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## Harrisburg train station

Passenger trains pull up just a few times a week to this 1930s-era terminal, which now serves primarily as a home for three museums, a theater, and a historic library. This Art Deco temple for transportation is much loved by architecture enthusiasts who appreciate fine bass-relief carvings, dark green terrazzo fountains, and massive clocks that shine with neon light at night. While you'll definitely want to look down when you're minding the gap between the train and the platform at this iconic Big Apple landmark, be sure to keep your head up as you walk through the main hall. You certainly do not want to miss the famous celestial mural, a collaboration of artists and astronomers, which is decorated with famous constellations such as Orion, Taurus and Gemini. Just as Union Station consolidated passenger rail traffic from Union Pacific, Santa Fe, and South Pacific Railroads into one transit hub, its architecture blended Spanish colonial, mission revival, and Art Deco into a singular style known as Mission Moderne. The classic California aesthetic is most evident in the 11,200-square-foot waiting room, which features a vaulted entrance, six 3,000-pound brass chandeliers, and terracotta floors with decorative leaxed marble. Union Station was opened in 1881 as a train depot and was re-started as an intermodal transit station. After more than a decade of planning and construction, the complex now offers a terminal building, a light rail station, an underground bus terminal, a hotel, and an open-air train hall. Arched Beaux-Arts-style windows, a metal canopy and ornate corbels and ledges proclaim 19th-century architectural feeling. Get a little taste of Europe in the one-time capital of the Confederacy when you visit this national historic landmark that dates back to 1901. Located on Main Street in Richmond, the vibrant second Renaissance Renaissance warehouse and its steeply perched roof would look just like home on a big 19th-century boulevard in France. While all other intercity terminals in Chicago have been closed, this one has been strong for more than 90 years. Every day, about 140,000 commuters rush down the marble entrance stairs and through the 110-foot-high atrium of the Beaux-Arts-style Great Hall, which is illuminated by a barrel-domed skylight. More than 40 million people descend on this intermodal transit station each year, some rely on it as a layover en route to Baltimore, Boston, Philadelphia, or New York City, and others simply admire its timeless design. Architect Daniel Burnham drew inspiration for the station hall sculptures from the Roman baths of Diocletian, and for its façade from the Arch of Constantine. Related: 35 Strange but True Facts About America's Main Train Station Philadelphia's mélange head-turning design. V The deco hall, 95-foot-high coffered ceiling, retro split-flap display, and large chandeliers lend the old world the elegance of everyday commuting, while well-hidden bowling alleys, hospitals and chapel turned morgues add an element of mystery to a station that sees nearly 30,000 commuters and other passengers on a typical workday. The largest train station in Greater Boston should be a stop on any architectural walking tour of Beantown with its own guide. Though the clock on this neoclassical-inspired depot echoes of London's Big Ben, the eagle perched above and the New England-sourced granite blocks that make up the exterior put a distinctly American stamp on it. The Baldwin steam locomotive on display at this Amtrak train station has been out of service since the 1950s, and it's not the only feature of San Antonio Sunset Station that's frozen in time. The 116-year-old warehouse nod to 18th-century Spanish missions. Related: 25 Tiny Cities to visit catch a glimpse of how we lived house-shaped domes on many downtown San Diego buildings with their inspiration from the vaulted companies that line the arched entrance to Santa Fe Depot. Spanish-Moorish architectural influences continue in the interior, with redwood beamed ceilings and ceramic wainscoted walls. A one-stop shop for time-starved train commuters, Union Station offers eight Amtrak trains per day, a 15,000-square-foot marble waiting room, restaurant, and barbershop for those last-minute upholstery. As if the interior wasn't enough to impress, the Italianate-inspired granite exterior wows passersby with 13 coves along the front facade, carefully carved windowsills, and soaring eagle sculptures. At New Haven Union Station, passengers delight in the airy, 35-foot-tall waiting room. Decorative ceiling, ornate chandeliers, and charming arched windows lend elegance to the avocado commute. By day, Union Station serves as a hub for central Massachusetts commuters, but at night it is transformed into a rich arena for private events. Its allure as a fun place is no surprise given its lavish ceilings, stained glass windows, and marble columns. The Old City of North Portland's Chinatown is a wedge full of historic buildings, perhaps none as identifiable as the city's 1896 Romanesque revival train station., which was added to the National Register of Historic Places in 1975. The always-illuminated blue-and-gold neon Go by Train sign debuted in 1948, went dark in 1971, and was then renewed in 1985. Built in 1927 as a replacement for southern rail depot, Greensboro Historic Station offers sprawling interior murals depicting southern railroads as it stood in the 1920s. The exterior drew inspiration from the 19th century. evident in the arched entrance, ornate translation over the top of the three-story building, and its imposing ion columns. Although the front square of Penn Station faces such sacred haunts as the Mount Vernon neighborhood and the Peabody Conservatory of Music, the main attraction on North Charles Street is the station itself. Passers-by and passengers aboard the Beaux-Arts granite depot and inside a skylit hall decorated with white marble walls. Located opposite the majestic Mojave Desert, Barstow Harvey House offers not only Amtrak Station, but also two museums, the Barstow Chamber of Commerce and other city offices. Commuters who take a moment to appreciate the grandeur of the 1911 station can admire its royal colonnades and arcades, domed towers, and bold clay tile roof. When you step out of the hall and ascend to the leafy courtyard of this station, you may think that your train was mistakenly diverted to the Spanish colonial mission of the 18th Red Brick Wall, arched tower and decorative bells to pay homage to the design of the actual Mission San Juan Capistrano just one block away. One view of this monumental landmark on third street is enough to stop you cold in your tracks. After a fire burned the original wood train station in 1916, the city invested the equivalent of \$13 million to build a more resilient Revival-style replacement mission. The new station has a fireproof stucco exterior with a red tile roof and four triumphantly arched towers lining its central atrium. Related: From stadiums to stadiums: The 13 American icons that crumble in the waiting room of this transit hub, which officially opened in 2002, are soaked with sun and light thanks to the richness of chandeliers and stained glass windows. No less elegant, the exterior of the building features a 70-foot-tall tower with four-faced clocks. Every inch of this Beaux-Arts train station with square squares of 850,000 square metres is charming, from mansard roofs to marble floors. But the most dramatic feature of the historic transit hub, built in 1914, must be a 95-foot-high coffered ceiling in the Great Hall and three 3,500-pound chandeliers that hang from it. The respectful Mission Revival design is reason enough to stop at this transit hub, which occupies the site of the former railway station that burned down in 1993. Clay tile roof, spacious arcade, and grand clock tower authentically re-create the look and feel of the old Spanish base in modern-day Albuquerque. When you light up from a train in Marshall, Texas, you'll be greeted by cheerful red brick buildings edged with pristine white trim and surrounded by a generous porch. The only surviving Building 57 that once made up the Texas and Pacific railroad complex, the station is still occupied by ticket agents seven days a week. Related: 20 Treasures seen now before they disappear Tourists visit Pioneer Square in Seattle to soak up a bit of history, visit many local dining and drinking facilities, and check out the city's state,Italianate train store located between South King and South Jackson Street. The footbridge, which passes through the tracks, is an ideal place from which you will appreciate the granite and brick façade of the station, terracotta ornaments and a soaring clock tower. Related: The 35 Tiny cities that attract hordes of tourists every year All aspects of life look different in 2020-and that includes Black Friday shopping. Large retailers already offer seasonal offers and promotions in their online stores, so you can stock up on gifts for friends, family, and maybe yourself. Skip to main content Over the course of a century old, grande dame railway stations sees 267,000 people cruising through its main hall-passing iconic information booth and four-faced hours-every day. The most striking feature of Beaux-Arts station, however, is a mural of the constellation painted over its green vaulted ceiling. Astrologers beware, not all stars are in their rightful place. While trains to Chicago, L.A., and St. Louis still run through workstation-built in 1914 and restored to Beaux-Arts fame after a prolonged closure in 1999-real draws here are newer additions: a permanent railroad history exhibit, a planetarium, a science center for children, and a movie theater. Be sure to look into the main hall to catch a glimpse of the three 3,500-pound chandeliers hanging overhead. The stunning domed main hall of D.C's Union Station is the centerpiece, featuring a 22-carat gold leaf decorating the ceiling and 46 statues of Roman soldiers (pictured) that appeared in the original station in 1908, according to Curbed. In addition to being an Amtrak workstation, the center attracts visitors to its underground shopping hall-like 37 million passengers, shoppers and D.C natives in all. Everything about Cincinnati Central Station screams Art Deco, thanks to two massive relief figures carved in stone on the buildings exterior. While the station still welcomes Amtrak passengers, it has mostly been transformed into a Cincinnati Museum Center-home for the city's History Museum, Children's Museum, and Museum of Natural History & Science. Visitors also head there to look at Winold Reiss's restored ultra-colorful, huge rotunda murals that illustrate the history of the United States, and Cincinnati itself. (Can not do it IRL? Check out the 360-degree rotunda on Google Maps.) You'll want to spend most of your time in the third busiest station in the country looking up: five-story-high windows and charming Art Deco chandeliers illuminate the interiors. Be sure to schedule the time before the train to sit and people to watch in room, which according to Curbed is two football pitches long. Oh look, another union station! This one, originally built in 1914, was renovated and restored in 2014 to include a hotel, three bars, Snooze AM Eatery throughout the day brunch spot, and Ultra, one of our favorite restaurants in Denver. The décor of the interior is relatively basic compared to the other train stations on this list, but the great exterior of this Beaux-Arts style station is our jaw drop every time. (Note that the hotel offers daily station tours for \$20 if you're interested.) Bless historians and conservations who had the main hall of this station returned to its original form in 2010, after previous attempts to modernize the building by covering its beautiful ceiling with run-of-the-mill acoustic tiles. Look down when you enter the building to look at the intricate mosaic tiles; It's unclear why this record is called the Compass Room. You won't be able to see inside the clock tower building for the self-made train station's tallest building in Seattle-but local news channel K5 did a video tour last year. If this railway station looks completely different from the others, it is because the pioneer is this own architectural style, called Mission Moderne. Influenced by a combination of California classics such as Spanish Colonial and Mission Revival-and a pinch of Art Deco-building has spectacular wood-inlaid ceilings, 1930s-style chandeliers, and a sweeping 110-foot-long ticket counter. Even if you've never been to a station, chances are you've seen it on screen: it's appeared in movies like Blade Runner, Catch Me If You Can, and Hail, Caesar! If you want to see a place for yourself, head to the station on the second Sunday of the month when you can catch a free art and architecture tour of the space—find more information here. Opened in 1915, The Santa Fe Depot is defined by a Spanish revival of a 17th-century style. The starting point for amtrak's coastal Pacific Surfliner ride-ends at San Luis Obispo-station has an impressive vaulted ceiling in its cavernous waiting room. Less than 40 years ago, Worcester Union Station in central Massachusetts was in complete disrepair, and Amtrak actually used a separate station to operate the area. But after restoration in the late 1990s, the station is as good as new, with its 175-foot-tall towers rebuilt and stained-glass ceiling and marble floors returned to its former glory. Travelers driving through Richmond will recognize the station's brick six-story clock tower that abuts Interstate 95. Inside, the fully-restored station mimics the design of the original Victorian-era building-with a peach, green and white paint system, according to Amtrak's Great American Station historical website. It takes a lot to look so good at 123 Old. There have been numerous renovations, since 1927, when Italian marble was added to walls and floors, and later in 1987, with the restoration of the waiting room's detailed floral-patterned ceiling. As for the clock at the station tower? It still has to be injured every seven days, according to the Portland Monthly. Monthly.