

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

LISTED:
VLR
12/13/2012
NRHP
02/05/2013

1. Name of Property

Historic name: Seaboard Air Line Railway Building

Other names/site number: The Wainwright Building; VDHR # 122-0060-0210

Name of related multiple property listing: N/A

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

2. Location

Street & number: 221-229 West Bute Street

City or town: Norfolk State: Virginia County: Independent City

Not For Publication: NA Vicinity: NA

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

 _____ Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government	<u>12/13/12</u> _____ Date
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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government

Seaboard Air Line Railway Building
Name of Property

Norfolk, Virginia
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE/business/office building

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/business/office building

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS/Late Gothic Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, STONE (limestone), METAL (aluminum), CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Seaboard Air Line Railway Building is located on the corner of West Bute Street and Duke Street in Norfolk, Virginia, on its original site. The nine story brick building was designed and constructed by the firm of Neff & Thompson of Norfolk, VA, in 1925-26 in the late Gothic Revival style. The building was built to the lot line and is situated on .376 acre. The building is supported by a combination of piles, a concrete foundation, and steel reinforced concrete piers. The building is clad in textured yellow brick with numerous stone decorative elements. The entire first floor on the two street fronts are dominated by a series of Gothic inspired shallow limestone archways. The verticality of the building is highlighted by the pilasters which run the height of the building and focus attention on the crenellated parapet. The main entrance and lobby are the highlight of the interior with nearly all of the historic features intact including a ribbed vaulted ceiling, a large completely brass entry wall and doors, and granite walls and flooring. The building has a regular floorplan with a reception area at each level and hallways radiating down the two wings. The building has served as an office building since its construction until the present day while maintaining most of its defining historic features.

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Narrative Description

The Seaboard Air Line Railway Building was erected 1925-26 as the headquarters for the Seaboard Air Line Railway Corporation. The building was designed by the well known regional firm of Neff and Thompson which also served as engineers and contractors for the project. The approximately 92,000 square-foot, nine-story building was constructed in the Gothic Revival style utilizing reinforced concrete construction. The building is angled and is built to the lot line at the corner of West Bute Street and Duke Street and occupies its original site. The building is in an urban environment and is surrounded by a combination of historic one to three story commercial buildings, larger modern commercial buildings, and surface parking. At the point of construction, the site was on the edge of the Freemason section of Norfolk and near the existing downtown, but recently the area has become much more built up and integrated with the downtown commercial core. The entire parcel is bounded by Duke Street to the west, W. Bute Street to the north, Boush Street to the east and two smaller commercial buildings to the south, which faces W. Freemason Street.

The Seaboard Building was constructed with a framework of steel reinforced concrete piers and rests on a concrete foundation placed on piles. Its exterior walls are covered in textured yellow brick with stone details. Along the street level there are shallow Gothic inspired limestone archways forming an arcaded block with a granite base. The seven arches on West Bute Street are filled with storefront windows and a single offset open arch which serves as the primary entrance to the building. The entrance features a decorative recessed archway with heraldic decorative elements flanking the arch. Above the entry arch the name Wainwright has been carved into the original limestone façade. The five arches along Duke Street have been filled in, but the outlines of the arches remain. The piers between the first floor arches continue to the top of the building in the form of shallow pilasters which alternate with the recessed window tiers to form the appearance of a crenellated parapet at the roofline. The first floor exterior on the sides and rear consist of solid brick veneer, modern single windows, or filled in window openings. The upper story is highlighted by decorative stone caps along the parapet and decorative stone elements below the ninth story windows, as well as pointed stone elements capping each pilaster. The elevator tower, which is one story above the rest of the roof, features the same decorative stone elements. There are also star shaped metal reinforcing rod caps at regular intervals along the parapet. The roof is covered with a modified bitumen roof membrane.

The windows are all c.1980 bronzed aluminum. The first floor has c.1980 commercial storefront windows which fill the existing arches and are only slightly recessed. The upper story windows are fixed single pane windows with lower single awnings and are inserted in the original window openings. The original windows for the building were one-over-one metal double hung sash metal windows manufactured by the Campbell Metal Window Corporation and historic photographs exist showing the original windows that could be used to restore the original appearance. The rear center of the building house the service area and these multi-light windows, along with the store front windows were of steel construction and provided by the Truscon Steel Company.¹

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The second story windows feature curved limestone sills which are linked to the first story limestone sheathing. The upper stories have simpler traditional stone sills. The main entry has a modern bronzed aluminum covered vestibule inserted into the historic archway. Within the vestibule are the historic brass doors and window framing which fill the entire arch at the entry to the lobby.

The lobby retains nearly all of its historic elements and is the highlight of the interior with notable Gothic Revival decorative details. The walls are predominantly granite while the ceiling is plaster. The arched ceiling features diamond pattern plaster coffering which mimics ribbed vaulting and is highlighted by a painted floral decorative element at each intersection and painted heraldic elements at the base of each plaster molding as it reaches the wall. The historic brass doors and fixed windows fill the entire wall leading to the exterior while the opposite wall features three historic brass door elevators. The other two walls are predominantly granite and feature brass doors into service areas and a restaurant. The historic brass and glass tube mail system, which is retained on each floor, terminates in this lobby as well. The floor is granite and features several inlaid circular and diamond decorative elements. The lobby passes into a simpler plaster hallway and provides access to a rear double door entry which features modern bronzed aluminum doors and fixed pane windows.

The upper floors retain the historic floor plan with a reception area outside the three elevator doors which land on every floor. The hallway then turns right, up West Bute Street, or left, down Duke Street following the shape of the building with single depth offices along the exterior and interior sides of the building. Most of the office finishes are modern, including carpet, ceiling tiles, wood trip, and the windows. Near the elevators on many floors there are several original service doors which access mechanical areas and restrooms. Many of the upstairs restrooms are historic with tile floors, inlaid wood toilet stall doors, radiators, sinks, and urinals. There are some historic metal jalousie windows in the stairwells and attic service areas. There is also an historic service elevator to the side of the three main lobby elevators and it serves each floor as well. The historic rear service stairway has also been retained and features terrazzo steps and wood railings.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

Seaboard Air Line Railway Building
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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

Period of Significance

1926

Significant Dates

1926

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Neff and Thompson, architect

Nichols & Lindemann, general contractor

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Constructed in 1926, the Seaboard Air Line Railway Building is the only large scale commercial example of the late Gothic Revival style in Norfolk, Virginia. The building also represents an early example of a reinforced concrete skyscraper in Norfolk and one of the most important commissions of the regionally prominent firm of Neff and Thompson. The building has a high level of integrity with a largely intact exterior, the notable Gothic Revival lobby retaining most of its historic features, and the original building floor plan largely intact. The Seaboard Building is a noncontributing resource in the West Freemason Historic District (VDHR # 122-0060) because it is later than the district's period of significance and represents a resource which is of a different style and scale as well. The Seaboard Building's period of significance is its date of construction in 1926, signifying its role as a prominent local office building for one of the most important regional companies of the period, and as the most important Gothic Revival building in downtown Norfolk. The building is eligible under Criterion C for Architecture as an excellent and rare example of large scale non-religious Gothic Revival architecture in the City of Norfolk. It is also eligible under Criterion A for Commerce as the purpose built headquarters for the Seaboard Air Line Railway.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Seaboard Air Line Railway Building, located at the corner of Duke and Bute streets, was originally constructed in 1925-26 to serve as the general headquarters for the Seaboard Air Line Railway. The well known regional firm of Neff and Thompson served as both architect and engineers and contractors and Nichols & Lindemann was the general contractor.² The owner was prominent Norfolk businessman William Sloane who, along with his wife Florence Sloane, designed and lived in what is now the Hermitage Museum and Gardens, also in Norfolk. The nine-story building, constructed at a cost of approximately \$750,000, was an early Norfolk example of a reinforced concrete skyscraper, described in an August 8th, 1924 *Norfolk Ledger-Dispatch* article as "fireproof construction, concrete on steel" with textured brick exterior highlighted by stone details. When completed it contained the most office space of any other building in Norfolk at the time and was the third tallest building in the city.³ The building retains nearly all of its exterior late Gothic Revival inspired elements, and is the only large scale commercial building of this style not only in Norfolk, but the entire Tidewater area of southeast Virginia as well as being a one of only a few examples in the entire state of Virginia. The building site was chosen at the time in an ultimately successful attempt to lead an expansion of large scale commercial construction outside the traditional boundaries of downtown Norfolk. The building is the only commercial skyscraper in Freemason and represents a style, scale, and massing much more aligned architecturally with downtown than the largely residential and small scale commercial buildings in the Freemason section of Norfolk.

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Criterion A

The Seaboard Air Line Railway traced its roots to 1832 as the small Portsmouth and Roanoke Railroad which ran between Virginia-North Carolina, as horse drawn service for its first few years. The company expanded over time, through several corporate entities and several economic ups and downs, to serve much of the southeastern United States and eastern seaboard. Major lines ran from Atlanta to the Tidewater area, to Washington DC and finally to New York. Access to the Florida resorts allowed the Seaboard Company to become a major player in the east coast market, eventually consisting of nineteen railroads incorporated under the Seaboard Air Line Railway name in 1900. The term "air line" was used before the time of air travel to designate the most direct line drawn through the air from one point to another, implying that this railroad had the shortest routes available. The Seaboard Company carried both passengers and freight along its routes. After establishing access to the Florida market, the Seaboard Company expanded throughout the state building grand Mediterranean Revival stations in the major markets. It was at this time that the company commissioned its large, unified headquarters building in Norfolk. Unfortunately, the company expanded too quickly and entered receivership in 1930 at the onset of the Great Depression. The company was run by the U.S. District Court in Norfolk until it rebounded with effective marketing and the onset of World War II. With the debt relieved, the company emerged from court control as the Seaboard Air Line Railroad in 1945. The Seaboard Air Line Railroad existed until 1967, when it merged with its rival, Atlantic Coast Line Railroad.⁴

Seaboard Railroad had offices in Norfolk as early as 1906 and was spread across at least three office buildings when it commissioned its new headquarters in 1924. The building was built and owned by textile manufacturer William Sloane with Seaboard signing a ten year lease to occupy all of the building except for five store fronts facing Bute Street. Seaboard planned to use nearly all of the office space and house approximately five hundred employees when it occupied the space. Seaboard combined offices previously located in three separate Norfolk office buildings when they moved into this new space: the Royster Building, the Alsace Building, and the Flatiron Building. This new Seaboard headquarters established a new northwest boundary for downtown Norfolk.⁵ An early occupant of part of the first floor of the building was the newly established Norfolk Museum of Arts and Sciences, which was pioneered by Frances Sloane. With her husband owning the building, much of the collection of art she had helped assemble was housed in the Seaboard building for a time until a permanent facility was opened for the collection in 1933.⁶

After being vacated by the Seaboard Air Line Railway, the Seaboard Building continued to serve as an office building until the present day, serving many different businesses ranging from medical offices to the office and studio for WTAR (now WTKR), which occupied the entire eighth floor c. 1930.⁷ The building has changed hands a number of times since its original construction. It gained its current name, the Wainwright Building, when it was purchased by the Wainwright Realty Corp. before World War II and has kept it ever since. The Wainwright name was added to the building in stone relief over the primary Bute Street entrance.

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Criterion C

Neff and Thompson won the award for the project in 1924, beating out several firms including prominent Norfolk architect B.F. Mitchell. The reinforced concrete skyscraper was a new concept for Norfolk. Neff and Thompson had pioneered reinforced concrete construction in the area, utilizing it as early as 1906 in the Monticello Arcade. The unusual V-shape of the Seaboard Building chosen by Neff and Thompson can be seen as a precursor to the Cavalier Hotel (VDHR # 134-0503), which they designed in Virginia Beach a year later. The exterior design of the Seaboard Building uses Gothic Revival inspired elements highlighted by the crenellated parapet created by alternating recessed window tiers and piers, which cap shallow pilasters which run from the second story to the top of the exterior. There is also a decorative entrance on West Bute Street consisting of a low, pointed stone arch flanked by relief heraldic moldings. The shallow arch motif in stone is continued along the entire first floor exterior.

The Neff and Thompson firm was active in Virginia from 1902-1932. Clarence Amos Neff Sr. (active from 1898-1952) was an architect and engineer who began his career in Norfolk in 1898 after obtaining his architecture degree from Columbia University. He also served as president of the Norfolk Federal Savings and the Princess Anne Country Club. Thomas P. Thompson (active from 1902-1932) was partners with Neff until Thompson became Norfolk city manager. The two partners designed over 600 projects including many office buildings, personal residences, country clubs, and large scale commercial projects. Some of the most prominent and still existent include the Monticello Arcade (1906-07), the Country Club of Virginia clubhouse in Richmond (1907-09), Maury High School (1909), the Virginia Theater, now Granby Theater (1915), and the Cavalier Hotel (1926-27). Additionally, in the downtown Norfolk area there remain several notable commercial buildings designed by the firm including the Ames and Brownly Department Store at 411 Granby Street and the Crockin and Levy Furniture Store at 500 Granby Street. Finally, Clarence Neff was the primary architect for the early campus of William and Mary in Norfolk (now Old Dominion University), including the main Education Building and Foreman Field (1935-36).⁸

The Late Gothic Revival style has its origins in the late medieval Gothic architecture of Germany, France, and England including vaulting and pointed arches and was utilized predominantly in church construction. The style reemerged in the nineteenth century and continued with varying popularity well into the twentieth century. Its use in commercial construction was expanded to skyscrapers early in the development of that building form, as seen in the 1913 Woodworth Building.

The late Gothic Revival style, particularly in large scale buildings, is almost entirely represented in Norfolk through church architecture. The Seaboard Building represents the only still existent large scale nonreligious Gothic Revival building in the City of Norfolk, and in all of Tidewater Virginia. There are several dozen Gothic Revival churches ranging from the mid-nineteenth century to the mid-twentieth century, most of which represent more elaborate examples of Gothic Revival, with more decorative elements and high style features than the relatively simple Seaboard Building exterior. Many are small neighborhood churches as well as several prominent urban examples. During the period of the Seaboard Building's construction, in the early

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twentieth century, the city was expanding and there are at least twenty examples of Gothic Revival churches from this time. Christ and Saint Luke's Church (# 122-0075) was constructed c.1909, is an ornate example the English Perpendicular style, and has been called one of the most best Gothic Revival examples in Virginia. Its ornate stone ornamentation is more elaborate than many examples in the city, which often use largely brick construction with stone detailing as seen in the Seaboard Building. Queen Street Baptist Church (# 122-0165), constructed 1910-11 on the edge of downtown, is of brick construction with prominent stone details around the window and door openings and is an excellent example of the Gothic Revival style seen in many Norfolk churches as well as being one of the most prominent original African American churches in the city.

Seaboard Air Line Railway Building
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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Norfolk City Directory, Hills Directory Company: Norfolk, VA: 1930.

Manufacturers Record. Manufacturers Record Publishing Co., Baltimore, MD: March 11, 1926, vol.LXXXIX No. 10.

The Norfolk Ledger-Dispatch.

The Virginian-Pilot.

“Seaboard Air Line Railroad,” *Wikipedia, The Free Encyclopedia*,
[http://en.wikipedia.org/wiki/Seaboard Air Line Railroad - The air line name](http://en.wikipedia.org/wiki/Seaboard_Air_Line_Railroad_-_The_air_line_name)

Speech given at the dedication of the gates to the Art Sanctuary at the Norfolk Museum of Arts & Sciences (1948), Collection of the Hermitage Museum and Gardens, Norfolk, VA.

Sweet's Architectural Catalogue. Sweet's Catalogue Service, New York, NY: 1925.

Wells, John E. and Robert E. Dalton. The Virginia Architects: 1835 – 1955. Richmond, VA: New South Architectural Press, 1997.

Wilson, Richard, Guy & Contributors. Buildings of Virginia: Tidewater and Piedmont New York: Oxford University Press, 2002.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government

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University
 Other

Name of repository: Virginia Department of Historic Resources, Richmond, VA;
Slover Library, Norfolk, VA

Historic Resources Survey Number (if assigned): DHR #122-0060-0210

10. Geographical Data

Acreage of Property .376 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|---------------|-----------------|-------------------|
| 1. Zone: 18 S | Easting: 384852 | Northing: 4079316 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundaries coincide with the lot lines associated with tax parcel #06353605 (please see accompanying base map).

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Boundary Justification (Explain why the boundaries were selected.)

The boundary represents all of the land currently associated with the property identified by tax parcel # 06353605, and all of which was historically associated with the property.

11. Form Prepared By

name/title: Marcus R. Pollard
organization: Commonwealth Preservation Group
street & number: PO Box 11083
city or town: Norfolk state: Virginia zip code: 23517
e-mail marcus@commonwealthpreservationgroup.com
telephone: 757-651-0494
date: 7/24/2012

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

The following information is common to all photographs:

Name of Property: Seaboard Air Line Railway Building

City or Vicinity: Norfolk

County: N/A

State: Virginia

Photographer: Marcus Pollard

Date Photographed: May, 2012

Seaboard Air Line Railway Building

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Description of Photograph(s) and number, include description of view indicating direction of camera:

1. Façade, facing SW
2. Side elevation, facing SE
3. Rear, side elevation, facing N
4. Setting, facing S
5. Entry, facing S
6. Entry, interior, facing N
7. Lobby, elevator doors, facing S
8. Lobby, facing E
9. Service stair, facing S

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

¹ *Manufacturers Record*, Manufacturers Record Publishing Co., Baltimore, MD: March 11, 1926, vol.LXXXIX No. 10, p.82.

² *Manufacturers Record*, March 11, 1926, vol.LXXXIX No. 10, p.82.

³ "Big Office Building for S.A.L. Railway Ordered," Norfolk Ledger-Dispatch, August 8, 1924, p.1; "Office Building 9 Stories High To Be Erected On Bute Street," The Virginian-Pilot, August 9, 1924, p.1.

⁴ "Seaboard Air Line Railroad," *Wikipedia, The Free Encyclopedia*, http://en.wikipedia.org/wiki/Seaboard_Air_Line_Railroad_-_The_air_line_name (accessed September 23, 2012). Sources for this article included contemporary articles in the *New York Times*, The Past and Future of U.S. Passenger Rail Service published by the Congressional Budget Office, Joseph M. Welsh's By Streamliner: New York to Florida, and Gregg M. Turner's Railroads of Southwest Florida.

⁵ "Big Office Building for S.A.L. Railway Ordered," p.1; "Office Building 9 Stories High To Be Erected On Bute Street," p.1.

⁶ Speech given at the dedication of the gates to the Art Sanctuary at the Norfolk Museum of Arts & Sciences (1948), Collection of the Hermitage Museum and Gardens, Norfolk, VA.

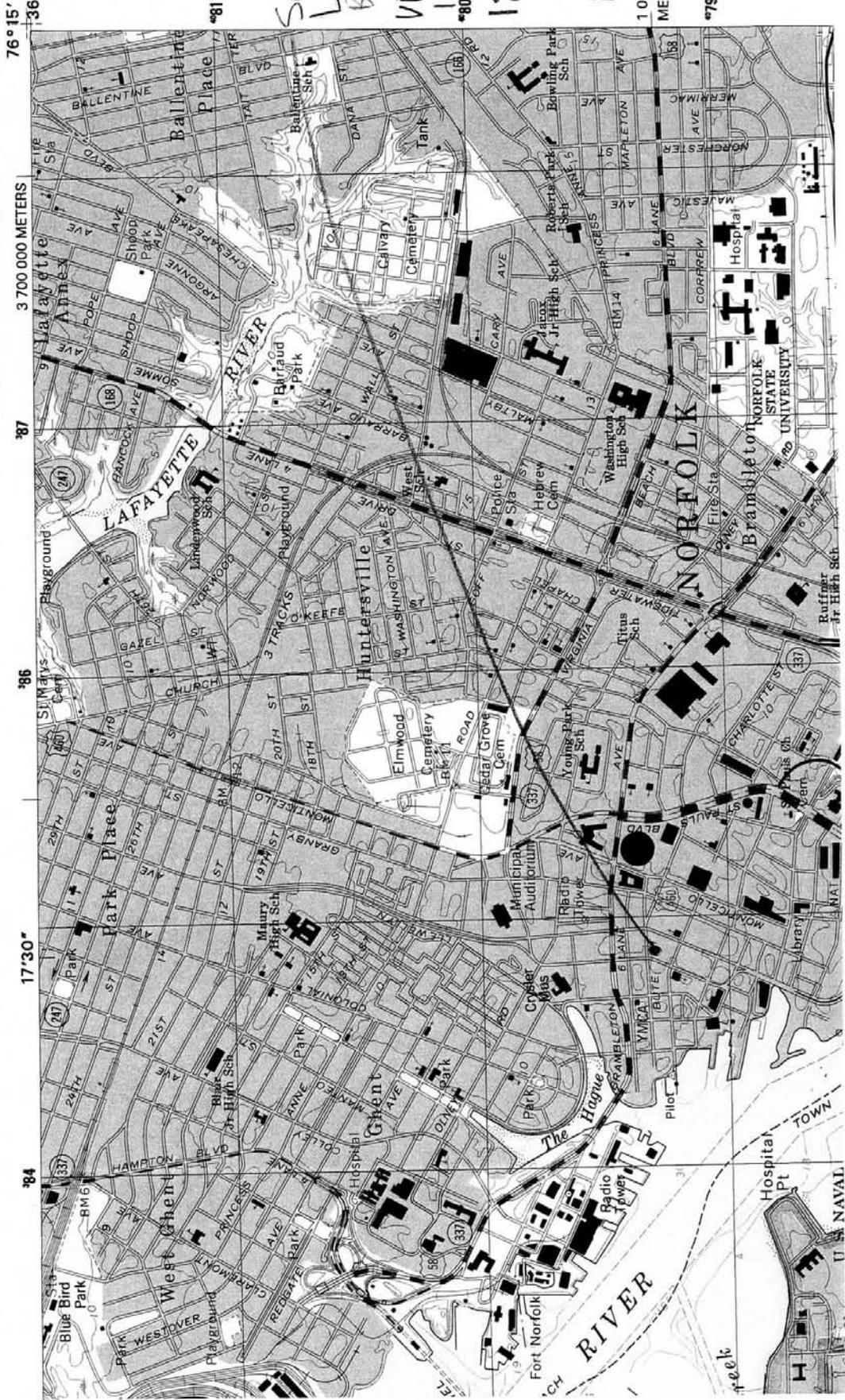
⁷ *Norfolk City Directory*, Hills Directory Company: Norfolk, VA: 1930.

⁸ John E. Wells and Robert E. Dalton, The Virginia Architects, 1835-1955, New South Architectural Press, Richmond, VA: 1997, p.319-23.

NORFOLK SOUTH QUADRANGLE
VIRGINIA

7.5-MINUTE SERIES (TOPOGRAPHIC)

3 700 000 METERS
76° 15' 36" 52' 30"



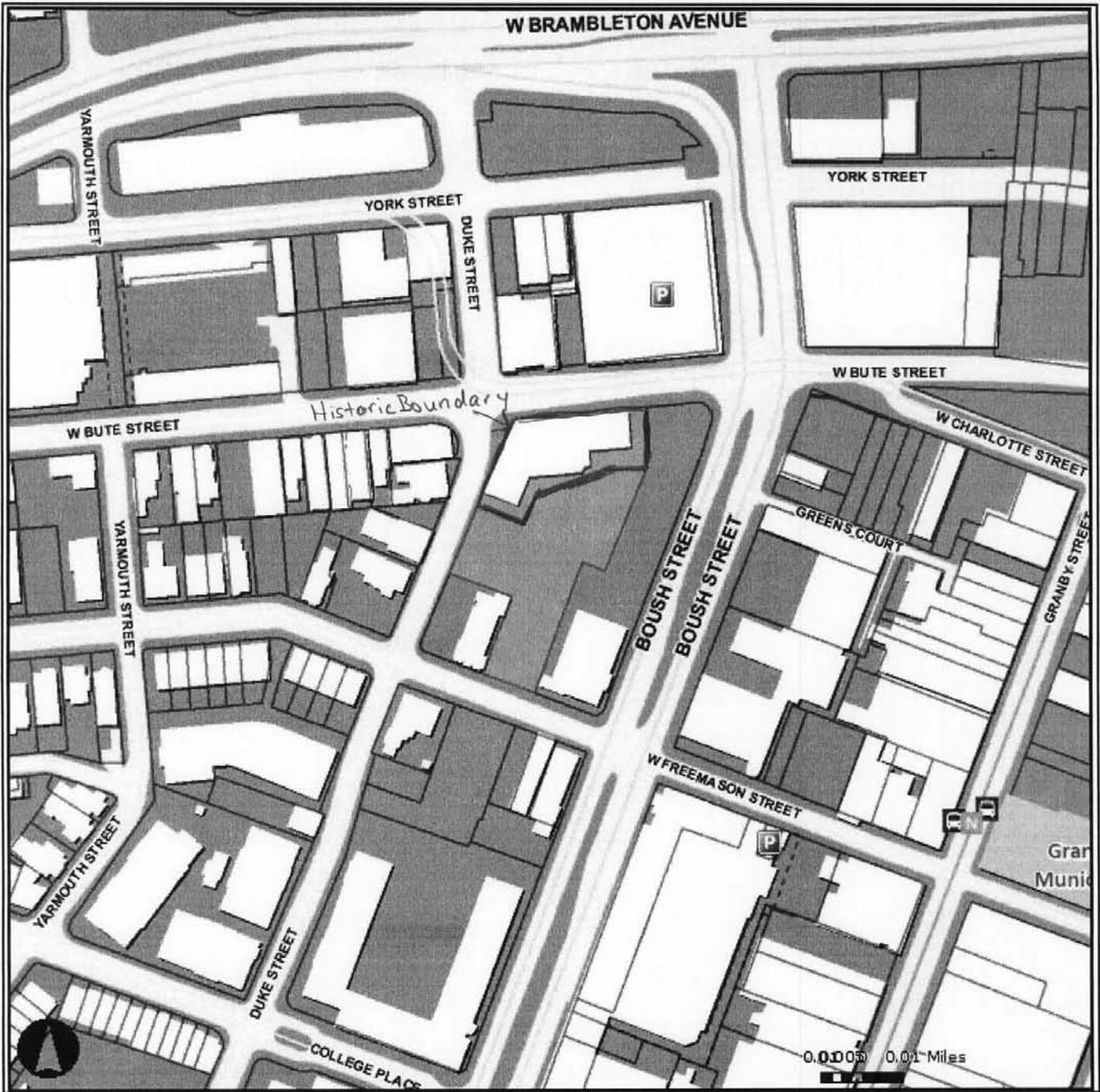
Seaboard Air
Line Railway
Building

VDHR #:
177-0060-0710

18S: 384852 E.
4079316 N

Norfolk South
TofO
1 060 000
METERS NAD 83

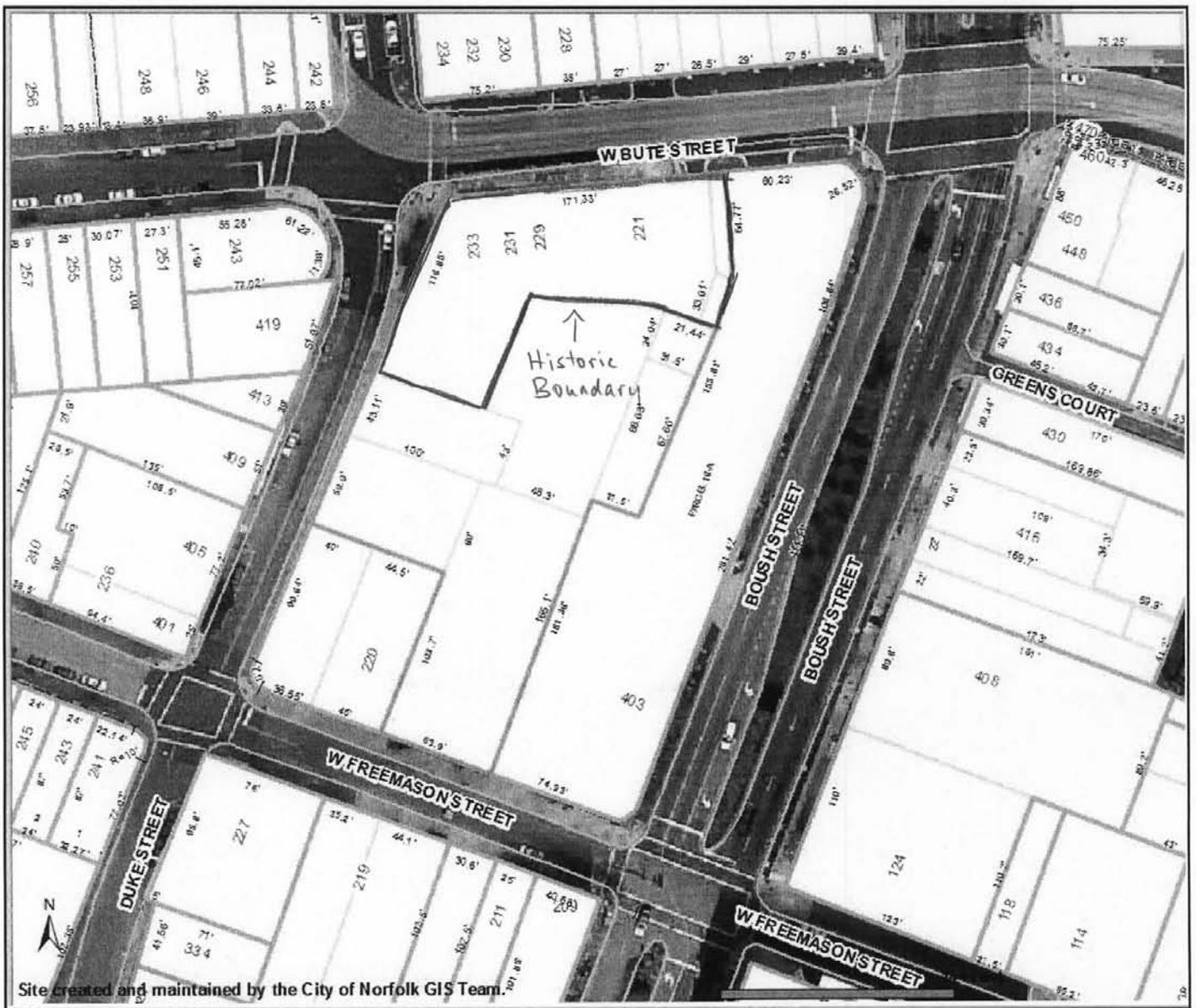
479



SKETCH MAP

Seaboard Air Line Railway Building
221-229 W. Bute Street
City of Norfolk, Virginia

DHR #122-0060-0212



PARCEL MAP
 Seaboard Air Line Railway Building
 221-229 W. Bute Street
 City of Norfolk, Virginia

DHR #122-0060-0210

Seaboard Air Line Railway Building (c)
VDHR # 122-0060-0210
221-229 West Bute Street
Norfolk, VA

NOT TO SCALE

DUKE (VARIABLE R/W) STREET

N 3.477,546.54
E 12,128,975.11

N21°46'57"E
216.69'

115.42'

(S)

111.57'

N68°15'04"W 68.16'

S21°42'56"W

69.94'

S84°54'57"W 86.80'

9-STORY BRICK (c)

N64°53'42"E
167.05'

BUTE (50'R/W) STREET (WEST)

N68°56'48"W 33.02'

64.77'

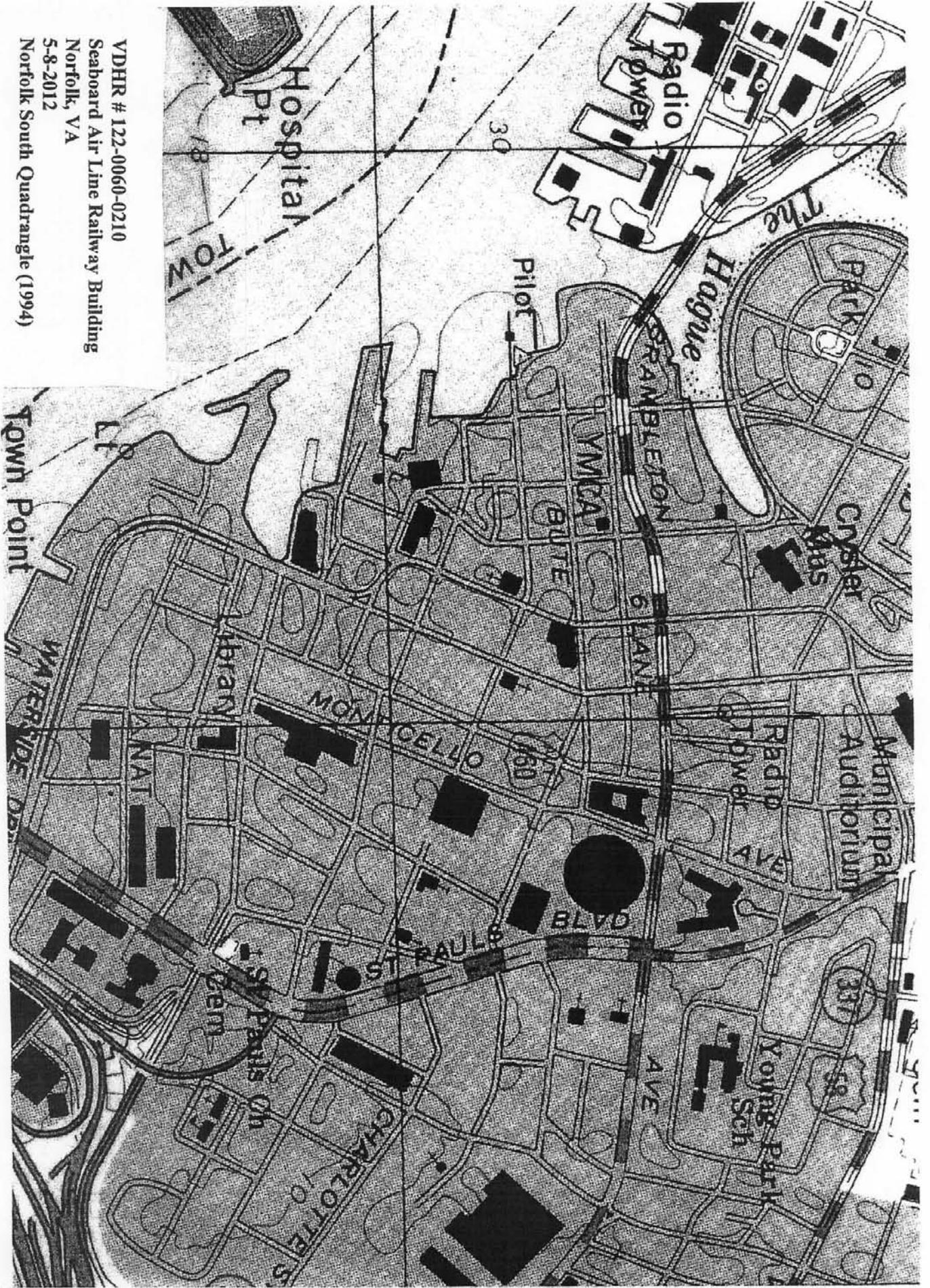
PIN(F)

PIN(F)

19.72'

S21°03'12"W
155.81'





VDHR # 122-0060-0210
Seaboard Air Line Railway Building
Norfolk, VA
5-8-2012
Norfolk South Quadrangle (1994)