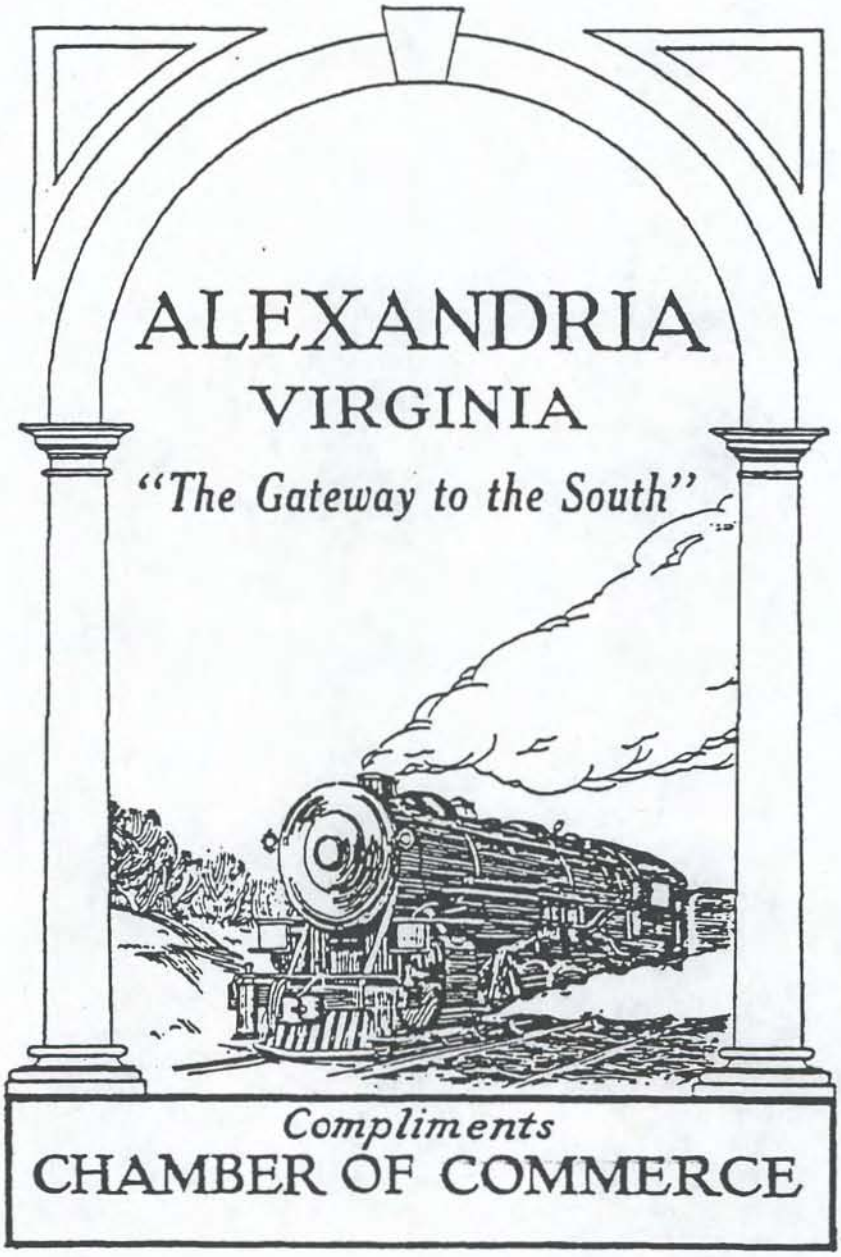
City Manager
Vola Lawson

Transportation & Environmental Services
Thomas F. O'Kane, Jr., Director
Mary J. Anderson, Deputy Director/Administration

Planning & Zoning
Sheldon Lynn, Director

Cover drawing by Al Cox, A.I.A.
Graphics and Photography by Al Cox, A.I.A., unless noted.
Archaeology report furnished courtesy Alexandria Archaeology

CONTENTS



The cover of a Chamber of Commerce brochure from 1920 illustrates the importance of railroading to the identity and economy of Alexandria. Source: Lloyd House Library files

EXECUTIVE SUMMARY

Background

In July of 1992 the City of Alexandria Department of Planning & Community Development nominated the 1905 Alexandria Union Station to the National Register of Historic Places, with the support of the property owner, the RF&P Corporation. In February, 1993, the Virginia State Review Board determined that Union Station appeared to meet the criteria for listing on the Virginia Landmarks Register and the National Register of Historic Places. In August of 1993, following preliminary plans and cost estimates developed in cooperation with the primary station tenant, Amtrak, the City of Alexandria applied to the Virginia Department of Transportation on behalf of the RF&P Corporation for enhancement funds for renovation/restoration of the Station under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). As part of the grant application, the RF&P Corporation agreed to maintain rail service "at the facility for at least a 10 year period". The State subsequently approved funding for 80% of the $840,000 grant budget, with 10% being provided by RF&P and 10% by Amtrak. The City of Alexandria Department of Transportation and Environmental Services is administering the project under the terms of the grant.

Because the grant uses federal funds and the station is eligible for the National Register, Section 106 of the National Historic Preservation Act requires an environmental assessment to determine if the proposed project will have any adverse impact on the historic structure or the adjacent National Register districts. The State Historic Preservation Office shares this review with the Old and Historic Alexandria District Board of Architectural Review, pursuant to the City's responsibilities as a Certified Local Government.

This Historic Structure Report (HSR) is in partial fulfillment of the Section 106 requirements imposed by the Board of Architectural Review during their preliminary approval of the project at a public hearing on September 7, 1994. The Board found that the preliminary plans as presented "have no adverse impact and, in fact, enhance it greatly."

The Alexandria Union Station is located at 110 Callahan Drive between King and Duke Streets. The Federal Revival style station consists of the main passenger depot and the original baggage building, separated by a 20' wide open breezeway and connected by a 370' long shed-roofed loggia on the east side, adjacent to the tracks.

Significance

The Alexandria Union Station is locally significant as the most prominent example of the dominant passenger and freight transportation system in the City of Alexandria between 1845 and the 1930s. The period of significance for the station ranges from the date of its construction in 1905 through 1932, when the George Washington Memorial Parkway was opened to the public and the automobile and bus began to eclipse rail traffic as the most important means of local and regional transportation.

Overview

An announcement in the November 20, 1905 edition of the Alexandria Gazette stated, "The new union passenger depot building has been opened for public service." It was built and operated by the Washington Southern Railway Co., a subsidiary first of the Pennsylvania, and later the RF&P, Railways. The depot was one of several built at this time along the route from Richmond to Washington. It is also the last station built in Alexandria and the only surviving terminal or rail passenger depot building in the City.

Rail service came early to Alexandria with the founding of the Orange & Alexandria Railroad in 1848, the Alexandria, Loudoun & Hampshire in 1853 and the Alexandria & Washington Railroad Company in 1854. Railroad locomotives and cars were built in the City beginning in 1851 at the intersection of Royal and Wilkes Streets. With the diminution of sea trade and the disappointingly modest success of the Alexandria Canal, the advent of rail transport was a welcome and necessary addition to the City's commercial life. The City's location near Washington, a major transfer point between northern and southern transport systems, led ultimately to the establishment of the Potomac Freight Yard just north of the city in 1906.

Although no major destruction occurred, the Civil War had a major impact on the physical development of Alexandria. United States troops took possession of the railroads when the city was occupied during the war, consolidating lines and adding new tracks to facilitate transportation of troops and supplies. Post Civil War Alexandria initially experienced a depressed economy and slow but gradual growth until World War I. Railroad-related activity was the major employment generator through this period.

In the late 19th century, there were four rail passenger depots operating in the City. From available evidence, none of them was architecturally distinguished, and as witnessed by their early demise, none enjoyed a long economic life. The Union Station is the finest of its type built here and is the most public and visible example of a tradition which dates to the earliest development of

rail travel in Virginia. Although the Wilkes Street tunnel and Hooff's Run bridge are still extant, very soon none of the railroad roundhouses or switching yards will remain to illustrate Alexandria's history as northern Virginia's industrial center in the 19th century. It is difficult to imagine today that the restored and protected 18th-19th century residential district was adjacent to the cement plants, rendering plants, steel foundries, automobile manufacturing plants and breweries which lined the waterfront up until the late 1960s.

Architectural Significance

The architectural significance of the station stems from the unusual use of the Federal Revival style in its design vocabulary. Built at a time when most depots were designed in bolder Victorian or Beaux Arts styles appropriate to the scale and reflective of the nature of industrialized transport systems. Union Station exhibits a curious juxtaposition of delicate and refined Federal detailing with its somewhat antithetical functional requirements. The Federal Revival style did not attain great prominence in Alexandria during this period, and the station is further important as the only public structure representative of this stylistic preference.

Urban Context

Despite this unusual choice of expression, the designer has achieved a fitting sense of appropriateness in the overall massing and linearity of the building's composition. This is further enhanced by the location of the site at the base of Shuter's Hill at principal street intersections. The building has thus become an important visual, as well as architectural, landmark for the City of Alexandria. It is immediately adjacent to the Rosemont National Register Historic District to the north, the George Washington Masonic National Memorial to the west with the Old and Historic Alexandria National Register District and the Metro station to the east. The building is immediately outside the almost medieval portal formed by the railroad/metro bridge which separates the dense 18th century urban form of Old Town from the more open and pastoral lawns of the station, the memorial, and the adjacent streetcar suburbs.

References

Macoll, John, & George Stansfield, Editors. *Alexandria: A Town in Transition, 1800-1900*, Alexandria Bicentennial commission and Alexandria Historical Society, 1977.

Mordecai, John B. *A Brief History of the RF&P*, Unpublished manuscript, 1940.

Prince, Richard, E. *The Richmond Washington Line*, published by author, 1973.

Project Description

The proposed scope of work for the 1994/95 phase of the project entails the complete functional and aesthetic restoration/renovation of the interior and exterior of the main building and enclosure of the breezeway to connect the existing lobby with the adjacent storage building to the south. Interior improvements will include rehabilitation of the passenger and ticket sales areas and new restrooms in compliance with Americans with Disabilities Act Guidelines. All existing mechanical, electrical and plumbing systems within the building will be replaced or completely updated. Original architectural elements, such as glazed brick walls, mosaic tile floors, original furnishings and the wood cathedral ceiling - now covered by a flat plywood ceiling on metal bar joists - will be restored to their original appearance.

An early 20th century colorized postcard of the west facade of the station shows planting and a gravel drive. Source: The Alexandria Library, Lloyd House vertical file, Keneppu Donation.

Proposed exterior improvements include repairing original windows, installing new doors and replacing existing paving in the breezeway and other pedestrian areas to provide easier access for patrons with disabilities. The original portico, removed in 1982, covered the front of the building and the stairway leading to the pedestrian tunnel to the east platform for the Virginia Railway Express. This portico will be restored to provide weather protection for the building and to rail patrons. The brick and stone walls will be cleaned and repointed where necessary. New historically appropriate lighting fixtures will also replace the current utilitarian lights.

The site will be further enhanced by additional native landscaping to screen service areas and historically appropriate site lighting. Functional improvements will include new sidewalks with handicap ramps for pedestrians, as well as separate automobile access for patrons and taxis. A separate project for improvement of rail operations is expected to be undertaken concurrently by Amtrak, and coordination of the work and construction of staging areas with this and other nearby projects will be necessary. The station is expected to remain in operation throughout the phase one construction period.

Phase Two

A second phase of the renovation project, financed by a future grant, will include additional operational improvements to the exterior of the main building and construction of a new parking lot with up to 96 spaces on a presently unimproved portion of the station site, located at the south end along Callahan Drive near Duke Street. Phase two may also include platform extensions to the north and south, handicap access elevators and extension of the existing pedestrian tunnel to connect with the adjacent Metro station.

Master Plan

The architects for the phase one portion of the station renovation will be contracted to develop a master plan for the building and site. The plan will take into account future phasing, parking expansion, links to the Metro station, improved pedestrian access and potential building expansion. The preparation of a master plan will allow a prioritized assessment of future needs so that phase one work can be initiated without interfering with future phases. This coordinated phasing is particularly important given the limited resources available.

Program Objectives

The program objectives are as follows:

a) restore the interior and exterior of the structure to its 1905 appearance;

b) provide contemporary and flexible services to both the tenant and public using the facility;

c) improve traffic flow and parking for the cars, taxis and buses using the station, and to enhance intermodal operations in the King Street Metro Station area;

d) preserve, for residents and tourists, the compatibility of the existing scale and use of the station with the adjacent Old and Historic Alexandria, Parker-Gray and Rosemont historic districts; and

e) enhance the open space and landscaping of the site to compliment the adjacent George Washington National Masonic Memorial and the historic Rosemont residential district and to provide a visual gateway into Old Town.

ADMINISTRATIVE DATA

Location

The Alexandria Union Station is located at 110 Callahan Drive in Alexandria, Virginia. There is no lot and block number assigned to the railroad property in Alexandria at this time. The City of Alexandria Realty Atlas maps #63.03 and #63.04 simply note "Richmond, Fredericksburg and Potomac R.R." at the intersection of King Street and Callahan Drive. The site contains approximately four acres.

Project Contacts

Property owner:

RF&P Corporation

contact:
Marie Karl
RF&P Corporation
66 Canal Center Plaza
7th Floor
Alexandria, VA 22314
tel: (703) 838-5687

Station tenants:

Amtrak - the National Railroad Passenger Corporation

Project Coordinator:

John E. McCaffrey, Jr.
National Railroad Passenger Corporation
60 Massachusetts Avenue, NE
Washington, DC 20002
tel: (202) 906-2666
fax: (202) 906-3986

James H. Shaffer, Senior Architect
Facilities Development & Management Programs
Office of Engineering Design
30th Street Station, 4th Floor South
Philadelphia, PA 19104
tel: (215) 349-2758
fax: (215) 349-2767

John Aycock
Alexandria Union Station Agent
110 Callahan Drive
tel: (202) 906-4997

Virginia Rail Express (VRE)
Steve Roberts, Director
Project Development
6800 Varsar Center
Springfield, VA 22151
tel: (703)642-3808

City of Alexandria
Mary J. Anderson, Deputy Director
Transportation & Environmental Services
301 King Street, #4100
Alexandria, Virginia 22314
tel: (703)838-4966

Project Coordinator:
Al Cox, Staff Architect
Department of Planning & Zoning
301 King Street, #2100
Alexandria, Virginia 22314
tel: (703) 838-4526
fax: (703) 838-6393

Phase One Restoration Architects
Vitetta Group
Hyman Myers, RA, Project Principal
Christopher A. Ruffing, RA, Senior Project Architect
Jeannine Culbertson, Project Coordinator
1600 Duke Street, Suite 400
Alexandria, VA 22314
tel: (703) 683-1600
fax: (703) 683-1662

Virginia Transportation Grant Coordinator
Reginald H. Beasley, Jr.
Urban Programs Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

State Historic Preservation Office
John Wells
Architectural Historian
Department of Historic Resources
221 Governor Street
Richmond, Virginia 23219
tel: (840)786-3143

Alexandria Zoning Ordinance

The land is zoned UT/utilities and transportation by Sec. 4-1300 of the Zoning Ordinance of the City of Alexandria, adopted June 24, 1992, as amended. The UT zone is established to provide land areas in the city for utility and transportation uses. The zone prohibits commercial, office or residential uses. There are no yard or open space requirements except as may be applicable pursuant to the supplemental yard or setback regulations and zone transition requirements.

The maximum permitted floor area ratio is .25, which may be increased to .5 with a special use permit. The maximum height is 35', which may be increased to 50' with a special use permit. No noxious or offensive uses shall be permitted and all uses shall take place within a completely enclosed structure or enclosed on all sides with screening or buffering adequate to protect nearby uses, as determined by the Director of Planning.

In addition, Section 11-400 of the Zoning Ordinance requires a Site Plan to be filed whenever a project entails more than 2,500 square feet of land disturbance, or where more than five parking spaces will be added or where new construction with over 3,000 square feet of floor area will occur. Among other items, the Site Plan must contain plans for drainage control, hazardous waste removal, and archaeological protection.

It is not anticipated that the proposed phase one scope of work will require a Site Plan review. However, a State-required Erosion Control Plan must be submitted to the Department of Transportation and Environmental Services at the time of building permit application for any disturbed areas on the site. The proposed parking lot work in phase two will require a Site Plan review at that time.

Building Code

Building permits must be obtained from the City of Alexandria Code Enforcement Bureau and are subject to review under the Virginia Uniform Statewide Building Code.

Related Studies

In 1981, the Office of the Chief Engineer of Amtrak prepared a Station Conditions and Alternatives report in response to deteriorating conditions at the property. The report outlined five alternatives, ranging from repair of structural and insect damage to demolition and relocation of the station into a new office building constructed at the site. Portions of the study are reproduced in the Alternatives for Treatment section of this HSR. Copies of the report are on file with Amtrak and at the City of Alexandria Department of Planning & Zoning.

Purpose of an Historic Structure Report (HSR)

An historic structure report (HSR) is the primary guide to treatment and use of a historic structure. It is a scholarly report documenting the evolution of a historic structure, its current condition, and the causes of its deterioration. It is based on documentary research and physical examination. A structure report is prepared to minimize the loss of character-defining features and materials whenever existing information about the developmental history and condition of the historic structure does not provide an adequate basis upon which to address anticipated management objectives, whenever alternative courses of action for impending treatment and use could have adverse effects, or to record treatment. Documentation is undertaken to record preservation treatment, provide a baseline for monitoring, aid in interpretation, support scholarly research, and serve as an objective reference for repair or reconstruction in the event of damage or loss.

Model HSR

The present report is based on the model HSR outline described in the National Park Service' *Cultural Resource Management Guideline NPS-28*, Chapter 8, p.123-125. The outline includes the following sections:

Part 1. Developmental History

A. Historical Background and Context. This section briefly describes the people and events associated with the structure. The section should establish a recommended period of significance for the structure or site.

B. Chronology of Development and Use. Physical construction, modification and use of the structure. The text is based on historical documentation with corroboration from first-hand observation and materials analysis.

C. Physical Description. This section contains a systematic accounting of all features, materials and spaces according to age, significance and condition. Causes of deterioration and structural condition should be noted.

Part 2. Treatment and Use

A. Ultimate Treatment and Use. This narrative discusses and analyzes the ultimate treatment and use as defined in urban design and master plan documents.

B. Requirements for Treatment. This text outlines applicable laws, regulations and functional requirements. Specific atten-

tion should be given to human safety, fire protection, energy conservation, abatement of hazardous materials and handicapped accessibility.

C. Alternatives for Treatment. This section presents and evaluates alternative approaches to realization of the ultimate treatment. Alternatives are presented in both text and graphic form. Analysis addresses the impact on historic materials and character.

Part 3. Record of Treatment

A. Completion Report. This section summarizes (a) the intent of the work, (b) the way in which the work was approached and accomplished, (c) the time required to do the work, and (d) the cost of the work. It also describes any information about the history of the structure based on physical evidence discovered during construction.

B. Technical Data. This portion of the report contains copies of field reports, material data sheets, field notes, correspondence, and contract summaries.

Alexandria Union Station

I. DEVELOPMENTAL HISTORY

Area Map

United States
Department of the Interior
Geological Survey
Detail of Alexandria Quadrangle
Photorevised 1983
Scale 1" = 2,000'
← North

Historical Background & Context

History of the City of Alexandria

Transportation has played a central role in the growth and development of the City of Alexandria, Virginia, since its inception. Located a few miles below the falls of the Potomac River, Alexandria provided a year-round port to access the interior of the rapidly expanding colonies. In the mid-18th century, Alexandria was one of the most important seaports in Colonial America. From the gristmills along Great Hunting Creek, Four Mile Run and the other tributaries of the Potomac River came vessels loaded with corn and ground wheat. From the nearby plantations came the hogsheads of tobacco over the "rolling roads". At Alexandria these and other products were loaded on ships for export to the other colonies and foreign ports. In return trading ships from around the globe discharged their cargoes at the Alexandria wharfs. The Potomac River put Alexandria in the mainstream of world commerce.

A tobacco warehouse was built at the site of the present City around 1731. Known as Hunting Creek Warehouse, it was situated at the end of what is now Oronoco Street. A village grew up around the warehouse and the Scottish settlers named it Belhaven in honor of the Earl of Belhaven in Scotland. In 1748 the Virginia House of Burgesses in Williamsburg chartered a town to be developed on the sixty acre tract of land surrounding the warehouse. The new town was renamed Alexandria because it was established on the land of the Alexander family.

The City's charter provided for the land to be surveyed and divided into squares with half acre lots for sale at public auction. Purchasers were required to begin construction on their lots within two years. Alexandria rapidly developed. In the 1760s a ship building yard was established at Point Lumley and by the end of the Revolutionary War, the City had become a center of culture and commerce. Until the end of the 18th century it enjoyed a position of importance as a seaport above even New York. The inclusion of Alexandria as part of the District of Columbia when the Federal City was in established 1791 seemed to secure its future.

That position faded fast in the 1800s. During the War of 1812, Alexandria surrendered to the British fleet that had just burned the Federal District and paid them $100,000 in tribute to avoid the same fate. The city was unharmed but British interference with shipping during the war so crippled the Alexandria shipping industry that it never fully recovered. With the advent of steam

powered boats in the mid-19th century, whose shallower keel allowed travel farther up the river than sailboats, Alexandria also lost its advantage as a seaport and watched the larger ships begin to use the deep water port in Baltimore.

Canals linking the city with the Ohio River and the newly opened inland were seen as a means of maintaining the economy of Alexandria. As the result, construction of a waterway connecting the Potomac with the Ohio River was initiated in 1785. In 1828, Alexandria invested heavily in the Chesapeake and Ohio Company, a joint canal project by the governments of the United States, Maryland and Virginia. On paper, the project promised to put Alexandria at the end of a new transportation line into the upper Potomac Valley, the Alleghenies and the Ohio River Valley.

Although the canal was completed to Cumberland, Maryland - behind schedule and far over budget - it was practically rendered obsolete before it was finished. Another transportation company, the Baltimore and Ohio Railroad, had beaten the C&O canal to Cumberland. When Alexandria was retroceded to Virginia from the District of Columbia in 1846, the state of Virginia was required to assume three fourths of Alexandria's public indebtedness from this endeavor.

Introduction of the Railroads

With the ever increasing loss of river traffic to steamboats, and inland trade to the railroad, Alexandria stood to lose everything to Baltimore, its powerful commercial rival to the north. Therefore, in the late 1840s Alexandria became directly involved in five major railroad construction projects.

The first project was to build a railroad linking Alexandria with the west through the gap in the mountains at Harpers Ferry, West Virginia. The undercapitalized Alexandria and Harpers Ferry Railroad company was chartered in 1853 but was only constructed as far as Leesburg by the outbreak of the Civil War. The railroad was reorganized in 1870 as the Washington and Ohio Railroad and in 1884 as the Washington, Ohio and Western Railroad. In 1911, it was reorganized again as the Washington and Old Dominion railway and was finally abandoned in 1968.

The second major railroad project linked Alexandria with Gordonsville in the south by way of the old Piedmont Stage Route through Orange and Culpeper, Virginia. The Orange and Alexandria Railroad was chartered in 1848 and completed from Alexandria to Manassas by 1851.

The third project was to open a line to the Shenandoah Valley of Virginia through Manassas Gap. The Manassas Gap Railroad line was constructed from the Manassas Junction on the Orange and Alexandria line to Strasbourg by 1854. At the end of the Civil War, both the Orange and Alexandria and Manassas Gap railroads required major reconstruction. In 1867, these two lines were merged to form the Orange, Alexandria and Manassas Railroad, later becoming a part of the Virginia Midland and, ultimately, the Southern Railway.

Finally, in 1854, the Virginia General Assembly chartered the Alexandria and Washington Railroad Company (A&W) to extend a rail line from Alexandria to Washington. The railroad was authorized to construct its tracks from a roundhouse and car shed located at the block bounded by St. Asaph, Pitt and Princess Streets, thence north on St. Asaph to the Alexandria and Washington Turnpike, then north to the south end of the old Long Bridge, now the 14th Street bridge. Permission was obtained from Congress in 1855 to extend from the north end of the bridge to the B&O station in the District of Columbia but not to cross the Potomac River. Passengers and freight were transported across the river by omnibus and wagon.

In 1856, the A&W established a passenger depot in Alexandria at the intersection of St. Asaph and Princess. The railroad was confiscated by the United States troops in 1861. Tracks were laid by the US Military Railroad across the Long Bridge and down Henry Street to connect with the Orange and Alexandria at Duke Street. In 1864, the reorganized railway became the Washington, Alexandria and Georgetown Railroad.

In 1872 the Pennsylvania Railroad acquired the Alexandria and Washington Railroad and also created the Alexandria and Fredericksburg Railway to complete the line from Alexandria south to Quantico to join with the Richmond, Fredericksburg and Potomac (RF&P). The St. Asaph Street entrance to the city was abandoned in favor of the two acquired lines running down Fayette and Henry streets which merged north of the city at a place known as St. Asaph Junction. The passenger and freight stations were located on property bounded by Henry, Cameron, Fayette and Queen Streets. At the south end of the city, the tracks joined those of the Virginia Midland railway at their passenger station at the southwest corner of Duke and Henry Streets and proceeded southwest on separate tracks running parallel to Duke Street.

In 1890 the two Alexandria lines were joined to create the Washington Southern Railway Company. In 1901 the Washington Southern Railway was obtained by the RF&P railroad. The

two railroads were operated as one but with separate accounts and reports until the Washington and Southern was officially merged into the RF&P in 1920.

Railroad Activities 1900-1905
Map #4, p. 6
Old Town Small Area Plan
Amended January 25, 1992

On the other side of the Potomac River, at the turn of the twentieth century, south Washington was a maze of railroads. The increase of rail traffic and citizen agitation to remove grade crossings in the District led to substantial changes in railroad operations in the Washington/Alexandria area. The City Beautiful movement was spawned by Daniel H. Burnham's grandly ordered plan for the 1893 World's Colombian Exposition in Chicago. Burnham, and others, were enlisted by the McMillan Park Commission in 1901 to revive and repair L'Enfant's original plan for the District.

As a result, the Washington Terminal Company was chartered in 1901 to build a Union Station for use by all railroads in the District of Columbia. The new Beaux Arts style Union Station in Washington was opened in 1907. In addition, the Richmond-Washington Company was formed in 1901 by the Pennsylvania Railroad, Atlantic Coast Line Railroad, Southern Railway, Chesa-

peake and Ohio Railway, Seaboard Air Line Railway and Baltimore and Ohio Railroad to handle traffic between Richmond and Washington. Their primary task was to eliminate the numerous freight yards in the District and devise a method to organize and classify and interchange freight between the six competing rail companies. An extensive new facility known as Potomac Yard was opened on August 1, 1906 between the then northern city limits of Alexandria and the Long Bridge. The original installation included roughly 450 acres, with 52 miles of track and a capacity for over 3,000 cars, reportedly the largest classification yard in the United States. In 1984, it covered 526 acres of land, with 136 miles of track.

The Richmond-Washington Company's plans also called for the double tracking of the Washington Southern Railroad and the construction of a new passenger station in Arlington Co., just west of Alexandria's city limits at that time. These changes resulted in a substantial relocation and consolidation of the existing tracks within Alexandria. The Henry Street track was sold to the Southern Railway. The Fayette Street track was retained for a time to access the old freight station.

Historic transportation corridors, the planning principles of the new City Beautiful movement and the location of rapidly developing street car suburbs along Commonwealth Avenue directed placement of Alexandria's new station on King Street at the foot of Shuter's Hill. A new iron bridge was constructed over King Street in 1903-4 and the Alexandria Union Station, costing $62,020.55, was opened for service on September 15, 1905, although records indicate it was "opened to the public before completion with temporary sidewalks and electric lights" (Valuation Docket no. 372, p. 239). A new freight station, costing $25,086.11, was built adjacent to the new passenger station on the east side of the tracks. It was demolished in the early 1980s for construction of the present Metro station.

By 1907 The Washington Southern Railway had constructed an entire new double track line linking the RF&P terminus in Quantico with the Long Bridge at the Potomac River. The station was operated as a joint facility serving C&O, Southern and RF&P trains until the National Railroad Passenger Corporation (Amtrak) took over these routes in 1971. In 1991, the CSX Corporation, the parent company of the RF&P Railway, split off its real estate holdings in this area and the RF&P Corporation was formed to manage and develop the real estate, of which the Potomac Yard and Alexandria's Union Station are a part. The rail structures in Potomac Yard were demolished in 1993 in preparation for a new mixed use development.

Other Surviving Rail Structures in Alexandria

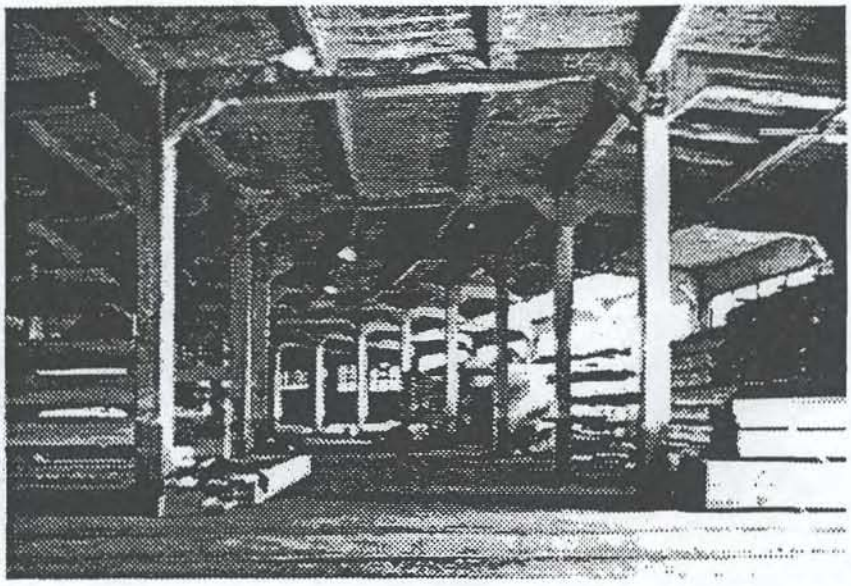
Three other structures remain within the present Alexandria city limits from the earliest period of the railroads: the Wilkes Street tunnel, Hooff's Run bridge and the Southern Railroad roundhouse.

The Wilkes Street Tunnel was constructed from 1851-55 by the Orange and Alexandria Railroad between Royal and Lee Streets as part of their line to connect the Potomac River in Alexandria with Gordonsville, Virginia. The Smith Foundry was adjacent to this location on the banks of the Potomac River. In 1854, Smith's was the second leading producer of locomotives and railroad cars in the United States.

The importance of the tunnel increased in 1872 when the Baltimore & Ohio Railroad acquired the Orange & Alexandria by merger. This company was denied access to the Long (14th Street) Bridge into the District because it was owned by a competitor, the Pennsylvania Railroad. The B&O Railroad, therefore, operated a rail car ferry across the Potomac at this point between 1875 and 1906. The tunnel remained an active part of the rail line to the waterfront until the tracks were removed in 1975. (*AG*: 10/13/75) The Southern Railway's tracks were abandoned on Union Street on November 26, 1969. (*Star & AG*: 11/26/69)

As part of this same line, the Orange and Alexandria also constructed a bridge over Hooff's Run in 1856. It is located approximately 1,800 feet southeast of the Alexandria Union Station. This grey sandstone structure is the last remaining of several bridges constructed across Hooff's Run, a small tributary of Hunting Creek and the southern boundary of the present city. The Washington-Southern Railroad (controlled by the Pennsylvania Railroad and the builder of Alexandria's Union Station) widened the bridge between 1885-95 using a red Seneca sandstone. The tracks were removed from the roadbed of the bridge in 1990 and the structure was listed on the National Register in 1993. The bridge will be a central feature of the Alexandria African American Heritage Park, now under construction as part of the Carlyle mixed use development, a joint venture of the Carr and Norfolk-Southern companies.

Finally, a concrete frame roundhouse was constructed in 1916 by the Southern Railway near Duke Street and Holland Lane. This structure is slated to be demolished in the near future for the Carlyle project. An early wooden roundhouse, constructed prior to the Civil War for the Orange & Alexandria Railroad at 300 South Henry, was burned by an arsonist in 1971. (*AG*: 8/9/71)

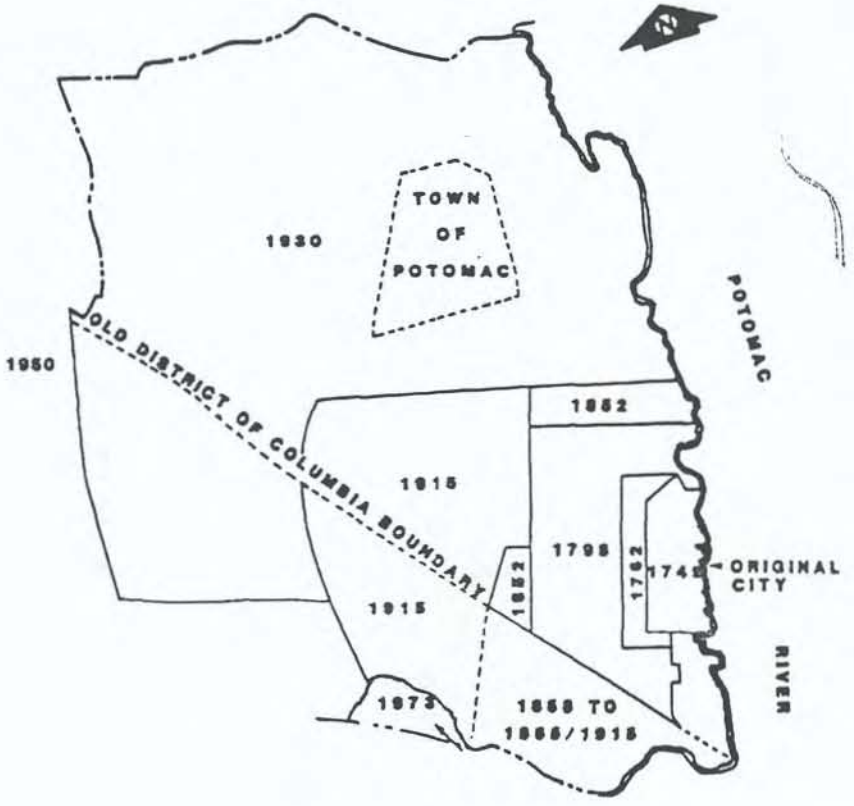


Southern Railway Roundhouse

constructed ca. 1916
photo by Kathryn A. Brown
NS-R&R-8, 5/27/94

Alexandria Union Station is located at the confluence of two 18th century transportation corridors: the Little River Turnpike (Duke Street) to the south and the Leesburg and Alexandria Turnpike (King Street) on the north. A very small 18th century village known as West End was located along the Little River Turnpike just south of the station. This area was not incorporated into the Alexandria city limits until 1915.

Neighborhood Context

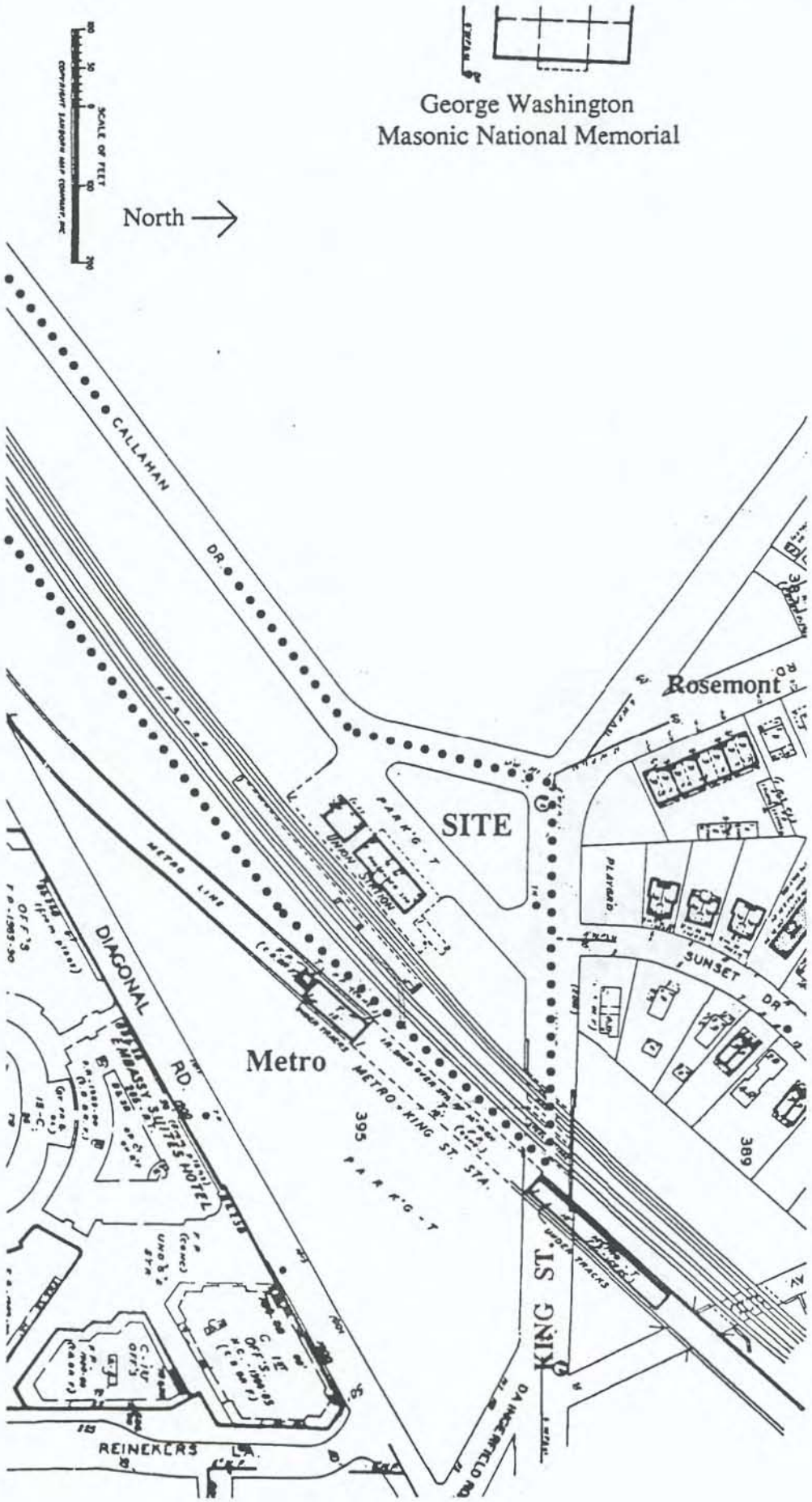


Alexandria Growth by Annexation

Old Town Small Area Plan
Map 3, p.4
Amended January 25, 1992

Site Vicinity Map

Sanborn Map Company, Inc.
Revised 1992

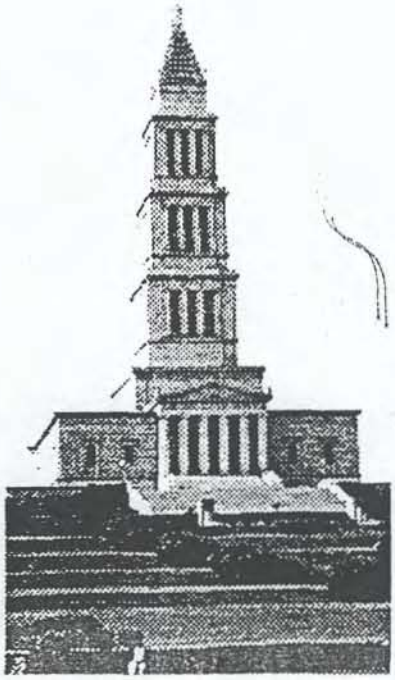


As late as 1890, the *Alexandria Gazette* reported regarding King Street:

> The Leesburg road for two or three miles from this city has been greatly improved and is now one of the best pieces of roadway in this section of the state. A handsome stone bridge is soon to be erected over Hooff's Run at the western extremity of King Street which will connect the road with this city. By the time the bridge is completed, King Street from Peyton to Hooff's Run should be graded and shelled and then there would be a fine driveway from this city for several miles into the country - the need for which has long been felt by all citizens. Then, too, an electric light could be erected near the bridge which will light the way to this city at night. These improvements would, it is believed, add much to the taxable values of property in that section. (*AG*: 8/8/1890)

The condition of the station area gradually improved over time. Hooff's Run, immediately east of the station, was polluted and frequently overflowed its banks. It was buried in concrete conduits in the 1920s.

The most visually significant neighbor of the station is the 333' high George Washington Masonic National Memorial across Callahan Drive to the west. A Masonic memorial had been planned for this site in 1910 but was not dedicated until 1932. The prominent site, at the top of Shuter's Hill overlooking Alexandria, had originally been favored by Thomas Jefferson as the location for the National Capitol. Station Drive (now Callahan Drive) was relocated toward the station in the 1940s when the grounds of the memorial were regraded. (*Rail - O - Gram.* Jan.-Feb., 1968: 10-14)



George Washington Masonic National Memorial

SECTION N°1

ROSEMONT

VA.

G.J. HOWELL
Civil Engineer
Washington D.C.

SCALE IN FEET

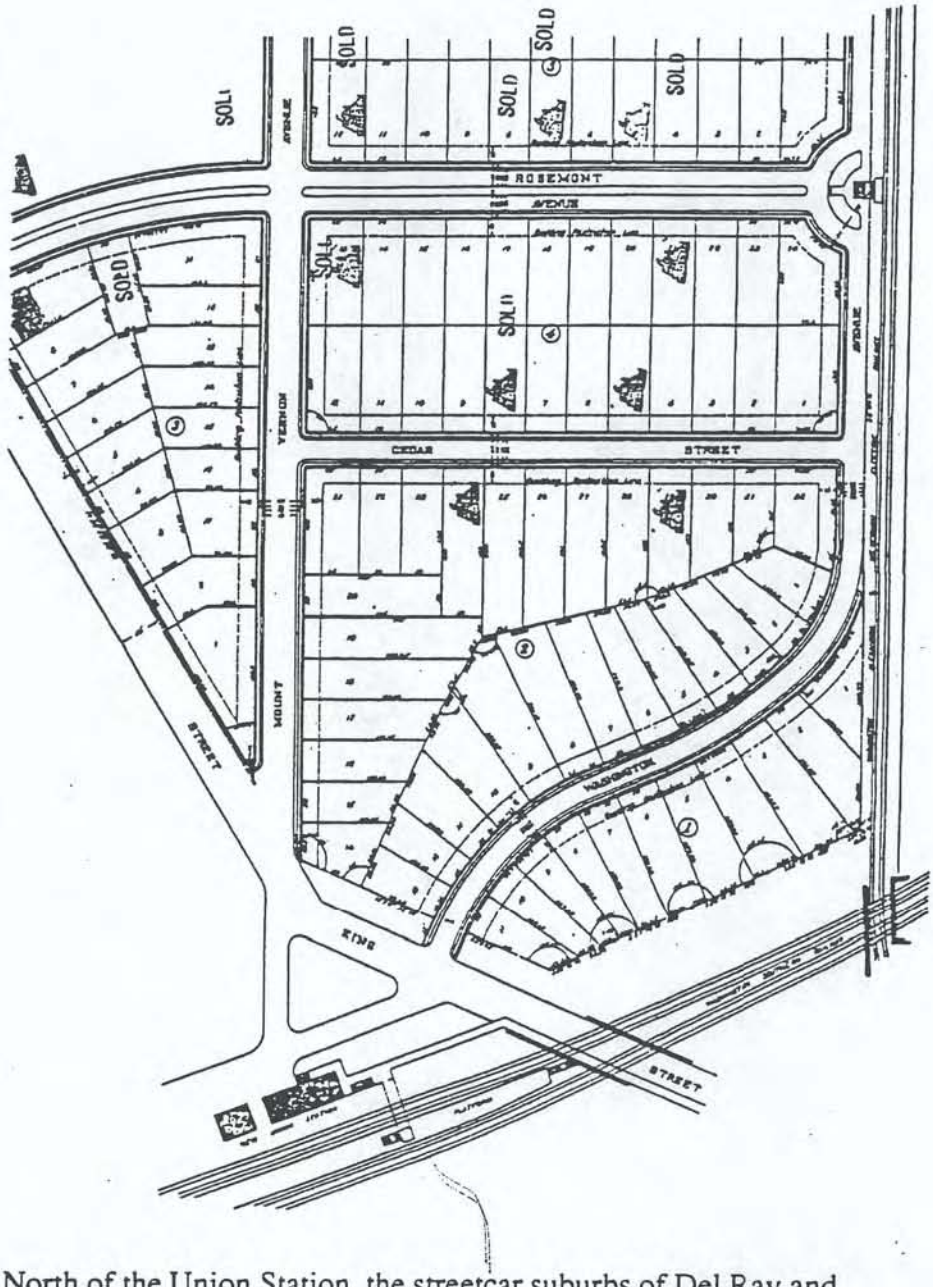
NOTE: Stones planted shown thus ● Dimensions on curves are chord distances.

Lots For Sale
BY
Rosemont Development Company

Metropolitan Bank Building
Washington, D. C.

Rosemont Plat Map 1908

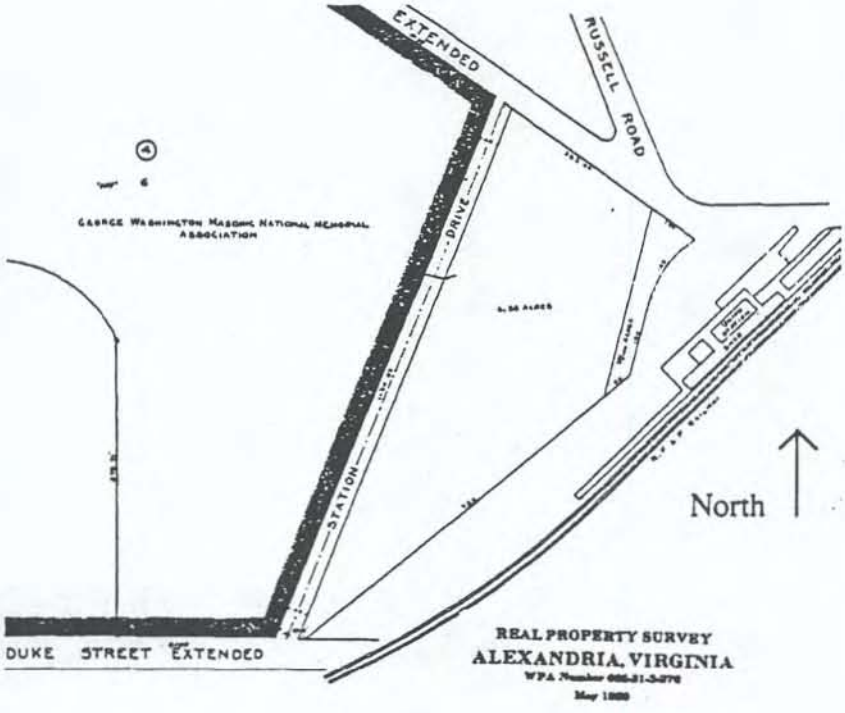
This map includes the station for the Washington, Alexandria & Mt. Vernon Electric Railway at the intersection of Washington Avenue (now Sunset) and Rosemont Avenue.



Trolley

North of the Union Station, the streetcar suburbs of Del Ray and St. Elmo (platted in 1894) and Rosemont (first house built in 1908) were developed along the Washington, Alexandria & Mt. Vernon Electric Railway. This trolley was chartered in 1892 to run from Washington, D.C. down the Washington-Alexandria Turnpike (Route 1) and Commonwealth Avenue to King Street, adjacent to Union Station. It then proceeded down King to Royal Street and south to the Mount Vernon estate. The rail line provided convenient transportation for commuters into Alexandria and D.C., provided farmers access to markets and took tourists to the Mount Vernon shrine. The trolley company went into receivership in 1923 when buses became the dominant form of local public transportation. The last trolleys ran in Alexandria on January 18, 1932. The tracks were removed in 1932 when some of the right-of-way was used for the George Washington

Memorial Parkway. The right-of-way in the median of Commonwealth Avenue was planted with trees. (*AG*: 2/22/55, 2/25/55, 9/2/76, 9/24/92. *Washington Post*: 2/28/30, 1/18/32)



Station Site ca. 1939

Real Property Survey, Land Use Survey Maps, Alexandria, Virginia, Works Project Administration O.P. Number 665-31-3-276, Volume II, 1939, map #200.

Note Station Drive prior to the relocation and construction of Callahan Drive.

The area immediately surrounding Union Station has changed radically since it was constructed in 1905. Because of the periodic flooding of Hoof's Run to the east, the land uses here were limited to warehouses and car sales lots through the 1980s. Substantial commercial development has occurred in this area since the opening of the Metro station in 1983. The King Street Station development is complete and the only significant vacant land is the Metroplace site on the north side of King Street. Funds are still being raised for the completion of Gateway Park on the triangular block surrounded by King, Diagonal and Dangerfield Roads.

At the present time, the station and all of the property is owned by the RF&P Corporation. CSX/T Corporation owns the right-of-way to the rail tracks that run through the site. Amtrak currently leases the station buildings and the west-bound platform. The transportation partnership of the Northern Virginia Transportation Commission (NVTC) and PRTC, which operates the Virginia Railway Express (VRE), currently lease use of both the east and west-bound platforms. The station, therefore, continues to serve Alexandria for both long distance and commuter rail travelers and is an important intermodal facility with the adjacent bus and rapid rail stops at the King Street Metro station.

This section adapted in large part from the following book:

Griffin, William E., Jr. *One Hundred Fifty Years of History: Along the Richmond Fredericksburg and Potomac Railroad.* Richmond Fredericksburg and Potomac Railroad Company. Richmond, 1984. This book includes an earlier published article: "Along the RF&P - Alexandria, Virginia", *Rail-O-Gram*, March 1983: 11-22.

Additional References

Advisory Council on Historic Preservation. *The Contribution of Historic Preservation to Urban Revitalization.* Washington: GPO, 1979.

Escherich, Susan. *Town of Potomac National Register Nomination*, 1991.

Mackintosh, Barry, *Mount Vernon Memorial Highway* National Register Nomination, 1981.

Macoll, John D. and George Stansfield, eds. *Alexandria: A Towne in Transition, 1800-1900.* Transportation Chapter by Ames W. Williams. Alexandria Bicentennial Corporation & Alexandria Historical Society. Alexandria, 1977.

Massey, James C. and Jere Gibber. *Orange & Alexandria Railroad Hooff's Run Bridge* National Register Nomination, 1993.

Valuation Case Files, Docket Nos. 372 and 393 of the Interstate Commerce Commission hearings on the RF&P and Washington Southern Railway, 1916-1927. National Archives, College Park, Maryland.

Chronology of Rail Companies Related to the Present Station Site

The following chronology lists the mergers and acquisitions of the predecessor companies of the RF&P Corporation:

1854-1861 - Alexandria and Washington Railroad Company

1861-1867 - Washington, Alexandria and Georgetown Railroad

1867-1872 - Alexandria and Washington Railroad Company

1872-1882 - Alexandria and Washington Railroad Company (subsidiary of the Pennsylvania Railroad)

1882-1890 - Alexandria and Washington Railway (subsidiary of the Pennsylvania Railroad)

1890-1901 - Washington Southern Railway Company (subsidiary of the Pennsylvania Railroad, merged with the Alexandria and Fredericksburg Railroad)

1901-1920 - Washington Southern Railway Company (subsidiary of the RF&P Railroad)

***1905 - Alexandria Union Station built for joint use by the Washington Southern Railway Company and the Chesapeake and Ohio Railway**

1920-1991 - R.F. & P. Railroad Company
In 1991, the CSX Railway divested the real estate portion of their holdings to the RF&P Corporation, whose major stockholder is the Virginia Retirement System. The Alexandria Union Station and Potomac Yard were included in the real estate holdings while ownership of the track is retained by the CSX.

Title Research

The adjacent list includes the history of land records for this site and all known active easements. The information was taken from the Right-of-Way and Track Map of the Richmond, Fredericksburg and Potomac R.R., Station 1168+60.8 to Station 1235+00, Dec. 31, 1931, Revised 8-31-89.

Records of land transactions prior to 1903 are located in Arlington County and have not yet been reviewed.

The present Union Station land is bounded generally by King Street to the northeast, Callahan Drive to the northwest and the tracks to the southeast. The site was originally much larger and extended beyond Callahan Drive on the northwest to Diagonal Road on the southeast but large portions were sold to the Washington Memorial Association in 1922 and Metro in 1976.

June 6, 1903: 258,897 sq. ft. of land was sold by R.D. Catts & F.A. Catts to Norman Call, book N-6, page 110, #1075. This is the south end of the present property. A 1904 plat map in the I.C.C. archives indicates that the "Shooter's Hill Estate of H.G. Dulaney" was located to the west of this tract.

June 17, 1903: 555,261 sq. ft. of land was sold by William Rogers to Norman Call, book N-6, page 164, #1134. This is the north end of the present property.

April 23, 1904: the Board of Supervisors of Fairfax County granted the Washington Southern Railway Co. the "right to cross Little River Turnpike" (Duke Street).

About 1904: the Board of Supervisors of Alexandria County granted the Washington Southern Railway Co. the "right to cross Leesburg Tpk. (King St.)".

Sept. 30, 1967: the R.F. & P.R.R. Co. granted the Plantation Pipe Line Co. an easement to run a Fuel Pipe Line through the site.

June 1, 1969: the R.F. & P.R.R. Co. granted Vepco an easement to run overhead power lines across the site.
Note: These overhead lines are scheduled to be buried through the site in 1996 as part of the City requirements for development of the Carlyle project, south of Duke Street.

November 1, 1973: the Washington Southern Railroad granted the City of Alexandria a 10' x 30' san. sewer easement at the north end of the site. (Rec. 11-29-73, Bk. 766, Pg. 798)

POTENTIAL ARCHAEOLOGICAL REMAINS

Archaeological Assessment

This section was written by Alexandria Archaeology as part of the Section 106 review for the phase one restoration.

The Union Station property, at the eastern foot of Shuter's Hill, has the potential to provide insight into Alexandria's pre-history and history. Shuter's Hill rises almost 190 feet above King Street and affords a panoramic view of the city and surrounding terrain at the confluence of Hooff's Run and Great Hunting Creek. Evidence of Native American occupation has been found on the summit as well as along the banks of small creeks draining the hillside. The Union Station lot, a flat area between Shuter's Hill and Hooff's Run, has the potential to yield additional evidence of prehistoric use and occupation. Situated between the creek and the higher ground, the area would have provided access to both riverine and upland environments and their associated resources. Predictive models of prehistoric settlement generally indicate that sites are likely to occur in locales, such as this one, where water is nearby and a variety of habitats are accessible (Bromberg 1987; Chittenden, et al. 1987).

The project area is situated near the eastern end of a tract of land, which included the hill and was known as Shuter's (or Shooter's) Hill by the 1860s. Originally part of a larger parcel granted to mariner Robert Howson in October 1669 and sold a month later to John Alexander, the core of the Shuter's Hill tract was purchased by John Mills, a merchant, on January 23, 1779 (Miller 1982:75). By the time of his death in 1784, Mills had constructed a large residence on his property, located just outside the boundaries of the developing city of Alexandria. Mills' will listed farming utensils, horses, cattle and sheep among his personal property, and it is probable that much of his land served as agricultural fields or pastures. Thus, while it is unclear from the level of deed research conducted to date whether the project area was part of the estate or just to its east, it is postulated that the primary use of this land was agricultural or pastoral. This land use probably continued throughout the remaining eighteenth and into the nineteenth century, when ownership of the estate passed first to Ludwell Lee and then to Benjamin Dulany and his descendants (Miller 1982:75-88).

During the early nineteenth century, access to the City of Alexandria from the west followed Little River Turnpike from Aldie, Virginia, to the bridge over Hooff's Run on Duke Street, just south of the project area. At that time, King Street ended near the city's western boundary and did not cross Hooff's Run. With the

completion of the Middle Turnpike from Leesburg in 1838, King Street also extended across this creek. Curving around the northern side of Shuter's Hill and the project area, this road became another major access route linking Alexandria to the west.

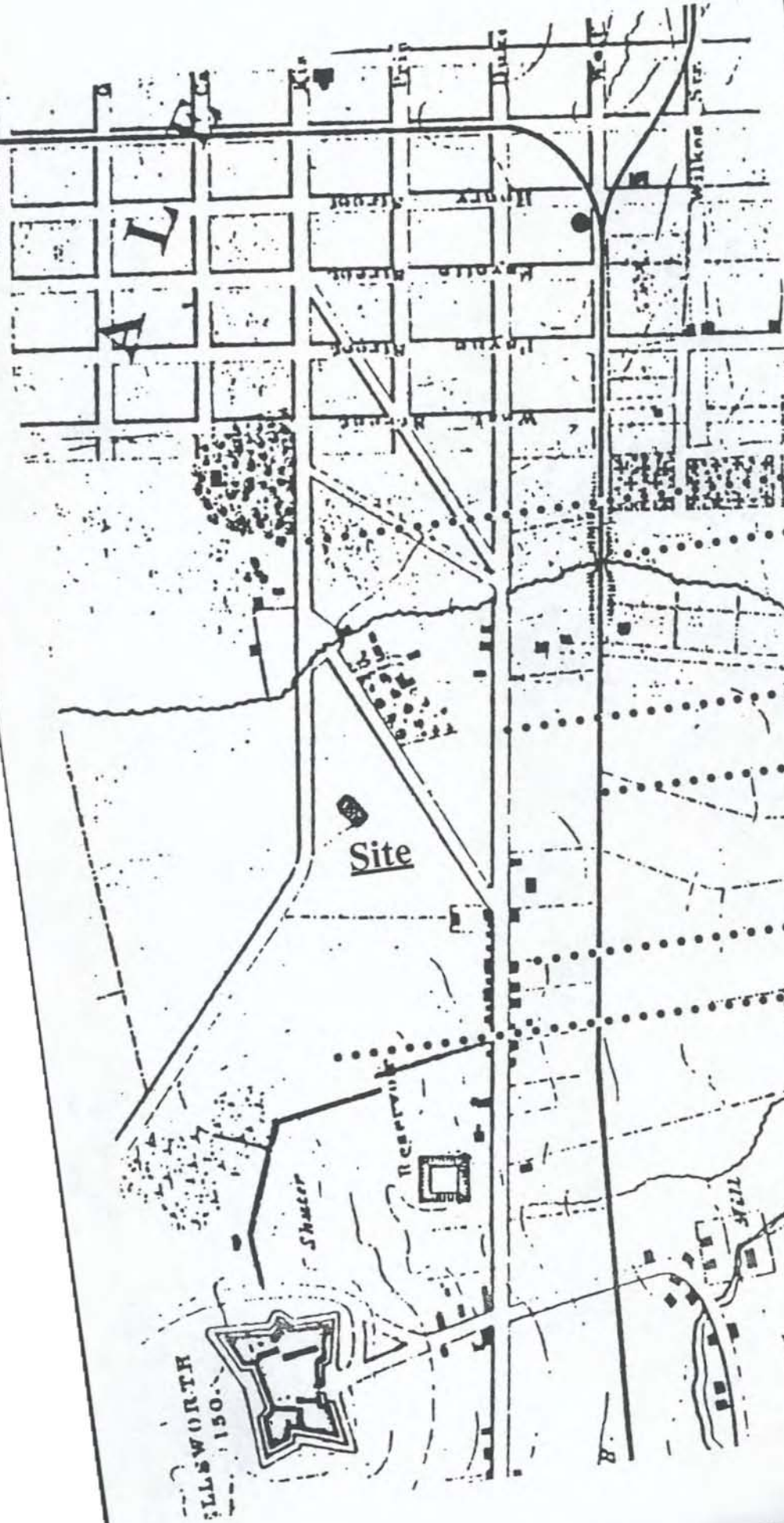
During the Civil War, the Union army recognized the strategic importance of Shuter's Hill and erected a fort on the site, named for Col. Elmer Ellsworth, the first officer killed in Alexandria during the conflict. As indicated on the accompanying Civil War period map, the fort dominated the landscape to the west of the project area (p. 37). Union camps dotted the hillside, and an 1864 Matthew Brady photograph taken from the summit of Shuter's Hill shows an encampment in the vicinity of what is now the Union Station property (p. 38).

After the war, much of the land surrounding Shuter's Hill probably continued to be used for agricultural or pastoral purposes. Other late nineteenth century activities in the vicinity include circuses and minstrel shows and the creation of a public garden at the upper end of King Street in 1868 by Messrs. Kaercher and Englehart, whose brewery was situated nearby. The exact locations of these activities, however, has not been determined.

Thus, the project area has potential to provide insight into Alexandria's past, especially with regard to its prehistory and to the Civil War period. However, if present, archaeological resources relating to Native American use and to the eighteenth and nineteenth century activities may have been disturbed by the twentieth century construction of the railroad station and the Metrorail system.

Recommendations

The Union Station property has potential to yield significant archaeological resources, provided that they have not already been disturbed by construction of the railroad station and Metro. However, the impact of Phase One of the project on these potential resources is low; only minimal ground disturbance will occur on the property. Therefore, the project has low potential to have an adverse effect on significant archaeological resources. Nevertheless, it is recommended that Alexandria Archaeology monitor the ground-disturbing activities during construction. This will enable the city archaeologists to gain insight into both the presence or absence of significant archaeological resources on the property and the integrity of the site in terms of the degree of disturbance by previous activities. Alexandria Archaeology will prepare a letter report detailing the results of the archaeological monitoring and recommending procedures to be followed in the event of subsequent ground-disturbing activities.



1864-6 Environs of Washington

1" = 1,000'

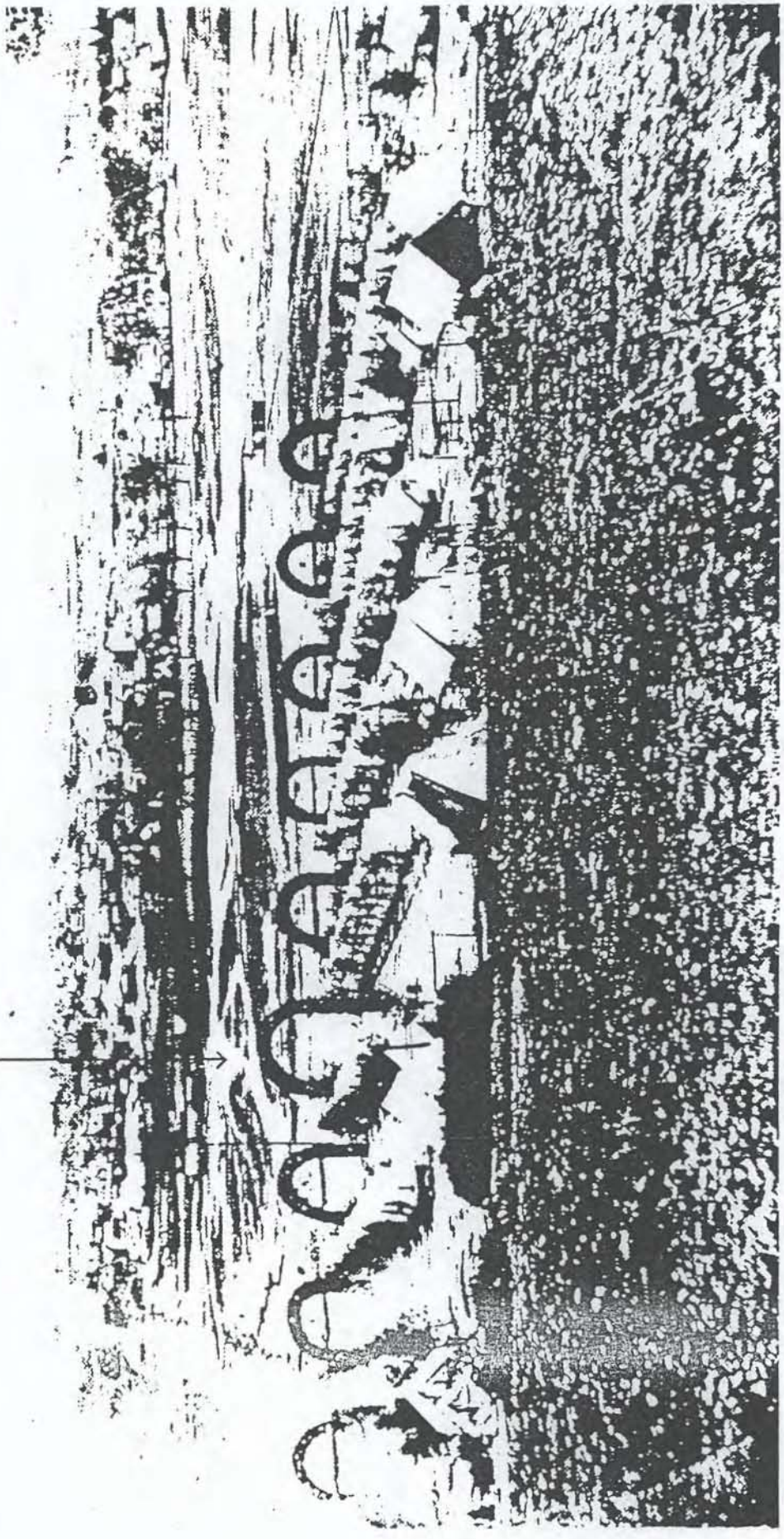
← North

Detail of original map located in the National Archives, NARA #RG 77 F 99 sheets #7, 8, 10, 11 & 12.

- King Street
- Hooff's Run Bridge
- Hooff's Run
- Duke Street
- Orange & Alexandria R.R.
- West End
- Shuter's Hill

Civil War Encampment
Panoramic View From Shuter's Hill

Matthew Brady photograph
Original photo in the
National Archives



Bibliography

Bromberg, Francine W. *Site Distribution in the Coastal Plain and Fall Zone of the Potomac Valley from ca. 6500 B.C. to A.D. 1400.* M.A. Thesis, Catholic University of America, Washington, D.C., 1987.

Chittenden, Betsy, Elizabeth S. David, Susan L. Henry, Michael F. Johnson, Martha R. Williams. *Fairfax County Heritage Resource Management Plan.* Heritage Resources Branch, Office of Comprehensive Planning, Fairfax, Virginia, 1987.

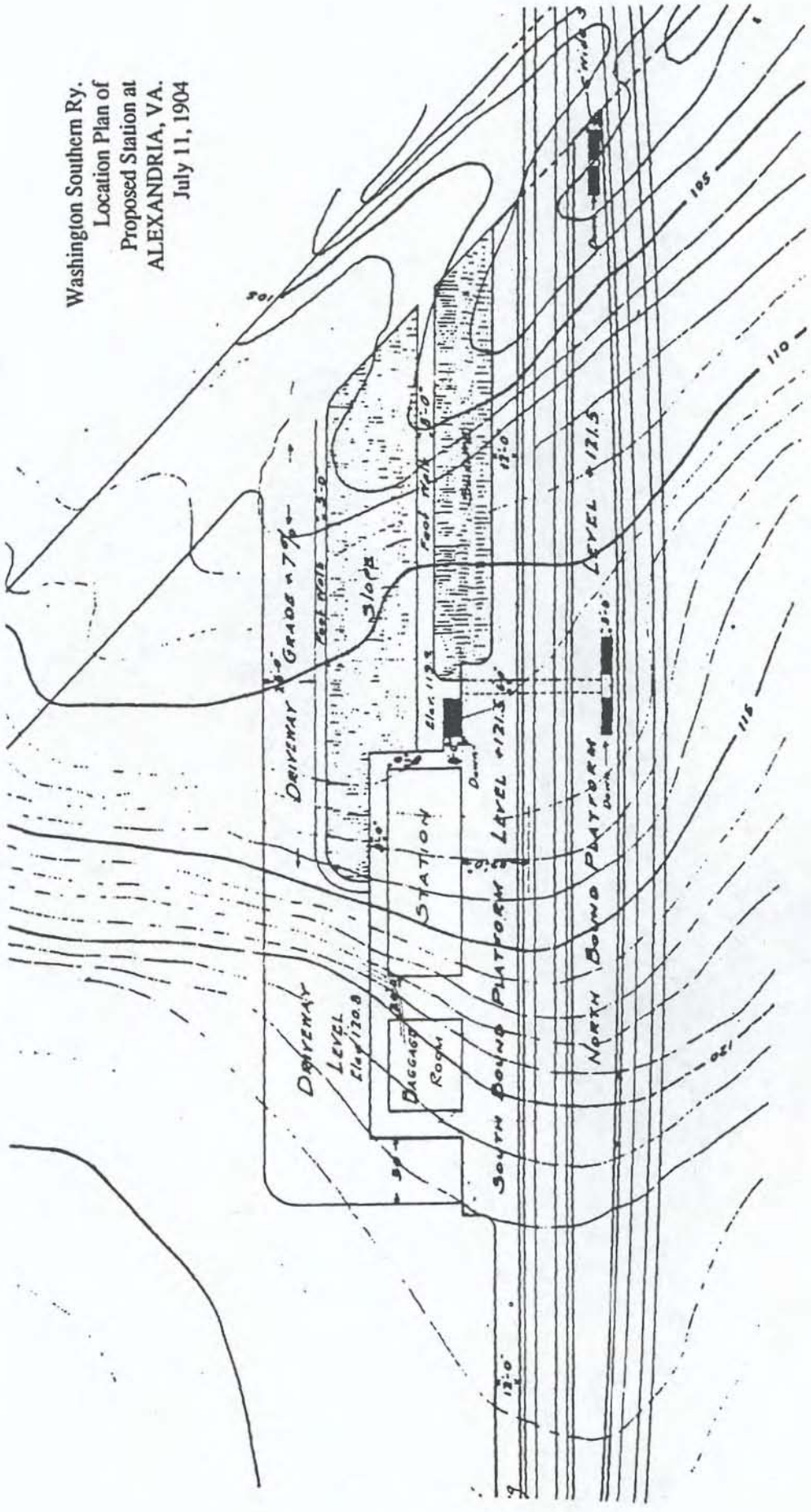
Miller, T. Michael. "The Saga of Shuter's Hill". *The Historical Society of Fairfax County, Virginia*, Vol. 18, 1982, pp.75-113.

Miller, T. Michael. *A Brief Inquiry into the History of Upper King Street.* ms. on file Alexandria Library, Lloyd House, 1990.

Original Site Plan

Plan made from a blueline print
dated July 11, 1904

North



General Architectural Description

An early 20th century colorized postcard of the west facade of the station shows planting and a gravel drive. Source: The Alexandria Library, Lloyd House vertical file, Keneppu Donation.

The Alexandria Union Station is located at 110 Callahan Drive between King and Duke Streets. The Federal Revival style station consists of the original main passenger depot and the original baggage building, separated by a 20' wide open breezeway passage and connected by a 370 foot long shed roofed loggia on the east side, adjacent to the tracks. Both buildings still serve their original function.

The original designer is presently unknown and no firm's name appears on prints of the original construction drawings, so it is assumed that the station was designed and drawn by the railroad employees in-house. The earliest drawings located to date, a set of blueline prints, are stamped "Office of Chief Eng. M.W., Penna Railroad, Philadelphia, Pa., Original on File". They are labeled "58071 Passenger Station at Alexandria VA., Washington Southern Ry. Co., Elevations and Section, Phila. Sept. [?], Revised Oct. 20th, 1904, Revised Oct. 27, 1904". Copies of the prints are on file in the City of Alexandria Archives (see Appendix). There has been no comparative research on the design of similar stations designed by the Pennsylvania Railroad for other cities.

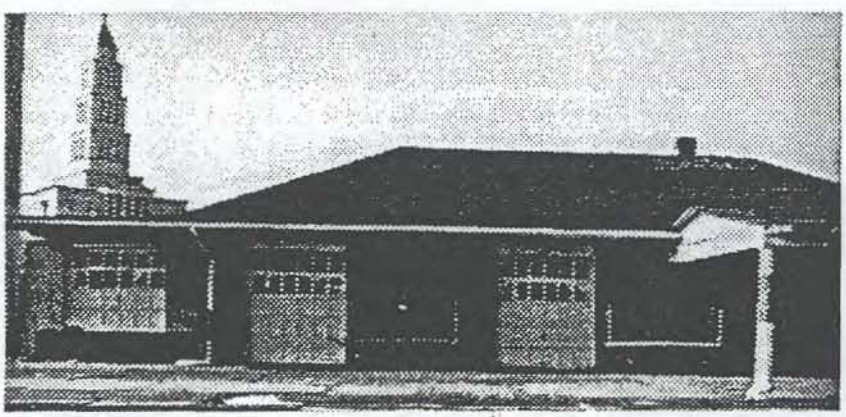
The depot roof displays seven pedimented dormers with Tuscan pilasters and the baggage building has eyebrow vents on each of the four slopes. The load bearing masonry building is constructed in Flemish bond with dark glazed headers. The low water table has a molded cap and projecting brick, simulating quoins, is located at the corners. A brick chimney with recessed panels on all sides punctuates the north hip of the depot. A simple, modillioned cornice crowns both buildings and the dormers.

Fenestration is surrounded by semi-circular or elliptical brick arches with a single soldier course of voussoirs, projecting winged granite keystones and imposts in the form of Tuscan capitals. Within this arch is a granite jack arch head above a 6/1 or 9/1 window with a granite sill. The four principal entries to the depot consist of double door units flanked by double hung 9/1 windows. A semi-circular spider web fanlight is inscribed within elliptical fanlights above. The schist fieldstone foundation is partially exposed as the site slopes down to the north, providing grade level access to the mechanical rooms in the half basement. Rusticated granite corner guards flank the jambs of baggage loading doors.

The exterior of both buildings has remained essentially unchanged, although numerous minor alterations have occurred on the interior. A pedestrian tunnel below the tracks, connecting the east and west sides of the passenger platform, is located at the north end of the depot. The depot is rectangular and measures 95'-10" x 33'-7". The baggage building is rectangular and measures 41'-7" x 33'-7". Both are one story, with a hip roof with built-in gutters. A Railway Express Agency building, located south of the baggage building, was erected in 1943 and demolished in 1982.

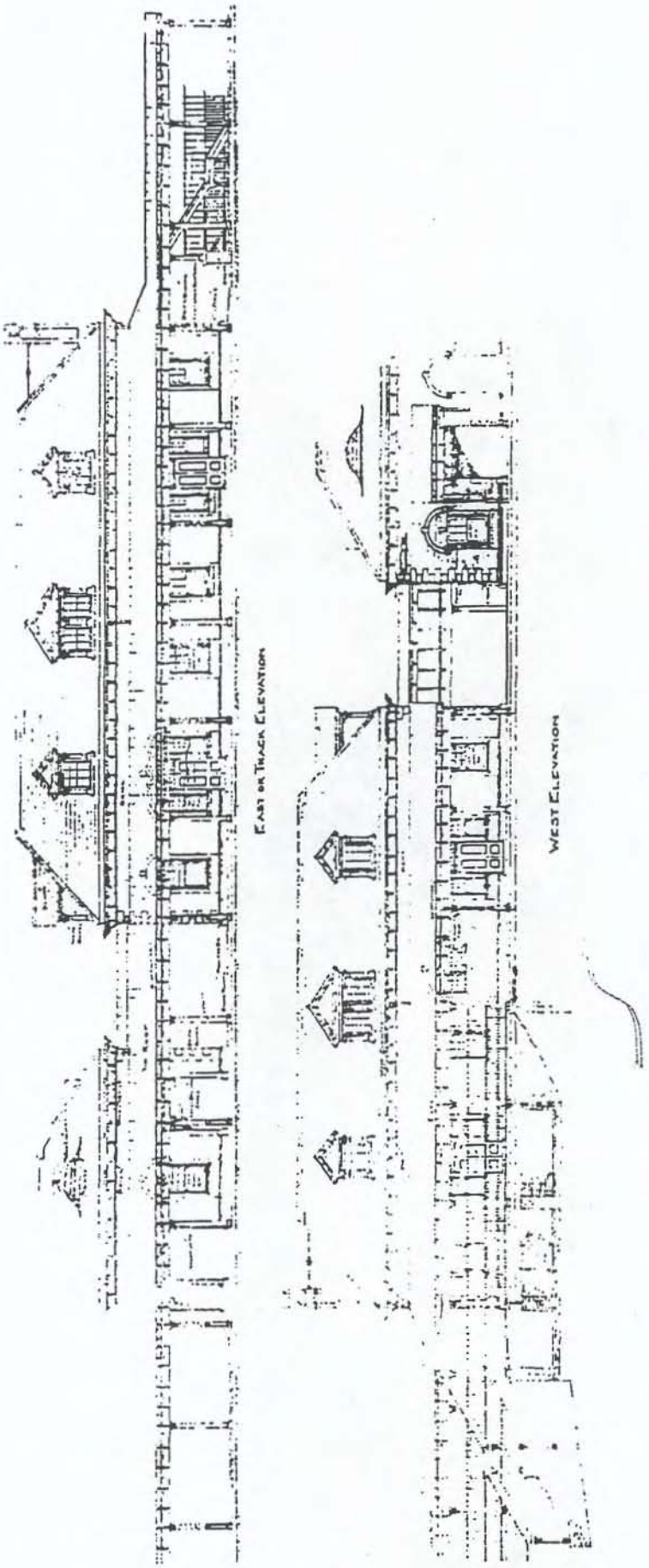
View West of Railway Express Agency Building ca. 1981

photo courtesy
Robert M. Ovelman, Amtrak
Manager Document Control



The 1943 REA Building was similar in architectural character to the original station. The freestanding structure was attached to the baggage building only by the platform portico. It was demolished in 1982.

A loggia, or portico, on the west side was reconstructed in 1982 using the same form, location and Tuscan style wood columns as the original loggia but with glue laminated beams and a stainless steel standing seam roof in lieu of the original 4x10 yellow pine joists and tin roof. The original loggias on the west and north sides of the station and on the east platform were removed as part of the 1982 renovation and were not replaced. Other exterior modifications include: replacement of the slate roof and copper ridge flashing with black composition shingles, replacement of the north and west loggia's concrete floor and wrought iron railing. Neo-colonial light fixtures have been added on cast iron poles around the loggia and wall mounted on the building. The wrought iron wicket fence between the tracks has been removed and the station trim and columns are now painted white.



Original East and West Elevations of the Station & Baggage Building

Made from a reduction of blueline prints dated Oct. 27th, 1904. Drawings simplified for clarity

Building Permit Chronology

The adjacent permits are stored on microfiche in the Alexandria Code Enforcement Bureau files. Copies of permits issued between 1905 and 1915, if available, would be located in Arlington County's files.

Permit #603 was issued on 9/24/1929 at the Alexandria Passenger Station RF&PRR for "Changing location of toilets and alterations in ticket office. Putting down a new floor". The architect was listed as C.E. Dare, 17 Rosemont Ave., Alexandria, Va. and the mechanic as J.E. Deutr Forresman, Carpenter. The estimated value of the improvements was $5,000.

Permit #[?]730 was issued on 10/17/40 to erect a "Concrete, Limestone, Granite" "Memorial" by the Veterans-Foreign Wars. The architect and builder was D.E. Bayliss of 518 King Street, Alexandria, Va. The estimated value of the improvements was $2,000.

Permit #3499 was issued on [?]/15/43 to construct an "Express Office" for the Railway Express Co. The architect was C.J. Dye and the contractor was Allen C. Minnix of 1416-F St. N.W., Washington, DC. The building was to be 75' long by 33'-71/2" deep, one story tall with no basement. The solid brick walls were 9" thick and the Mansard [sic] roof was covered with composition shingles. The estimated value was $13,000. The permit file contains six sheets of detailed construction drawings.

Permit #10027 was issued on 1/4/52 to "Enclose present covered passageway" at the Railway Express Agency building for use as warehouse/office. The architect was H.O. Weigand, Supt. of Buildings, New York, N.Y. The estimated cost of improvements was $2,000.

Demolition Permit #1570 was issued on 4/26/82 to the property owner, the Richmond Fredericksburg & Potomac railroad, to demolish "the Railway Express Agency (REA) Building". The building was described as a "Vacant one story brick structure formerly used for package distribution. (Does Not Include Main Ticket Office and Baggage Bldg)". The file includes several letters between the City of Alexandria Code Enforcement Bureau and the RF&P Railroad Co. regarding the dangerous condition of the existing REA building and east platform passenger shed. The value of the demolition contract was $22,500.

Permit #37972 was issued on 5/24/82 for "Modification to existing building as per plans". Ten sheets of detailed construction drawings are included in the microfiche file. The architect was Robert Ovelman of the Chief Engineer's office at Amtrak. The contractor was J.S.C., Inc., 2934 Patrick Henry Drive, Falls Church, Va. The work was valued at $235,000.

I.C.C. Valuation Hearings on Station Construction Costs

The Interstate Commerce Commission set the freight rates for railroads in the early 20th century based on the value of the railroad's assets. These records are often an excellent source of plans and photographs of rail properties. However, as the Washington & Southern track was less than 50 miles in length (32 mi.), all of the records of this railroad prior to acquisition by the RF&P were destroyed by the I.C.C in an effort to reduce the amount of records in storage in the 1950s.

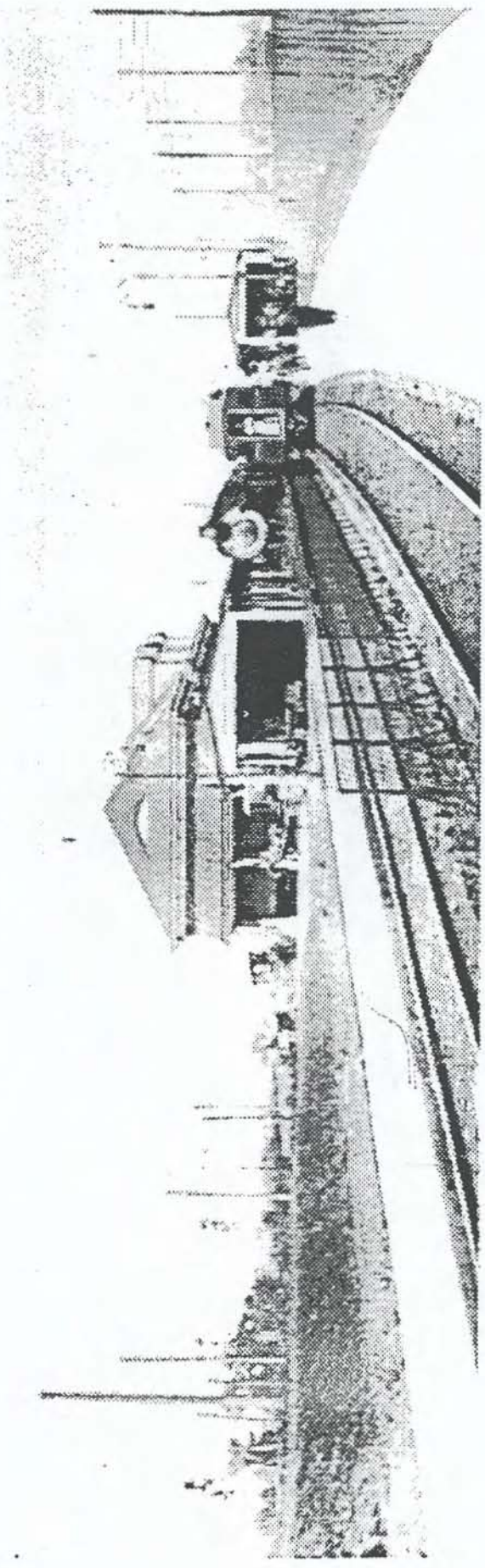
The valuation hearing records from the RF&P files of May 1, 1925 indicate that J. P. Pettyjohn was paid $27,911.23 for "Contract & Extras" as general contractor (?) for construction of the passenger station. Pettyjohn is not listed as a resident or contractor in the 1903 or 1907 Alexandria City Directories. The total cost of the station building, including platform, grounds and furnishings, was $62,020.55 as of June 30, 1916. Some references to the station were also made in the transcript of RF&P's hearing on December 2, 1925 (p.178) due to a protest of the value of the Alexandria property. The I.C.C.'s estimated property value of $53,000 was, therefore, raised to $70,000 by trending the 1905 construction and improvement costs to 1914. The transcript noted that the station had been remodeled ("extension or enlargement", p. 23) prior to the valuation date but no specifics were provided.

Pettyjohn also received $11, 620 for "Contract" for construction of the adjacent Alexandria Freight Station in 1905. George Tiller was awarded a $9,393.62 contract for an addition to the Freight House in 1910. The total Freight Station cost, including furniture, was $25, 806.11 as of June 30, 1916. The Freight Station was demolished in the early 1980s for the King Street Metro station. A complete list of the original subcontractors and expenses for the station and grounds is located in the appendix.

Some maintenance expenses were also specified in the valuations. The August 28, 1916 docket indicates that monies had been expended on: "gravel walks, vit. brick, granite blocks, gravel drives, cobble gutters, gravel platform, fence, signs, pipe and dry excavation". An account book titled *Miscellaneous 60* on January 18, 1917 gives condition notes on various structures at Alexandria, Va., for which an exact location is not specified, including a bunk house (1907), section tool house (1907), platform (1910), coal bin (1907), four man dwelling (1909), lattice fencing, grass, shrubs, hedges, flower beds, dia. mesh fence.

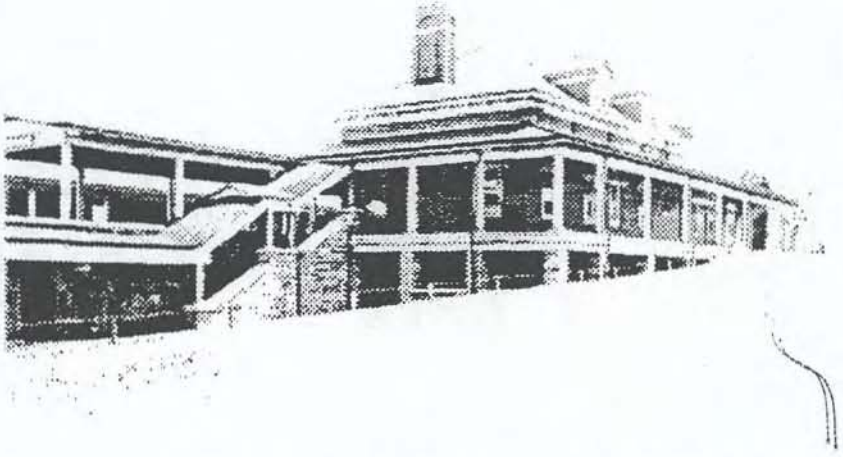
East Platform Looking North ca. 1906

historic photo courtesy
William E. Griffin, Jr. from
100 Years Along the RF&P, p. 120



Site Alterations

Photographs give some indication of improvements to the site. The earliest known photograph of the station (ca. 1906) is taken from the east platform facing north (p. 46). The photo shows horse-drawn hacks waiting at the front of the station and passengers boarding from the covered portico on the east platform. This portico was demolished in 1982 and replaced by a contemporary portico in 1993 to serve VRE passengers. The most notable features of this ca. 1906 photograph are that the trim and columns of the station are painted a very light color with dark modillions on the portico, that there are no plants on the site and that the electric platform lights are a scrolled, shepherd's crook head design on tall cast iron poles. There is a four foot tall wrought iron wicket fence separating the north and southbound tracks and a six foot tall solid wood fence at the east side of the east platform. The platforms are poured concrete. Finally, the portico gable ends are enclosed and the station sign, "ALEXANDRIA", is mounted on the frieze. A view of the station from the northwest taken about the same time (below) confirms the color scheme and shows a gravel drive.



View Toward Southeast ca. 1906
historic photo courtesy
William E. Griffin, Jr. from
100 Years Along the RF&P, p. 119

The portico and canopy over the stair to the east platform access tunnel were removed in 1982.

The next photograph is taken a short time later, ca. 1910, from the top of the earthen berm above the west platform looking north (p. 48). Although the station hacks are similar in profile, they are out of focus and horses are not clearly visible. By this time, four foot tall, continuous boxwood shrubs have grown at the top of the berm adjacent to the west platform and flowering shrubs have been planted along both sides of the platforms. There are also large shrubs and young, but roughly 20' tall, trees in the front lawn of the station. The heads on the pole lights have been replaced with a different, though similar, design on the same poles. Site lighting is supplemented by conduit stems on new wooden electrical line poles within the site. Most significantly, the color of the station has changed from the light, Neo-classical scheme to a dark, more Victorian color for the columns and trim with the portico modillions now painted a contrasting lighter color.

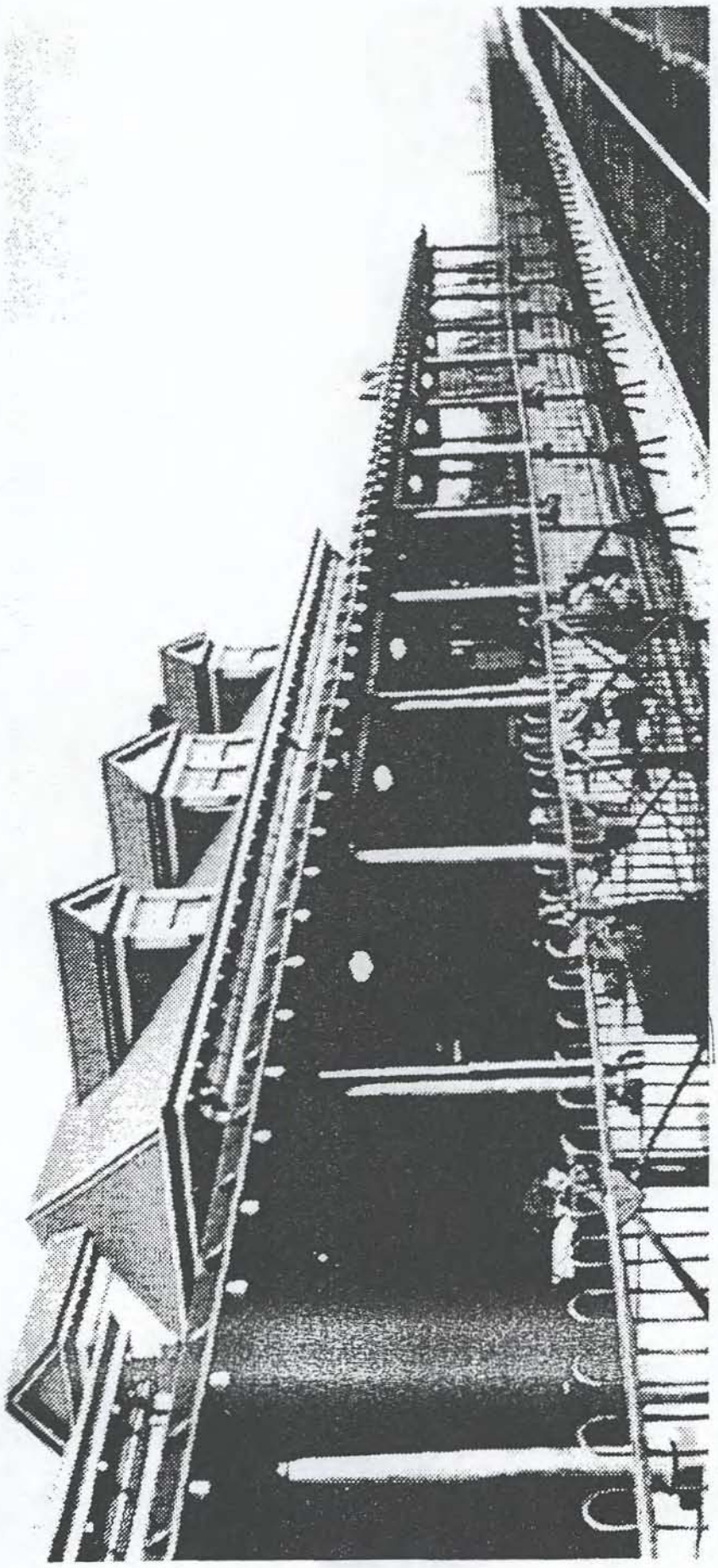
West Platform Looking North ca. 1910
historic photo courtesy
William E. Griffin, Jr.
private collection

A photograph taken from the east platform in the 1940s (p. 49) shows the same color scheme on the station and also clearly shows a hanging schoolhouse globe light in each of the portico bays. The wicket style wrought iron fence is still being used to control pedestrian access across the tracks.

The existing concrete, limestone and granite memorial was erected on the lawn in front of the station in 1940 as a memorial by the Veterans of Foreign Wars. A World War I Renault tank was also installed on a concrete pad adjacent to the memorial. According to Amtrak officials, the tank was removed to a VFW museum in Huntington, West Virginia in the early 1980s where it was restored to running condition. (See the newspaper references in the Appendix)

1984 Landscape Plan

During the spring of 1984, the City of Alexandria Landscape Architect prepared a landscape plan for the site, particularly for planting the steep slope at the north end of the site. The plants were installed by K.T. Enterprises and paid for by Amtrak. The plants, however, were not adequately watered or maintained and most died soon after installation. A monument sign, designed for the King and Callahan Drive intersection, was never installed.



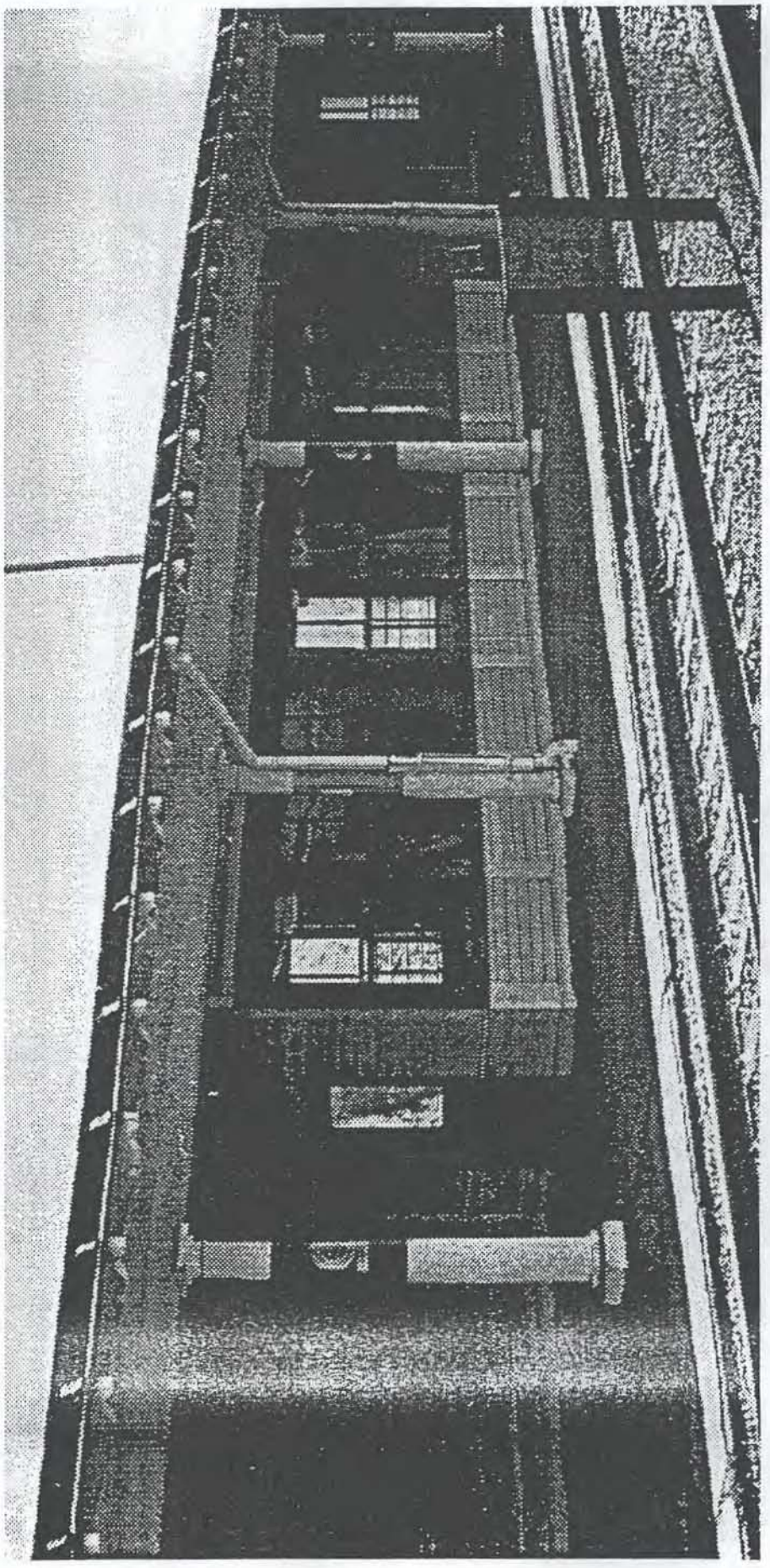
East Platform
Looking North
ca. 1940

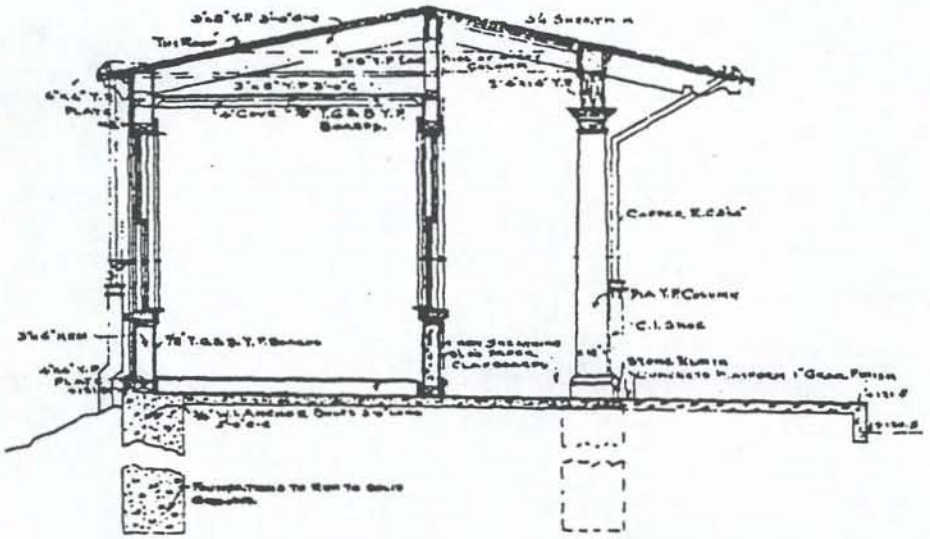
historic photo courtesy
William E. Griffin, Jr. from
100 Years Along the RF&P, p. 122

View Toward East Platform ca. 1981

photo courtesy
Robert M. Ovelman, Amtrak
Manager Document Control

The 1905 portico over the east platform was removed in 1982. An Amtrak memo on March 16, 1981 mentioned the following regarding City condemnation of the rotten and termite damaged porticos: "It is interesting to note that the condition of the condemned passenger shelter is much better than the condition of the station proper and the canopies, etc., described above." *Station Conditions and Alterations*, p. 23.





SECTION A-A
Scale ¼" = 1 ft.

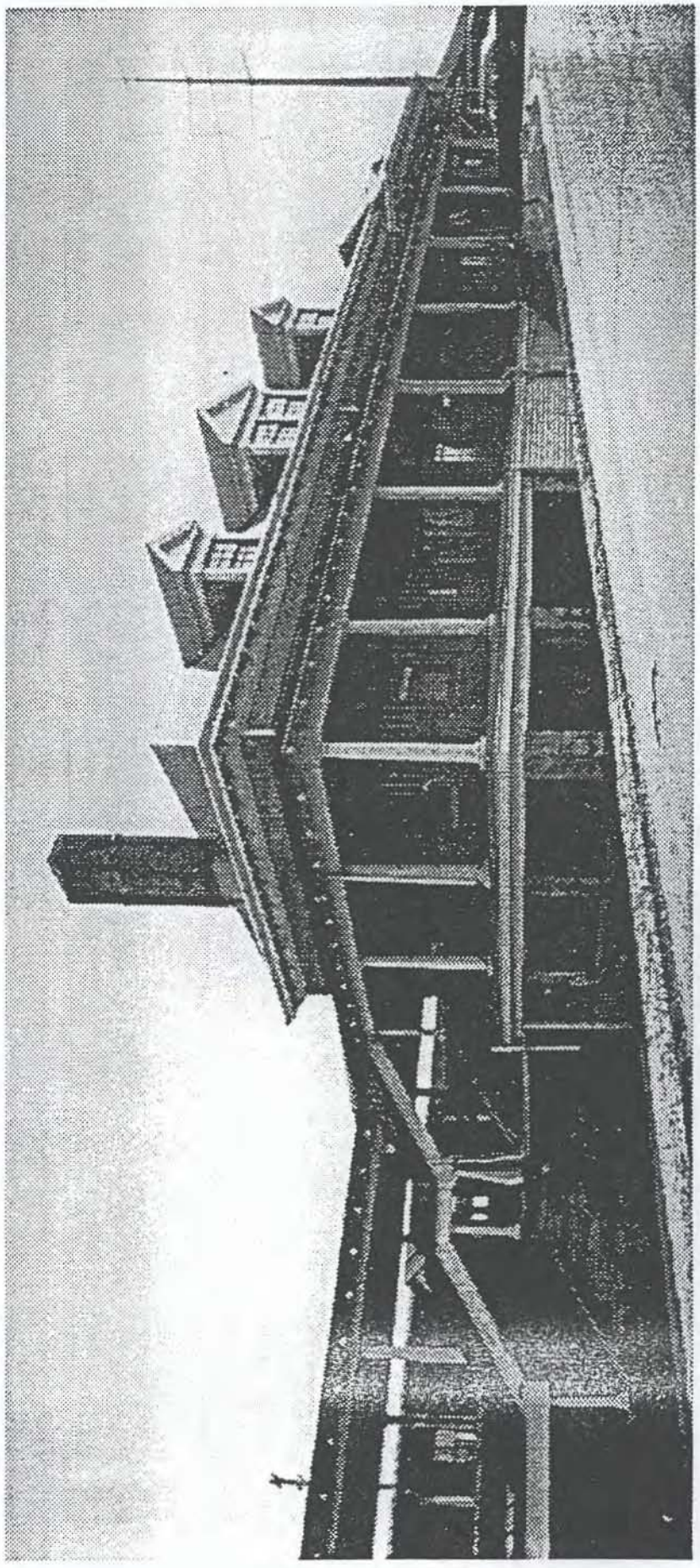
Original Drawing of East Platform Portico

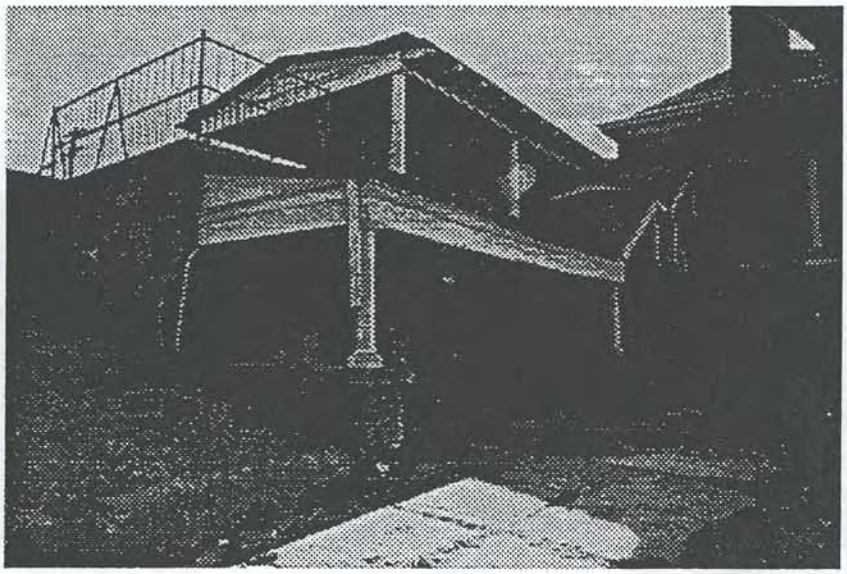
Made from a reduction of blueline prints dated October, 1904, last revised June 21, 1905. Dimensions removed for clarity. The portico was removed in 1982.

View Toward Southeast ca. 1981

photo courtesy
Robert M. Ovelman, Amtrak
Manager Document Control

The portico and canopy over the stair to the east platform access tunnel were removed in 1982.

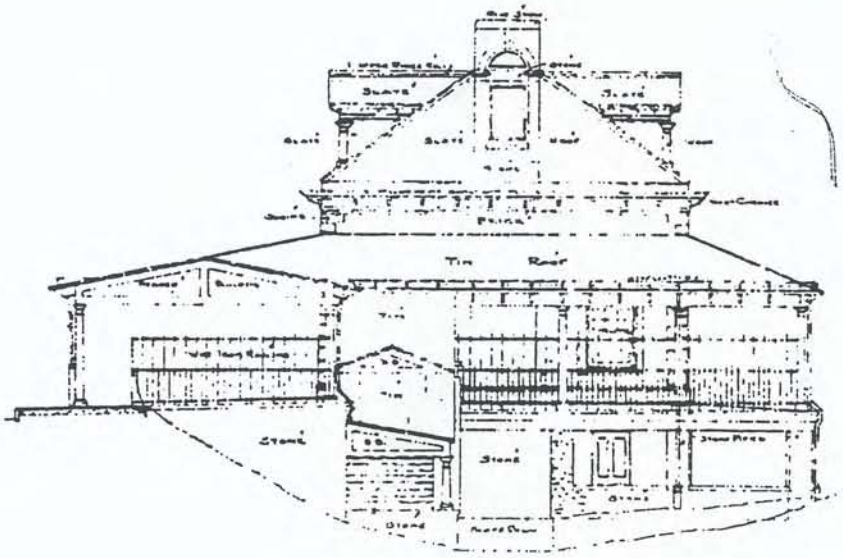




View Toward Southeast ca. 1981

photo courtesy
Robert M. Ovelman, Amtrak
Manager Document Control

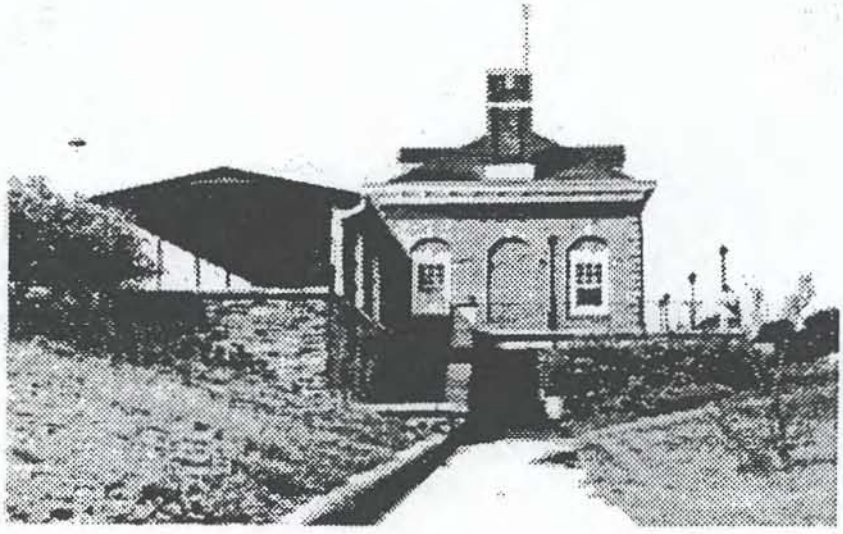
The canopy over the stairs was removed in 1982. The west platform portico was replaced with a contemporary portico at that time. The photo also shows evidence of significance efflorescence on the stone platform wall, disconnected downspouts and the poor condition of the concrete walk.



Original Drawing of North Station Elevation

Made from a reduction of blueline prints dated Oct. 27th, 1904. Dimensions removed for clarity. Note the portico and tall, wrought iron balcony rail removed in 1982.

Alterations to Passenger Station Exterior



Station Looking South 1994

North: The north elevation was altered in 1982 when the portico roof was removed. The joist pockets were infilled with brick which does not exactly match the adjacent in color or coursing. The repairs were not neatly pointed. The original seven foot tall wrought iron fence and 10" diameter yellow pine columns were removed and replaced at that time with a low iron guardrail and cast iron light posts. A new concrete floor was poured in 1982 as part of the portico renovation.

The portico cover is described on the 1904 drawings as "Tin Roof, 5/4 Y.P. Sheathing" laid on "3" x 9" YP about 3'-0" C - C". The joists bear on an 8" x 16" Y.P. beam which rests on 10'-6" tall 10" dia. Y.P. Columns. The rafter tails extended past the beam and were carved in an ogee shape. A "Stop Gutter Tin Lining" fed into a 3" x 4" copper rain gutter with a "C.I. Shoe". The roof pitch scales roughly 5 1/2:12. The roof was also removed from the concrete steps leading to the lower level east track access tunnel to the north. No physical evidence of the roof structures, now removed and demolished, is available. There are color slides and photocopies of 8" x 10" black and white prints on file in the City Planning Department showing the portico roof in 1982, prior to removal. (see p.53)

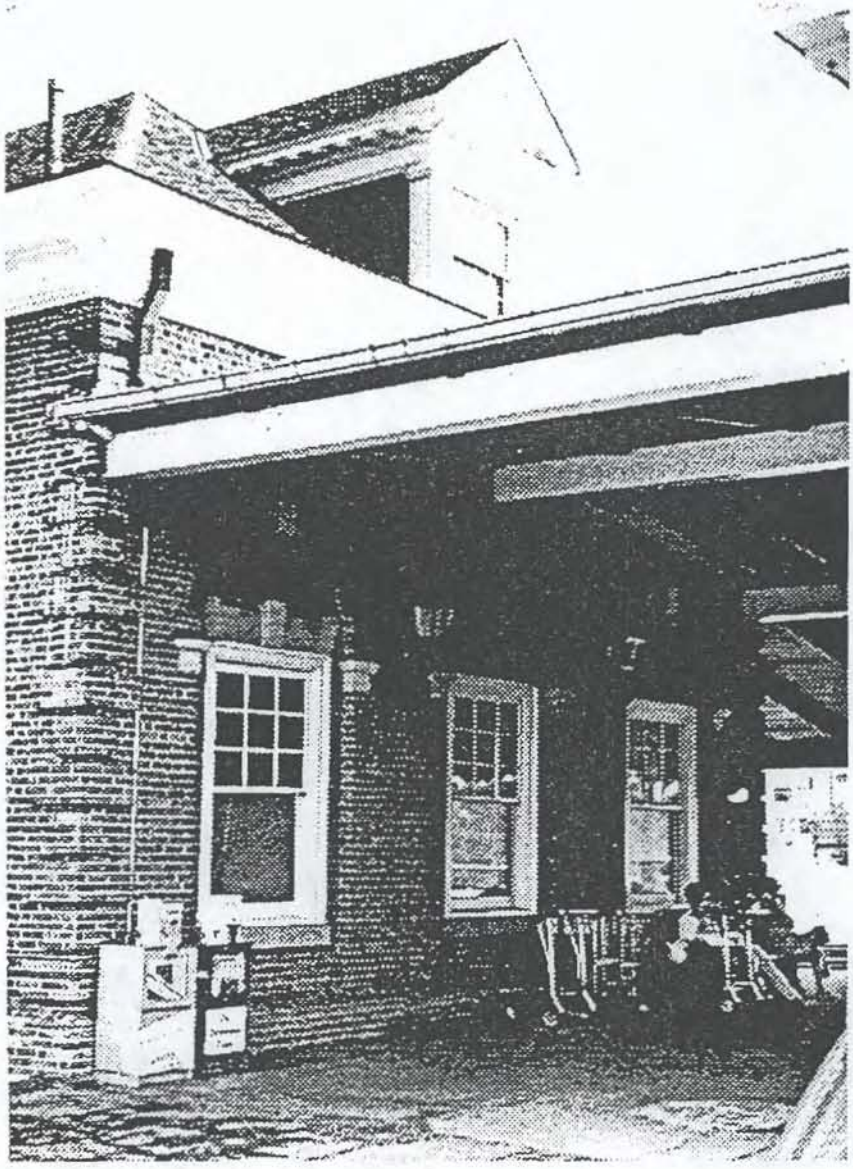
The sidewalk in the foreground of the photo above leads from King Street and is the primary access from the Metrorail station and bus stops. The walk is at the elevation of the east platform access tunnel and station basement mechanical area.

Station
Looking Northwest
1994

East: The east elevation had a replacement platform cover installed in 1982 using glue-laminate beams and 2x6 tongue and groove decking with a stainless steel, standing seam roof and downspouts. The cast iron downspout shoes were not replaced in 1982 and the downspouts throughout the project are now deformed at the base. The 10" round wood columns were replaced using the same style and roughly 16' spacing as the original. The wood column bases are typically split and rotten, though the shafts are generally in good condition. The original platform was noted as "Cement Platform Granolithic Finish". A rather steep handicap ramp was added to the north doors in 1982.

The principal alteration to this facade is the 1929 addition of a bay window to the ticket office, allowing the station master to view the length of the platform. The Flemish bond brick was well matched, though the glazed headers are slightly more brown than the black of the original construction. As the bay abutted the original wall and was not supported by the same foundation, the wall has leaned away from the station slightly at the top. This joint has been filled with mortar and caulk. The top of the bay was also reworked in 1982 to meet the bottom of the new platform roof deck. The upper sash of the north window has been altered to accept an air conditioning unit.

Station Bay Window
Facing Tracks
1994
Window added ca. 1929



**Station
Looking Northeast
at Breezeway
1994**

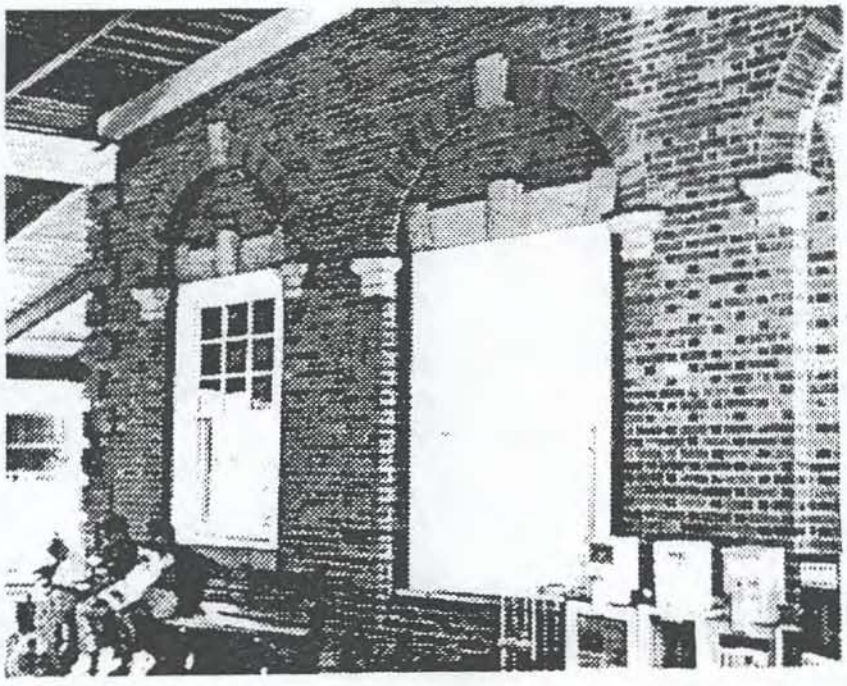
South: The south station elevation appears to be unaltered from the original drawings, with the exception of the 1982 replacement of the breezeway roof structure. The wood beams supporting the existing breezeway roof are original. There is a small stress crack through the brick on the east side of the west window which corresponds to a matching crack on the facing window across the breezeway. This should be investigated to determine if the foundation in this area is sound.

Note the news racks and luggage carts in the photo above. Display and storage of these items must be addressed during design of the Phase I breezeway enclosure.

Station
Looking East
1994

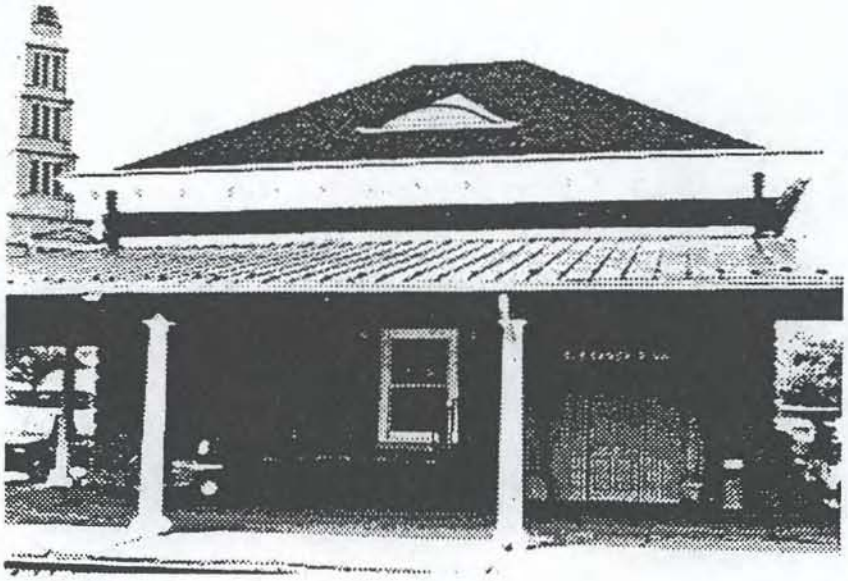
West: The west elevation was altered by the removal of the portico roof. These conditions match those of the north elevation, noted above. Based on the historic photographs, parking and site landscaping has been altered a number of times and will be revised again in the Phase I construction.

Existing Baggage Building



Baggage Building
Looking Southeast
1994

North: The north baggage building elevation, below the breezeway, appears to be unaltered. The baggage building is constructed of materials with details matching the passenger station. The wood panel, double hung baggage doors are original. There is a small stress crack in the masonry at the west window, noted also at the south elevation of the station building.

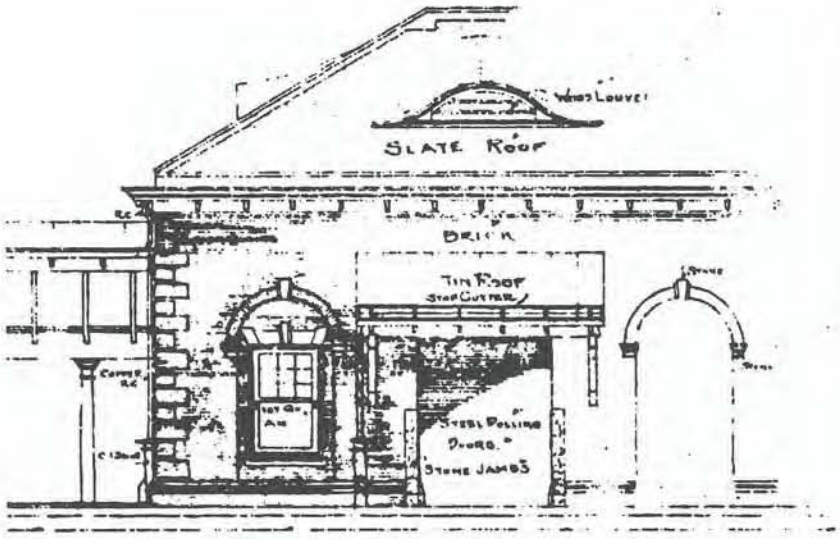


**Baggage Building
Looking West
1994**

East: The east elevation, below the portico roof, appears to be relatively unaltered. The roof material of the eyebrow dormer vents were changed from swept slate to metal in 1982. The steel rolling door at the north portal has been removed and infilled with vertical wood siding and a six-panel, wood pedestrian door for access to an equipment and storage room. The existing steel rolling door at the south portal appears to be original.

**Baggage Building
Looking North
1994**

South: Based on a photograph taken around 1906 and showing the south elevation (p. 46), the present location of openings is unchanged. The original bracketed canopy above the two overhead rolling door openings does not appear on slides taken by the City in 1979 and may have been removed prior to construction of the adjacent Railway Express Agency building in 1943, itself demolished in 1982.

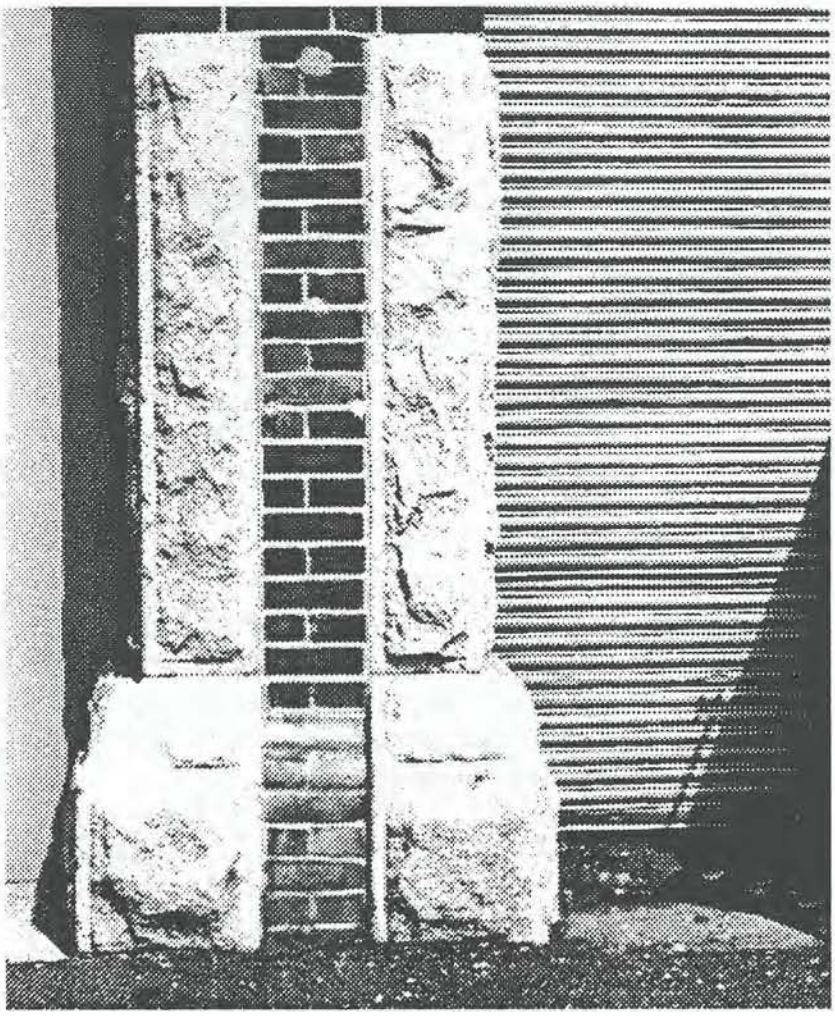


Original West Elevation at Baggage Building

Made from a reduction of blueline prints dated Oct. 27th, 1904. Drawing simplified for clarity.

The bracketed canopy over the central overhead steel rolling door was removed in 1982. Plans and elevations of this set of blueline prints are made from originals whose south wall of the baggage building was erased, possibly in preparation for an addition to the building which never occurred.

West: The west facade openings are in their original locations. However, the original bracketed canopy over the central door was removed in 1982. This door is noted on the 1904 plans as a "steel rolling door". It is now a single, solid core flush pedestrian door with fixed glass sidelights and a transom. The door and frame are presently in poor condition.



Granite Corner Guards at Overhead Rolling Doors

The granite used as accent stone throughout the original construction is generally in excellent condition. It is, however, soiled at the top of the stones over the doors and windows and will need to be locally cleaned.

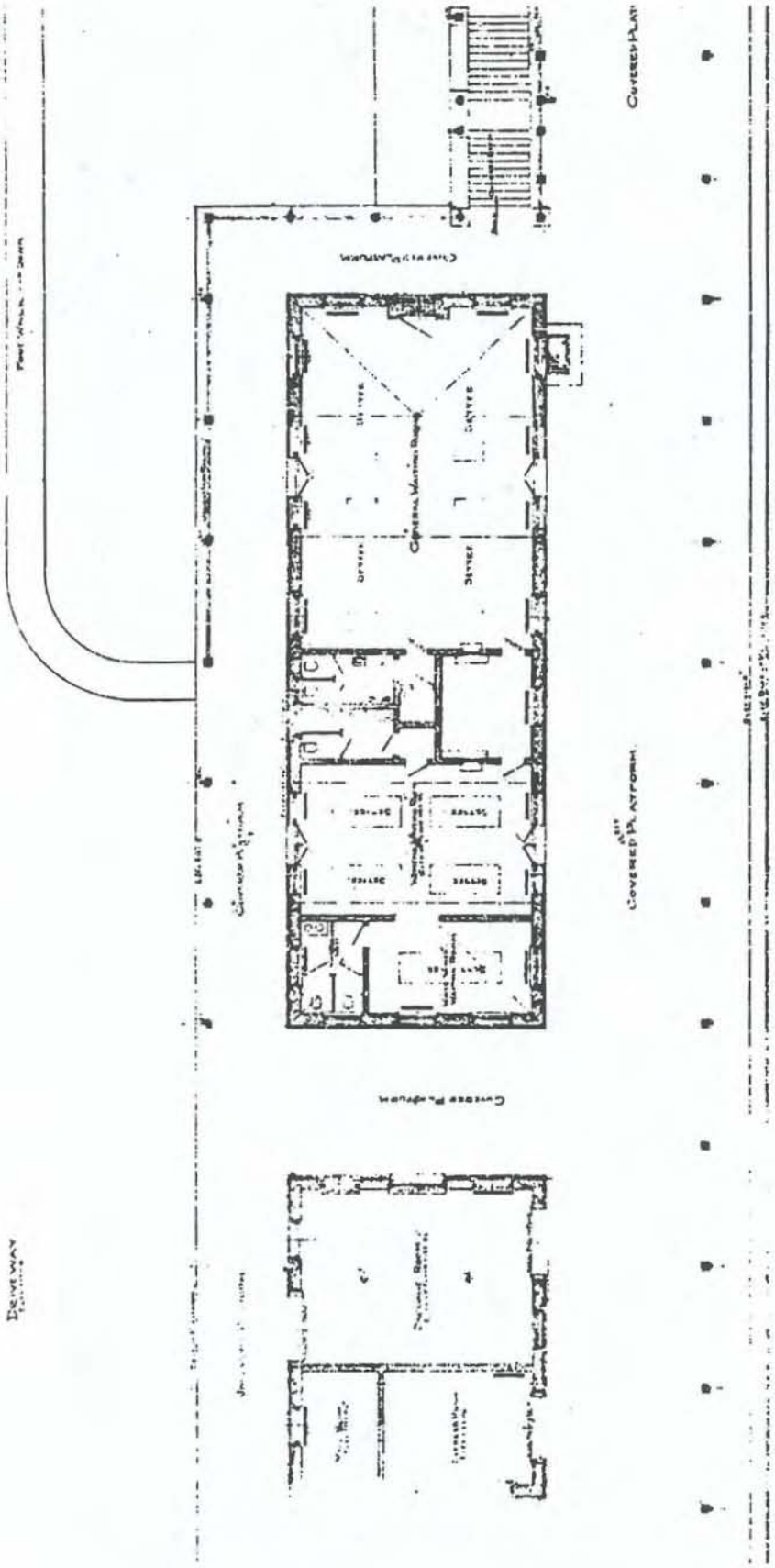
GENERAL INTERIOR ALTERATIONS

The interior spaces of the station and baggage buildings are slightly different from those shown on the original construction drawings dated October 27, 1904. The original rooms were identified as follows: General Waiting Room, Women's Waiting Room, White Women's Waiting Room, Men's Toilet, Colored Women's Toilet, White Women's Toilet, Ticket Office, Closet. The original interior partitions were 18' 6" high masonry with a 6' high glazed brick wainscot and an elaborate terra cotta cornice. The interior walls stopped at the cornice to expose a vaulted, varnished wood ceiling and cased wood scissor trusses, visible throughout the space. Light filled the rooms from above through the seven dormer windows. The original flooring material is not noted on the plans.

The interior was substantially modified in 1929 (see p.44, Alexandria Building Permit #603) to eliminate the segregated waiting rooms. The ticket office was expanded at this time with a square bay window to the west for viewing the approaching trains and angled ticket windows into the newly combined lobby. The toilets were revised and relocated. All renovation work was performed with masonry and millwork matching the original construction. The present tile floor was also added at this time. The flooring is a checkerboard of one foot square black and white 1" x 2" unglazed mosaic tiles with a Greek key pattern border of matching 1" x 1" tiles.

Other alterations to the interior since the 1929 remodeling include: painting the interior masonry walls and original varnished woodwork, installation of a plywood ceiling on metal bar joists at 18' above the floor and air conditioning equipment added in the original toilet room in the south west corner. Recent wood frame partitions have reduced the size of the original waiting rooms for additional new toilets, vending and baggage storage. The Baggage, Mail and Express rooms in the baggage building are still used for baggage and storage.

The 1981 *Station Conditions and Alternatives* study noted that Amtrak had performed several improvements since the company's creation in 1971, including: complete exterior and interior painting in October 1972 for $45,000, numerous small repairs under $2,000, installation of window air conditioners in 1975 and a new boiler was installed in 1980 for $5,500. (p.6)



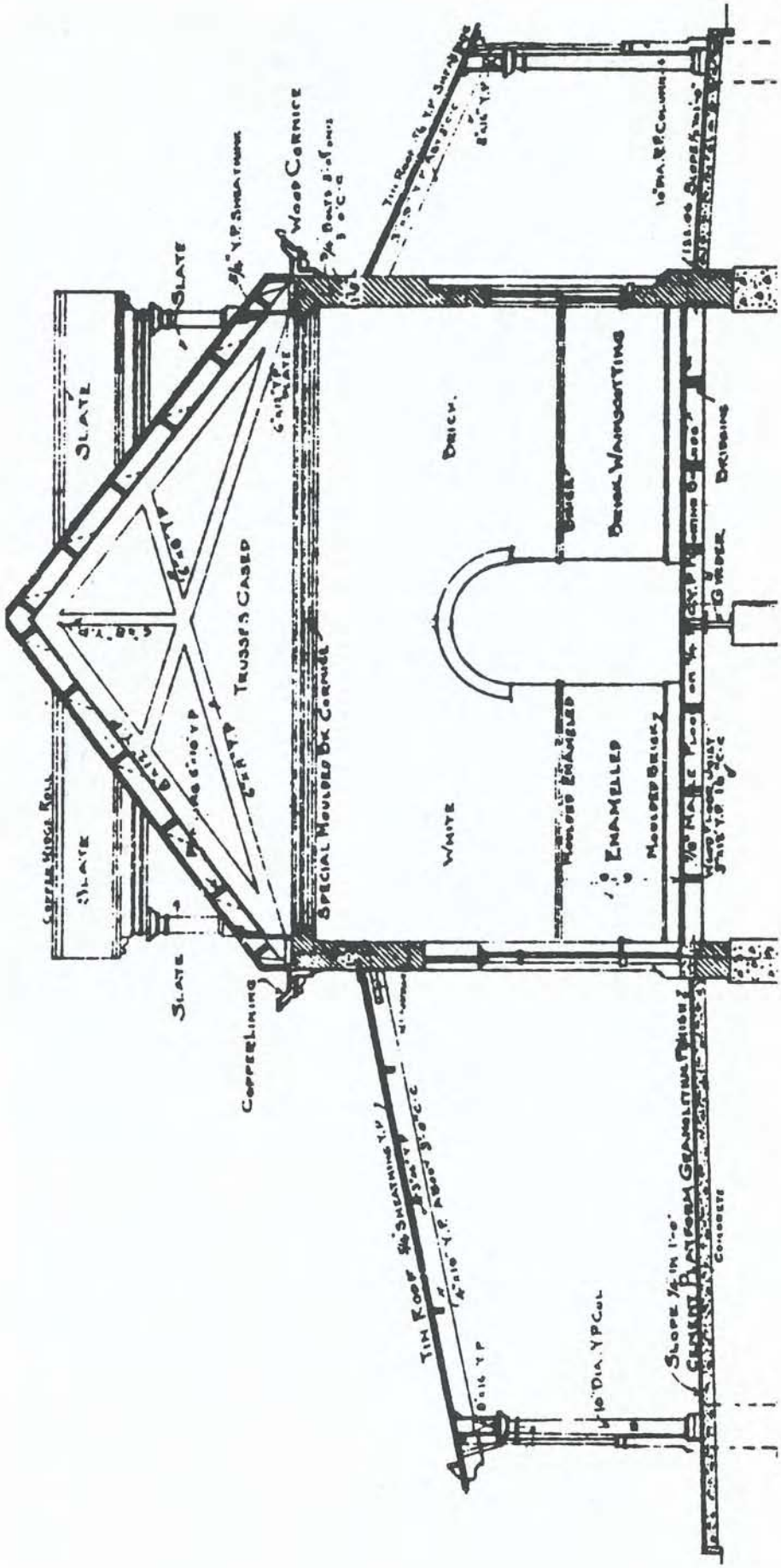
Original Floor Plans of Station & Baggage Building

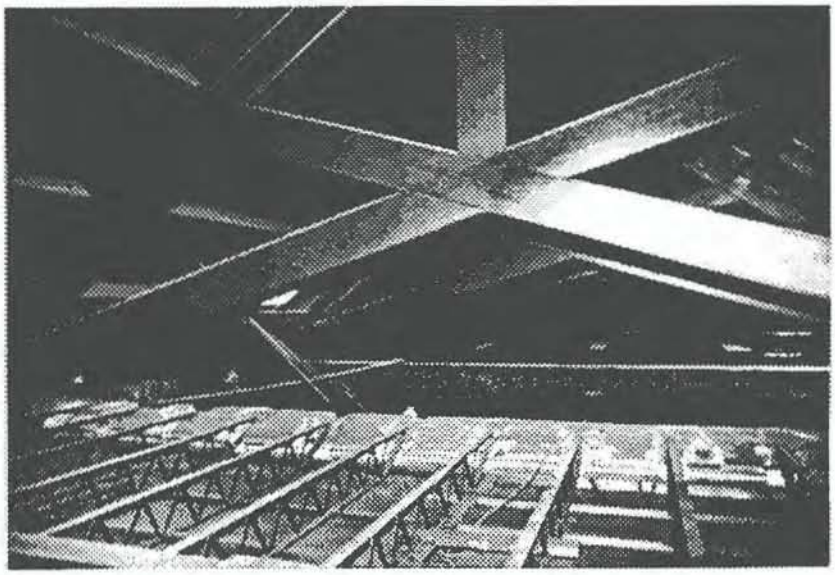
Made from a reduction of blueline prints dated Oct. 27th, 1904. Drawings simplified for clarity.

North ↑

Original Cross Section of Station Building Looking South

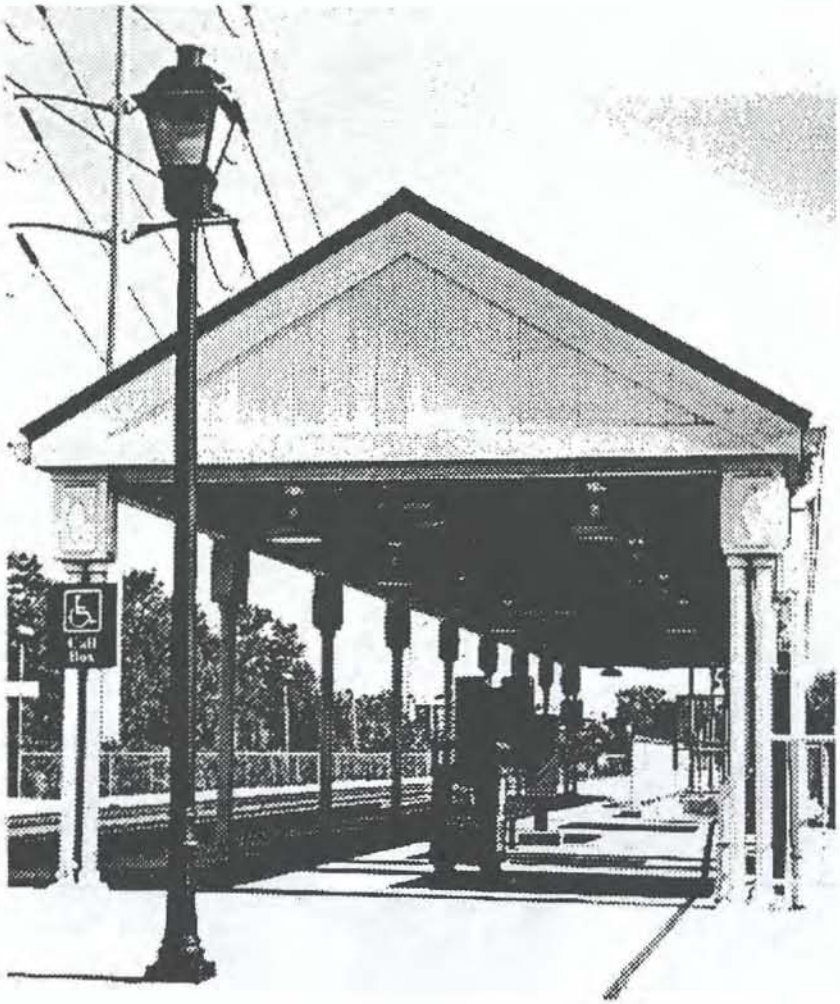
Made from a reduction of blueline prints dated Oct. 27th, 1904. Drawing simplified for clarity.





Station Ceiling Trusses 1992

Note the original boxed wood scissor trusses. Metal bar joists with plywood ceiling panels now rest on the original masonry partition walls. Installation of the bar joists damaged the moulded brick interior cornice.

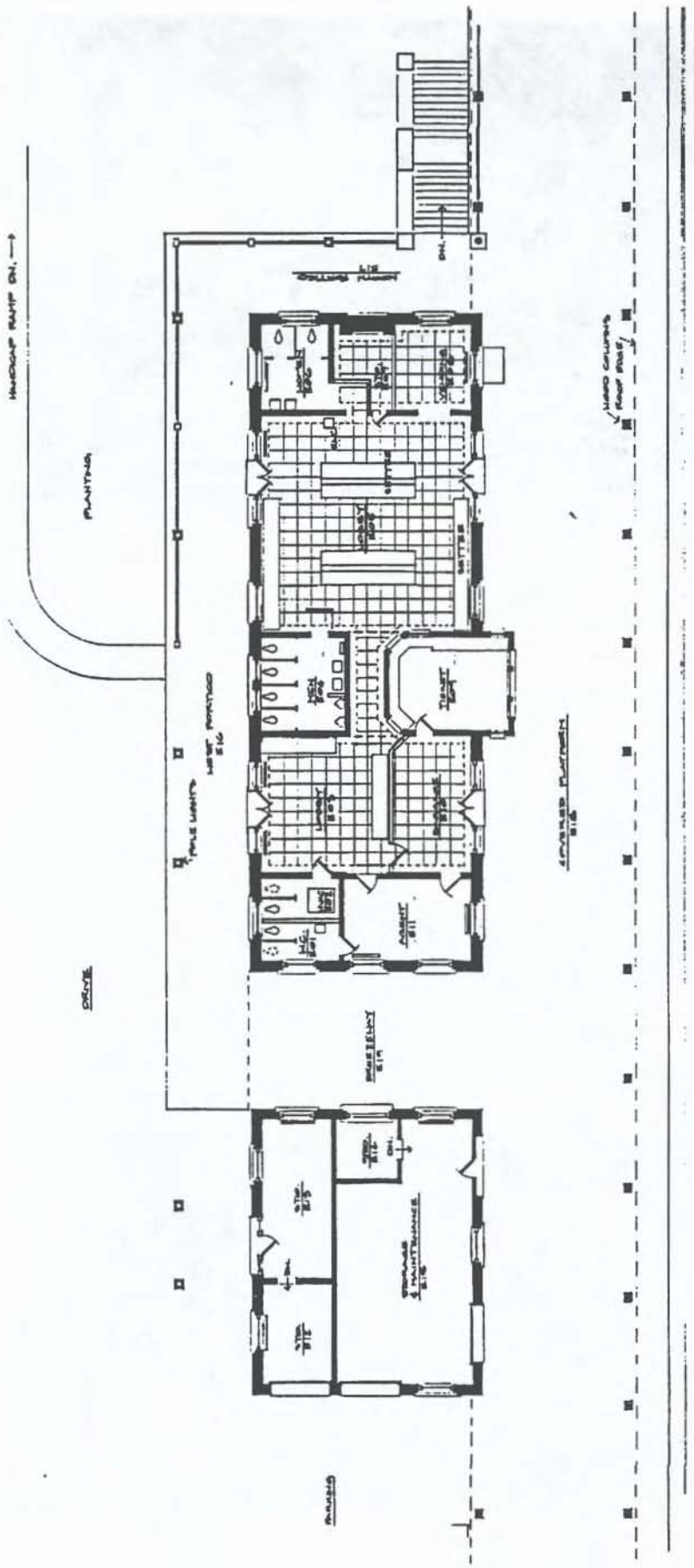


Virginia Rail Express Portico

The Post-Modern style portico and pole lights were installed on the east platform in 1992 for commuter rail passengers. It replaces the original portico and lighting demolished in 1982.

Existing Floor Plan 1994

North



PHYSICAL DESCRIPTION

EXISTING MATERIALS & FINISHES

Passenger Station

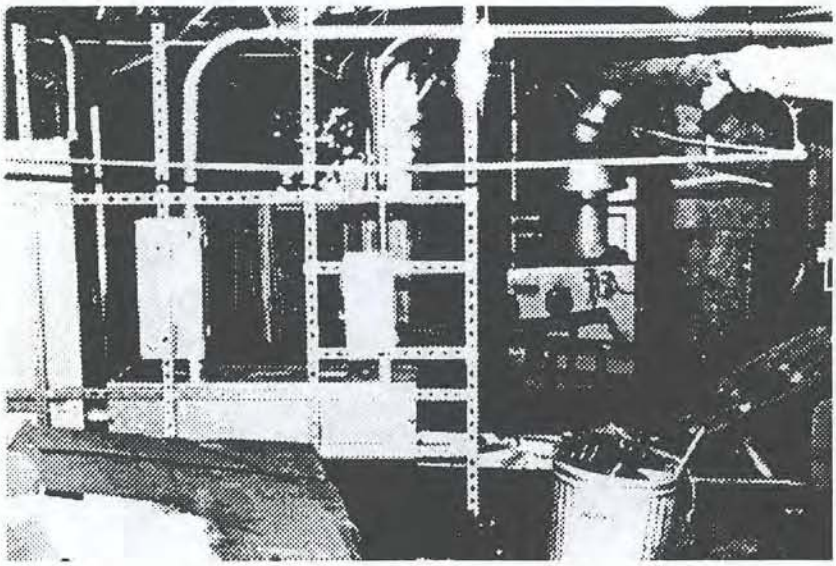
Basement/Crawl Space

Floor: Concrete in north west corner, earth in other areas. Headroom is roughly 9'-4" to the bottom of the joists and 7'-6" to the bottom of the steam heat pipes at the concrete floored mechanical area at the north end. Headroom gradually decreases to roughly 2'-6" at the dirt floor in the south end.

Walls: Solid Schist fieldstone at the north and portions of the west wall. The mortar joint has a 1/2" wide smooth tooled area in the middle. The foundation is poured concrete.

Ceiling: Exposed wood joists and floor deck in excellent condition except at the areas directly below the toilets in both rest rooms. The decking is 3" face pine tongue and groove. The wood joists are pine, 11 1/2" deep by 3" wide spaced at 16" on center. The joists span east west and bear on a summer beam composed of back-to-back 3" wide by 12" deep C-channels resting on concrete piers. The first floor joists run north-south at the north end of the structure, below the vending and women's toilet.

Doors and Windows: Windows on west wall at north end have been boarded-up. Wood five-panel door and transom at north entry was removed in 1982 and replaced with a standard flush metal door.



Basement Mechanical Area Looking North

The open boiler and electrical panels will be required by the building code to be enclosed by a 1-hour assembly as part of Phase 1 construction. The boiler and domestic water heater vent through the chimney at the north end of the station. There is a large coal bin in the northeast corner with wood slat walls that was fed by a bulkhead from the passenger loading platform above.

NOTES: There are five oak and pine [?] doors stored on the ground in the crawl space from early station and toilet remodels. The doors are 4-panel: two vertical panels below, a horizontal panel in the center and a large panel of wood or glass at the top. The doors are up to 7'-4" tall and 3' wide. There are also six toilet stall doors with two vertical panels below louvers and with extended ogee shaped stiles top and bottom. The doors are in generally good condition and may be refinished and reused.

There are also two columns laying on the ground in this space. One is white, splined wood, 8'-6" tall, 10" diameter at the neck and 12" diameter at the base with its original shipping protection boards strapped in place. This column may have been surplus from the original 1905 portico construction. The other is solid wood with dark green paint, 5' tall and 6" diameter at the neck. The shorter column may have been used at the north exterior stair canopy. Several pieces of black roof slate were laying on the ground by the doors. A 12" diameter clay conduit connects the south end of the crawl space with the baggage building. The crawl space is unvented.

Room #E-01, WC/Janitor
View Looking West

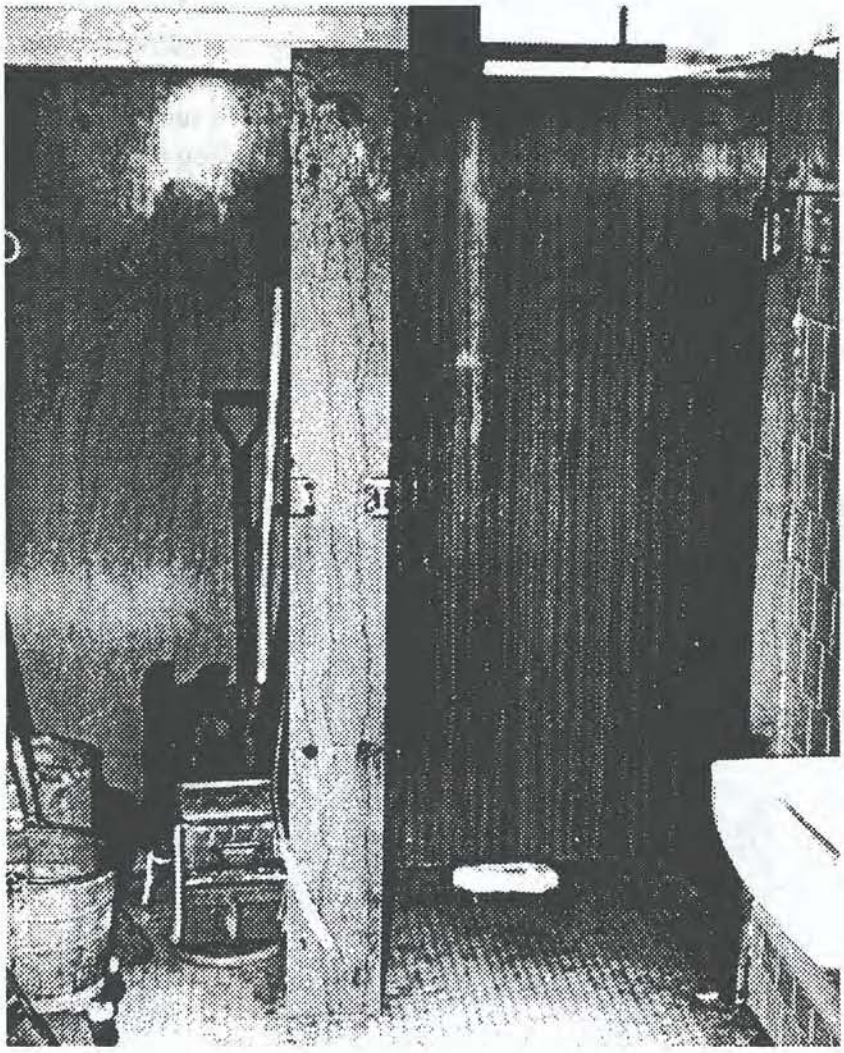
Floor: 1" white hex ceramic tile

Walls:
North: plaster
East: masonry
South: masonry
West: masonry

Ceiling: coved plaster at 12'

Doors & Windows: original varnished oak windows have obscure glass, 5-panel oak door with no transom

Notes: This space was created by adding the north wall and subdividing the 1929 toilet. Toilet partitions are marble matching the original window sills. The left toilet stall was converted to janitor storage in 1982.



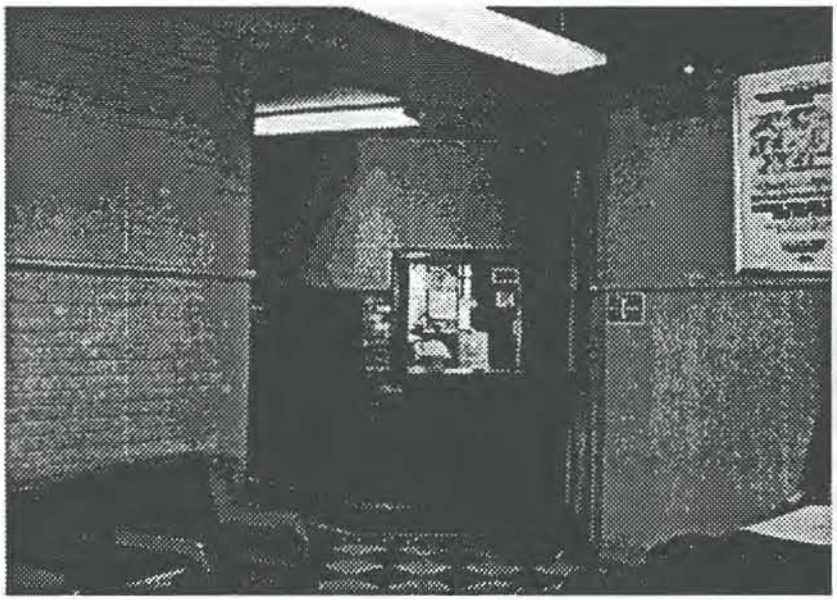
Room #E-02, HVAC
View Looking South from South Lobby

Floor: 1" white hex ceramic tile

Walls:
North: masonry
East: masonry
South: plaster
West: masonry

Ceiling: coved plaster at 12'

Doors & Windows: original varnished oak window has obscure glass, oak door has broken center panel and transom has been replaced with a vent grille for mechanical return air



Room #E-03, South Lobby
View Looking Northeast
ca. 1981
photo by Robert M. Ovelman

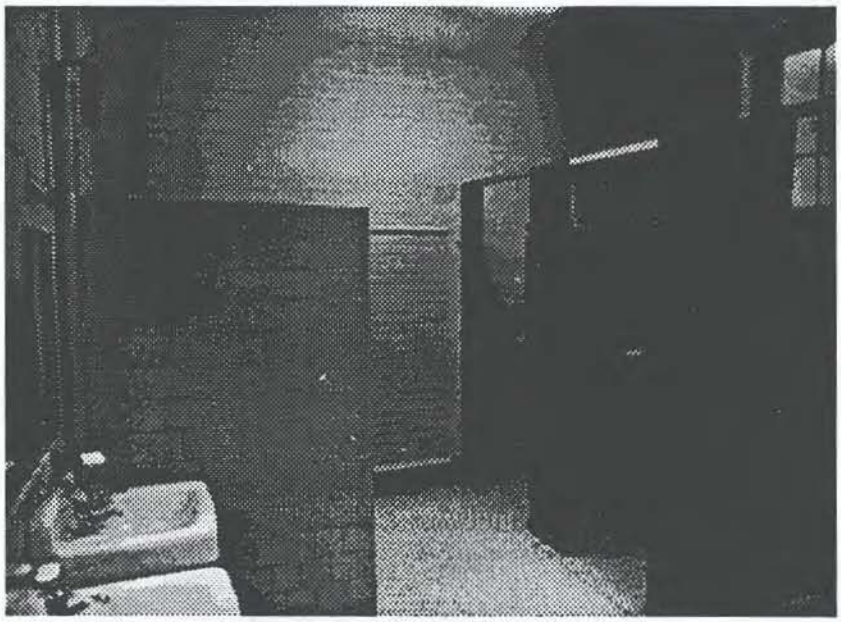
Floor: 1'x1' black & white ceramic tile with Greek key border

Walls:
North: masonry
East: 10' high stud partition with drywall
South: masonry
West: masonry

Ceiling: plywood on bar joists

Doors & Windows: original painted oak windows with marble sills, original style oak varnished entry doors.

Room #E-04, Men's Toilet
View Looking South, ca. 1981
photo by Robert M. Ovelman



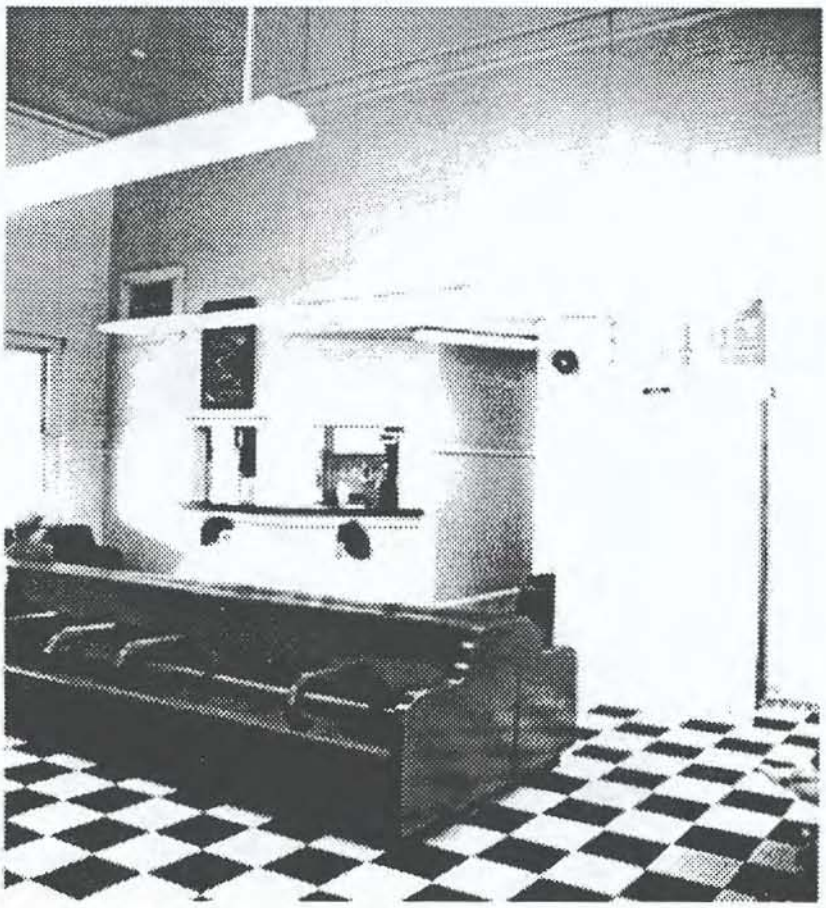
Floor: 1" white hex ceramic tile

Walls:
North: masonry
East: masonry
South: masonry
West: masonry

Ceiling: coved plaster

Doors & Windows: original oak windows

Room #E-05, North Lobby
View Toward Southeast



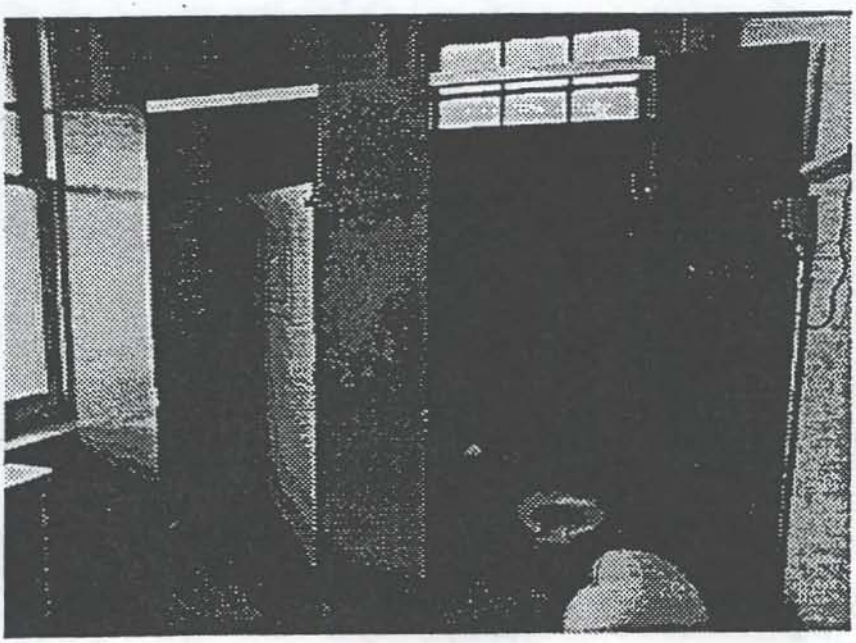
Floor: 1'x1' black & white ceramic tile with Greek key border

Walls:
North: masonry
East: masonry
South: masonry
West: masonry

Ceiling: plywood on bar joists with conduit suspended fluorescent light strips

Doors & Windows: original oak windows, now painted, with marble sills, original style oak varnished entry doors.

Notes: Painted oak benches may be original. Original metal grilles and marble sills at ticket windows were removed by Amtrak after 1977.



Room #E-06, Women's Toilet

View Looking North, ca. 1981
photo by Robert M. Ovelman

Floor: 1" white hex ceramic tile

Walls:
North: masonry
East: plaster
South: plaster
West: masonry

Ceiling: coved plaster

Doors & Windows: original oak windows

Room #E-07, Storage

Floor: 1" x 1" black & white ceramic tile laid in 1' squares with 1" x 2" tiles laid in a Greek key border

Walls:
North: masonry
East: 7' tall laminate partition
South: plaster
West: plaster

Ceiling: coved plaster

Doors & Windows: no original openings. Original station directory fit in niche on north wall at chimney. No photos of this directory have been located to date.

Room #E-08, Vending
Detail at Steam Radiator

Floor: 1'x1' black & white ceramic tile with Greek key border

Walls:
North: masonry
East: masonry
South: plaster
West: 7' tall laminate partition

Ceiling: coved plaster

Doors & Windows: original oak windows, painted

Notes: The original cast iron steam heat radiators have been covered with grilles in most locations in the building to prevent burns. Conversion to hot water heat would allow them to be cleaned and exposed.

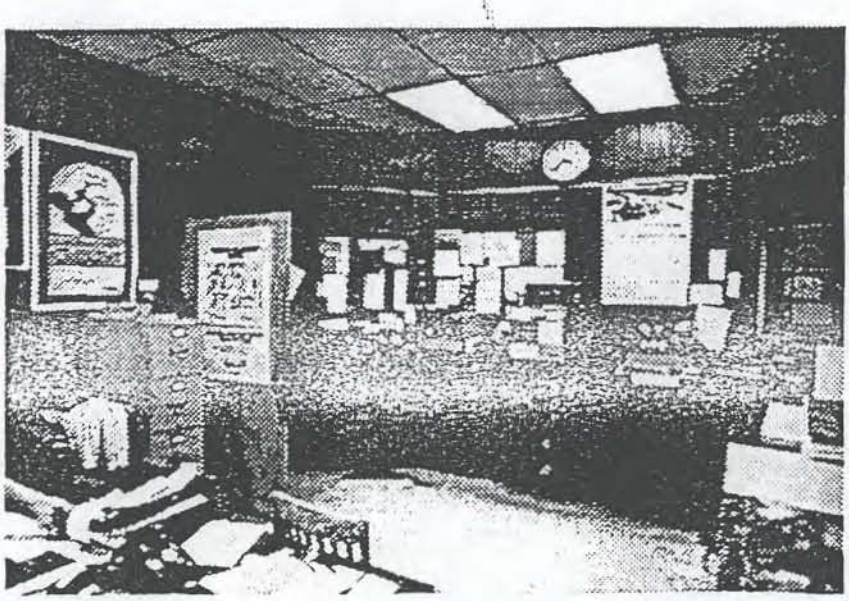
Room #E-09, Ticket Sales Office
View Looking West, ca. 1981
photo by Robert M. Ovelman

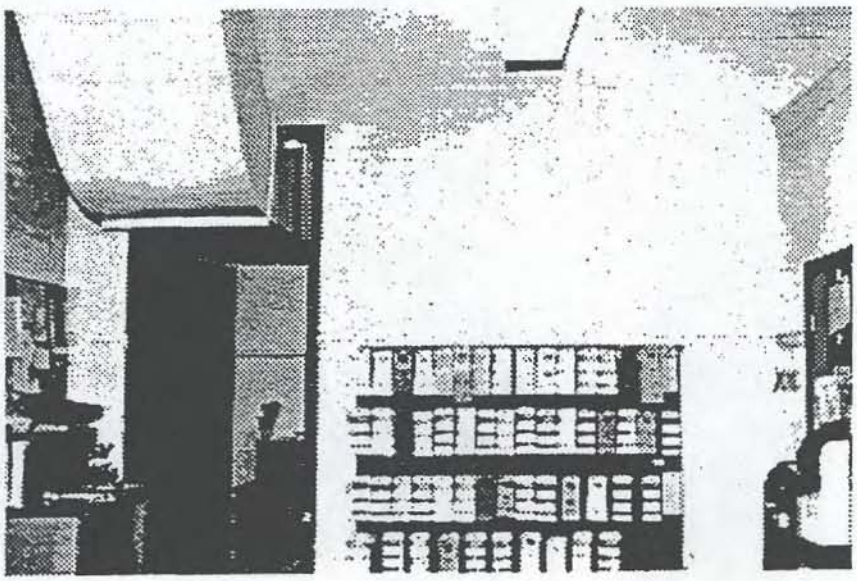
Floor: VA tile on 9" x 9" black and white ceramic tile

Walls:
North: vinyl paneling
East: vinyl paneling
South: vinyl paneling
West: vinyl paneling

Ceiling: lay-in ceiling at 10' height

Doors & Windows: original windows in 1929 bay, 1977 replacement ticket windows





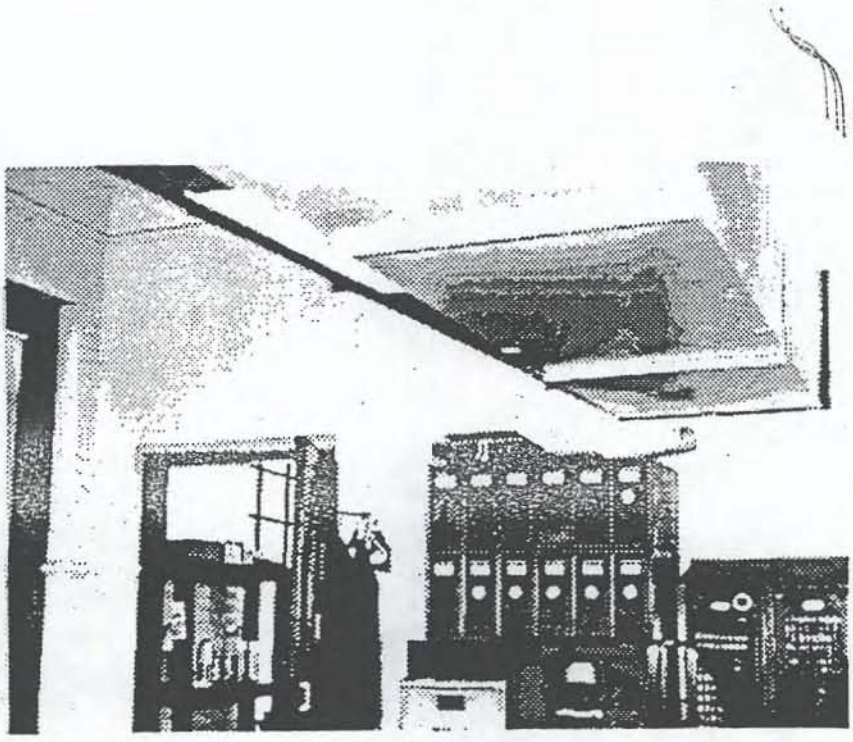
Room #E-10, Baggage Room
View Looking South

Floor: 1'x1' black & white ceramic tile with Greek key border

Walls:
North: masonry, door location altered
East: masonry
South: masonry
West: 10' high drywall partition

Ceiling: plywood on bar joists

Doors & Windows: original oak windows and original style doors to platform. Door to agent's office had a transom, now removed for HVAC duct, with brass plated steel opener. Ball tipped brass plated steel hinges. Serifed yellow lettering on door "Agent".



Room #E-11, Agents Office
View Looking West

Floor: 9"x9" Vinyl Composition tile over ceramic tile

Walls:
North: masonry
East: masonry
South: masonry
West: masonry

Ceiling: coved plaster

Doors & Windows: original varnished oak windows and varnished 5-panel oak doors

Notes: HVAC duct added through masonry wall

Baggage Building

Room #E-12, Storage
View Looking South

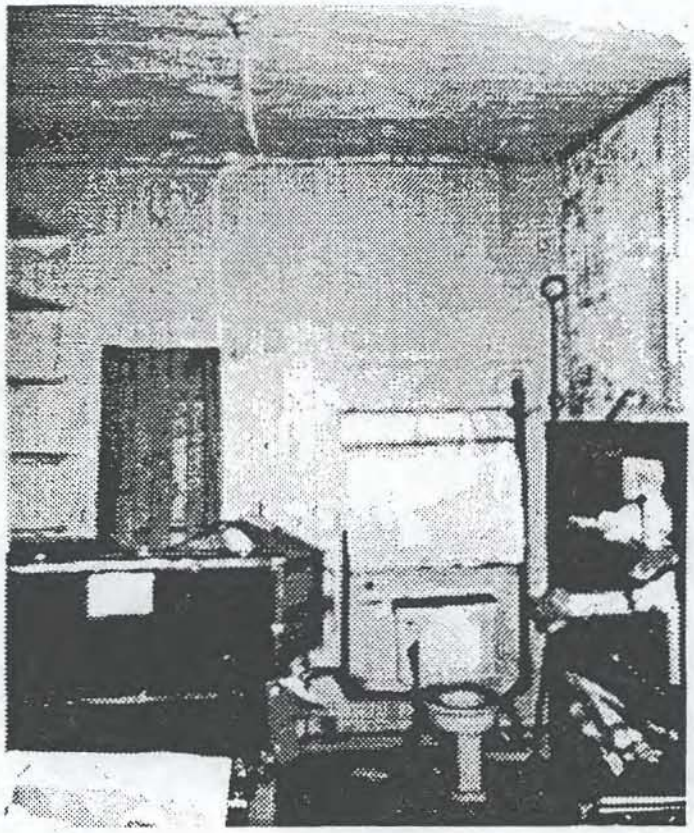
Floor: vinyl composition tile on concrete

Walls:
North: masonry
East: wood shelves on masonry
South: 1x4 beaded board
West: masonry

Ceiling: 1x4 beaded board at 10' falling in NW corner

Doors & Windows: pine window sill in missing, door is missing

Notes: Plumbing fixtures on south wall appear to be original



Room #E-13, Storage
View Looking North

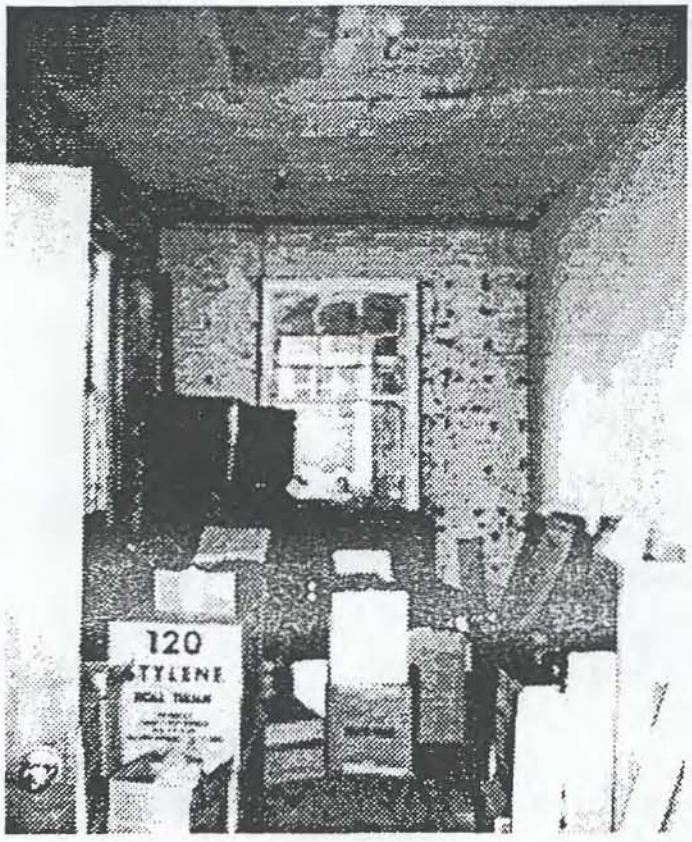
Floor: wood, raised 6", rotten

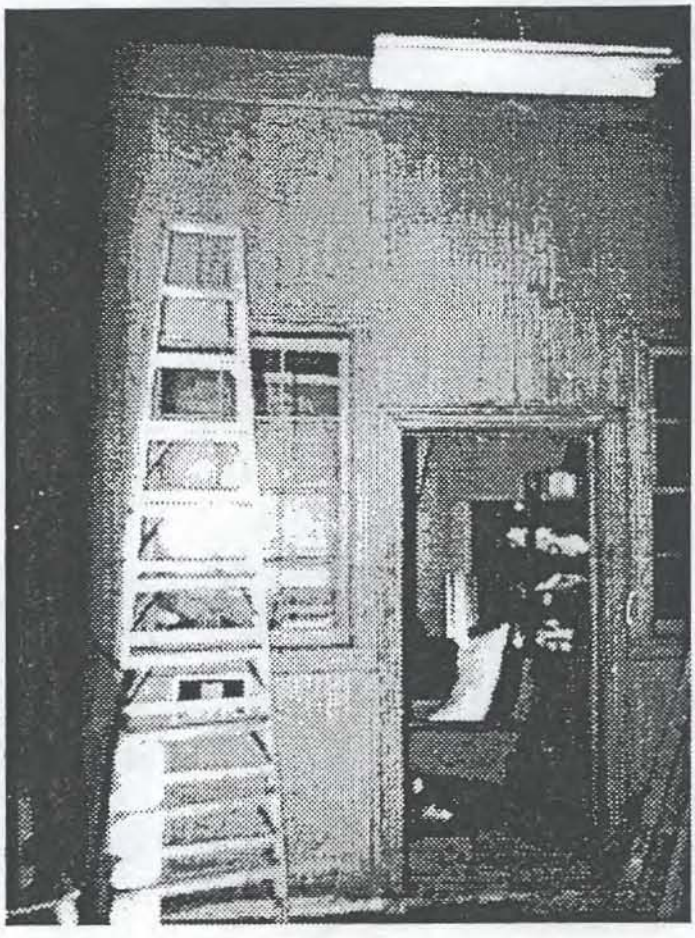
Walls: Homosote board or 1x4 pine on east wall, exposed masonry on others

Ceiling: 1x4 beaded board at 12', water damaged and collapsing. Light fixtures are a bare bulbs in stamped metal bases.

Doors & Windows: original marble window sill missing. Flush wood door with padlock is heavily damaged. Some historic doors stored here.

Note: steam radiators were used to heat this space





Room #E-14, Storage
View Looking West

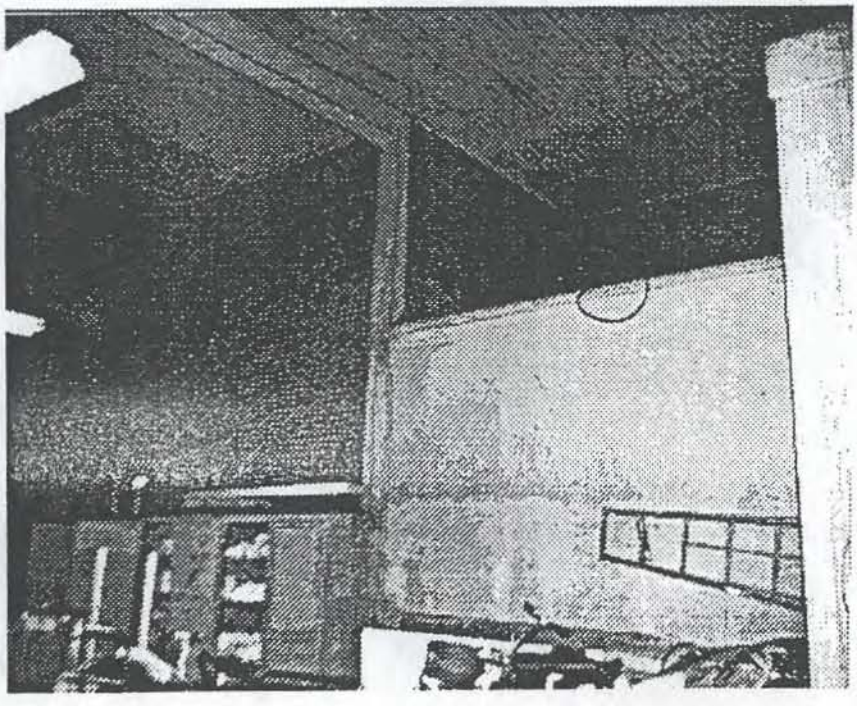
Floor: wood, raised 4", rotten

Walls:
North: masonry
East: 1x4 beaded board
South: 1x4 beaded board
West: plywood

Ceiling: 1x4 beaded board at 12'

Doors & Windows: double hung raised panel baggage receiving window on to Breezeway with stone sill. Fluted painted pine Victorian style trim, originally varnished finish. 4/4 & 6/6 interior windows

Note: This room does not appear on the 1904 drawings but is obviously an early baggage receiving area.



Room #E-15, Storage & Maintenance
View Looking Southwest

Floor: concrete with numerous patches

Walls: unpainted brick

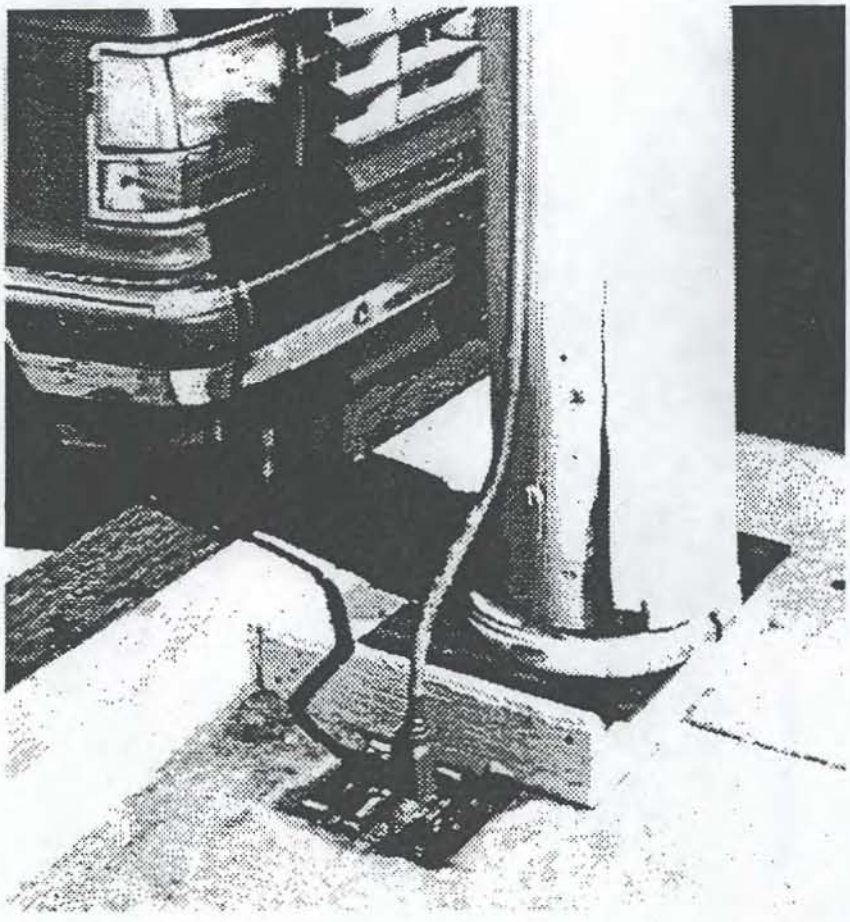
Ceiling: 1x6 & 1x4 beaded board at 19'-8", some small areas of water damage. 1'x4' flourescent shop lights

Doors & Windows: overhead steel rolling doors, original wood windows - painted (pine ?), wood and marble sills

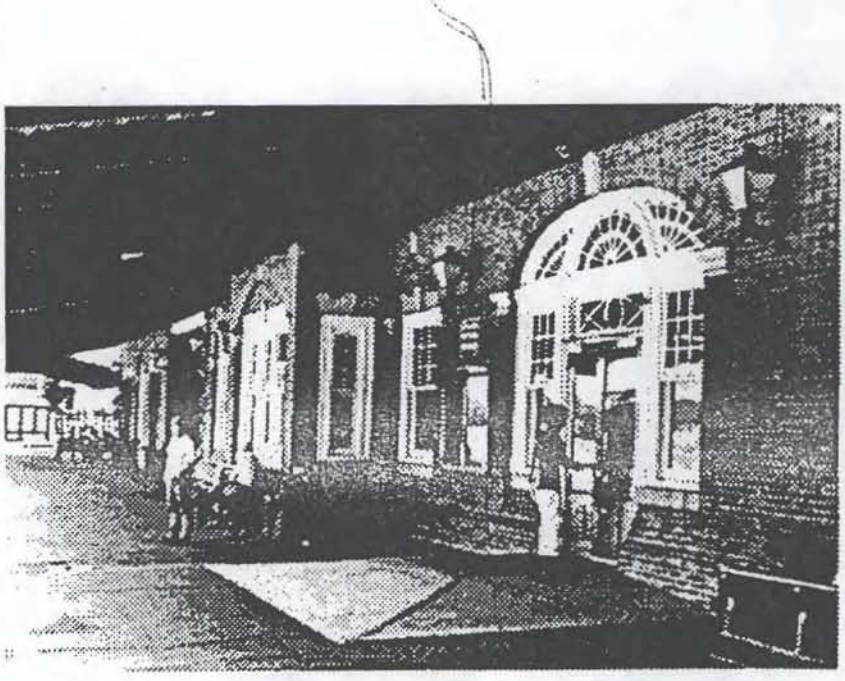
Notes: Room contains steam radiators

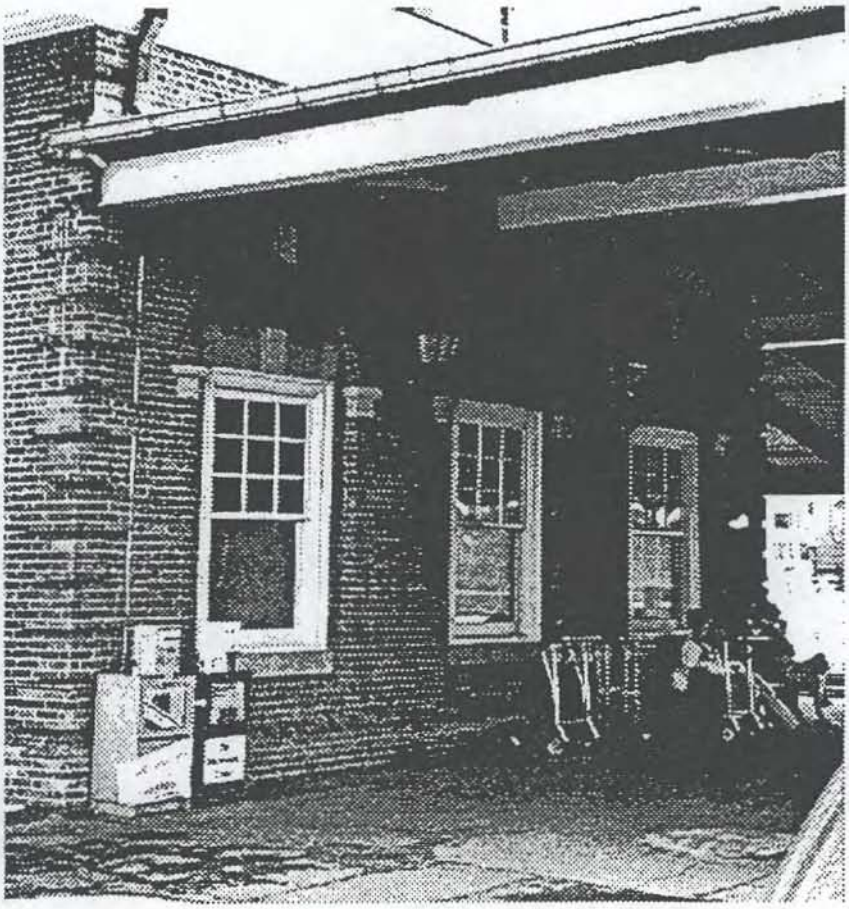
Portico

The existing portico was constructed in 1982 to replace the damaged original. However, the same problems are re-occurring due to inadequate maintenance and, at the south end, parking too close to the columns.



This view of the east facade of the station beneath the 1982 portico shows the existing handicap ramp and inappropriate Colonial Revival style wall sconce light fixtures with exposed conduit. The handicap ramp does not meet the ADA and will eventually be replaced.





Breezeway

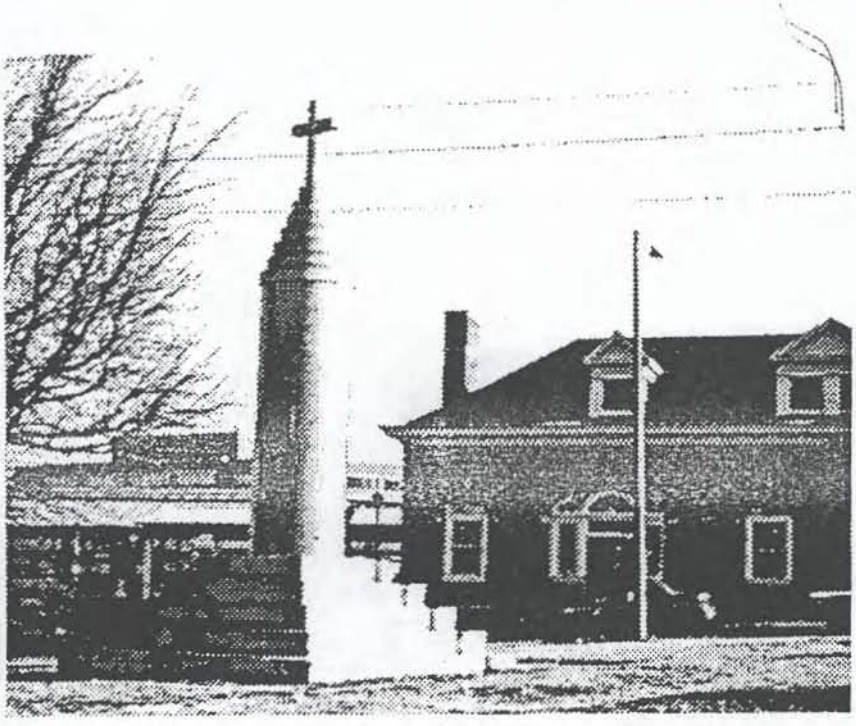
Room #E-19
View Looking Southwest

Floor: concrete

Walls: brick/open

Ceiling: exposed stained wood deck, installed 1982 on original painted wood beams

Doors & Windows: original painted 9/1 windows

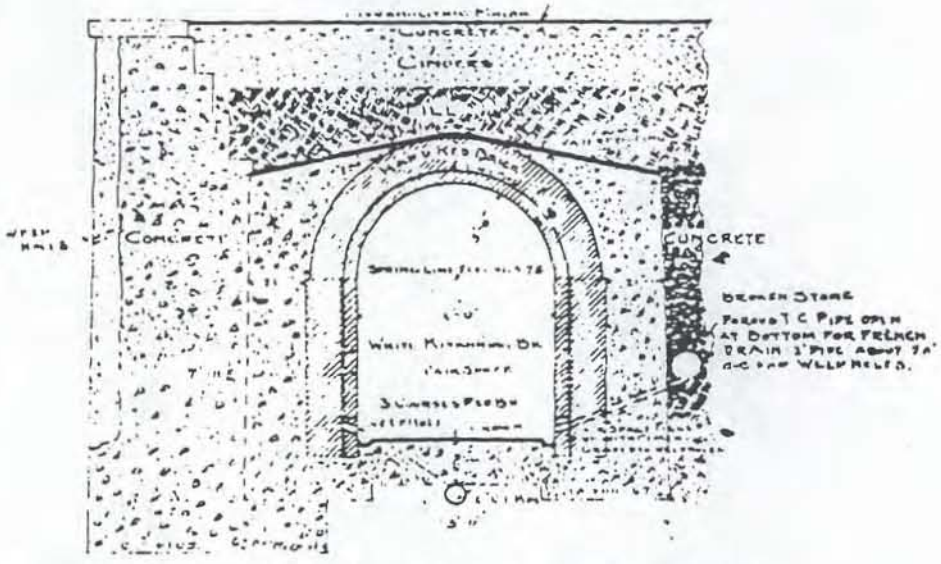


Site

The granite and limestone Veterans of Foreign Wars monument was erected in 1940. A WW I Renault tank was also located here until it was relocated to West Virginia in the 1980s. A concrete slab for the former tank and a flagpole are located to the right of the monument, out of the photo.

Original Section Drawing of East Platform Access Tunnel

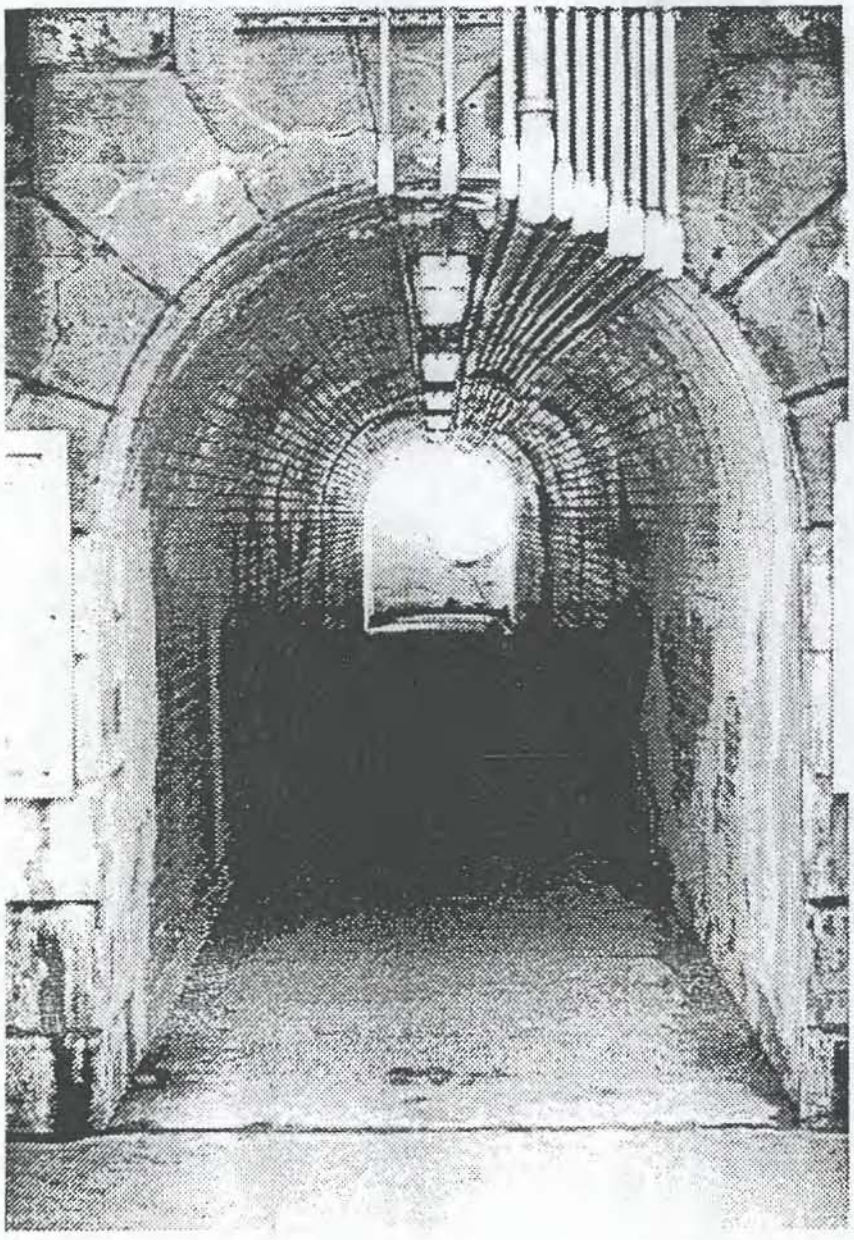
Made from a reduction of blueline prints last revised Oct. 20th, 1904. Dimensions removed for clarity.



CROSS SECTION A-A. SHOWING RETAINING WALL.

East Platform Access Tunnel

Note the inappropriate electrical conduit installed by VRE during construction of the new east platform portico in 1993. This conduit runs to the station basement and should be relocated below the track and west platform. The 1905 French drain/ roof drain system has been clogged since a sanitary sewer manhole was installed in 1982 and hydrostatic pressure from track and platform drainage has caused stains on the brick vault and stone wall. The City, Metro and station master plans all call for the tunnel to be extended through to the Metrorail station to enhance intermodal use (ref. p. 83).



Alexandria Union Station

2. TREATMENT & USE

ULTIMATE TREATMENT & USE

Background

The proposed 1994/95, Phase I program for the restoration/ renovation of the Alexandria Union Station is described in the Executive Summary of this document (p. 7) and the Proposed Project Budget Summary located in the Appendix (p.107). Although the grant budget was based on a modest program and a careful cost estimate, inflation and unknowns exposed during construction will limit the ability in Phase I to achieve even this reduced scope of work.

It should be noted that the deteriorating condition of the station and essentially the same program needs have been described in Amtrak documents since 1975. A Commitment Approval Request Summary in 1978 recommended $193,050 to rehabilitate the Alexandria station through the following:

1. Upgrading of the heating system;
2. Installation of central air conditioning;
3. Expansion of the passenger waiting area;
4. Exterior and interior painting;
5. Pave dirt parking lot;
6. Relocate and construct new men's and women's restrooms;
7. Install new standard Amtrak ticket counter;
8. Repair platforms, canopies, roof, lighting and roof gutters;
9. Modify and paint baggage room; and
10. Install ramps and remove physical barriers for handicapped passengers. (*Station Conditions and Alternatives*, p. 19)

However, few - if any - of these items were accomplished because Amtrak would make no major funding commitments to maintenance or renovation due to the unknown term of tenancy on property owned by the RF&P Corporation. Had recommended maintenance been performed on the station in the late 1970s, when RF&P was considering construction of several 100' tall commercial structures using the air rights over the tracks and the fate of the station was unknown, hundreds of thousands of dollars would have been saved in the present proposal to replace necessary building elements demolished in 1982.

For these reasons, as part of the 1993 grant application for ISTEA funding, the RF&P Corporation agreed to maintain rail service "at the facility for at least a 10 year period". Although RF&P has stated that they intend to build another intermodal rail facility in the future at the Potomac Yard development, it is not expected to

compete with the present site in downtown Alexandria. Further, the RF&P has stated that they have no plans for the Union Station property beyond its current use.

1995 Program Objectives

Based on these assumptions, the City of Alexandria Department of Transportation & Environmental Services and the Department of Planning & Zoning have worked with RF&P, Amtrak and VRE to develop some long range goals for the station site.

The broad program objectives for Phase I and the 1995 Master Plan are as follows:

a) restore the interior and exterior of the structure to its 1905 appearance;
b) provide contemporary and flexible services to both the tenant and public using the facility;
c) improve traffic flow and parking for the cars, taxis and buses using the station, and to enhance intermodal operations in the King Street Metro Station area;
d) preserve, for residents and tourists, the compatibility of the existing scale and use of the station with the adjacent Old and Historic Alexandria, Parker-Gray and Rosemont historic districts; and
e) enhance the open space and landscaping of the site to compliment the adjacent George Washington National Masonic Memorial and the historic Rosemont residential district and to provide a visual gateway into Old Town.

Station Master Plan

A second phase of the present renovation project, financed by a future grant, will include additional operational improvements to the exterior of the main building. The Vitetta Group, architects for the Phase I portion of the station renovation, have been retained to develop a five year master plan for the building and site. The preparation of a master plan will allow a prioritized assessment of future needs so that phase one work can be initiated without interfering with future phases. This phasing is particularly important given the limited resources available and the coordination required for numerous funding and review authorities. The plan will take into account the property owner's long range goals for the site, the tenant's needs, the 1992 City of Alexandria Master Plan (excerpted below), input from adjacent neighborhood groups and the National Register eligibility of the existing historic station structures.

Among the elements to be considered in the master plan are:

1. A primary goal is to pave the existing gravel parking area, located at the south end along Callahan Drive near Duke Street, to provide controlled parking for both VRE and Amtrak patrons. There is an easement for a jet fuel pipeline serving National Airport below the present gravel parking area and some hazardous waste abatement may be required, though no soil testing has been performed.

2. Coordinated pedestrian access to the site and more convenient access to the Metro station is also desired to promote use of this area as an intermodal facility.

3. Extensions of the existing station platform and canopy to the north and south. Some of the longer trains presently require two stops to unload all of the cars and longer canopies would reduce waiting time in the station.

4. The Metro platform extension to the north may be incorporated in proposed King Street bridge improvements. This would also include pedestrian access to the Metro platform from the north side of King Street but not Union Station.

5. Access to the east Union Station platform must be provided for persons with disabilities without having to cross the tracks at grade. This will likely require a lift or elevator in at least one location. Finally , there has been a plan since the Metro station was constructed to extend the existing pedestrian tunnel to connect with the Metro station.

The Urban Design Master Plan, approved November 1990, states:

> The King Street Metro station area is nearly built out, with only a few parcels that are likely to be redeveloped. The area has been built as desired by the city, to limited heights and relatively high density. Little provision has been made for open space, but this will be partially alleviated by the landscaping of the Gateway parcel and better landscaping of the Metro Station area.
>
> The Transportation Master Plan, approved December 1990, gives as specific recommendations regarding the King Street Metro area:

City of Alexandria Master Plan

The adjacent excerpts from the City's 1992 Master Plan specifically relate to the land use and transportation aspects of the King Street Metro station area. They have only slight bearing on the Phase I renovation of the station building itself. They will, however, have an impact on budget priorities, sitework and phase II programming and should be reviewed during development of the master plan phase of the present project.

That all right hand turns in the King Street Metrorail area, particularly at the King Street/Daingerfield/ Diagonal Road intersection, be designed to control vehicular traffic, either through a stop sign or traffic signal, to allow safe pedestrian movement within the area. (p.39)

TRANSIT

Item #51. King Street Station Extension: Continue to explore with WMATA and the Virginia Department of Transportation the provision of an additional access point at the King Street Station near the intersection of Cameron Street and Commonwealth Avenue. This would provide a direct pedestrian connection from the Rosemont area without crossing Commonwealth Avenue or King Street and eliminate many conflicting movements. (p.50)

Item #57. King Street Metrorail/Commuter Rail Connection (1-5 years): Provide a smooth pedestrian connection between the two rail stations to promote usage of both systems. (p.50)

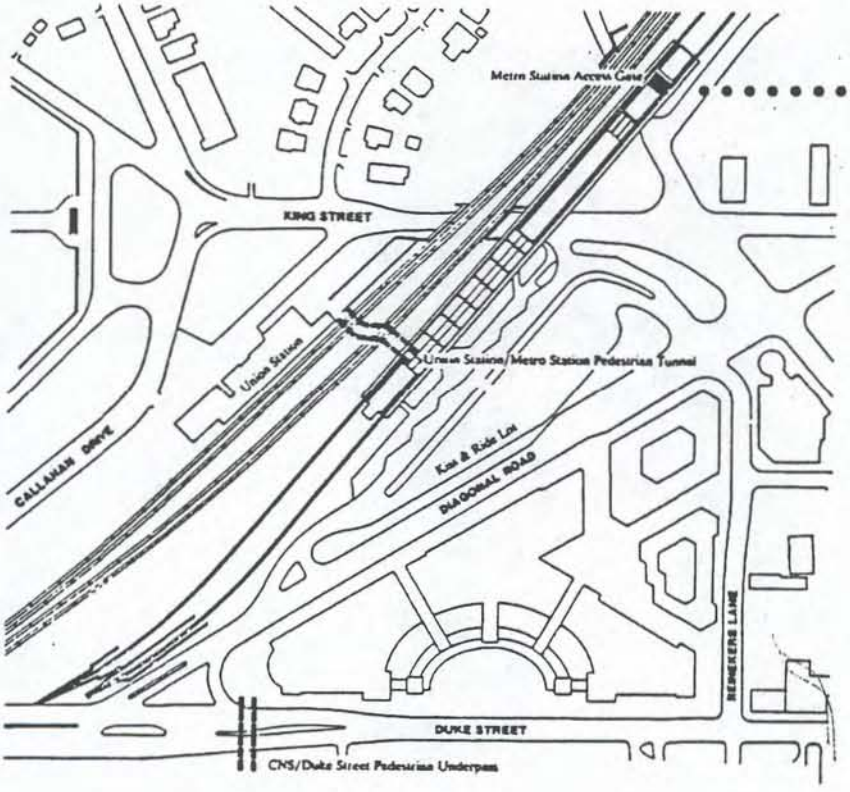
Item #58. Pedestrian Grade Separation of Duke Street at the King Street Station (beyond 5 years): A grade-separated pedestrian crossing of Duke Street will be provided if the City determines that it is needed as development occurs on the Carr/ Norfolk Southern site. Periodic evaluation of the need would be made as occupancies of significant developments occur. (p.50)

King Street/Eisenhower Avenue Metro Station Small Area Plan, adopted in 1992, states:

The RF&P owned Amtrak Station, parking lot, rail trackage and other vacant land east of Callahan Drive were rezoned from R-5 Residential to U/T Utility/Transportation as part of the King Street/Eisenhower Avenue Metro Station Small Area Plan, adopted in 1992. (p.67) In addition, heights in the surrounding area were reduced from 150' to 77' and the FAR for commercial development reduced from 6.0 to 3.0. The recommended height reduction was directly related to consideration of the impact of 150 foot buildings on the Masonic Temple and on adjacent residential neighborhoods. (p.53)

The Pedestrian System Section States:

One improvement which should be implemented is to extend the pedestrian tunnel from the Amtrak Station to the Metro Station mezzanine area. This connection was recommended in the 1978 King Street Metro Station Area Plan and was planned as part of the Metro Station design. The tunnel would serve Commuter Rail passengers and Rosemont residents destined to Metro.



Future Metro Station Platform Extension & Access Gate

Proposed Metro Pedestrian Tunnel Connection
King Street/Eisenhower Avenue Small Area Plan
Map 14, p. 52
Adopted June, 1992

Another improvement which should be considered is to provide a second access point to the Metro platform. The King Street Metro Station provides only a single point of access through the fare gates, up the escalators and onto the platform. This forces most transit patrons from Rosemont to have to cross King Street, and sometimes Commonwealth Avenue, to access the station.

If the King Street Metro Station Platform were extended over King Street and a second set of fare gates and escalators were installed near Commonwealth Avenue, many transit users could then access the station without crossing King Street.

A third pedestrian improvement may be necessitated by the development of the Carr/Norfolk Southern site. The proposed development envisions some 19,000 workers and some 4,000 residents. To access the King Street Metro Station, pedestrians will have to cross a five lane Duke Street. Because of the potential conflicts between heavy pedestrian and vehicular movements affecting Duke Street it may be necessary to construct a tunnel underneath Duke Street to provide access to the King Street Metro Station from the CNS project. The conditions of the CNS project require that such a tunnel be built if the Director of T&ES determines that the facility is needed.

All of these improvements are desirable; however they are all likely to be expensive. WMATA estimates that the tunnel connection could cost between $.9 million and $1.7 million plus the possible cost of an elevator for handicapped accessibility. According to WMATA, each additional entrance to a transit station will require a mezzanine with farecard machines, turnstiles and a manned kiosk plus an elevator would be required for handicapped people. This may mean that providing an additional entrance to the King Street Station could cost $3 to $4 million. The pedestrian tunnel under Duke Street also will be costly, but CNS will be responsible for that improvement. (p.51)

POTENTIAL KING STREET/UNION STATION CIRCULATION IMPROVEMENTS

The following list of potential alterations to vehicular and pedestrian circulation in this area is collected from previous studies in the files of the Alexandria Planning & Zoning Department. Some items can be implemented independently for relatively small amounts of money. Others must be coordinated with related improvements and require a significant capital investment.

1. Close off Sunset Drive at King Street, north of the station;

2. Close off Amtrak driveway to eastbound King Street, remove asphalt from driveway and create sidewalk/handicap pathway to station;

3. Eliminate or relocate bus stops on either side of King Street between the bridge and Callahan/King/Russell;

4. Develop circulation plan for Amtrak Station, short term for Phase I operations and long term for Phase II operations in conjunction with development of a parking lot on south end. Create staging/layover area for taxis to the south of the main Amtrak building;

5. Eliminate "hot right" from northbound Callahan to eastbound King Street. No right turn on red when pedestrians present;

6. Close off King Street driveway entrance to Masonic Temple;

7. Replace wood utility poles along King Street with Gadsby or other appropriate fixture;

8. Extend brick sidewalk to Callahan Drive;

9. Remove traffic circulation sign on King Street now located on Railroad embankment;

10. Repaint railroad bridge;

11. Extend metro platform to the north side of Commonwealth Avenue; provide crosswalk connection to escalator on Cameron Street;

12. Extend island between King/Commonwealth to form triangle; enlarge Metro Station island to directly align with King Street and Daingerfield Road to channelize traffic as shown in attached diagram;

13. Remove bus driveway entrance from Diagonal Road;

14. Remove bus bays from Diagonal Road;

15. Redesign kiss/ride area within Metro Station lot to control car movement and to protect pedestrian movement as shown in sketch;

16. Construct tunnel connecting Union Station, VRE and Metro;

17. Provide crosswalk from Diagonal/King Street intersection at King Street Gardens to Hazel/Peterson property. Signalize this intersection;

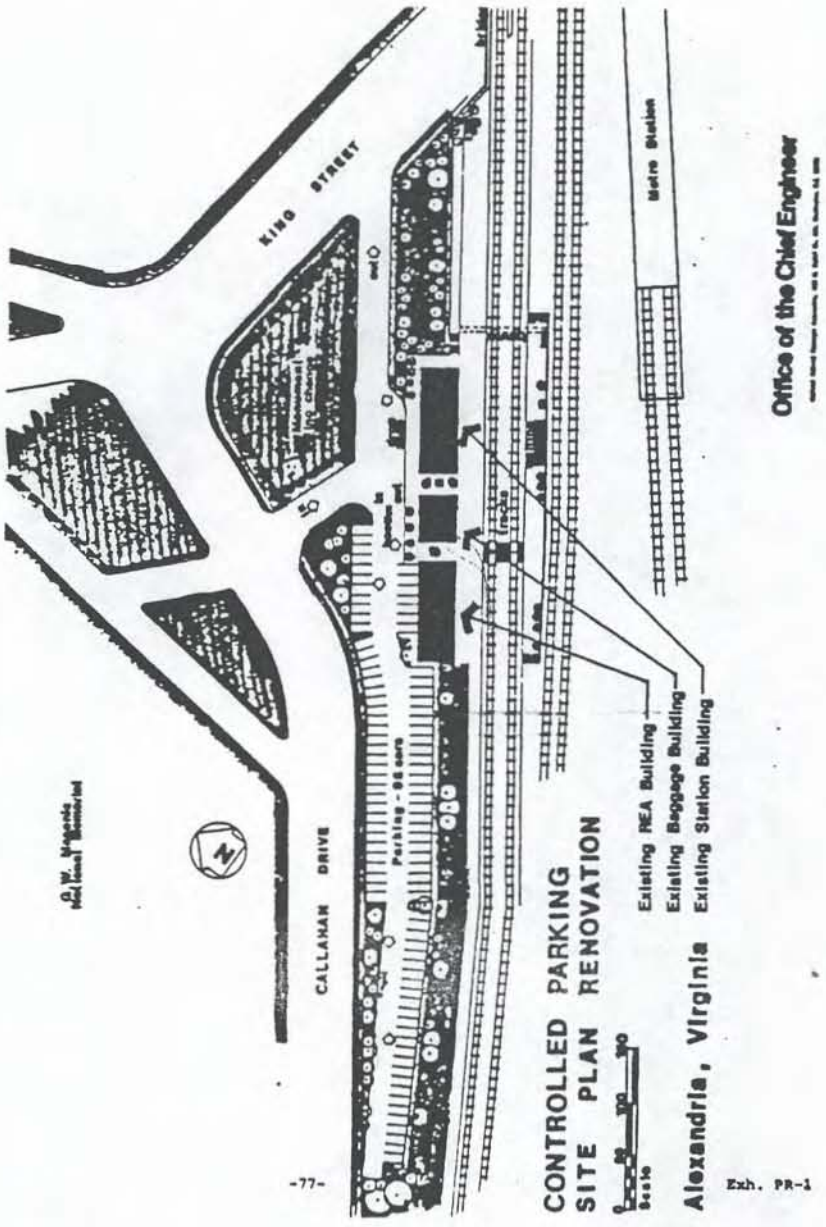
18. Close Diagonal Road from Daingerfield Road to King Street and integrate into park;

19. Install crosswalk from King Street Gardens to Metro Station; and.

20. Connect the surviving historic railroad features in Alexandria: Hooff's Run bridge, Wilkes Street Tunnel and Union Station, via an interpretive bike path.

Parking

Site Plan reproduced from Amtrak *Station Conditions and Alternatives* study, 1981, p. 77



(overleaf)

The King Street Metro Area Plan

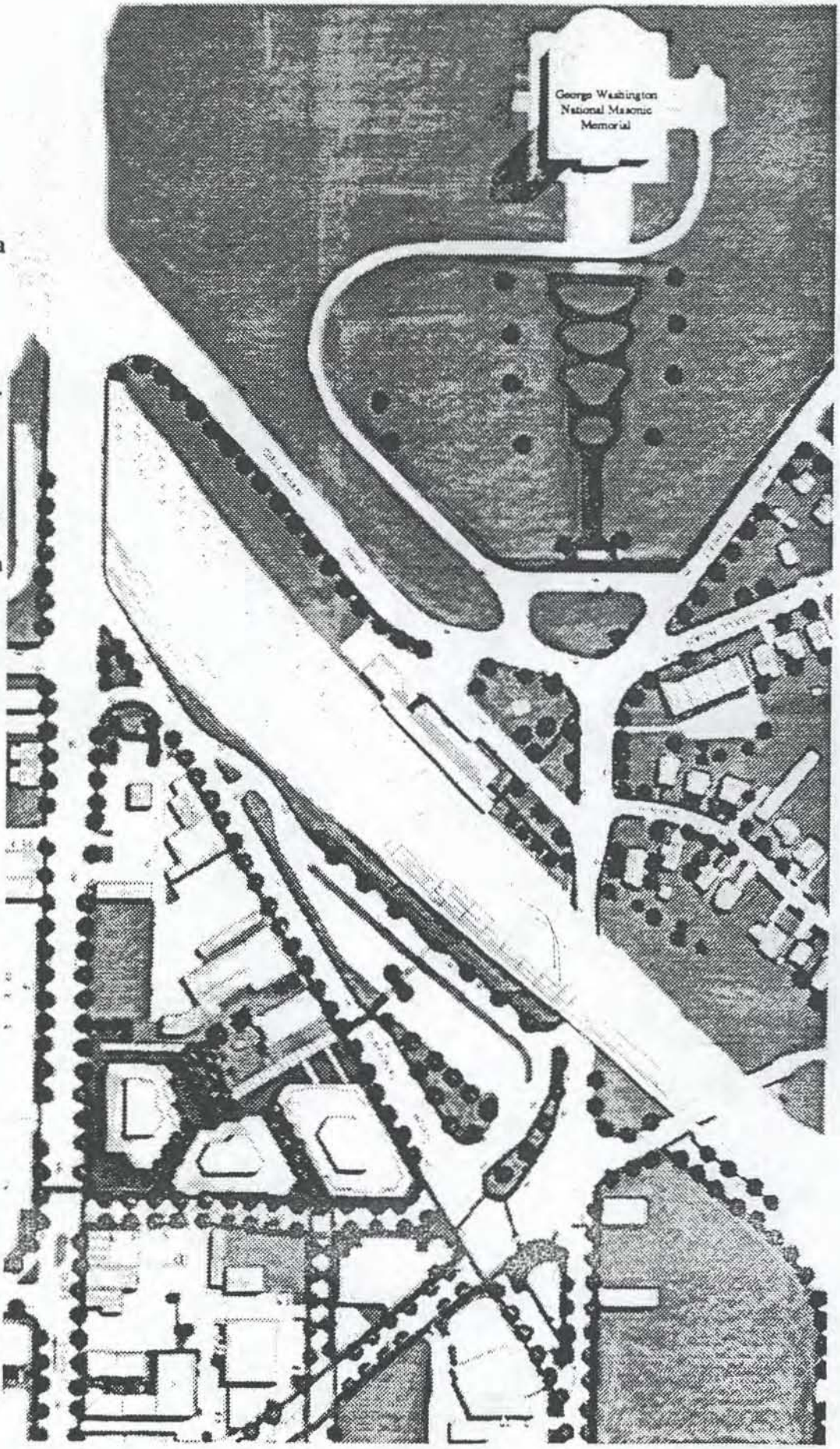
Prepared by EDAW Inc. Landscape Architects for the King Street Task Force in June 1988. The Task Force was formed by a group of private property owners and the City in 1982 to coordinate public/private investment, including streetscape design, for the redeveloping area around the new King Street Metro station. This plan also displays the proposed landscaped pedestrian network in the station area and the EDAW's design for the King Street Gardens park. A larger plan of the station area is reproduced on page 88.

Drawn for the King Street Task Force by EDAW Inc. Landscape Architects, June 1988

King Street Station Area Urban Design Plan

by EDAW inc., Landscape Architects for the King Street Station Area Urban Design Task Force

This detail was taken from a plan prepared ca. 1988 to accompany the *Recommended Urban Design Elements* manual. This manual contained specifications for paving, site lighting, newspaper racks, etc. on public and private property. The plan shows brick sidewalks and street trees surrounding the station on both King Street and Callahan Drive.



REQUIREMENTS for TREATMENT

SHPO & BAR Review

Because the Virginia State Review Board has determined that the station is eligible for the Virginia Landmarks Register and the National Register of Historic Places, and the grant for the Phase I renovation/restoration uses enhancement funds under the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), an environmental assessment is required under Section 106 of the National Historic Preservation Act to determine if the project will have any adverse impact on the historic structure or the adjacent National Register districts.

The State Historic Preservation Office (SHPO) shares this review responsibility with the Old and Historic Alexandria District Board of Architectural Review (BAR), pursuant to the Board's responsibilities as a Certified Local Government. The BAR gave preliminary approval to the schematic project at a public hearing on September 7, 1994 and the SHPO concurred in a letter to the Alexandria Planning & Zoning Department on November 18, 1994. The final design must be reviewed by both the BAR and SHPO prior to construction.

Any alterations to the building must conform to the most recent edition of the Secretary of the Interior's Standards for Rehabilitation.

Building Code

Preliminary review of the schematic design by Alexandria Code Enforcement officials indicated that the mechanical room in the basement of the building would require sprinklers or enclosure by a one-hour fire rated assembly.

ADA Requirements

Because Amtrak was granted a longer time period to comply with the requirements of the Americans with Disabilities Act (ADA), specific requirements for Phase I work on the station building will be furnished by AMTRAK.

1980 Amtrak Program Requirements

In response to proposed commercial redevelopment of the site in 1980 by RF&P, preliminary conceptual requirements were listed in an interoffice memo dated December 17, 1980 and included in Amtrak's 1981 *Station Condition and Alternatives* report (p.11). Although the program anticipated a new structure on this site and the program was based on ridership and conditions in 1980, many of the following general program elements are still valid:

1. The waiting room area should have enough space to accommodate 75 seats.
2. The parking area for Amtrak passengers alone should accommodate 100 spaces and should provide handicapped parking, express parking and an area for taxi and bus stop-offs.
3. A 20' x 30' area should be provided for baggage and express service with a separate baggage/express check-in counter. Accessibility to the platform and parking lot is essential.
4. All designs and construction must be in accordance with ANSI regulations for accommodating handicapped passengers.
5. Amtrak signage requirements must be in accordance with Corporate policy.
6. A restaurant or food service in the complex which is close or adjacent to our waiting area should be requested.
7. Access to the station and connection to the Metro Stop should be carefully considered to maximize convenience for Amtrak passengers.
8. Any designs should be energy efficient and preserve the historical value of the area.

Parking Requirements

Excerpt from Amtrak *Station Conditions and Alternatives* study, 1981 (Refer also to the Amtrak proposed parking site plan on p.86 of the present report)

With the opening of the King Street Metro Station in the Fall of 1982, the free parking now provided to rail patrons will have to be controlled to avoid extensive use by commuters. Also, with increasing land values, the continued financial justification of long-term free parking would have to be seriously evaluated. Much of the marketing appeal of Alexandria's station, however, can be attributed to the convenience of free parking close to the station waiting room. *(Station Conditions and Alternatives*, p.51)

A minimum of 95 automobile parking spaces should be provided. In addition, curb access next to the station should accommodate a minimum of 8 vehicles and short-term parking spaces next to the station for 15 vehicles. (*Station Conditions and Alternatives*, p.74)

ALTERNATIVES for TREATMENT

In 1981, as a result of the deteriorating condition of the existing station, Amtrak reviewed five alternatives in their *Station Conditions and Alternatives* report. Their summary is reproduced here for convenience as background.

Summary of Alternatives

In developing a course of action for Amtrak to pursue, it became evident that several scenarios could occur as various parties involved in the future of Alexandria station strive to promote their individual positions. Amtrak's primary concern is service to our passengers and to insure a cost-effective solution is finally adopted. We cannot predict how long it will take for the RF&P, the City, private developers and citizen groups to coalesce their positions into a workable plan for Alexandria station. In the meantime, the station building is in extreme distress. It is fast approaching, if not already reached the point, where Amtrak cannot afford to remain in the building and cannot justify any significant investment due to the uncertainty of future occupancy. Accordingly, five alternatives have been developed to provide a means to adapt to whichever scenario occurs first. The five alternatives including estimates cost (cost does not include parking) are:

1. Significant exterior repairs to stem further deterioration and to repair known structural and insect damage.
   ESTIMATED COST: $550,125

2. Restore and renovate the station completely including exterior canopy preservation and interior alteration.
   ESTIMATED COST: $762,248

3. Restore and renovate the station completely as in Alternative #2, but permanently remove the exterior canopies as a cost-reduction feature.
   ESTIMATED COST: $733,500

4. Construct a new Amtrak Model 100C station at the REA Station end of the property compatible with the architectural style of Alexandria. Release the existing station to other parties for adaptive use and restoration.
   ESTIMATED COST: $787,779

1981 Amtrak Alternatives Study
Station Condition and Alternatives study, p.1

5. Work closely with private developers and the RF&P to lease suitable space in future air rights development. Release the existing station to other parties for adaptive use and restoration.

   ESTIMATED COST: Not available due to unknown conditions and scope of developers project.

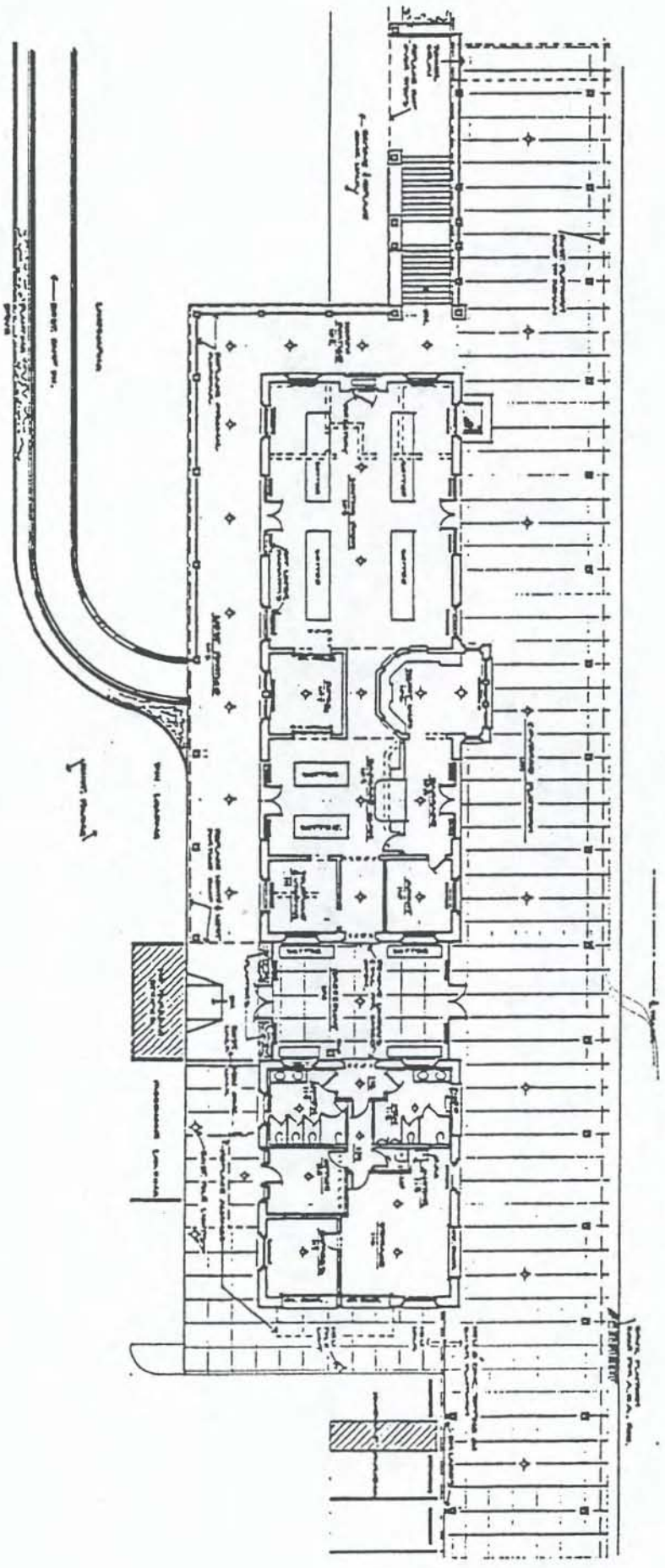
Of the five alternatives, only the construction of a new station on the site of the REA Building offers a course of action that can be taken reasonably independent of other factors should the RF&P, the City, and private developers not be able to resolve their differences. Inaction during the next 6 to 12 months could simplify Amtrak's decisions as the cost of any work on the existing station will become prohibitive. Inaction over the years to make major repairs and modifications to the station has resulted in extensive damage to the building which will be costly to repair.

The parking situation requires some resolution to coincide with the opening of the King Street Metro Station. As a minimum, the property should be posted and some form of permit system implemented to prohibit non-rail patron parking during the daytime. Regardless of which alternative is adopted, permanent parking lot improvements and controls may be pursued. Approximately $205,000 would be required to construct a controlled permanent parking lot.

All dollar figures quoted in this summary and in estimates contained in the body of the report are preliminary and based upon 1981 prices and do not include any real estate or non-project related utility relocations. (*Station Condition and Alternatives*, p.2-4)

1992 Alternatives Study

Three alternative station plans were prepared by Amtrak staff architects in 1992. Some included substantial alteration of the historic fabric of the interior and exterior of the station and would have required greater funds than were available. Further discussion between Amtrak and City staff produced a modified plan which was developed for the 1993 ISTEA grant application. The earlier plans are on file with Amtrak.



1992
Schematic Design Plans

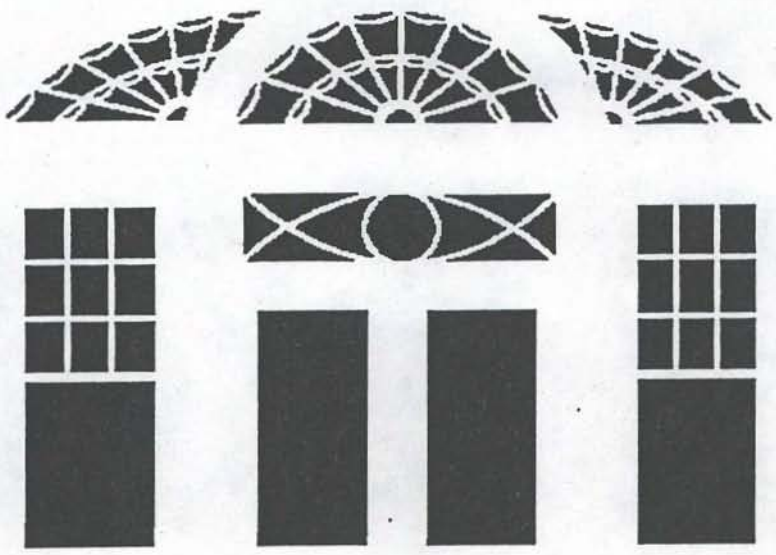
Drawn by the City of Alexandria Department of Planning & Zoning, in coordination with Amtrak architects, for cost estimation and grant application purposes.

North ↑

Alexandria Union Station

3. RECORD of TREATMENT

NOTE: This section will be added upon completion of the phase one work in 1995.



Alexandria Union Station

APPENDIX

SCHEMATIC DESIGN BUDGET for RESTORATION / RENOVATION

4/15/93

NOTE: The Schematic Design budget was developed from a desired list of functional and restoration items in preparation for the grant application. Although its total cost is well beyond the phase one project budget, it is provided here to indicate the relative costs of items for use in establishing priorities in the master plan.

The following outline is to be used in conjunction with the plan prepared by the Alexandria Department of Planning and Community Development, dated 3/11/93, historic photographs and copies of the original working drawings, dated 10/27/1904. The outline is arranged by category and references room numbers where the work principally occurs, noted in parentheses.

The items below are separated into subheadings which reflect the principle or direct beneficiary of the improvements (ie: building owner or tenant). Construction categories are listed within each subheading.

I. BUILDING EXTERIOR RESTORATION & SITE IMPROVEMENTS

---

a. PORTICO AND AWNING RESTORATION

(NOTE: this item can be simplified by using a contemporary style canopy to match the existing platform canopy, using a prefinished metal roof rather than matching the stainless steel and simplifying the iron guardrail)

1. Construct new portico to match original (see photographs and original working drawings), wood columns on vented aluminum plinth, beaded board ceiling, stainless steel standing seam roof to match existing. (102 and steps to north, 103) $146,304
2. Replace the original iron guardrail at the west and north porticoes. (102, 103) 20,097
3. Construct new awning to match original outside Office 118. (see photographs and original working drawings) 6,029

Subtotal Portico $172,430

Alternate Portico (assume) ($130,000)

b. SITE WALKS

1. Remove existing sidewalk from north of Portico 102 to King Street. $6,163
2. Extend 5' concrete sidewalk to King St. 2,974

3. Remove existing asphalt for new concrete walk adjacent to south and west sides of station. 1,375
4. New 4" reinforced concrete walk adjacent to south and west of station. 4,811
Subtotal Walks $15,323

c. IMPROVEMENTS ADJACENT TO CALLAHAN ST.

1. Provide curb & gutter along Callahan St. $13,880
2. Storm water system for Callahan St. extension. 26,796
3. Site prep/grading/repair for Callahan St. extension. 19,829
Subtotal Callahan St. $60,405

d. ROOF

(NOTE: the existing composition roof is 12 years old and has roughly 13 years left. It can be patched at the damaged dormer walls for roughly $2,000)

1. Remove existing composition roof for new slate. $2,412
2. Check and repair sheathing. 2,500
3. Install new black slate shingles with copper flashing to match original. 88,426
4. Install 3' tall cast iron boots at all exposed roof downspouts. 3,349
Subtotal Slate Roof Restoration $96,687
Alternate for Repair of Existing Roof Only ($5,349)

e. EXTERIOR WALLS

(NOTE: Although the stone walls are very dirty, the brick is in generally good condition and this substantial estimate may be reduced.)

1. Point damaged areas to match adjacent mortar. $10,000
2. Clean stone walls north of portico 102. 9,780
3. Clean brick on station. Use mild detergent with low pressure water to wash walls. 29,623
Subtotal Masonry Cleaning $49,403

f. SITE LIGHTING

(NOTE: this estimate is based on a uniform 1.5 footcandles using a pole fixture shown in a 1905 photograph. It also assumes that required trenching is not shared with parking lot excavation or landscaping. This item can be reduced or eliminated if standard City street lights are used along Callahan Street and the salvaged and reconditioned pole lights are reused at the entry drive.)

1. Remove and salvage 7 existing pole lights and 9 wall sconces. (101, 102, 103 104) $5,895

2. Provide 29 new parking lot pole lights. Assume H.I.D. bulb in shepherd's crook head on cast iron pole.	142,946
Subtotal Site Lighting	$148,841
Alternate Site Lighting	($20,000)

g. PLUMBING

1. Provide connection for landscape irrigation system by others.	$1,072

h. LANDSCAPING AND SITE IMPROVEMENTS

1. Remove concrete pad adjacent to flagpole.	$729
2. Move flag pole and foundation	1,340
3. Install topsoil, trees, shrubs and grass. (Allowance from Alexandria Parks Department)	24,567
4. Catch basin for Chesapeake Bay Act compliance, if required.	(?)
Subtotal Landscaping	$26,636

Subtotal Section I: Building Exterior Restoration	**570,797**
Subtotal using Alternates noted above	**$308,188**

II. BUILDING INTERIOR

---

a. DEMOLITION

1. Remove interior partitions noted as dotted lines on the drawings. (Rms. 105, 109, 111, 114, 118)	$2,934
2. Remove existing HVAC equipment and ductwork. (111)	2,680
3. Remove toilet fixtures and accessories and cap water lines at trunk. (105, 107, 111)	4,020
4. Open masonry walls to permit circulation. Salvage all masonry for use in patching other areas. (106, 107, 111, 112, 117)	20,365
5. Remove vinyl tile. Clean and restore existing ceramic tile. (106, 108)	1,764
6. Remove black and white ceramic field tile and border. Attempt salvage for reuse. (105 north end, 107, 111)	8,778
7. Remove the existing gypsum board ceiling and metal bar joists. (105, 109)	12,714
Subtotal Demolition	$53,255

b. WINDOWS

1. Restore all marble window sill aprons using salvaged marble.	$2,680

c. INTERIOR FINISHES

FLOORS

1. Restore existing black and white ceramic tile. (105, 106, 108, 109) $19,968
2. Install new black and white ceramic tile to match existing adjacent. (105 north end, 107 111, 112) 14,036

WALLS

1. Strip paint from existing masonry walls/point/finish. (105 111) $63,908

(NOTE: It may be necessary, after a test area is cleaned, to simply repaint the existing wall surfaces, though the cost savings would be very minor.)

2. Repair moulded brick cornice where damaged by ceiling bar joist placement. 6,779

CEILINGS

1. Clean and patch existing wood ceiling and trusses. (105, 108, 109, 111) $14,293
2. Clean and repair existing stained wood ceiling to remain. (101, 104) 1,216

Subtotal Interior Finishes $120,200

d. LIGHT FIXTURES

1. Install building light fixtures in original locations with new reproduction fixtures in all public areas. Assume typical light to be a fluorescent bulb in a schoolhouse globe on a conduit stem. $2,010
2. New reproduction light fixtures in all public areas. 10,000

Subtotal Interior Lighting $12,010

e. FURNITURE AND ACCESSORIES

1. Provide oak settees as shown on drawings and original photographs. (101, 103, 104, 105, 109) $57,182

(NOTE: The existing settees may be original and can be refinished or repainted at a substantial cost reduction.)

2. Replace train schedule board to match original at north wall of Waiting Room 105. (Allow) 3,000

Subtotal Furniture $60,182

Alternate Furniture (assume) ($13,000)

Subtotal Section II: Building Interior Restoration **$248,327**

Subtotal using Alternates noted above **$201,145**

III. GENERAL BUILDING SHELL IMPROVEMENTS

a. DEMOLITION

1. Remove existing plaster ceiling. (107, 110, 111)	$1,474
2. Check for presence of asbestos insulation at existing hot water heating pipes	3,000
3. Remove asbestos as required.	(5,000)
Subtotal Demolition	$9,474

b. THERMAL INSULATION

1. Install R 11 fiberglass batt insulation in new walls at perimeter. (112, 113, 114, 115, 118, 119)	$622
2. Furring for insulation at existing walls.	1,206
3. Install R 19 fiberglass insulation above new ceilings. (112, 113, 114, 115, 118, 119)	1,025
4. Insulate all water pipes for heating system and domestic water.	3,215
Subtotal Insulation	$6,068

c. INTERIOR FINISHES

FLOORS

1. Install new white, 1" hex ceramic tile on existing concrete floor. (113, 114)	$3,869

WALLS

1. 6' high, white ceramic tile with bullnose cap and cove base: thinset on cement backer board. (112, 113, 114)	9,928
2. New 10' high, 5/8" gypsum board wall on both sides of 6" metal studs: tape, bed and paint. (109, 110, 112, 113, 114, 115, 118, 119)	11,539

DOORS

1. Install four new 2' 10" x 7' 6", 5 panel oak doors and frames with solid brass hardware. (108, 112)	$3,215

CEILINGS

1. New 5/8" gypsum board ceiling suspended on metal channels at 10' above finished floor, painted. (110, 112, 113, 114, 115, 118, 119)	$5,166
2. New coved, suspended plaster ceiling at 14' above finished floor. (107)	3,537
Subtotal Interior Finishes	$37,254

d. MECHANICAL

1. Extend existing hot water heat to new interior spaces.	$8,039
2. Clean and restore radiators and remove existing covers.	5,359
3. Increase boiler capacity as required.	4,019
4. Install new zoned air conditioning units and ductwork in crawl space below station, above ceiling of 106/107 and in Storage 116.	24,786
Subtotal Mechanical	$42,203

e. ELECTRICAL

1. Phased electrical demolition and temporary service.	$2,680
2. Provide all new building service wiring and standard lighting and receptacles.	26,796
Subtotal Electrical	$29,476

f. PLUMBING

1. Provide new wall hung, flush valve toilets, urinals and cast iron lavatories. (113, 114)	$25,724
2. Provide new janitor sink. (115)	2,278
3. New water heater. (115)	2,546
4. Provide new electric water cooler. (HDCP) (104)	2,546
5. Provide new marble lavatory counters. (113, 114)	2,680
6. Provide stainless steel toilet partitions, grab bars, recessed waste receptacles and accessories. (113, 114)	6,967
Subtotal Plumbing	$42,741

Subtotal Section III: Building Shell Improvements	**$167,207**

IV. TENANT IMPROVEMENTS

a. ADA COMPLIANCE

1. Tactile edge adjacent to tracks.	$32,557
2. Provide handicap lift at north portico 102.	33,495
Subtotal ADA	$66,052

b. RAISE WEST LOADING PLATFORM 8"

1. Top existing platform slab with new 4" reinforced concrete slab on 4" sand cushion. (101, 104)	$191,589
2. Adjust columns at platform cover framing.	26,796
3. Site prep & storm water system for platform.	20,000
Subtotal Raised Platform	$218,405

c. BREEZEWAY ENCLOSURE

1. Construct two new butt glazed, clear glass walls at Breeze-way 104.	$19,936
2. Provide 2 pair of automatic doors on motion sensors at Breezeway.	13,398
Subtotal Breezeway	$33,334

d. DOORS

1. Install four new 3' 0" x 6' 8" flush hollow metal doors and frames with locks. (117, 119)	3,751
2. Install two overhead grilles above 11' high arched opening. (107)	4,019
3. Install new 7' 0" x 6' 0" steel overhead rolling baggage door. (108)	1,206
4. Weather-strip existing overhead rolling doors. (116, 117)	53
Subtotal Doors	$9,512

e. INTERIOR FINISHES

1. Install new carpet on pad. (110)	$643
2. Clean and paint existing wood ceiling. (116, 117)	1,475
Subtotal Interior Finishes	$2,118

f. ELECTRICAL

1. Relocate, combine and conceal existing conduit at stairs north of station.	$5,359

g. FURNITURE, ACCESSORIES & SPECIALTIES

1. Install stainless steel counter at baggage claim. (Allowance budget from Amtrak architects)	$3,000
2. Install security cameras. (Allow. from Amtrak)	7,500
3. Amtrak Sign Package. (Allow. from Amtrak)	20,000
4. Token parking control gate. (Allow)	7,500
5. Track Crossings: (x3) 15' wide @ $600/l.f. (Amtrak)	27,000
6. Public Address system. (Allow. from Amtrak)	7,500
7. Monument sign on Callahan Street. (Allow)	8,000
8. New ticket sales windows: bullet proof. (Allow $70/sf, Amtrak)	4,000
9. New ticket sales counter: marble to match existing trim.	5,000
10. Provide emergency power system. (Allow. from Amtrak)	16,000
11. Security and Fire detection system (Add Cameras). (Allow)	6,000
12. ARROW [Amtrak Communications] (Allow. from Amtrak)	25,000

13. Express Delivery Announcer. (Allow. from Amtrak)	5,000
Subtotal Furniture & Accessories	$141,500
Subtotal Section IV: Tenant Improvements	**$476,280**

V. PARKING PAVING & DRIVES

(NOTE: Parking can be phased as needed by repairing the existing gravel lot and paving sections as required by demand. Some work should be done in this package to improve the ability drop-off passengers and exit to Callahan Drive as well as for protective curbs adjacent to the station.)

1. Construct new medium duty asphalt parking area south of station.	$114,953
2. New heavy duty paving for drives and turnaround.	78,886
3. Adjustment of paving at exit.	8,039
4. Storm water management & oil separation at paving.	26,796
5. Concrete curb and gutters at on site paving.	44,754
6. Parking stripes and traffic markings.	1,005
7. Traffic/parking signs and relocations.	1,072
8. Provide six parking lot wheel stops.	322
9. Earthwork and grading for site paving/haul.	112,542
10. Hazardous waste soil testing & disposal (this area)	25,000
11. Temporary fencing and barricades for site paving.	2,680
Subtotal Parking .	$416,049

TOTAL WORK ALL CATEGORIES	**$1,878,660**
TOTAL WORK INCLUDING ALTERNATES	**$1,568,869**

ALEXANDRIA UNION STATION
PROPOSED PROJECT BUDGET SUMMARY
1994 PHASE 1 GRANT

1. Building Exterior and Site Improvements

A. Station portico & awning restoration	$155,187
B. New and restored sidewalks	13,791
C. Improvements adjacent to Callahan Drive	58,865
D. Restored roof	4,814
E. Exterior wall cleaning & repair	44,463
F. Site lighting restoration	36,000
G. Landscaping irrigation connection	965
H. Landscaping & site improvements	46,472
I. Contingency	40,061
Subtotal	$400,618

2. Building Interior Restoration

A. Demolition	$47,930
B. Windows	2,412
C. Interior finishes (floors, walls & ceilings)	110,087
D. Light fixtures	15,938
E. Furniture & Accessories	11,700
F. Contingency	20,894
Subtotal	$208,961

3. General Building Shell Improvements

A. Demolition (ceiling)	$8,527
B. Thermal insulation	5,462
C. Interior finishes	33,529
D. Mechanical/Electrical/Plumbing	102,978
E. Breezeway enclosure/Interior finishes	43,501
F. Doors	8,561
G. Contingency	27,863
Subtotal	$230,421

TOTAL PROJECT COSTS **$840,000**

NOTE: The adjacent budget summary was developed from the Schematic Design budget for use in the grant application. It was developed prior to hiring the phase one restoration architects and is subject to review during the design phase. Design fees are included in the budget figures.

NOTE: At the completion of the 1995 Phase One construction, the prints and negatives in the following photo logs will be filed at the Alexandria Library's Lloyd House.

PHOTO LOG #1

Alexandria Union Station
4/28/92 **Kodak PX-125** **Roll #90581**

Neg.#	VIEW
0	North station elevation
1	Blank
2	Station attic looking north
3	Station attic looking north
4	Station attic looking northwest
5	Station attic looking northwest
6	Station attic looking north
7	Station attic looking north
8	Bar joists above south lobby
9	Bar joists above south lobby
10	Bar joists above south lobby
11	Bar joists above south lobby
12	Station attic looking northeast
13	Station attic looking north
14	Station attic looking north
15	Station attic looking north
16	Station attic looking north
17	Station attic looking north
18	Low ceiling above ticket office and men's restroom
19	Low ceiling above ticket office and men's restroom
20	Low ceiling above ticket office and men's restroom
21	North waiting room looking northwest
22	North lobby, west entry doors
23	North lobby, ticket window
24	Station facade looking southeast

PHOTO LOG #2

Alexandria Union Station
9/92 Kodak Px 125 Roll #91407

Neg.#	VIEW
1	View west to George Washington Masonic Memorial
2	West facade, Union Station
3	Station looking northeast
4	Station looking northwest
5	Baggage building, east elevation
6	Station, east elevation
7	Station looking southwest
8	Station, north elevation
9	Station, west elevation
10	Station, south elevation at breezeway
11	Baggage building, north elevation at breezeway
12	Station, north portico
13	Platform at station, looking south
14	Platform at baggage building, looking south
15	Baggage building, corner guards at south roll-up doors
16	North lobby, east doors
17	North lobby, looking southeast
18	Station north elevation, stairs
19	View north from station to Sunset Drive
20	Rail bridge at King Street
21	Rail bridge at King Street, looking east
22	Rail bridge at King Street
23	Blank
24	King Street looking west to George Washington Memorial

PHOTO LOG #3

Alexandria Union Station
10/94 Kodak TMX 100 Roll #94151

Neg.#	VIEW
0 - 4.	photos of another project
5.	VRE platform looking north
6.	Breezeway looking west
7.	South station elevation at breezeway
8.	Baggage building east elevation pedestrian door
9.	Baggage carts
10.	Ticket office bay window, east elevation
11.	Station directory, east elevation
12.	Platform looking north
13.	Radiator detail
14.	West corner, chimney breast at ceiling
15.	North lobby ceiling above vending
16.	Baggage building, south elevation
17.	South platform at parking
18.	South platform at parking
19.	Basement looking south
20.	Basement looking north
21.	Walk below north portico, looking east
22.	Walk below north portico, looking east
23.	Tunnel to east tracks, looking east
24.	Ticket office, looking north
25.	Ticket office flooring
26.	Ticket office, looking southwest
27.	Baggage room, looking north
28.	Station manager office, looking west
29.	Station manager office, looking east
30	Station manager toilet, looking west
31.	Mechanical room (previously toilet), looking west
32.	South lobby at door to mechanical room
33.	South lobby, looking southeast
34.	South lobby, looking northeast
35.	View from George Washington Memorial, looking east
36.	330 Wolfe Street, north elevation

MISCELLANEOUS NEWSPAPER REFERENCES

LOCAL ITEMS

The Rail Road Depot at the upper end of Duke street is now becoming quite a business looking place, and, at the arrival and departure of the trains of cars, presents a scene which is novel to our citizens as yet, but which gladdens and cheers them, as the consummation of many hopes, and the beginning of new anticipations. The Company's Car Building, and other houses for the accommodation of their works and *employees*, spread over nearly two squares of ground, and they have room for all additional buildings as they may be needed, and which will be put up as fast as they are wanted, or enlarged to suit the necessary trade and travel. We have already announced that next week the cars will run twice a day as far as the Manassas station and this will give new facilities to our friends in the county to visit town. (*Alexandria Gazette*: 11/27/1851)

This news item describes the local excitement and optimism over the first rail depot built in Alexandria, by the Orange & Alexandria Railroad, in 1851.

The New Depot

It is now said by railroad people that the new union depot west of Alexandria will be used for the first time next Sunday morning. A visit to the new structure this morning, however, showed this to be improbable, from the fact that considerable work has yet to be done in and around the building. All the concreting on what forms the colonnade on the east front remains to be done, as well as much work within the building. The tracks have been laid and ballasted. (*Alexandria Gazette*: 9/4/1905)

Opening of Alexandria Union Station

Will Use New Depot Tomorrow

As has heretofore been stated, the new union depot, adjoining this city, which will be used by all passenger trains of the Southern, Washington-Southern and Chesapeake and Ohio roads, will be put in use tomorrow. The first train to leave the new station will be southbound passenger train No. 39, which reached here from Washington at 4:49 a.m. The last passenger train which will pass over the Fayette street track will be northbound passenger train No. 40, which will reach this city between 11 and 12 o'clock tonight. The new depot is not entirely completed, and the temporary structure to the east of the new tracks will be used for a few days. Henry and Fayette streets, over which trains have been running for over forty years, will be relieved of considerable traffic after today.

It has not been definitely stated what disposition will be made of the Henry street track after tomorrow. Supervisor Rice, of the Washington-Southern Railway, has notified one of the gatekeepers to remain at his post until tomorrow night at which time other arrangements would be announced, The freight depot will be continued on Fayette street for a time but it is believed that eventually everything in connection with the road will be removed to the new depot. All baggage which may be at the Fayette street depot tonight unclaimed will be removed to the new depot. (*Alexandria Gazette*: 9/14/1905)

The New Depot

As had been announced, trains began to arrive and depart from the new passenger depot west of this city at an early hour this morning. About eleven o'clock when south bound trains of the Washington-Southern and the railways were expected, the premises presented an animated picture, a number of conveyances being near the building, while the platforms were thronged with people waiting for trains.

The work of laying concrete under the colonnade on the east front of the depot is rapidly approaching completion, while the interior work of the building is being pushed as rapidly as possible.

Henry and Fayette streets were quiet today and the gatekeepers had but little to do. The connection with those streets were broken near St. Asaph Junction last night and no trains can enter the city from the north on tracks on those streets. Cars intended for the Portner Brewery and the glass factories north of the city entered Alexandria over the new tracks and after being taken to the depots were sent north over Henry and Fayette streets. They were, however, few and far between. It is said by railroad men that eventually spur tracks will be constructed from the new union yard to the glass factories and the brewery, when the tracks on Henry and Fayette streets will be removed. (*Alexandria Gazette*: 9/15/1905)

Opening of New Depot

The new union passenger depot building has been opened for public service. Trains have been using the new tracks outside of the city limits for some time, but passengers were accommodated in a temporary frame structure, which will now be removed. The new building is heated by steam, and will in a short time be lighted by electricity. (*Alexandria Gazette & Virginia Advertiser*. Vol. CVI. - No. 275, 11/20/1905)

Little St. Asaph Station, Once A Busy RR Stop, Just A Shelter Now, Faces Possible Dismantling

... Alexandria Station was closed in 1906 when the present Union Station opened.

The new station was named West End station and it is said that many Alexandrian's protested its location because it was too far "out of town". The main population of the area ended at West Street in 1906 and the new station seemed quite a distance "out in the country." (*Alexandria Gazette*: 5/2/1957)

50 Years Ago

RAILROADS

It is about time that somebody in authority was taking steps to compel the railroads to move back into Alexandria their depots which nearly two years ago they so arbitrarily removed to a considerable distance beyond the city limits. The people of Alexandria are long suffering and of great patience and the railroads have come to regard them as "easy".

Alexandria, a city of upwards of fifteen thousand people, is now practically without a railroad station and such another instance is not to be found in all these United States. The little town of Strasbourg represented a similar attempt to "go around the town," and her citizens took the matter before the Corporation Commission, which not only compelled the railroads to establish their station in a convenient location, within the city limits, but also required that a suitable depot building be erected in that town.

If so with Strasbourg why not Alexandria? The removal of the station to without the city limits was the hardest blow that has struck Alexandria for many years. The depot is not only outside the city limits, but is in another county; is difficult to approach, and requires considerable time and expense to reach, while but few persons will stop there, owing to the trouble and inconvenience of reaching the city.

The people of Alexandria are annually paying large sums in interest on money spent to build these railroads which now have given her the "go by." We have every reason to believe the Corporation Commission for the mere asking, would direct that these railroads run their trains into Alexandria as they formerly did.

We also believe that anyone purchasing a ticket to Alexandria and who is put off the train in Fairfax county has just ground for a

damage suit against these railroads. (Copy of reprint of a ca. 1907 *Alexandria Gazette* article found in the vertical file at the Alexandria Library's Lloyd House: date unknown)

Rosemont

50 Years Ago

ROSEMONT

F.H. Treat, president of the Washington-Virginia Railroad, and also connected with the Rosemont Development Company, contemplates the erection of several colonial residences at Rosemont in the near future, ground for the first of which will be broken by Contractor Julian D. Knight next Monday. These houses will be handsome in architecture and construction and will still further enhance the value of Rosemont as a residential section. (*Alexandria Gazette*: 11/2/62 reprint of 11/2/1912)

According to the railroading file at the Lloyd House, this information describes the WW I tank which once sat in front of the Union Station and which Amtrak officials say is now located at the VFW post in Huntington, West Virginia.

SIX TON TANK

The Six Ton Tank, or Six Ton Special Tractor, as it was called originally, was a copy of the French Renault, with certain improvements but other features which made it inferior to its prototype. Carrying a crew of two, it was the standard U.S. light tank until about 1932, when it was replaced by more modern vehicles in small quantities. A few attempts to modernize it during the last ten years of this period were not successful. Although referred to as the Six Ton Tank, its weight was about 7.25 tons. It was [?] long, [?] wide and 7'-7" high. The tailpiece was of assistance in crossing ditches or trenches. The engine was a Buda 4 cylinder 40 hp water cooled type operating through a four speed forward and one reverse speed transmission to steering clutches and reduction gears to the drive sprockets. Fuel capacity was 30 gallons, sufficient for an equal number of miles. The armor varied from 0.25" to 0.6". Maximum speed was 5.5 mph. The armament consisted to either of Browning air cooled machine gun or a 37mm gun. Canada was given many of these vehicles for training purposes in 1940. Additional details are covered elsewhere in this book. (Icks, Robert. *Tanks*... p.58)

Station Renovation Efforts

Face Lift Planned for Union Station

Alexandria's Union Station is due for a face lift if the recently submitted Amtrak five-year improvement plan is approved by the Congress.

The plan calls for $90,000 to be spent on painting, upgrading existing lighting in the station and parking lot, and general sprucing up of the interior of the 1906 train station.

The clean-up is part of Amtrak's program to bring old stations up to modern safety and operating standards, according to Amtrak news director Brian Duff.

But Amtrak is also considering a major rehabilitation of the station because of a tremendous increase in riders in recent years, according to Duff. ...

The company's engineering department is drawing up a plan for cleaning and painting the exterior and enlarging and modernizing the lobby. The work would cost $200,000. ...

Right now, two restrooms divide the lobby and waiting room into two sections, the engineering plans would move those partitions and make one large room. ...

What the station does have is an old-style ticket window, with iron bars that looks the same now as when the station was built.

The ticket window is too small and crowded for the number of passengers and modern equipment, says Duff, and the engineering plans would call for a new, brighter and larger ticketing area that could accommodate more equipment. ...

There are no plans to change the outside appearance of the station, says Duff, beyond painting and cleaning and that would only be done should more funds become available. ...

If Congress approves the Amtrak five year plan, the $90,000 renovation should start next year, according to Duff. (*Alexandria Journal*: 10/21/77)

Train Station Woes Mount

As the Richmond, Fredericksburg and Potomac Railroad continues to block Alexandria Union Station from becoming an historic landmark, the Victorian-era passenger terminal is falling into such disrepair it could take more than $1 million to save it, says a city staff report.

The station is infested with termites and carpenter ants, which also eat wood, and there is "extensive damage" to the roof, porches, canopies and floors, the report said.

It could cost $350,000 to "make the building safe," and another $650,000 "will be needed for complete restoration and improvement to the passenger facilities, " the report said. ...

The city discovered the damages to the station apparently by chance last month when city staffers noticed portions of the station canopy and porches were closed off and under repair, Harman said.

"Conversations with Amtrak (which operates the station) revealed that Amtrak has done an engineering study of the structure and has found extensive damage to the roof, porches, canopies and flooring," Harman said.

"The station has deteriorated rapidly over the past year and a half," he added. "It seems that unless improvements are made, the pace of deterioration will accelerate until portions of the structure may have to be vacated within the next two years." (*Alexandria Gazette*: 5/4/81, p.1&4)

Train and time keep a-rollin at station

...While piles of torn-up tracks at Potomac Yard and in Eisenhower Valley testify to the demise of Alexandria's one-thriving rail industry, the 86 year old station is enjoying a revival of sorts.

Amtrak officials say the station is consistently busy and that the trains are often packed. Also, the start of commuter rail service into Washington next year will double the number of trains that pass through the station weekdays to 32. ...

The number of daily trains that use the station peaked at around 40 during World War II, dropped to about a dozen a few years ago, and now stands at 16. (*Alexandria Journal*: 9/25/91)

Sheet 1 of 2 Sheets

R. F. & P. R. R. CO.
VALUATION DOCKET NO 393.

PROTESTANT'S EXHIBIT NO._____

WITNESS_____

WASHINGTON SOUTHERN RAILWAY — Richmond, Va.,
Valuation Section No. 2-Va. — May 1, 1925.

Passenger Station - Built 1905

Reiter, Curtis & Hill	Foundation etc.	$ 12,624.70
J. P. Pettyjohn	Contract & Extras	27,911.23
American Bridge Co.	Steel	22.50
Warner Moore Company	Cement	1,496.00
Froehling & Robertson	Cement Testing	66.00
J. C. Gates	Temp. Water Supply	30.00
Wayne Iron Works	Window Guards	48.00
J. P. Rodgers	Booth - Baggage Room	195.00
R. H. George	Tearing down temp. work	74.69
K. C. Joyce	Freight	27.05
Aitchson & Bro.	---------	19.25
J. D. Knight	---------	397.00
Jas. Patterson	Hauling	1.00
R. K. Dietz	Oil Lamps	18.00
Miller Heating Company	---------	47.91
Chas. A. Cogan	---------	18.00
H. H. George, Jr.	Water Supply	110.28
J. B. Hughes	Water Pipes	170.10
E. C. Joyce	Freight	4.74
L. S. Kirby	Electric Lights	14.50
J. L. Garner	Electric & Gas Fixtures	400.26
Winston Electric Co.	Lights	26.22
M. of W. Abstract	Material & Labor	42.56
	Total	$ 43,773.24

Walks and Platform

Am. Mason Safety Tread Co.	Safety Treads	$ 427.72
Warner Moore Company	Cement	2,007.80
Sitterding, Carneal & Davis	Cement	113.20
Froehling & Robertson	Cement Testing	41.25
R. A. Wallace	Paving	7,360.02
Wayne Iron Works	Intertrack Fence	990.40
Urban & Bradley	Erecting Fence	272.01
H. H. George	Temp. Walks	50.96

I.C.C. Valuation Docket

This list of the station's construction expenses was submitted by the railway in protest of the I. C. C.s $50,000 estimation of the station's worth.

Aitcheson & Bro.	Temp. Walks	177.27
J. B. Hughes	---------	1.70
W. B. Bein	---------	12.33
Misc. Bills	---------	60.00
M. of W. Abstract	Material & Labor	47.10
	Total	$ 11,561.76

Station Grounds.

Reiter, Curtis & Hill	Grading	$ 1,084.12
R. A. Wallace	---------	293.42
Alex. Iron Works	Manhole Covers & Frames	12.00
Aitcheson & Bro.	Temp. Walks	375.00
H. F. Mitchell	Grass & Seed	12.00
C. Pasnet	Flowers - Planted	110.15
Urban & Bradley	Sodding & Seeding	472.45
" " "	Laying [?] Gutters	77.55
" " "	Excavating for Cinders	81.67
H. H. George, Jr.	Dressing Slopes	642.20
" " "	Station Grounds	931.74
" " "	Laying Gutters	56.60
" " "	Sand & Gravel	63.30
Robt. Rains	Shrubs	152.92
Urban & Bradley	Shrubs	326.71
	Total	$ 4,962.72

Miscellaneous Bills.

J. J. Duel	---------	$ 51.00
H. K. Field & Co.	---------	27.91
J. B. Hughes	---------	52.75
C. L. Pickens	---------	150.00
E. C. Joyce	Freight	59.15
Misc. Bills	---------	60.00
Smith & Webster	---------	37.62
H. B. Frickshorn	---------	84.93
M. Rubin	---------	33.50
J. C. Peverill	Freight	20.80
Alexandria Water Co.	Water Connection	63.74
Winston Electric Co.	---------	4.38
M of W. Abstract	Material & Labor	338.46
	Total	$ 984.24

Total	$ 61,011.96
Credit for Salvage	597.41
Total Cost to June 30, 1916	$ 60,414.55
Furniture I.C.C. inventory	1,606.00
Total Cost to June 30, 1916	$ 62,020.55

MATERIALS ANALYSIS

These will be included at the conclusion of the Phase 1 project:

mortar analysis

paint analysis

Index of 1904 Station Construction Drawings

Reproducible mylar prints of blueline prints of the original construction drawings are on file at the Alexandria Library, Lloyd House as part of the historic architectural drawing collection.

The drawings are indexed below:

Sheet #?: Location Plan of Proposed Station, 1"=50', July 11, 1904

Sheet #?: Building Elevations and Cross Section, 1/8"=1', Rev. Oct. 27, 1904

Sheet #?: Plan Showing West Elevation, 1/8"=1', Jan. 7, 1952

Sheet #3: Track Floor Plan, 1/8"=1', Rev. Oct. 27, 1904

Sheet #4: Drainage Plan, 1/8"=1', Rev. Oct. 27, 1904

Sheet #?: Passenger Tunnel, 1/4" & 1 1/2"=1', Rev. Oct. 20, 1904

Sheet #6: Roof Plan, 1/8"=1', Nov. 1904

Sheet #7: Shelter Shed East of Track, 1/8"=1', June 21, 1905

Sheet #?: Details (entry doors, windows and portico), 3/4"=1', Rev. Feb. 9, 1905

Sheet #9: Details of Cellar Windows & Door, 3/4"=1', Rev. June 22, 1904

Sheet #10: Details (loading doors and plaster ceilings), 3/4"=1', Rev. Feb. 11, 1905

Sheet #11: Details (roof truss and chimney), 3/8" & 3/4"=1', Feb. 1905

RESOURCES

Adopted 1992 Master Plan, Alexandria, Virginia. Department of Planning and Community Development. Sheldon Lynn, Director.

Advisory Council on Historic Preservation. *The Contribution of Historic Preservation to Urban Revitalization.* Washington: GPO, 1979.

Amtrak, Office of the Chief Engineer. *Station Conditions and Alternatives.* 1981.

Bromberg, Francine W. *Site Distribution in the Coastal Plain and Fall Zone of the Potomac Valley from ca. 6500 B.C. to A.D. 1400.* M.A. Thesis, Catholic University of America, Washington, D.C., 1987.

Chapman, Sherrie, curator. *All Aboard! Traveling the Rails in Style.* Exhibit at the Alexandria Lyceum featuring the collection of James Bistline. 1994.

Chittenden, Betsy, Elizabeth S. David, Susan L. Henry, Michael F. Johnson, Martha R. Williams. *Fairfax County Heritage Resource Management Plan.* Heritage Resources Branch, Office of Comprehensive Planning, Fairfax, Virginia, 1987.

Escherich, Susan. *Town of Potomac National Register Nomination,* 1991.

Griffin, William E., Jr. "Along the RF&P Alexandria, Virginia", *Rail-O-Gram,* March 1983: 11-22.

Klock, Lowell and Lillian Wright. *Rosemont: an Update.* Unpublished manuscript. Alexandria Library, Lloyd House.

Lloyd House: Historic Archives for the Alexandria Public Library, 220 North Washington Street, Alexandria, VA 22314. (703) 838-4577.

Macoll, John D. and George Stansfield, eds. *Alexandria: A Towne in Transition, 1800-1900.* Transportation Chapter by Ames W. Williams. Alexandria Bicentennial Corporation & Alexandria Historical Society. Alexandria, 1977.

Miller, T. Michael. *A Brief Inquiry into the History of Upper King Street..* Manuscript on file at the Alexandria Library, Lloyd House, 1990.

Miller, T. Michael. "The Saga of Shuter's Hill". *The Historical Society of Fairfax County, Virginia*, Vol. 18, 1982, p.75.

Mordecai, John B. *A Brief History of the RF&P*, Unpublished manuscript, 1940.

National Railway Historical Society, Washington, D.C. Chapter, Inc., P.O. Box 487, Washington, D.C. 20044. (703) 273-8440.

Prince, Richard, E. *The Richmond Washington Line*, published by author, 1973.

Rosemont Historic District National Register Nomination

Trains magazine, 11/46, p. 37. This article on the RF&P line has double page photo, by Bruce D. Fales, with station in the background.

Valuation Case Files, Docket Nos. 372 and 393 of the Interstate Commerce Commission hearings on the RF&P and Washington Southern Railway, 1916-1927. National Archives, College Park Maryland.

Walker, Mark and Marilyn Harper. *Potomac Yard Inventory of Cultural Resources*. Engineering Science, Inc. Washington D.C., 1989.

Wilkinson, Joyce E. "The Early Orange and Alexandria Railroad 1849-1954." *Pioneer America: The Journal of the Pioneer America Society*. Vol. 1, No. 2 (July, 1969)