

Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the property for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the property could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information	For Staff Use Only DHR ID #:
Property Name(s): <u>Hull Street Station (Richmond Railroad Museum)</u>	
Property Date(s): <u>1915</u> <input checked="" type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post Open to Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Limited <input type="checkbox"/> No	
Property Address: <u>102 Hull Street</u> City: <u>Richmond</u> Zip: <u>23224</u>	
County or Ind. City: <u>Richmond City</u> USGS Quad(s):	

Physical Character of General Surroundings
Acreage: <u>.75</u> Setting (choose one): <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Town <input type="checkbox"/> Village <input type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features: <u>Located on the northern edge of the Manchester Warehouse and Industrial Historic District, the Hull Street Station served as the Southern Railway's fourth and final passenger station in Richmond. It is an excellent example of early 20th Century railroad depot architecture.</u>
Secondary Resource Description (Briefly describe any other structures (or archaeological sites) that may contribute to the significance of the property: <u>The parking area on the property is paved with period appropriate paving stones.</u>
Ownership Category: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal

Individual Resource Information
What was the historical use of this resource? Examples include: Dwelling, Grist Mill, Bridge, Store, Tobacco Barn, etc... <u>Passenger train station.</u>
What is the current use? (if other than the historical use) <u>Museum</u>
Architectural style or elements of styles: <u>Combination railroad passenger and express depot</u> <u>Original owner and builder was the Southern Railway Corporation.</u>
Architect, builder, or original owner: _____
of stories <u>1</u> Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Poor <input type="checkbox"/> Ruins <input type="checkbox"/> Rebuilt <input checked="" type="checkbox"/> Renovated
Are there any known threats to this property? <u>Redevelopment of the Manchester area</u>

Resource Component Information

Please answer the following questions regarding the individual components of the resource. If the component does not exist, answer "n/a." If you feel uncomfortable in answering the question, please leave the space blank. Photographs of the features can also help our staff identify specific feature components. Usually, priority is given to describing features on the primary (front) facade of the structure.

Foundation: Describe the foundation that supports the structure. Examples include piers, continuous brick, poured concrete. Poured concrete

Structure: Describe the primary structural component of the resource. Include primary material used. Examples include log, frame (sawn lumber), and brick. Also include the treatment, such as a particular brick bond or type of framing, if known. Brick with wooden roof covered with clay tiles.

Walls: Describe the exterior wall covering such as beaded weatherboard or asbestos shingles. No exterior wall covering

Windows: Describe the number, material, and form of the primary windows. This includes the number of panes per sash, what the sashes are made of, and how the sashes operate (are they hinged or do they slide vertically) Have the windows been replaced? 12 windows with wood sashes. There are two panes per sash which slide vertically.

Porch: Briefly describe the primary (front) porch. List the primary material, shape of the porch roof, and other defining details. The porch is made of poured concrete and is covered by the roof overhang.

Roof: Describe the roof, listing the shape and the covering material. A fire resistant splayed clay tile attached to a wooden deck supported by heavy trussed timbers.

Chimney(s): List the number of chimneys and the materials used. Include the brick bond pattern if possible. Originally there were three brick chimneys in the building for heating purposes.. These chimneys were covered up during renovation.

Architectural Description of Individual Resource: *(Please describe architectural patterns, types, features, additions, remodelings, or other alterations. A sketch of the current floor plan would be appreciated.)*

The Hull Street Station is located on site of approximately three quarters of an acre at the corner of 1st and Hull Street in the Manchester District.

Typical of railroad station and depot construction of the time, the roof is clad in the original fire-resistant splayed clay tile which is attached to a wood deck supported by heavy timber trusses. The generous roof overhang running around the entire perimeter of the structure is supported by large wood brackets.

It is a one-story multi-wythe brick structure measuring approximately thirty-five feet by one hundred fifty feet. The exterior brick work is laid up in handsome Flemish bond highlighted by burned and glazed headers and finished at the building corners with masonry quoins in the same Flemish bond.

One of the most visually distinctive features of the station is the large bay which projects outward from the exterior wall line and upward through the canopy, terminating in the clerestory windows and a hipped tile roof. This bay served the stations master's monitoring of passenger and train activity on the adjacent platform.

Nearly all the original doors and windows remain intact as do the large sliding doors opening onto the freight/baggage room.

Segmented arches articulate the door and window openings. Due to frequent floods (12 documented occasions) prior to the construction of the flood wall, the interior partitions and plaster ceilings in the passenger portion of the structure were removed as has the wood flooring in this area. The heart of pine flooring and timber structure of the baggage and express room has survived.

The station has undergone many modifications after the station stopped being used for passenger service. The station was originally constructed with an attached canopy structure that sheltered the passenger platform; however, during 1966, the platform canopy was removed. As well, since the building became a museum the Old Dominion Chapter of the National Railway Historical Society has steadily renovated the building. One example of restoration is the floor in the freight room. However, to use the building as a museum, some remodeling of the interior included changing the floor plan to better accommodate modern facilities such as better hallways, HVAC and bathrooms. Handicap access ramps on the north and east sides of the building were added to aid building access.

The space outside of the museum has undergone fewer changes. The majority of the site is paved with rectangular granite paving stones typical of the period when the station was constructed. The station was served by one through track and one passing track plus two stub set-out tracks for additional cars, which remain in their original place. The parking lot decreased in size to add a short non-operating track to display static artifacts. The through track adjacent to the platform was removed as that land and track belongs to Norfolk-Southern.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. It is not necessary to attach lengthy articles or genealogies to this form. Normally, only information contained on this form will be posted for consideration by the State Review Board.

Historically known as the Southern Railway Passenger Station, the Hull Street Passenger Station was constructed during 1914 with passenger service beginning during 1915. This station served the Richmond-Danville Line of the Southern Railway. The last passenger train left the station on February 16th, 1957 and the station subsequently closed for passenger service. Southern Railway leased out the building. During 1982 the station was donated by the now merged Norfolk-Southern Railroad to the Old Dominion Chapter of the National Railway Historical Society for the use as a railway museum.

The Hull Street Passenger Station is listed as a contributing resource on the National Register of Historic Places and Virginia Landmarks Register Manchester Warehouse and Industrial Historical District; is documented in the Historic American Engineering Record Project No. VA-44; is found in the records of the Manchester Cotton and Woolen Manufacturing Company; and, in the Virginia Historical Landmarks Commission Survey Record No. 127-5009.

Legal Owner(s) of the Property (For more than one owner, please use a separate sheet.)

Mr. Mrs. Dr.
Miss Ms. Hon.

Old Dominion Chapter, National
Railway Historical Society

P.O. Box 8583 Richmond VA 23226
(Address) (City) (State) (Zip Code)

nedrdgfan@msn.com 804-239-4067
(Email Address) (Daytime telephone including area code)

Owner's Signature: Ned D. Krack III Date: 05/25/2016
** Signature required for processing all applications. **

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: Ned D. Krack

Daytime Telephone: (804) 239-4067

Applicant Information (Individual completing form if other than legal owner of property)

Mr. Mrs. Dr.
Miss Ms. Hon.

(Name) (Firm) (Address) (City) (State) (Zip Code)

(Email Address) (Daytime telephone including area code)

Applicant's Signature: Date:

Notification

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. Mrs. Dr.
Miss Ms. Hon.

Marc Wagner
(Name)

Director, Eastern Region
Preservation Office
(Position)

Richmond 2801 Kensington Ave.
(Locality) (Address)

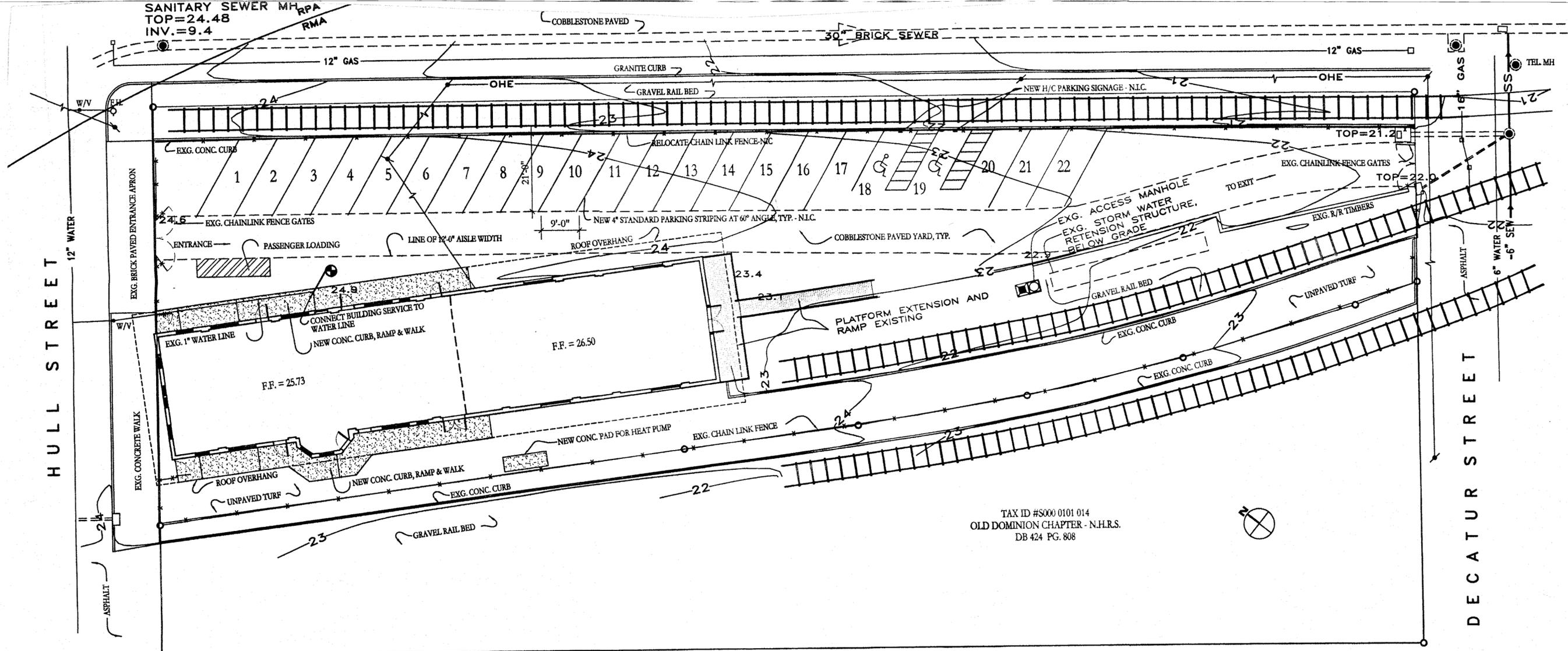
Richmond Va 23221 804-482-6099
(City) (State) (Zip Code) (Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this property.

The ODC mission is to preserve the railroad heritage of Central Va and Hull Street Station played a part in that history as a station and now as a museum.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes No

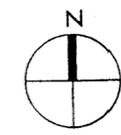
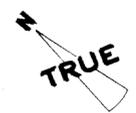
Would you be interested in the easement program? Yes No



TAX ID #S000 0101 014
 OLD DOMINION CHAPTER - N.H.R.S.
 DB 424 PG. 808

2nd STREET

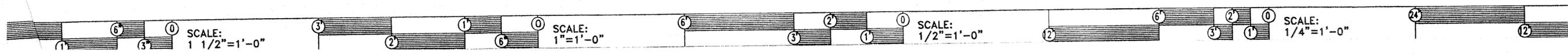
REFER TO ELECTRICAL SHEETS FOR
 ADDITIONAL POWER & LIGHTING INFORMATION.



1
 C100 C100

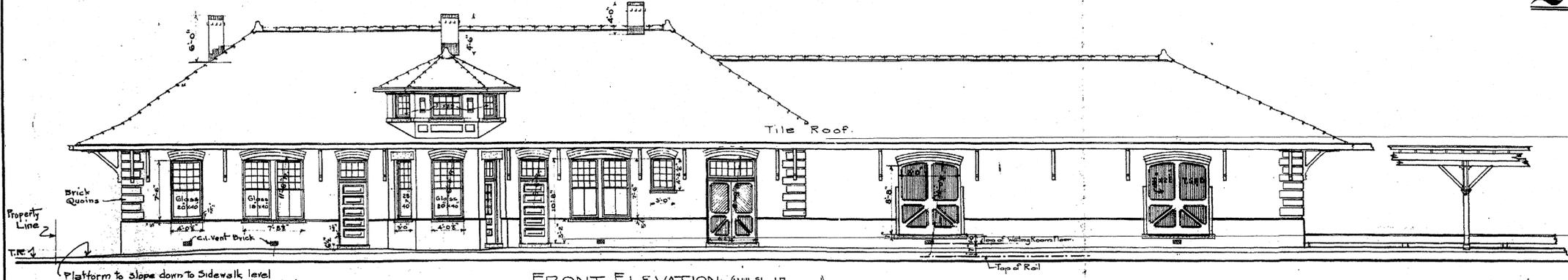
SITE IMPROVEMENTS

SCALE: 1" = 2'

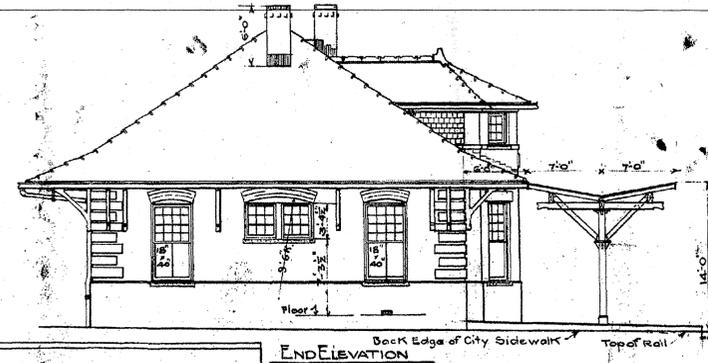


Combined Depot SOUTH RICHMOND, VA.

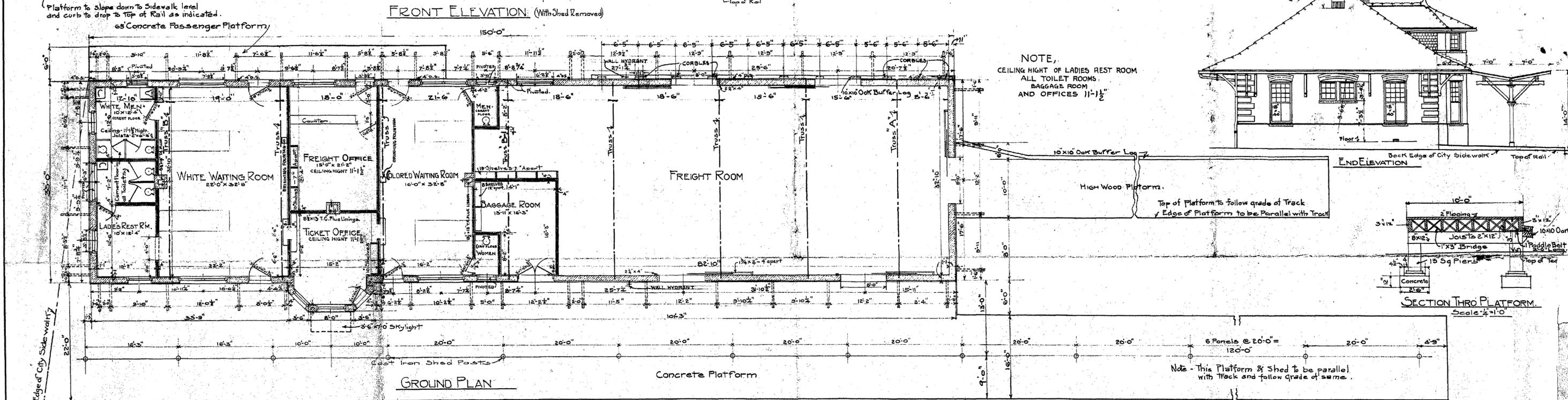
Scale - 1" = 10'



FRONT ELEVATION (With Shed Removed)

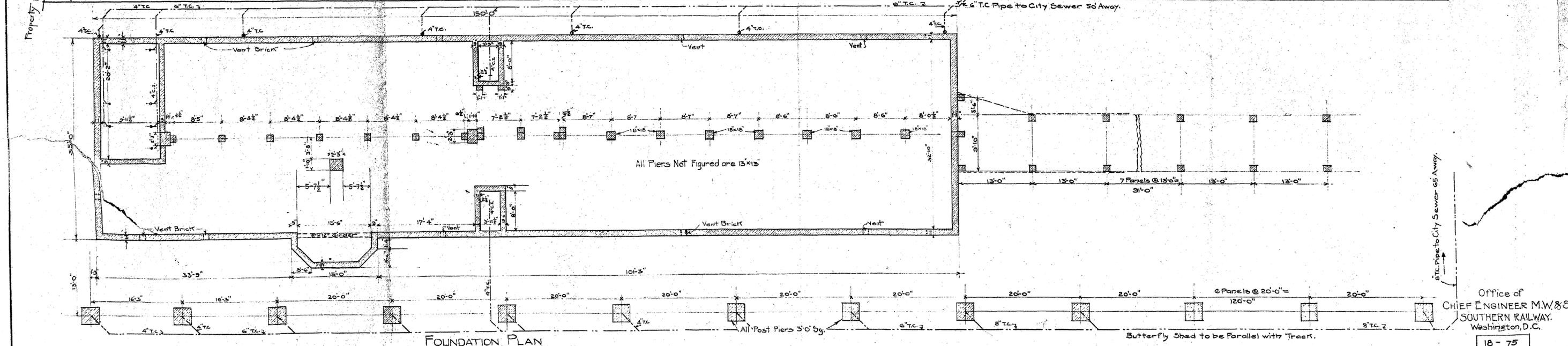


END ELEVATION



GROUND PLAN

SECTION THRO PLATFORM
Scale 1/2" = 10'



FOUNDATION PLAN

Office of
CHIEF ENGINEER M.W. & S.
SOUTHERN RAILWAY,
Washington, D.C.

18-75
June 5 - 1914

A.S.P.