

**Richmond Railroad
Museum Driving Tour of
Historic Richmond Railroad Sites**

Begin at the Museum (Southern Railway's Hull Street Station, 1915 -1957), 102 Hull St., phone 233- 6237, open Saturdays 11:00

Continue on Maury St. to where it turns right and becomes Brander St., passes under 1-95, and parallels the Sou. Ry's freight spur to the City Sewage Treatment plant on the right. Brander St. continues to where the Chesterfield R.R., the Richmond & Danville RR, and the Southern Ry. all successively had their coal wharves, stone cutting, and other shipping preparation operations, and where the R&D served the Manchester facility of the Confederate Navy Yard. Return to Maury St. and turn Right on 2nd St., go 4 blocks to Hull St., and turn right. Passing the front of the Museum, cross both spans of the Mayo Bridge (You are now on 14th St.) and, just as soon as you pass through the Floodwall gate opening, turn right through a curb

-4:00, Sundays 1:00 -4:00. It is a National Historic Landmark. Exit the Museum parking lot at the rear end on Decatur St., turn Right, crossing the Southern Railway (ex-Richmond & Danville, now Norfolk Southern) track to and beyond Rockett's Jct., and go to cut into a graveled drive and go a short block to the famous Triple Crossing, the only place in the world where three rail lines cross over top each other. At ground level is the Sou. Ry.(NS) line to West Point; next above is the SAL(CSX), and highest, parallel to the river, is the Chesapeake & Ohio (CSX) main line to Newport News , Return to 14th St. and then turn right onto Dock St. Continuing east, on your left above is Tobacco Row, where two-thirds of the world's cigarettes once were manufactured. These historic buildings have now been made into residential units. On your left at 23rd St. was the terminal station of the Richmond & York River RR (now the West Point branch of NS), completed just in time to be used, and then thoroughly wrecked, by Union forces in the

3rd St., turn Left, and go 3 blocks to Maury St., then turn Left. 3 blocks farther on you'll cross what was the 1901 Seaboard Air Line RR's main line, now a CSX RR freight route. About 2 blocks left of here on this rail line is Rockett's Jct., where the Sou. Ry. track Civil War. Continuing east on Dock St. with the C & O's James River Viaduct paralleling you above on your right, you'll cross the Sou. Ry's West Point Branch just after it has crossed the lower James River & Kanawha Canal on a now-inoperative drawbridge. Just beyond on your right is the still-operable Great Shiplock that connects the canal to the ocean going tidewater portion of the James River. Continue east to merge with Main St. and keep to the Right to Orleans St. You are now at the west end of the C & O's Fulton Yard, still active but once a major steam engine terminal and repair facility. Trains of the Buckingham Branch RR, which leases and operates the former C & O (ex-Virginia Central) main line to Charlottesville and over the mountains to Clifton Forge, arrive

crosses at grade, the only such railroad track crossing in the Richmond area. This is also where Virginia's very first railroad, the 1831 mule-and gravity-powered Chesterfield Rail Road, coming down just south of Stockton St., turned east to reach their coal wharf on the river.

and depart here. This yard stretches east 1.8 miles. Reverse your course and head back west on Main St. Turn Right on 18th St. and go 4 blocks north. On your right nearly a block away is the blocked-up stone portal of the west end of the Church Hill Tunnel, built in 1872 by the C & O Ry. and which caved in during floor-lowering work in 1925, burying a work train and at least two laborers. They're still in there, despite massive efforts to retrieve them. Continue up 18th St., which becomes Oliver Hill Way, to its end at Hospital St. Just ahead on the left, across the former C & O (ex-Va. Central) main line, is what was the Richmond Locomotive Works (later a division of American Locomotive Works, or Alco) , which built over 3,000 steam locomotives that were sold worldwide. Reverse course and head back down 17th St.: on your right were the C & O's passenger car and Pullman Co. car shops. As you pass Broad St., one block to your Right was Virginia Central

(1851)/Chesapeake & Ohio passenger depot that served until 1901. Continue on 17th/18th Sts. to Main St. Station, a National Historic Landmark built in 1901 by the C & O and the brand-new Seaboard Air Line RR. The C & O side still serves Amtrak's Newport News Boston trains daily; the lobby, stairway and 2nd floor have been beautifully restored, with ample weekend parking outside. Continue west on Main St. to 14th St., turn Left, go 1.5 blocks to Canal St., and turn Right. At the corner on your immediate left is the Southern Ry's former 1915 freight depot. From 1900 to 1914 the Southern's handsome two-story plus-tower brick and granite passenger depot was here, with a smaller freight depot behind. Continue west a short block to

Turn Right on Tredegar St. to the Tredegar Iron Works, a National Historic Landmark operated by the Nat. Park Service and well worth a visit. It was powered by water from the Kanawha Canal just up the hill (60 feet above the river here) from the 1830s to the end of operations

Virginia St., turn Left, and cross the Kanawha Canal. Here was the Richmond & Danville/Southern Ry's first City of Richmond passenger depot, built in 1851 as soon as the R&D completed its wood truss bridge across the James River. This station was rather hastily built, it seems, for it collapsed under heavy snow and ice load in 1856, and was rebuilt as a much sturdier structure that did not burn during the April, 1865 evacuation fire (but the freight depot at 14th & Canal Sts. did), and served until its 1900 replacement. Return to Canal St. and turn Left. On your right between 11th and 8th Sts. was the James River & Kanawha Canal's Richmond Basin. This later (1878) became the Richmond & Allegheny's (C & O's) downtown

here in the late 1960s. The ODC's steam locomotive "Rebel" was the in-plant switching engine here; the Tredegar Works' tracks connected with the C & O's James River line and the ACL's Byrd St. Station line. At the west end of the Tredegar Works on the left is Belle Isle, site of the Civil War era

freight yard, and now the very appealing James Center development. In its heyday, the Kanawha Canal reached 196 miles west ward up the James River and by 1859 connected via a series of stairstep locks down 90 feet to ocean-going tidewater at the Great Shiplock. From Canal St. turn Left on 10th St. and go one block to Byrd St., then Left to the turn at 12th St. On your left here are several of the Kanawha Canal's Tidewater Connection Locks. On your right across the Haxall Mill Canal is the former 12th St. Generating Plant. Originally water-powered, then coal-fired steam, this plant supplied electrical power for the world's first practical electric railway system, the streetcars, in 1888. Continue Left on 12th St. to

Richmond Iron & Nail Works that lasted into the 1950s, and of an extensive Confederate prisoner-of-war camp. Belle Isle was connected to the Tredegar Works by an R&D spur at the time of the Civil War, and to the R&D's (Sou. Ry's) main line on the south bank of the river until the flood of 1969.

Canal St., then Left to 7th St. On the far right corner note remnant of former C & O street tracks into former Liggett & Meyers tobacco factory. Turn Left on 7th St. One block south on the far left corner at Byrd St. is the 5th Federal Reserve District HQ: it sits on the footprint of the 1838/1887 Richmond & Petersburg (later Atlantic Coast Line) terminal. In 1867 this became the joint R & P/RF & P Byrd Street Station until 1919. Continue south down 7th St. to Tredegar St. Across the Haxall Mill Canal is Brown's Island, where a Civil War cartridge and shell-filling factory blew up in 1864. The tall stone piers you see marching across the river beyond Brown's I. are the R & P's original 1838 bridge piers; the much shorter concrete pedestals below, many toppled by the Great Flood of 1972, supported the ACL's 1916 steel bridge, dismantled early in 1972.

Turn Right on Brown's Island Way up the hill across the Kanawha Canal bed and the site of the C & O's 2nd Street Yard to 2nd St. and turn Right. Just past Spring St., up the hill on your left and fronting on Belvidere St. (US 1/301) is the Ethyl Corp. HQ (now New Market Corp.) on the site of the long-enduring Virginia State Penitentiary, where the prison workshop

built many of the coal cars for the

R.R. Continue up 2nd St. and turn Left on Main St. At 1st St. on the near right-hand corner is the house of Col. Claudius Crozet, one of Napoleon's artillery officers and later Va's State Surveyor. He laid

14.8 miles north. The reinforced concrete viaduct that brought its track across the valley, where 1-95 now is, to this terminal's 2nd floor level was an engineering marvel at that time. Turn Left on Broad St., then Right at the next corner on Goshen St. one badly-paved block to Marshall St. Turn Right and go to Belvidere St. and turn Left. Go north to the traffic light at School St. and turn Left. Go to the next light at Brook Rd, turn Left, and go one block. On your far right is the 1907 corrugated steel car barn and shop of the R & CB electric interurban line, now a building contractor's headquarters. Go one block south to Sledd St. and turn Right. One-half block west, on your right, is the northernmost concrete abutment of the R & CB RY's concrete viaduct. Turn around and go one block north on

pioneer Chesterfield out the Kanawha Canal extension westward, then the Chesterfield R.R., then engineered the Virginia Central's very difficult Blue Ridge Tunnel and the two Millboro Tunnels. Continue on Main St. and across Belvidere St. past Monroe Brook Rd. to Admiral St., turn Left, and go to the traffic circle at Lombardy St. Turn Left, go to Broad St., and turn Right. Head west to #2500 on your right: the Virginia Science Museum now, but from 1919 to 1975 the RF & P/ACL's Broad Street Station, a National Historic Landmark designed by John Russell Pope (he also designed the Jefferson Memorial). This was an unusual and highly efficient design with seven through tracks that brought all trains in from one end, then looped them around and back out in the other direction. A couple of historic railroad passenger cars and a large steam locomotive are on display here. Continue west 2 blocks to North Boulevard and turn Right. At Leigh St. on the far right is the Movieland Theater, formerly a Richmond Locomotive Works component assembly building.

Park. Here are statues of Joseph Bryan (newspaper publisher and owner of Richmond Locomotive Works) and Williams C. Wickham (1st president of the C & O). At the west end of Monroe Park turn Right on Laurel St. to its end at Just north of here cross over the RF & P's (CSX) original main line and the lead into Broad St. Station. Continue north to Westwood Ave., turn Left, pass under 1-95, and keep to the right, loop around and continue on Westwood southbound. As you cross over the RF & P (CSX) you'll see Acca Yard and Shops on your right; Acca Wye is down on your left. This is where the RF & P/ACL's main line (the Belt Line) turns off southwest (where all of Amtrak's Florida trains run), with the east leg of the wye leading to the former Broad St. Station. Turn Left at the downhill end of the bridge onto Hamilton St., continue south across Broad St. and another two blocks to the 1-95 southbound entrance ramp. Take 1-95 south past the Cary St. exit and keep to the Left for the Powhite Parkway, VA.#76. The

Broad St. Directly across Broad at #814 is the Richmond terminal of Frank Jay Gould's 1907 high-tech, heavy duty Richmond & Chesapeake Bay electric railway which never got farther than Ashland,

RF & P/ACL's (CSX & Amtrak) main Belt Line tracks lie between the north-and south bound lanes of this expressway. Nine daily Amtrak passenger trains use this route. As you cross the James River you'll see below you on the north bank the Kanawha Canal and the C&O Ry's (CSX) James River main line, then on your left the RF&P/ACL's handsome concrete arch Belt Line Bridge of 1918. Just across the river take the exit for Forest Hill Ave. (In 2015 this is a 70¢ toll.) & turn Left. The moment you cross over the Powhite Parkway on Forest Hill Ave. you'll cross (at grade) the Sou. Ry's R&D line at the former Granite Station. There were several building-stone quarries in this immediate vicinity, as there were all along this rail line from here east to Reedy Creek. Continue east, in toward the city, through Westover Hills to W. 41st St and turn Left at Forest Hill Park, originally an amusement park at the west end of the 1892 -1932 Forest Hill streetcar line that began at 8th & Broad Sts. downtown. A block and a half north and on

your right is the Stone House, built in the 1830s by Holden Rhodes, first president of the RF&P RR,

W. 42nd St., go down the hill to Riverside Drive, and turn Right. At the bottom of the hill, at Reedy Creek, on your left is the R&D/Sou.

W. 20th St. On your left you'll see Belle Isle again. Turn Right on W. 20th St. to Semmes Ave., then turn Left. Two blocks east of here, where you cross Cowardin Ave., in the depressed areas to the right and left, was the R&P/ACL's line from Richmond to Petersburg. As you continue east on Semmes, on your left where the Sun Trust Bank complex is now, was the R&P's Cowardin Yard, their main engine terminal and car-building/repair shop facility. There was an

and named "Boscobel" . There was a granite quarry on this property just east of here on Ry./NS line that originally ran 140 miles southwest to Danville. This is the railroad, begun in 1850, on which Jefferson Davis and what was left of the Confederate interchange track down the hill (The old grade is still there.) to the R&D's Belle Isle Yard. Just short of the bottom of Semmes Ave., on the left, is a small parking lot signed "Floodwall Walk" for access to a well-built path to the south end of the R&P's 1838 James River Bridge overlooking the river, and to the Floodwall Walk that leads to Hull St. Sta. Turn Right at the bottom of Semmes Ave. on 7th St. and go to Perry St., then turn Left and go down to 6th St. On your left here

Reedy Creek, and by 1851 a spur of the R&D served this quarry. Continue on 41st St. to Stonewall government and its depleted treasury fled from Richmond on the evening of April 2, 1865. The line was in such poor condition by this time that it took their train until was the R&D's 1850 Manchester Station: it remained in service until 1915. Manchester was an independent city until it merged with Richmond in 1910. Farther to the left, and also dead ahead, was the R&D's (Sou. Ry.) Manchester Yard engine terminal and car-building shops -the oldest still-operating railroad yard in Richmond. Turn Right on 6th St. and go to Porter St., then go up to 7th St. On the far right corner the two-story brick building with the diagonal south end facing Porter

Ave., turn Left, then turn Right on

the following afternoon to reach Danville. Today the Ringling Bros. Circus Train parks here in season. Continue east on Riverside Drive to

St. was the terminal and shop of the Richmond & Petersburg Electric Ry. of 1901 1936. As you turn Left here onto 7th St. note the pair of straight-thru streetcar track segments with a curved track branching off toward the Terminal. Continue south on 7th St. two blocks to Hull St., then turn Left. One block down on your right is the Seaboard Air Line's 1910 Manchester Freight Station. Continue east down Hull Street to the Richmond Railroad Museum.