

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received JAN 24 1985
date entered FEB 21 1985

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic FLORIDA EAST COAST RAILWAY LOCOMOTIVE #153
and/or common ENGINE #153

2. Location

street & number 12400 Southwest 152nd Street N/A not for publication
city, town MIAMI N/A vicinity of
state FLORIDA code 12 county DADE code 025

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> commercial
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> educational
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name GOLD COAST RAILROAD MUSEUM
street & number 12400 Southwest 152nd Street
city, town MIAMI N/A vicinity of state FLORIDA

5. Location of Legal Description

courthouse, registry of deeds, etc. N/A
street & number N/A
city, town N/A state N/A

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no
date N/A federal state county local
depository for survey records N/A
city, town N/A state N/A

7. Description

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date <u> N/A </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

Outshopped by the American Locomotive Company's Schenectady Works as locomotive #63262 in May of 1922, Engine #153 is a Pacific-type 4-6-2 oil-burning steam locomotive initially intended for fast passenger train operations. The 203,500 pound locomotive is equipped with type "E" superheater, Walscheart valve gear, and 68 inch driving wheels. The locomotive generates 1,500 horsepower and 29,000 pounds of tractive effort; it runs on steam pressure of 180 pounds per square inch, and has 22 inch by 26 inch cylinders. The locomotive's tender has a capacity of 7,300 gallons of water and 3,500 gallons of fuel oil. Engine #153 was retired from service by the Florida East Coast Railway in 1937, and was sold to the United States Sugar Corporation for \$8,000.00 on 29 December 1939.¹ It was used by USSC on their industrial railway at the Clewiston Sugar House, keeping the same number (USSC #153). On 12 April 1957 Engine #153 was donated by USSC to the University of Miami.² The Miami Railroad Historical Society, predecessor of the Gold Coast Railroad, was organized for "perpetual maintenance, upkeep and running of the engine."³

FOOTNOTES

¹ District Court of the United States, Southern District of Florida. Florida East Coast Railway Bankrupt Documents #910 and #911 filed at Jacksonville, Florida 28 December 1939 and 29 December 1939 respectively. Bound volumes in possession of Seth Bramson, Miami Shores, Florida.

² "Old 153 will get its welcome today", Miami Herald, 12 April 1957, p. 28C.

³ "End of line for old 153 is South Campus at University", Miami Herald, 7 April 1957, p.10A.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1922 **Builder/Architect** AMERICAN LOCOMOTIVE COMPANY

Statement of Significance (in one paragraph)

Originally constructed for the Flagler System's Florida East Coast Railway, Engine #153 is significant in the areas of commerce, communications and transportation at the level of state significance. Through its association with FEC Railway and the United States Sugar Corporation, the locomotive is intimately connected with the history and development of the east coast of Florida. As Engine #153, the locomotive functioned to haul both passenger and freight trains over the FEC system in Florida between 1922 and 1937. Later, through its ownership by the United States Sugar Corporation, it was used to haul sugar cane trains to the company's mill in Clewiston. The locomotive is kept in operating condition today by the Gold Coast Railroad Museum. It provides an important reminder of the railroad's contribution to the economic and social development of South Florida

Engine #153 was built for the Florida East Coast Railway, a unit of the Flagler System. In addition to the railway, the Flagler System included the Florida East Coast Hotel Company which operated 10 resort hotels (8 along Florida's east coast--and served by the FEC Railway--and 2 in Nassau, Bahamas--served by the P & O Steamship Line), the Model Land Company, several smaller land companies, a number of local utility companies, Jacksonville's Florida Times-Union (the largest daily newspaper in the state) and almost all of the daily newspapers along the east coast, and controlling interest in the Peninsular & Occidental Steamship Company (which provided service to the Nassau hotels, Key West and Havana). Flagler's "system" founded the towns of West Palm Beach and Homestead, and was instrumental in the development of Miami.¹

Engine #153 has never left the state of Florida since it was delivered to the Florida East Coast Railway at Jacksonville in 1922. Engine #153 was assigned to engineer Gilbert Totten and while the locomotive operated primarily between Fort Pierce and Key West, it had occasion to run over the entire FEC system. The locomotive handled special pineapple and banana trains between Key West and Miami, in addition to regularly scheduled passenger trains on the FEC's "Oversea Extension"--the railroad that went to sea.² Engine #153 had the distinction of hauling President Calvin Coolidge's special train to Key West in January 1928.³ President Coolidge and his party made a trip to Havana, Cuba to address the Sixth Pan American Conference.⁴ Engine #153 remained in service through three hurricanes. Legend says that it powered the last train to leave Key West before the great Labor Day hurricane of 2 September 1935 struck the Florida Keys, wrecking the "Oversea Extension" of the FEC and severing Key West's rail link to the mainland forever. Because the FEC was in bankruptcy, reconstruction of the "Oversea Extension" was financially impossible. The right-of-way later formed the foundation for the "Oversea Highway", but reminders of the railroad (rail bridges, a mile post, etc.) remain to this day.⁵ After the storm abated Engine #153 pushed the survey train as far south on the "Oversea Extension" as possible so that railway officials and construction engineers could assess storm damage to the right-of-way (see photo #8).⁶

In 1937 Engine #153 was retired from service, and in 1939 it was sold to the United States Sugar Corporation (USSC) for \$8,000.00.⁷ During this phase of Engine #153's service, it hauled sugar cane trains to the USSC mill in Clewiston, Florida. A photograph of USSC's locomotive fleet shows Engine #153 as the second steam engine from the right (see photo #7).⁸

9. Major Bibliographical References

See continuation sheet #2.

10. Geographical Data

Acreege of nominated property Less than one acre

Quadrangle name Goulds

Quadrangle scale 1:24,000

UTM References

A

1	7	5	5	19	6	14	10	2	8	3	3	6	8	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Florida East Coast Railway Locomotive #153

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Samuel J. Boldrick/Michael Zimny, Historic Site Specialist

organization DAHRM date 12-10-84

street & number The Capitol telephone (904) 487-2333

city or town Tallahassee state Florida

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *George W. Perry*

title SHPO date 1/4/85

For NPS use only

I hereby certify that this property is included in the National Register

Katrick Andrews

date 2/21/85

Keeper of the National Register

Attest:

date

Chief of Registration

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Continuation sheet 1

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On 12 April 1957 USSC donated Engine #153 to the University of Miami. The Miami Railroad Historical Society, the predecessor of the Gold Coast Railroad, was organized to operate the locomotive. Engine #153 was operated at the old South Campus of the University of Miami, formerly Richmond Naval Air Station, in Sunday afternoon excursion passenger train service.⁹ Because of the buildup of defense facilities during the Cuban missile crisis in 1962, the Gold Coast Railroad moved from this site in southern Dade County to a site adjacent to the Fort Lauderdale-Hollywood International Airport in southern Broward County. Here Engine #153 operated in Sunday afternoon excursion service until 1984 when construction plans for Interstate 595 forced the relocation of the Gold Coast Railroad Museum back to its original site in southern Dade County, at the old Richmond Naval Air Station site, adjacent to Dade County's new Metrozoo. Here Engine #153 will continue to power excursion trains between the museum/zoo area and downtown Homestead (a town founded by the Flagler System), a twenty-two mile round-trip over the tracks of the Seaboard System Railroad.

FOOTNOTES

¹Akin, Edward Nelson. *Southern Reflection of the Gilded Age: Henry M. Flagler's System, 1885-1913*. University of Florida Ph.D. dissertation, 1975.

²Parks, Pat. *The Railroad That Died At Sea*. (Brattleboro, VT: Stephen Green Press, 1968), pp. 43-44.

³Letter from Florida East Coast Railway Company, John W. Martine, Trustee to Gold Coast Railroad, 30 April 1957. On file at Gold Coast Railroad Museum, Miami.

⁴"En Route Through Miami and Key West", *New York Times*, 15 January 1928, p. 2, col. 5.

⁵I call this a "legend" because I have been unable to verify it in a primary source. The statement appears in numerous later printed articles. At the time of the Florida East Coast Railway strike, many important business records of the FEC were discarded or destroyed. Some which escaped destruction are in the private collection of Seth Bramson of Miami Shores.

⁶Official Florida East Coast Railway photograph. Negative owned by Seth Bramson and used with permission.

⁷District Court of the United States, Southern District of Florida. Florida East Coast Railway Bankruptcy Documents #910 and #911 filed at Jacksonville 28 December 1939 and 29 December 1939 respectively. Bound volumes in possession of Seth Bramson.

⁸Official United States Sugar Corporation photograph courtesy of John B. Boy, USSC president.

⁹"Old #153 Will Get Its Welcome Today", *Miami Herald*, 12 April 1957, p. 28C, "End Of Line For Old #153 is South Campus at University", *Miami Herald*, 7 April 1957, p. 10A.

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Continuation sheet 2

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Books Akin, Edward Nelson. Southern Reflection of the Gilded Age: Henry M. Flagler's System, 1885-1913. University of Florida Ph.D. dissertation, 1975.

Parks, Pat. The Railroad That Died At Sea. Brattleboro, Vt.: Stephen Greene Press, 1968.

Court Documents District Court of the United States. Southern District of Florida. Florida East Coast Railway Bankruptcy Documents.

Newspapers "En Route Through Miami and Key West." New York Times, 15 January 1928, p. 2. col. 5.

"End of Line For Old #153 is South Campus at University." Miami Herald, 7 April 1957, p. 10A.

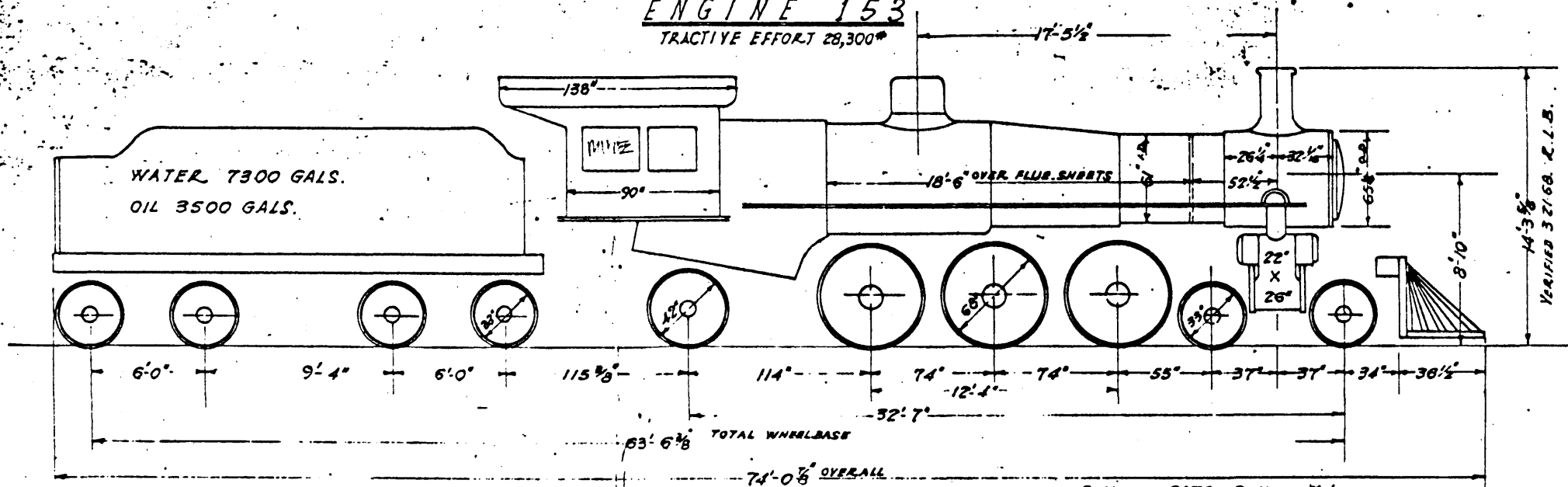
"Old #153 Will Get Its Welcome Today." Miami Herald, 12 April 1957, p. 28C.

Scrapbook Gold Coast Railroad Museum History.

GOLD COAST RAILROAD INC.
EX - FLORIDA EAST COAST RAILWAY CO.

ENGINE 153

TRACTIVE EFFORT 28,300*



WIDTH OF CAB	121"
CENTER TO CENTER - FRAMES	43"
CYLINDERS	86"
VALVES 11" PISTON	
BOILER PRESSURE	180"
NO. TUBES 146-2"	21-5 ³ / ₈ "
HEATING SURFACE - TOTAL	2111 SQ. FT.
TUBES	1951
FIREBOX	180
SUPERHEAT	440
WIDTH OF FIREBOX - BOTTOM	70 ¹ / ₄ "

WIDTH OF FIREBOX TOP	58"
HEIGHT OF FIREBOX FRONT	71 ¹ / ₂ "
HEIGHT OF FIREBOX BACK	56 ¹ / ₂ "
GRATE SURFACE	47.1 SQ. FT.
RATIO GRATE TO HEATING SURFACE	1: 48.5
DRIVING JOURNALS MAIN	9 ¹ / ₂ " x 12"
OTHERS	8 ¹ / ₂ " x 12"
ENGINE TRUCK JOURNALS	5 ¹ / ₂ " x 10"
TRAILING	8" x 14"
BUILDER	AMERICAN LOCOMOTIVE CO.
DATE BUILT - 1922	BUILDERS NO. 63262

Boiler - 2170 Gallons Water	
WEIGHT ON DRIVERS	129,000 LBS.
ON LEAD TRUCK	57,000
ON TRAILING TRUCK	57,500
TOTAL WEIGHT OF ENGINE	203,500
TENDER - LOADED	168,000
LIGHT	80,260
ENGINE	185,400
TOTAL ENGINE & TENDER	
IN WORKING ORDER	571,500 = 185 ³ / ₄ TONS

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SCALE: 1/8" = 12"
 W. H. TOUSEY
 4-25-1957

VERIFIED 3/27/68. K. L. B.