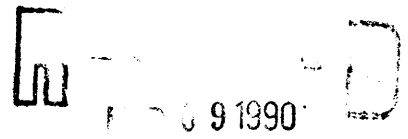


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United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Old Seaboard Air Line Railway Station

other names/site number 8BD00128

2. Location

street & number 1300 West Hillsboro Boulevard

N/A not for publication

city, town Deerfield Beach

N/A vicinity

state Florida

code FL

county Broward

code FL011

zip code 33442

3. Classification

Ownership of Property

- private, public-local, public-State (checked), public-Federal

Category of Property

- building(s) (checked), district, site, structure, object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets (checked) does not meet the National Register criteria. See continuation sheet.

Signature of certifying official

Date

George W. Percy, State Historic Preservation Officer

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

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

Entered in the National Register

Signature of the Keeper

Date of Action

for

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION-Train depot

Current Functions (enter categories from instructions)

TRANSPORTATION-Train depot

7. Description

Architectural Classification

(enter categories from instructions)

Mediterranean Revival

Materials (enter categories from instructions)

foundation concrete
walls ceramic tile, stucco
roof ceramic tile, asphalt
other _____

Describe present and historic physical appearance.

See continuation sheet

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Significant Person

N/A

Period of Significance

1926-1940

Cultural Affiliation

N/A

Architect/Builder

Maass, Gustav A.

Significant Dates

1926

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

See continuation sheet

9. Major Bibliographical References

See continuation sheet

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property less than one acre

UTM References

A

1	7
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5	8	7	5	6	10
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2	9	10	9	40
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Zone Easting Northing

B

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Zone Easting Northing

C

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--	--	--	--	--	--

D

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See continuation sheet

Verbal Boundary Description

The boundary of the nominated property as a heavy dashed line on the accompanying map entitled "Old Seaboard Air Line Railway Station, Deerfield Beach."

See continuation sheet

Boundary Justification

The boundary includes only the 1926 station building, and grounds, that have historically been associated with the property.

See continuation sheet

11. Form Prepared By

name/title R. Douglas Walton=Historic Sites Specialist/Margaret S. Briggs
 organization FL Dept of State-Bureau of Hist. Pres. date February 16, 1990
 street & number 500 S. Bronough Street telephone (904) 487-2333
 city or town Tallahassee state Florida zip code 32399-0250

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1 Old Seaboard Air Line Railway StationSummary:

The Old Seaboard Air Line Railway Station is a one-story, masonry, Mediterranean Revival structure in a rectangular form designed to provide facilities for both passengers and freight service in one structure. It has a primary roof system of deck-hipped roofs with clay barrel tiled slopes, and a secondary system consisting of a flat, parapeted, asphalt covered roof. Additional features are a two-story tower pavilion, an arcaded loggia, and an intact loading dock. Designed in 1926 by Gustav A. Maass, the structure has remained essentially unchanged, except for minor interior alterations. The building is significant for its part in the economic development of Deerfield Beach, and as a representative of an architectural style indelibly associated with Florida.

Setting:

The Old Seaboard Air Line Railway Station is located at 1300 West Hillsboro Boulevard in the City of Deerfield Beach, Broward County, Florida. The building is sited on a lot approximately two acres in size. It is about a mile south of the Broward/Palm Beach County line, and immediately southeast of the intersection of Hillsboro Boulevard and the main tracks of the CSX Transportation Corporation, which is about a quarter-mile west of Interstate 95. The site was originally rural in nature, being situated on a two lane road and surrounded by pines, palmettos, sabal palms, and produce sheds. There has been considerable infill since 1926, and the building now has no landscaping, being surrounded by an asphalt parking lot and commercial buildings.

EXTERIOR

The Old Seaboard Air Line Railway Station is a one-story rectangular building consisting of separate passenger and freight facilities. The foundation of the passenger station is a concrete slab, and the off-grade freight house is supported by concrete piers. The walls are constructed of load bearing tile with a surface of painted stucco. The rafter system is a wood truss and steel I-beam combination, which supports a variety of roof styles. The freight house features a parapeted, flat, built-up asphalt roof over four bays, while the northernmost bay has a deck-hipped roof with clay barreled tile slopes. The

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Section number 7 Page 2 Old Seaboard Air Line Railway Station

decked roof of the passenger station has a flat deck of built-up asphalt, and a slope surfaced with terra cotta tile. Windows are mainly double-hung wood sash, and are found only on the north, east, and west elevations.

The main (north) elevation is dominated by a loggia and two square pyramid-roofed towers rising above the roofline on the east and west elevations. The loggia, roofed with terra cotta tile, features three arches which open onto a passenger waiting area. The stucco relief inscription "Deerfield Beach Florida" is centered above the center arch. The western and central arches are in line with entrance doorways in the loggia's interior wall. Each doorway is topped by a centered, horizontal transom light. (See Photo 1)

The west (trackside) elevation is dominated by a square, one-and-a-half story, pyramid roof tower with overhanging eaves, which rises above the former "white" entrance. (See Exterior Alterations and Restoration Status) The only decoration on the tower is a stucco molding surrounding a circular air vent. To the left (north) of the tower is the side of the loggia, consisting of two arches. Immediately to the right (south) of the tower is the three-windowed bay of the agent's office. The windows of the bay are shielded by decorative iron grillwork. Continuing south, the next feature is the door leading to the baggage room, which is protected by a simple bracketed overhang surfaced with clay tiles. The baggage room roof has overhanging eaves with wood brackets. The next section of building is the series of five freight bays. The bay doorways with their overhead-retracting, corrugated steel bay doors are boarded up. This elevated section is supported on concrete piers and has its original loading dock, which extends the length of the wing. A flat canopy roof overhangs the loading dock, and is supported by steel turnbuckles and cables which anchor into the parapeted wall of the building below the main roofline. Decorative rosettes surround the wall anchorage of each cable. (See Photos 2-3)

The south elevation's only distinguishing features are a large freight door on the right (east) side, and a stucco relief inscription "Deerfield Florida" centered on the upper portion of the wall. A horizontal bumper, designed to protect the building from delivery trucks backing up to the bays, is bolted to the wall at floor level, and extends the length of the elevation. (See Photo 4)

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The east (West Hillsboro Blvd.) elevation is distinguished by its roofline, which features both a hipped roof and a small gable. The gable has a circular air vent near the peak. Its preeminent feature is a square, two-story, pyramid roof tower with overhanging eaves, which rises above the former "white" entrance. (See Exterior Alterations and Restoration Status) The only decoration on the tower is a rectangular stucco molding located above the main roofline. With the exception of the loggia, all of the hipped roofs on this elevation feature overhanging eaves with cornice boards and brackets. To the right (north) of the tower is the side of the loggia, consisting of two arches. Adjacent to the left (south) of the tower is the facade of the waiting room, which extends south to the right-angle wall delineating the baggage room area. The facade also has four windows, all of them filled in, and a door which formerly provided access to the "colored" waiting room. Continuing south, the next feature is a filled-in window (shielded by iron grillwork), and a functional door leading to the baggage room. The door is protected by a simple bracketed overhang surfaced with clay tiles. The remainder of this elevation consists of the freight bays. Unlike the west elevation, this facade is skirted by a solid apron. The five bays have overhead-retracting, corrugated steel bay doors. There is no loading dock, but in its place is a horizontal bumper, designed to protect the building from delivery trucks backing up to the bays. The bumper is bolted to the wall at floor level, and extends the length of the freight wing. A flat canopy roof overhangs the loading dock, and is supported by steel turnbuckles and cables which anchor into the parapeted wall of the building below the main roofline. Decorative rosettes surround the wall anchorage of each cable. (See Photo 1 & 5)

Trackside Canopy

A non-contributing trackside canopy, added in 1963, lies immediately west of the station and parallel to the the train tracks. A short right-angle extension connects it to the western facade of the loggia. The canopy has a flat roof, and is supported by concrete columns and transverse I-beams. (See Photos 1-4, and the Alterations and Restoration Status)

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INTERIOR

As designed by Maass in 1926, the plan of the Old Seaboard Air Line Railway Station featured two structural sections: a passenger station and attached freight house. The passenger station had two interior sections: a waiting room/agent's office and a baggage storage room. The racial segregation laws of the era mandated that the waiting room/agent's office be physically separated into two separate facilities, each with its own waiting area, rest rooms, and ticket window. While the original terrazzo flooring and interior partitioning are intact, usage of the building since 1926 has resulted in moderate alteration to other components of the original interior. The original plaster walls in the lobby have been covered by paneling, and the plaster ceiling covered with a dropped acoustical tile ceiling. There has also been minor upgrading of electrical, water, and sewer systems. (See Photo 6 and Floor Plan)

The freight house has five enclosed bays for freight storage. The bays have 2 inch thick wood plank flooring, plain walls, and overhead retracting freight doors. These bays are currently unused and exhibit interior deterioration, but remain true to their original design configuration. (See Photo 6 and Floor Plan)

Exterior Alterations and Restoration Status:

The Old Seaboard Airline Railway Station has had only a few minor alterations during its 64 year history. Two of these alterations were a result of the passage of the Civil Rights Act of 1964. These alterations consisted of sealing off the "white" entrances on the east and west elevations, while leaving the doorframes and projecting doorheads intact. Other changes involve two of the three original six foot high arches in the wall separating the waiting room/agent's office from the loggia. The east arch has always been filled in, existing only to lend symmetry to the station design, while the central and western arches contained double-doors, and were remodelled at an unknown date. The doors of the central arch were replaced with a smaller pair, and those of the western arch replaced with a single door and transom light, and the resulting space around the new doors and windows was filled in. (See Photo 1) Also, four windows and a door on the east elevation have been filled in, and in 1939 the

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location sign on the north elevation was changed from "Deerfield Florida" to "Deerfield Beach Florida". (See Photo 5)

A non-contributing one-story trackside canopy (1963) that abuts the west elevation of the loggia is not included in the proposal site. This addition is a reversible alteration and could be removed without affecting the original structure (See Photos 2-4)

These changes are not serious impairments, and thus the building retains the essential integrity of design, materials, workmanship, and setting that reflects its period of significance.

In December 1989, a grant was awarded by the of the Florida Department of State's Bureau of Historic Preservation, for the purpose of restoring and adaptively using the Old Seaboard Air Line Railway Station. Restoration, updating of the building systems, code compliance, and accessibility will be addressed in conformance with the Secretary of the Interior's preservation standards.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Section number** 8 **Page** 1 Old Seaboard Air Line Railway StationSummary:

The Old Seaboard Air Line Railway Station is significant under Criterion A: Transportation, for its association with the development of the agricultural and tourism industries in south Florida. Both as a produce-shipping facility for farmers in northern Broward and southern Palm Beach counties, and as a passenger terminal for tourists, the station was a focal point for the community. Constructed in 1926, the station is one of the oldest surviving structures in Deerfield Beach.

Additionally, the train station is significant under Criterion C: Architecture, as an excellent representative of a Mediterranean Revival style structure. While the architectural style is indelibly associated with Florida, it is uncommon in Deerfield Beach, the Old Seaboard Air Line Railway Station being one of only three buildings constructed in this style. The building is also important as a work of a locally prominent architect, Gustav A. Maass.

Historic Context:

Deerfield Beach has seen two name changes in its history. The area was historically known as Hillsboro from the period of British occupation (1763-1783) until 1898, when it was renamed "Deerfield". On August 22, 1939, the name of the town was changed to "Deerfield Beach". In addition, the community has also belonged to three different counties. Until 1909 Deerfield was in Dade County, from 1909 until 1915 it was in Palm Beach County, and from 1915 until the present it has been in Broward County.

About 1890, a small farming settlement had sprung up at the site of present day Deerfield Beach. Prior to 1906, when work began on projects to drain the Everglades, Broward County had extensive wetlands, and only the hardest pioneers settled in the county. Thus, Broward County became the last area of extreme southeast Florida to be extensively settled. The hamlet had no solid economic basis until 1896, when Henry M. Flagler's Florida East Coast Railroad (FEC) was laid through Deerfield on its way south along the coastline. With the railroad available to ship their pineapples, peppers, beans, corn, eggplant, and tomatoes, the hamlet was on a relatively solid footing, and by June 1898, the population had grown to about twenty people.

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Deerfield grew slowly, reaching a population of about 1000 by 1920. In 1925 the village achieved several major milestones, such as the incorporation of the village as the "Town of Deerfield", the election of the first city government, and the growth of the city population to the 1300 person level. This slow but steady population growth drew the attention of the Seaboard Air Line Railway (SAL Rwy). Another attraction was the prospect of transporting the area's increasing dollar portion of Florida's \$85,000,000 (1925) agricultural product.

The SAL Rwy was a swiftly growing competitor to the Florida East Coast Railroad, for whereas the FEC connected Deerfield Beach with the Atlantic seaboard and New York City, the SAL Rwy route would be a more western one; Deerfield Beach, the outlying areas, and the interior of the state would be linked to the prosperous cities of the American midwest. In 1924, the SAL Rwy had begun a major expansion of its Florida trackage by constructing a 204 mile extension from Coleman to West Palm Beach. In 1925, the line was extended further, reaching Deerfield in late 1926, and Miami at the end of the year.

Concurrent with the SAL Rwy's railroad construction program, plans were made for the provision of train depots at selected towns along the new Coleman-Miami route. In 1924, the Palm Beach architectural firm of Harvey and Clark had been awarded a contract to design several SAL Rwy stations in Broward and Palm Beach counties. Two of Deerfield's most successful pioneer farmers, J.D. Butler and George E. Butler (elected as Deerfield's first mayor in 1925), having been instrumental in achieving Deerfield's incorporation as a town, recognized the economic desirability of having one of these stations located in Deerfield. As an enticement to the railroad, they offered to donate land for a station near Hillsboro Boulevard, and committed themselves to the building of several warehouses in the vicinity. Their efforts bore fruit, and the decision was made to locate a train depot in Deerfield.

Historic Significance, Criterion A:

In April, 1925, architect Gustav A. Maass moved to Broward County and joined the firm of Harvey and Clark, his first assignment being to design the stations for Deerfield, Boynton Beach, and Delray Beach. Maass's construction drawings were finished around August 3, 1926, and by the end of the month the

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station lot was cleared off preparatory to the beginning of foundation work. The Old Seaboard Air Line Railway Station was designed for the dual purposes of serving the transportation needs of Deerfield Beach, and, through its styling, to imbue the community, passengers, and freight shippers with the impression of a thriving, reliable, and important company. The station's design also demonstrated the societal status of Afro-Americans in the mid-1920's, through its incorporation of separate entrances and waiting areas for Afro-Americans and whites. The station also illustrates, through architectural changes such as the creation of a joint entrance and waiting area in the late 1960's, (a result of the passage of the Civil Rights Act of 1964) that changes in law and society can directly affect architecture.

The opening ceremony of the Old Seaboard Air Line Railway Station was held on January 8, 1927, and was part of a twenty-one city intrastate train tour organized to celebrate the opening of the SCL Rwy's Florida extension. The special train, known as the "Orange Blossom Special", hosted 600 guests from eighteen states, and ran from January 1 to 12, 1927. Among the guests were Seaboard President S. Davies Warfield, and Florida Governor John W. Martin. The Deerfield Station ceremony was held at the still unfinished baggage area on the south side of the building. The train was greeted by Mayor George E. Butler and a large number of residents. Addresses of welcome were given by the Mayor, President Davies, and Governor Martin.

Since its construction, the building has been used continuously as a railway station. It has successfully weathered the enormous changes in the railroad and transportation industry since 1926, and both its adaptability to these changes and its continuous use demonstrate the validity of its design. In addition to being a central shipping center for produce, the station was a transit point for such famous Seaboard Air Line Railroad passenger trains as the "Silver Meteor", the "Silver Star", the "City of Miami", and the "Orange Blossom Special". Since 1939, when the name of the town was changed to "Deerfield Beach", the location signs on the north and south facades have reflected the change. The sign on the north facade of the station reads "Deerfield Beach Florida", while that on the south elevation reads "Deerfield Florida". Also, the station served as an official emergency shelter for local residents during the hurricane of 1947, and during other storms over the years.

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The Seaboard Air Line Railway ceased to exist in 1967, after it merged with its former nemesis, the Atlantic Coast Line Railroad, to form the Seaboard Coast Line Railroad. In 1971, the Federal railroad passenger authority, AMTRAK, leased the line and took over all passenger service moving through the station. In addition to AMTRAK use of the station, additional passenger traffic is generated by a tri-county commuter railway system, TRI-RAIL, which began utilizing the Deerfield Beach Station in 1989, serving Dade, Broward, and Palm Beach counties.

United States Department of the Interior
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Continuation SheetSection number 8 Page 5 Old Seaboard Air Line Railway StationHistoric Significance, Criterion C:

The Old Seaboard Air Line Railway Station is significant as an excellent example of the Mediterranean Revival style, and as the work of a Florida architect, Gustav A. Maass. The Mediterranean Revival style was common in the southwest United States and Florida during the period 1915-1940, and was based on Spanish architecture and its borrowing of a wide range of inspiration from neighboring Mediterranean architectural styles such as Moorish, Byzantine, Gothic, and Italian Renaissance. The style is noted for its use of low pitched and gabled red tile roofs, eaves with little or no overhang, arched windows and doors, towers, roofed porches, stuccoed walls and decorative tile on walls and floors.

The style began in California in the 1890's and slowly spread eastward. It became very popular in Florida during the 1920's boom period, for it suggested grandeur, a refined lifestyle, and a foreign culture. These were all qualities that developers believed would attract buyers and tourists to Florida. In addition, the style took advantage of cross breezes for cooling, and was employed for its compatibility with the semi-tropical environment of South Florida. Mediterranean Revival continued in popularity until the late 1930's.

Architect Gustav A. Maass was born in New Orleans, Louisiana on December 27, 1893, and he received his degree in Architecture from the University of Pennsylvania in 1917. He began his architectural career in 1919, at the firm of Warren, Knight and Davis in Birmingham, Alabama. In April, 1925, Maass came to Broward County, and joined the firm of Harvey and Clark (both partners had also attended the University of Pennsylvania at the same time as Maass), one of a group of architects that appeared in the area in the mid-twenties to take advantage of the Florida building boom. His first assignment was to design several railroad stations for the Seaboard Air Line Railway. Three surviving stations, the Old Seaboard Air Line Railway Station in Deerfield Beach, the Seaboard Airline Railroad Station (NR 1986) in Delray Beach, and the Seaboard Airline Railway Station in Boynton Beach, were based on a common plan. In addition, the Deerfield Beach design was replicated at other locations on the Seaboard Air Line Railway system in Florida.

In 1930, Maass opened his own practice, which he maintained until his death over thirty years later. In addition to his

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Section number 8 Page 6 Old Seaboard Air Line Railway Station

practice, he was active in professional organizations, being a member of the Florida Association of Architects, and a president of the West Palm Beach chapter; and a member in the American Institute of Architects. In addition to the railway stations, Maass designed the Palm Beach Elementary and Junior High Schools, the First Presbyterian Church of West Palm Beach, the Boynton Beach Junior High School, the Boynton Beach Presbyterian Church, several private residences, and other structures throughout Palm Beach County.

The current restoration plans will restore all altered components to their original appearance. The Old Seaboard Air Line Railway Station will stand preserved as both a monument to the importance of the railroad in the development of Florida, and as a significant building in the history of Deerfield Beach for the past 64 years.

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Continuation Sheet

Section number 9 Page 1 Old Seaboard Air Line Railway Station

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ORAL INTERVIEWS

Joseph Farrington, Interview by Margaret S. Briggs, 541 S.E.
18th Ave., Deerfield Beach, Florida.

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James Haire, Interview by Emily Dietrich. Margaret S. Briggs, 541 S.E. 18th Ave., Deerfield Beach, Florida.

Mrs. James Haire, Interview by Margaret S. Briggs, 541 S.E. 18th Ave., Deerfield Beach, Florida.

John Johnson, Interview by Margaret S. Briggs, 541 S.E. 18th Ave., Deerfield Beach, Florida.

P. Richard Brautigan, Interview by Margaret S. Briggs, 541 S.E. 18th Ave., Deerfield Beach, Florida.

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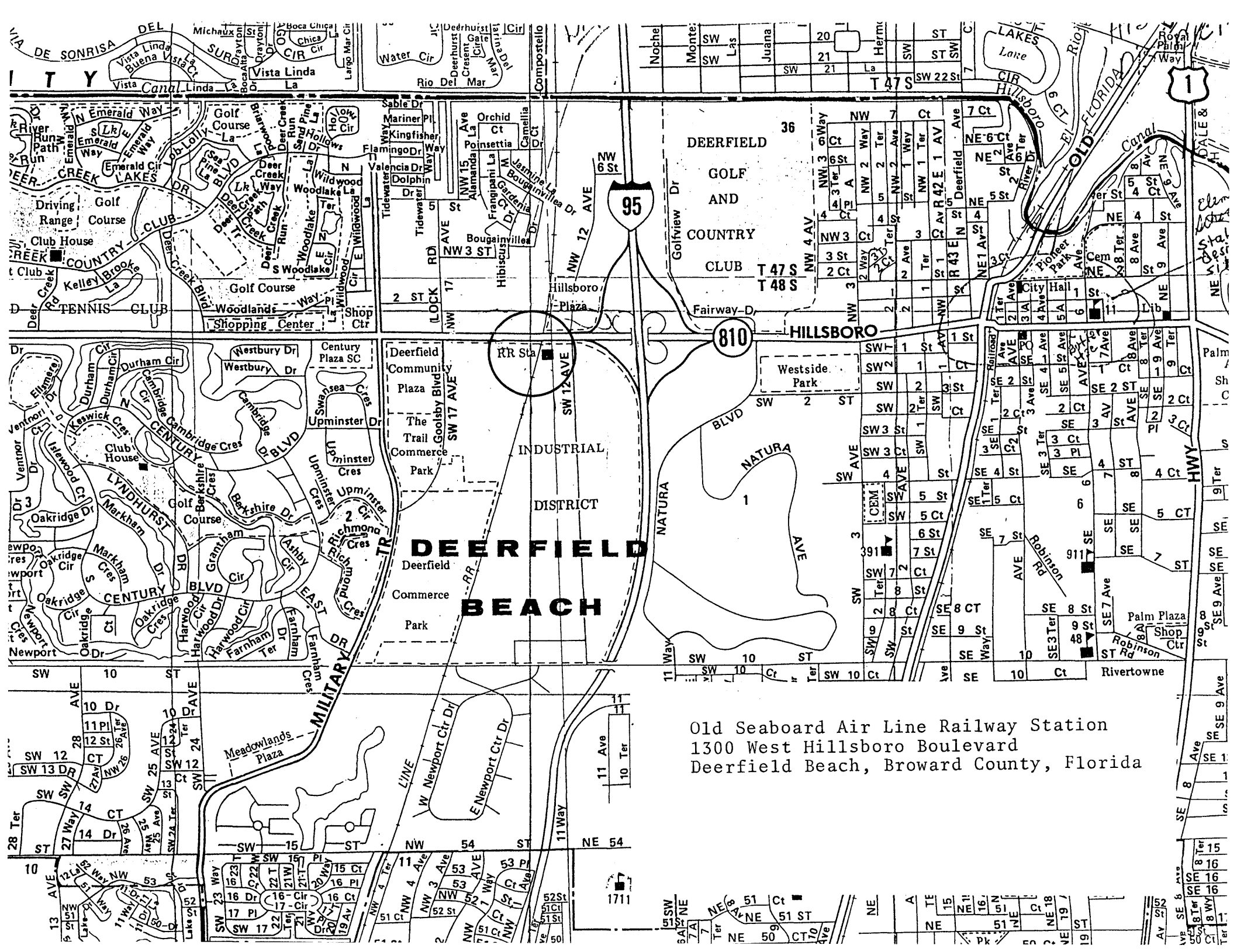
**National Register of Historic Places
Continuation Sheet**

Section number Photos Page 1 Old Seaboard Air Line Railway Station

- 1) Seaboard Air Line Railway Station, 1300 West Hillsboro Blvd.
- 2) Deerfield Beach, Broward County, Florida
- 3) Margaret S. Briggs
- 4) April 1989
- 5) Margaret S. Briggs
- 6) North and east elevations, camera facing southwest
- 7) 1 of 6

Items 1-5 are the same for the remaining photographs

- 6) West elevation, station and canopy, camera facing north
- 7) 2 of 6
- 6) West elevation, freight room and canopy, camera facing south
- 7) 3 of 6
- 6) South elevation, camera facing north
- 7) 4 of 6
- 6) East elevation, camera facing northwest
- 7) 5 of 6
- 6) Passenger station, interior of waiting room, camera facing southwest
- 7) 6 of 6



DEERFIELD BEACH

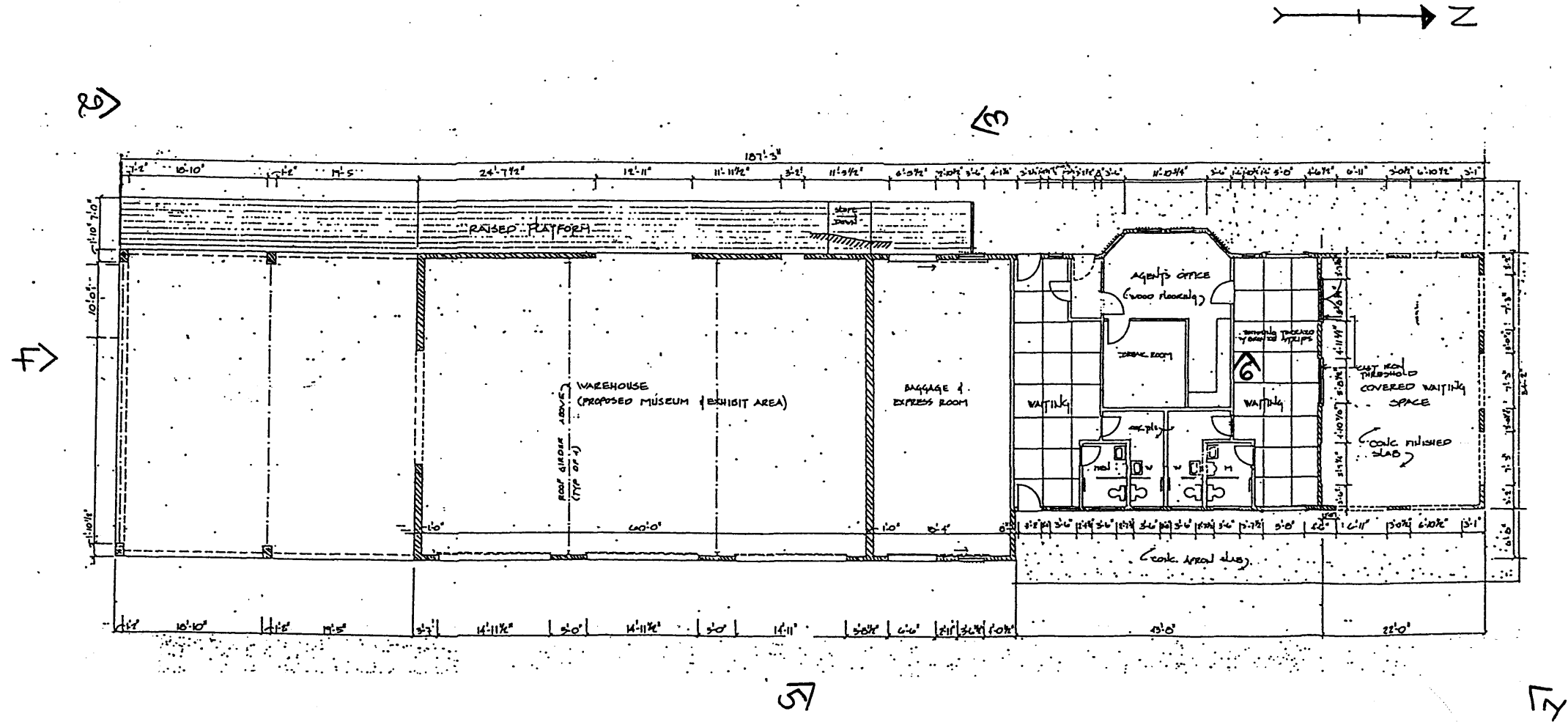
Old Seaboard Air Line Railway Station
 1300 West Hillsboro Boulevard
 Deerfield Beach, Broward County, Florida



1711

Old Seaboard Air Line Railway Station
1300 West Hillsboro Boulevard
Deerfield Beach, Broward County, Florida

Floor Plan and Photo Guide



Old Seaboard Air Line Railway Station
 1300 West Hillsboro Boulevard
 Deerfield Beach, Broward County, Florida

NR Site boundary is ~~~~~~ (Scale 1" = 60' approx.)

