NPS Form 10-900
(Rev. 10-90

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Seaboard Air Line Dining Car (#6113)

other names/site number n/a

2. Location

street & number 747 South Dixie Highway n/a ☐ not for publication

city or town Boca Raton n/a ☐ vicinity

state FLORIDA code FL county Palm Beach code 099 zip code 33432

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register
☐ See continuation sheet
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register
☐ See continuation sheet.
☐ removed from the National Register.
☐ other, (explain) _____

Signature of the Keeper Date of Action

4.5.01

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)

- ☐ buildings
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	total

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

Florida's Historic Railroad Resources

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: rail-related

Current Functions
(Enter categories from instructions)

Work in Progress
Recreation and Culture: Museum

7. Description

Architectural Classification
(Enter categories from instructions)

Modern Movement: Streamlined Moderne

Materials
(Enter categories from instructions)

foundation n/a
walls Metal: stainless steel
roof Metal: stainless steel
other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

Property is:

☐ **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 of age or achieved significance within the past 50 years

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture
Engineering

Period of Significance

1947

Significant Dates

1947

Significant Person

n/a

Cultural Affiliation

n/a

Architect/Builder

Budd, Edward G. Company

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 36) 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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State Agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of Repository

_____

_____

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References
(Place additional references on a continuation sheet.)

	Zone	Easting	Northing
1	17	590870	2913730
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Janet G. Murphy/Consultant and Barbara E. Mattick/Deputy SHPO for Survey & Registration

organization Bureau of Historic Preservation date February 2001

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(check with the SHPO or FPO for any additional items)

Property Owner
(Complete this item at the request of SHPO or FPO.)

name Boca Raton Historical Society

street & number 71 North Federal Highway telephone 561-395-6766

city or town Boca Raton state FL zip code 33432-3919

SUMMARY

The Seaboard Air Line (SAL) Dining Car (#6113) was built by the Edward G. Budd Manufacturing Company as a Moderne streamline dining car for SAL's popular east coast route between New York and Florida. Ordered by SAL in April 1945, the dining car was built at Budd Company's Red Lion plant in Pennsylvania in 1947 and delivered to SAL that same year. The dining car is being nominated as a contributing resource in the Florida Historic Railroad Resources Multiple Property Listing under Associated Property Type F.3 Railroad Structures: *Rolling Stock.*

SETTING

The SAL dining car is located at 747 South Dixie Highway on the site of the historic Boca Raton F.E.C. Railway Depot property (NR 1980). The dining car is situated on tracks immediately south of the depot and is attached to the south end of a 1947 observational lounge car. The train cars are a prominent component of the depot complex and are highly visible from the street (Photo 1).

DESCRIPTION

SAL Dining Car #6113 is a lightweight streamliner built for high speed travel (Photos 2,3,and 4). The car measures 85' in length, 9' 3" in width and 13' 6" in height, and weighs 143,280 pounds. It features a lightweight, stainless steel underframe, upper frame and body bolster, and has cast steel four-wheel trucks with 36" diameter wheels and W. A. B. Company air brakes (Photo 4). Other parts include a stainless steel anti-telescoping device, a Waugh twin cushion-type WM-6-GG draft gear, a type H tightlock coupler, Hyatt journal boxes, 4-Houdaille shock absorbers, friction type side brakes, and a N.B. Company peacock-type 800-L hand brake. The original heating system was manufactured by the Fulton Sylphon Company, the lighting system was 110 volt, the motor generator was a GE 25 kw 134 volt , and the batteries were Edison A-14-H 88 cell. Axel driven generators provided the power to the electrical and air conditioning systems. The heat and hot water worked off a large steam boiler in the diesel locomotive (Appendix 1).

The exterior of the dining car is a sleek stainless steel surface with fluting, or speed lines, along its upper and lower body. This fluting emphasizes the car's horizontal composition and Moderne streamline style. Both ends are squared and punctuated by diaphragms in order to attach additional cars (Photo 5). The large picture windows pierce the middle of the body forming a horizontal row. The under carriage of the car features the cast steel, four-wheel trucks and much of the mechanical equipment.

The dining car has a seating capacity of forty-eight persons, in addition to a pantry and a full kitchen (Photos 6,7 and 8). The kitchen is at one end and the dining area on the other end with a narrow side aisle connecting the vestibule or diaphragm with the dining section. Some of the original amenities included a banquet section, steward areas, tables that hooked onto the wall, lockers, linen storage, refrigerators and radio speakers. The pantry and the kitchen are both Moderne style stainless steel. The kitchen has a wood burning stove and barbeque (Photo 8). The entire kitchen and pantry remain intact.

The interior finish of the dining car is sound deadened aluminum paneling and Formica. The flooring is wood covered with linoleum. The windows vary in size, yet they are all double sash, rectangular shaped, fixed windows positioned horizontally. The two sash are parallel to each other with air space in between to allow for changes outside pressure and temperature. The interior of the dining car was designed by Budd Company architects with some alterations by SAL's designer, Mrs. Brown. In addition to the pantry and kitchen, the refrigerators, lockers, linen storage, and seating partitions remain intact.

Original interior mechanical features of the car include a Frigidaire electro mechanical air conditioning system, fan driven exhaust ventilators, stonefelt, cork and fiberglass insulation, vapor air operated doors, an air pressure water system, two 50 gallon water tanks, two 200 gallon water tanks, and a full operating kitchen (Photo 9). Original light fixtures were fitted with heavy glass magnifying lenses to help amplify the fluorescent bulb output. Heat was provided through heating tubes covered with stainless steel running along the bottom of the car's walls. Most of these systems and features remain, though they need repair in order to operate properly.

The dining car was used by AMTRAK from 1971 until it was retired in 1977. The car was then purchased by CSX Railroad with intentions of turning it into a private executive car. This did not take place, and in 1987 CSX donated the car to the Boca Raton Historical Society for use as an educational element supplementing their historical 1929 railroad depot. A complete renovation of the dining car is planned over the next year. At this time, the dining car will be rehabilitated to its original appearance on both the interior and exterior.

SUMMARY

The Seaboard Air Line Dining Car is significant at the statewide level under **Criteria A and C** in the areas of **Transportation and Architecture/Engineering** as a rare survivor among the once-numerous Moderne streamline train cars that operated in the United States. The car is a good example of a streamline railway car built for highspeed transportation between New York and Florida. The dining car was built by the Edward G. Budd Manufacturing Company, the premier builder of rolling stock streamliners from the 1930s through the 1950s. Innovative design was important to the Budd Company, and this was demonstrated by their commissioning of noted architect Paul Philippe Cret and his associate John Harbeson as designers for their streamliners. Only nine other dining cars in the series #6106-6114 were produced by the Budd Company, and very few of these cars are known to exist. It is the only car of its type located in the State of Florida, and likely the southeastern United States. The dining car is being nominated under the Florida Historic Railroad Resources Multiple Property Listing within historic context section VII. World War II and the Late-1940s, 1942-1949.

HISTORIC CONTEXT

The railroad had a profound influence on the development of Florida, helping to advance the state from a wilderness into one of the leading tourist and agricultural regions of the country. The late 19th and early 20th centuries were a time of great expansion and consolidation in Florida's railroad industry. Track mileage increased from 518 miles in 1880 to 3,234 miles in 1900, and nearly 250 railroad companies had been consolidated into five primary systems that served the state, including the Seaboard Air Line Railway. Railroads continued to expand during the Progressive era and World War I, pushing further into Florida where new towns were developing and older towns celebrated the arrival of the railroad. The Florida Land Boom of the 1920s was another time of railroad expansion in Florida with mileage reaching 8,220 by 1928, up from 5,930 a decade earlier. In addition, 650,000 persons arrived in the state by train in 1925 alone. The most aggressive expansion was SAL's 205- mile extension from Coleman in the central part of the state to West Palm Beach and then south to Miami and Homestead. With this expansion, SAL operated 1,713 miles of track in Florida and was the only railroad serving both of the state's coasts. The collapse of the Florida Land Boom and the onset of the Great Depression sent several of the railroad companies, including SAL, into bankruptcy and receivership. However, by the 1940s, the railroad market began to rebound. World War II lifted the nation out of the depression and the flood of wartime traffic brought an era of prosperity to America's railroads. Following the war, the railroads struggled to retain passenger service. To renew emphasis on train travel, several railway companies, including SAL, bought new stainless steel streamlined cars with improved technology and amenities for the passengers.[1] Although some companies dropped their passenger service, SAL's New York to Florida train service continued to thrive, with cars sold out during the winter season and much of the year.

History of Seaboard Air Line

The Seaboard Air Line Railroad was formed through assemblage of scattered existing nineteenth century railway lines in 1900 by John Skelton Williams of Richmond, Virginia.[2] Williams was the first president of SAL and later became the assistant U.S. Secretary of the Treasury under William G. McAdoo in the Wilson administration. When organized in 1900, the railroad had a mainline between Portsmouth, Virginia and Atlanta, Georgia with various feeder lines. Williams, a banker with financial support of J. William Middendorf of the Baltimore banking firm of Middendorf, Oliver & Company, had accomplished this feat by acquiring four existing railway companies and securing charters to build tracks to connect their operations. From its beginning, the company pursued a policy of expansionism and by the 1920s, SAL became recognized as an important railroad with mainline routes between New York City and Miami, Florida. Much of the acquisition and expansion was under the ownership and direction of the Warfield's of Baltimore, who had taken control of SAL in 1908-09 (Appendix 2). Throughout its history, SAL enjoyed a fine reputation of fast, dependable, friendly service and had an important array of operations and equipment.[3]

SAL was a late-comer in many of the territories that it served and it was wedged between the double-tracked Southern Railway and Atlantic Coast Line. Being located between these two strong competitors dictated that SAL be innovative to gain its share of both freight and passenger traffic in its territory. This caused it to be on the cutting edge of new ideas not only for the area it served, but in many cases for the railroad industry as a whole. In several instances it was on the leading edge of steam power in the United States, though it was also early to dieselize its locomotives.[4]

SAL's president from 1918 - 1927, S. Davies Warfield, an ardent proponent of the Southeast, recognized the great impact of the 1920s Florida Land Boom and set about expanding SAL to serve the greatest area of Florida's growing real estate market. The Florida East Coast Railway had almost no competition along Florida's east coast and had begun making sizable profits during the 1920s. In 1924, Warfield organized a line to build a 204-mile extension from Coleman to West Palm Beach. According to annual reports, this line had been considered as early as 1913 but plans were shelved with the outbreak of WWI. With Florida's boom in full swing, construction proceeded rapidly and in only nine months the 204 miles were completed, arriving in West Palm Beach in January 1925. This enabled greater numbers of visitors to arrive during the height of the boom. On February 1, 1925, *The Palm Beach Times* reported that visitors to the Palm Beaches were arriving as fast as 10 trains per day.[5] Hotels overflowed with speculators and investors. From West Palm Beach, the SAL pushed south, and by early 1927, it reached Miami and Homestead. The significance of this Coleman to Homestead extension should be noted, as it was the last mainline built anywhere in the United States. The tracks were west and parallel to the Florida East Coast tracks.[6] These new routes, combined with several other routes SAL built on Florida's west coast and in central Florida locations in the mid 1920s enabled SAL to rightfully claim to have the only cross-Florida routes.[7]

The Florida Land Boom collapsed in late 1926 and significantly affected the railroads serving the state. Like the SAL, Henry Flagler's Florida East Coast Railway also geared up to serve Florida's incredible Land Boom period, but unlike the SAL, it relied almost solely on the Florida economy and when the boom ended, the Florida East Coast Railway became the only railroad in the country unable to pay even the interest on its indebtedness. On December 23, 1930, in the midst of the Great Depression, SAL was forced into receivership. Though some blamed SAL's major expansion in Florida as the cause sending the company into receivership, such major carriers as the Missouri Pacific, Frisco, Cotton Belt, Wabash, Erie, New Haven, Milwaukee Road, Rock Island, etc., also ended up in bankruptcy courts and these lines had little or no dependence on the economic conditions of Florida.[8]

Despite being in receivership, SAL was still able to operate. They were also able to dispose of many of their unprofitable lines, while continuing their relationships with the Richmond, Fredericksburg & Potomac Railroad and the Pennsylvania Railroad for use of their mainline tracks between Richmond, Virginia and New York City.[9] During this period, SAL was quick to grasp the desire of the public for such comforts as air conditioning and reclining seats, and in the early 1930s it began to equip its mainline trains with these features. In its December 1933 Public Timetable, the *Orange Blossom Special* was advertised as the "Longest Distance Air Conditioned Train in the World" when it entered winter service to Florida. In November 1934, its major mainline trains to Florida were advertised as "The Only Air Conditioned Trains in the South." In early 1939, the SAL introduced the streamlined *Silver Meteor* and it proved to be an immediate success. That year the New York World's Fair was publicized as the "Fair of Tomorrow" and to fair goers, the *Silver Meteor* was advertised as the "Train of Tomorrow."[10]

At the close of World War II, SAL really came of age. It emerged from receivership on August 1, 1946, with Legh R. Powell, Jr., as president and 3858 miles of mainline track in addition to leased lines. With loans from the Reconstruction Finance Corporation of the Federal Government, the road was able to build a modernization program, and revenues from the busy war years lifted the road back into profitability. SAL was in good shape and consistently improved its track, signaling and equipment, but it did it with a conservative plan under which it had learned to operate during its receivership. The result was a fine reputation for service and fast and dependable schedules for both passenger and freight trains that became the company's hallmark. SAL's position was bolstered by industrial development in the South and heavy traffic in phosphate rock - nearly one-fifth of SAL's tonnage - used in the production of fertilizer.[11] SAL continued to promote and operate its passenger trains in a first class manner while many other railroads had relegated passenger trains to secondary status. Time proved the cross-Florida extension into West Palm Beach, Miami, and Homestead a profitable investment. When FEC dropped passenger service, SAL purchased all of FEC's lightweight passenger cars with the exception of the sleepers. From the late 1940s through the 1960s, SAL's freight and passenger revenues as well as net profits continued to grow and bypassed many of its competitors.

SAL was the first railway company to purchase streamliners for the New York to Florida routes. These routes were consistently sold out, even during the off season. When SAL's Budd-built stainless steel *Silver Meteor* began service in 1939-1940, competitors Southern Railway and Atlantic Coast Line (ACL) were caught off guard as passengers flocked to the new SAL train and newspapers criticized the other lines for their outdated equipment and the service they provided. This ultimately forced Southern Railway and the ACL into the market for new equipment. Without hesitation they both went with the new stainless steel streamline cars.

In 1959, SAL and ACL proposed a merger. In 1967, after nearly eight years and many court battles, SAL and ACL were finally allowed by the courts to merge, with the name changed to the Seaboard Coast Line Railroad Company. The merger of these former arch rivals created a highly efficient transportation along the East coast and through the heart of the South, derived largely from eliminating duplicate lines and terminals.[12]

The Silver Meteor Train

As the Depression years waned, SAL needed to attract riders back to the rails. SAL had never ceased trying to fill its trains and in 1938 they decided they needed to do something dramatic to improve their image and attract more passengers. A streamliner between New York and Miami became their solution. SAL used Sante Fe's streamliner *El Capitan* as their model. The Budd-built, five-car, luxury coach had been a success since beginning service between Chicago and Los Angeles in February 1938. The success in attracting new riders was accomplished by providing a "luxury" coach train at an affordable price. After conducting extensive inquiries of other railroads operating streamliners, SAL decided to purchase an experimental train set. On October 12, 1938 they contracted with the Budd Company, the premier builder of streamliner coaches, to build their new streamliner. As soon as the engineering aspects were completed, the project was turned over to Budd's talented architects Paul Cret and John Harbeson.[13]

While the streamliner was taking shape, SAL sought to generate publicity by conducting a "Name this Train Contest." There was great response and the prize was shared by 30 winners who suggested the name *Silver Meteor*. The train was completed in late January 1939 and on February 1st, the public was invited to tour the train while on exhibition at Penn Station in New York City. Visitors found Florida decorations at the concourse gate along with a number of dignitaries who would be taking the inaugural ride. The train consisted of five cars; a 22-seat baggage dormitory chair car designated to carry the "colored" passengers, two 60-seat spacious coaches, a chair-tavern car seating 30 coach passengers and 30 non-revenue lounge seats, and a twelve-table diner with full kitchen. The *Silver Meteor* left the following day on its inaugural run to Florida, fulfilling its promise of luxury travel to its passengers. Upon arrival in Miami on February 3rd, the *Silver Meteor* was mobbed by admiring crowds. The following day the *Silver Meteor* departed Miami for New York, arriving there on February 5th.[14] Originally, the train operated on a six-day cycle: it would make a round trip between New York and Miami and then make a round trip between New York and St. Petersburg. A short time

later, a larger train set was used and a split would take place in Wildwood with one train traveling to Florida's east coast and one train traveling to Florida's west coast.

While SAL's New York to Florida *Silver Meteor* routes were consistently sold out, even during the off season, competitors FEC and Atlantic Coast Line (ACL) were caught off guard. Passengers flocked to the new SAL train and newspapers criticized the other lines for their outdated equipment and the service they provided. This ultimately forced FEC and ACL into the market for new equipment. Without hesitation they both went with the new stainless steel streamline cars.

With the *Silver Meteor* quickly repaying the investment, and with competitors FEC and ACL finalizing plans for streamliners of their own, SAL decided to meet the competition by purchasing two additional consists to the original *Silver Meteor*. These trains remained extremely popular, with customer responses indicating that 95 percent or more of the passengers enjoyed the ride, the amenities and the service. Due to its great popularity, SAL decided to add seven cars to the consist of the *Silver Meteor*, including a round-end observational lounge car, sleepers and coaches with more room.

In late 1942, the Office of Defense Transportation, a government agency overseeing the railroads, took steps to deal with the unprecedented demand on the Florida carriers. The *Silver Meteor* was expanded to help meet this demand, adding the *Advance Silver Meteor*. From 1942-1944, the government was moving nearly a million men a month. Added to this was an increase in business travel, people riding trains to conserve their automobile tires and gas, and the still impressive seasonal Florida tourist trade. Due to this great demand, SAL sold everything, including lounge seats as revenue space, with travel reaching record highs.[15]

Through the war years, SAL's wise investment in the *Silver Meteor* trains paid off. The initial commitment to lightweight streamliners had been a risk, but fortunately the public demand for the *Silver Meteor* seemed insatiable.[16] The war had brought higher revenues than the road could ever have imagined in both freight and passenger service. Net revenues from February 1939 to March 1945 for the *Silver Meteor* were nearly $23 million. When the war ended in 1945, SAL had laid the groundwork for a successful future. The future, however meant new cars to replace some of the cars that had been worn down during the war years. Many streamlined cars built and advertised to last 25 years were being demoted to second runs after just seven.

To replace them, SAL placed a large order for coaches, diners, baggage dormitories, and observation lounge cars with the Budd Company in April 1945. One of these was the Dining Car #6113. Wear and tear was one reason for the upgrades, competition from automobiles and airplanes, and advanced technology were others. Another concern was public relations. Wartime passengers forced to ride the rails due to gas rationing had suffered at the hands of over burdened trains.[17]

Ordering the equipment was the easy part. Waiting for delivery was often challenging. The main culprit causing the delays was the shortage of materials and engineering changes. Large orders from several companies coupled with a lack of standardization and the demand for custom cars added to the delays. While waiting for their new cars, SAL used what it had on hand to field a full complement of trains. By July 1947 , all of the coaches, diners, baggage dorms and observational lounge cars had been delivered to SAL.

Despite the inauguration of new streamliners, passenger revenues for 1947 dropped 25 percent. More people were using their cars, military traffic was down and the airlines were increasing their competition. SAL's ridership, however, picked up in 1948 and continued to increase through much of the 1950s. Overall, the number of passengers carried was up 200 percent over 1940 levels. The *Silver Meteor*, with its high speed travel and luxury amenities, such as the observational lounge car, became SAL's most popular and highest revenue train. It was their flagship train that remained virtually sold out in any season. Though many railroads significantly reduced or curtailed their passenger service altogether, SAL's *Silver Meteor* trains remained popular and profitable because unlike many other carriers, passengers had not abandoned the Florida trains. Instead, aggressive marketing, including off-season hotel packages, ensured SAL trains a steady stream of the best customers - long-haul passengers. Another reason was the fact that SAL was traditionally indulgent of their passenger trains, understanding their value as public relations tools. [18]

The *Silver Meteor* and dining car #6113 remained SAL's flagship through the 1950s and even through their merger with ACL in 1967. When the trains became part of newly formed AMTRAK in 1971, AMTRAK retained the *Silver Meteor* trains and several are still running today.

Dining Cars

The SAL dining car was an integral member of SAL's streamliner train service operating between New York and Florida. It was composed of a forty-eight seat diner and a full panty and kitchen. Its sleek interior and exterior design and advanced mechanical systems were very popular with the traveling public and helped revitalize passenger service after World War II.

The diner was one of the last major classes of passenger cars to come into general use. Though a great favorite with the passengers, the railroads viewed it as a costly burden. It was the heaviest and most expensive car in regular passenger service. It rarely made a profit and often incurred substantial losses. Yet it was a service that first-class travelers expected and that railroads became obliged to maintain.[19]

Dining cars are a marvel of compactness and efficiency. There is little unused space with cabinets and lockers occupying every corner storing an array of tableware and provisions. Since the car also carries a fully equipped kitchen and pantry, dining room furniture, heating, lighting and ventilating fixtures, it is evident why the car weighed and cost more that the other passenger cars.

Like lounge cars, diners were originally intended for first-class travelers; the great majority of railway travelers never patronized the diner. Passengers could pack their own meals, buy food at the station before departing, or pick up snacks at station stops along the way. Those who did frequent the dining cars came to expect good food and service.

The dining cars' poor earning performance continued even when the cars were well patronized. High fixed costs and a limited market were the basic reasons for their fiscal difficulties. A sizeable crew, generally ten persons, was necessary to serve forty to fifty patrons efficiently. The crew had to be housed and fed throughout the trip, and unlike restaurants, the railroad could not use part-time help. Free meals to the rest of the crew created an additional expense, as did unused or spoiled food. Moreover, the clientele was limited to those aboard the train. Only the first-class passengers could be counted on to patronize the diner. However, the losses came to be justified as a necessary business expense.

Some railroads, including SAL, began to introduce cost-cutting methods in their dining cars. One of the most successful methods was through buying food at wholesale. Food preparation was another area in which costs were cut, and when frozen food became a commercial reality after World War II , railroads quickly adopted it. More careful scheduling achieved maximum utilization of each dining car. Technical improvements in dining-car kitchens also helped achieve savings. Some of these included electric refrigerators, dishwashers, garbage disposals, and automatic door openers that eased the way for waiters into and out of the pantry.

Despite the cost-cutting methods, the railroads still had difficulty covering their dining car costs. Labor was the largest single operating cost, and historically it rose faster than any other. In the twelve years between 1937 and 1949, the wages for cooks doubled, while those for waiters tripled.[20] The dining car was labor intensive and the only way to reduce the work force was to change over to lunch-counter cars or self-service grills, but this was not an acceptable alternative on first-class trains such as SAL's *Silver Meteor*. Though they continued to lose money on the dining car, the railroad chalked up the loss to good public relations.

In 1947, when SAL received their new Budd Company built dining car, segregation was still in force in the South, and nowhere was the assault on the dignity of the African American passenger more obvious than in the dining car. These instructions from a SAL dining car department manual illustrate the nature of the problem:

> "Serving Meals to Colored Persons - Portieres are to be hung between stations one and two at all times between 6 a.m. and 10 p.m. These curtains are to be pushed back against the wall until occasion arises for use of same. You are provided with a 'Reserved" placard, which is to be placed on the two stations nearest the buffet at the beginning of the meal. These two tables are to be reserved for colored passengers until all other seats in the dining room have been occupied. If

> no colored passengers have presented themselves, the "Reserved" cards may be removed and the tables used for white passengers. No white passengers are to be allowed in the space reserved while colored passengers are being served therein. If while the first two tables are occupied by white passengers, a colored person should present himself and request service, he is to be informed that he will be called as soon as seats reserved for use of colored passengers are vacated. When such seats are vacated, the colored persons will be called and served in the space set apart for them. No white persons are to be allowed in such space while colored persons are to be served therein.....Colored nurses accompanying white families may be seated in the dining car at the table with such white families for the purpose of taking care of children. It is understood that in such cases, no other person is to be seated at the table with the colored nurse."[21]

The irony was that the crews responsible for the enforcement of these regulations during the period in history were composed predominantly of African Americans themselves. In many of the trains, the coach car that carried the baggage was designated for the African Americans. The crew that could not fit in the crew dormitory slept on the tables in the diner. When segregation officially ended in the mid-1950s, the crew used the coach car with the baggage, and African Americans sat in the regular coach cars, though they were often still separated from the white passengers.

Moderne Streamline

Moderne streamline represents the later development of the Moderne style (1930-early 1950s), the period when the emphasis on streamlined industrial products passed into architecture and structures for transportation, including airplanes, automobiles, ocean liners and trains. The idea of streamlining derived from scientific observations of movement. Designers were interested in shapes that encountered minimum resistance when in motion, reflecting speed and efficiency that soon became symbols of modernity.[22] The airplane, with aerodynamically contoured forms, was the most important stimulus for this changed aesthetic. Other transportation machines, such as the torpedo-shaped dirigible and ocean liners with sleek hulls also provided stimulus for the changed aesthetic. Trains and automobiles moved away from boxy assemblage of parts to more cohesive monocoque forms.[23] And along the roadways, service stations, gas pumps, bus stations, movie theaters, car dealerships, motels and diners took on the accelerated characteristics of the Moderne streamline style.

Technological change also made possible the appearance of the rounded, contoured, streamlined shape. New body die-pressing machines capable of creating more complex and modeled forms, and new materials such as stainless steel and polished flatsheet aluminum came on the market. The need to stimulate the economy further promoted the idea of yearly changes, thereby placing the industrial designer in a position of great influence.[24] The fully stainless steel kitchen in dining cars was as part of the streamline movement.

The American entry to the streamlined rail age came on May 26, 1934, with the Budd Company built *Zephyr*. The train traveled at a top speed of 112 mph from Denver to Chicago in order to appear as the grand finale of the *Century of Progress Exposition 's* railroad pageant, "Wings of a Century." Crowds poured from the stands to mob the train, which had cut 13 hours off the Denver to Chicago.[25]

The railroad industry in the 1920s and early 1930s had a reputation of being resistant to change. However, with passenger revenues down by one-third in the early 1930s (due mainly to the Depression and increased automobile and airplane travel), some train builders, such as the Budd Company, saw the need for new tactics, an appeal of romance and glamour, to bring back passengers. By the early 1940s railroads with new streamline cars reported significant increases in passengers due mostly to the new, faster, and more comfortable streamlined trains. These streamliners remained popular and continued to be built through the 1940s and early 1950s. In fact, SAL's 1947 dining car continued to serve as one of the most favored cars on SAL's popular *Silver Meteor* New York to Florida trains (1947-1971), and later on AMTRAK's New York to Florida trains (1971-1977).

Edward G. Budd Manufacturing Company

In 1912, Edward G. Budd started the company in Philadelphia with 13 employees and $100,000 in capitalization, three-fourths of which he himself had supplied. He challenged the wood-fabricating establishment of his day, the carriage makers and carpenters by working for the adoption of all-steel automobile bodies.[26] In the late 1920s, Budd had become infatuated with stainless steel, a noncorrosive very high-strength material suitable for both framing and skin covering. The one problem with stainless steal was joining - regular welding made it lose its strength and noncorrosive qualities, and riveting damaged its edges. That was until a Budd Company engineer, Col. E.J.W. Ragsdale, invented and patented a scientific electric welding process for stainless steel.[27] The Budd Company's claim to fame in the industry was this patented "Shot-Weld" technology which allowed for the level of fabrication necessary to construct a rail car without damaging the somewhat brittle stainless alloys then available. This permitted the Budd Company to use stainless steel for the entire structure not just a "pretty skin" over a mild steel body as competitors Pullman and American Car & Foundry ultimately did.

In 1934, the Budd Company pioneered the production of a much lighter type of locomotive-hauled passenger car. These light weight cars had load-bearing sides of welded corrugated stainless steel. The earlier riveted sides and clerestory roof were replaced by a sleek, bright car, 85' long with large picture windows, riding on two four-wheeled trucks. The weight came down significantly, despite the fitting of air-conditioning, reclining seats, electric ice coolers and other amenities. Budd's Hunting Park Avenue plant in Philadelphia built the pioneer *Zephyr*, an entire three-car train weighing no more than an ordinary Pullman car. It was the first train powered by a locomotive diesel engine and attained a speed of 112 mph. Prior to World War II the

Hunting Park Avenue shops rolled out families of gleaming *Zephyrs, Rockets, Silver Meteors, Champions, and El Capitans* for various railroads. All of these were stainless steel cars that could travel at high speeds. [28]

The design of the *Zephyr* drew upon the earlier Budd Company experiments but went far beyond them in its merging of contemporary aeronautical theory and function. The man most responsible for the design of the *Zephyr* was the chief designer of Budd's high-tensile division, Albert Dean, a graduate of M.I.T.'s aeronautical engineering program. He was assisted by his brother, Walter Dean, a mechanical engineer with aviation design experience. Also assisting was the noted Philadelphia architect Paul Philippe Cret and his associate John Harbeson, who designed the interiors and made suggestions for the exterior, including the raised horizontal fluting, or speed lines, in the stainless steel cars. The Cret-Harbeson interiors were modern luxury with silk drapes, spun aluminum and stainless steel seat and table bases, Formica tops, Agosote paneled ceilings, and indirect flush-mounted lighting.[29] Due to the great success of these cars, Cret and Harbeson were called on numerous more times to direct the interior designs of Budd Company built passenger cars.

The higher speeds of new trains had brought a need for improved braking. The Budd Company pioneered the railway disk brake just before WWII. Disk brakes eliminated the undesirable characteristics of iron-on iron wheel-tread brakes and provided smoother, more efficient stopping. After the war, a high percentage of railroads adopted this major innovation for mainline passenger trains.[30]

To a great extent, Budd's designs brought about the revival in rail car construction in the post depression era. When SAL's Budd-built *Silver Meteor* began service in 1939-1940, competitors FEC and ACL were caught off guard as passengers flocked to the new SAL trains and newspapers railed at the other lines for outdated equipment and the service they provided. This ultimately forced FEC and ACL into the market for new equipment. Without hesitation they both went with the new stainless cars.

During the war, Budd turned out huge quantities of military equipment. After the war they immediately returned to building train cars due to the large number of orders from railroads returning to their pre-war freight and passenger service. In many respects, the Budd Company had its finest hour from the late 1940s to the early 1950s. There were great technological advances during the war that the Budd Company was able to apply to their new train cars. The Moderne streamlined style remained much the same, but the trains' structure and inner technological mechanisms greatly surpassed pre-war trains. SAL's 1947 dining car was part of the *Silver Meteor* family and possessed both the style and advanced mechanical systems of the Budd Company's most exemplary cars. The Budd Company continued to build trains for several decades and in the 1970s they helped revitalize the national rail passenger system by supplying AMTRAK with modern Amfleet cars.

Paul Philippe Cret:

Born in France in 1876, Paul Philippe Cret began his formal architectural training at the Ecole des Beaux Arts in his native city of Lyons and subsequently won a scholarship to the Paris Ecole des Beaux Arts as a French Government Fellow (1898-1903). In 1903 he came to the United States to accept the position of assistant professor of architectural design at the University of Pennsylvania where he remained on faculty until 1937. After leaving the University of Pennsylvania, he formed an architectural firm as primary partner with associates John F. Harbeson, William J. Hough, Roy F. Larson, and William H. Livingston.

His professional career was divided between scholarship and the design of many acclaimed buildings and structures.[31] Among his best known architectural works are the Pan American Union Building, the Federal Reserve Board buildings, and the Folger Shakespearean Library in Washington, D.C., the Detroit Institute of Art, the University of Texas Library and other campus buildings, the Valley Forge Memorial Arch, the Delaware River Bridge at Philadelphia, and the Hall of Science Building for the Century of Progress A classicist by instinct and training, Paul Cret was also called a realist who saw no incompatibility between his rationalization and his desire to create beauty.[32] Throughout his career he won numerous honors and awards and in 1938 the American Institute of Architects presented him its highest reward, the Gold Medal.

In the 1930s and 1940s Cret frequently worked on engineering projects for private companies in addition to consulting jobs for the U.S. Army Engineer Office at Pittsburgh. He also worked with well-known engineers on power generating station and with Budd Company constructors of streamlined trains, often in collaboration with his associate John Harbeson.[33] The University of Pennsylvania's Paul Philippe Cret Papers contain several letters of correspondence between Paul Cret and the Edward G. Budd Company discussing designs for the trains as well as one sketch of a train car interior. One of the most interesting letters was written by Edward G. Budd to Mr. Paul P. Cret dated March 4, 1939. The letter states,

> "Our Mr. Pond has come in from the West and tells me he had a long conversation with Mr. Albert Kahn of Detroit, who is one of those architects for whom we have great respect. Mr Kahn has ridden the Denver Zephyr recently and was most emphatic in his praise of it, not only for its good riding and comfortable qualities, but for the artistic treatment on the inside. He inquired who the artist was, and after some difficulty found it was Paul Cret. To use his own words, he said he 'took off his hat' when he was told of your connection with the train and expressed the opinion it was just the treatment he thought was correct. I am happy to be able to pass such a comment to you."[34]

The Cret-Harbeson train work designs were so popular that the Budd Company continued to use their designs for their future streamline train cars. Though the furniture and decorations have been removed from the

dining car, the structural forms and interior plan that Cret and Harbeson designed for Budd Company streamliners remain.

Conclusion

In summary, the Seaboard Air Line dining car is a rare survivor among the once-numerous Moderne streamline train cars that operated in the United States since the mid-1930s. The car is a good example of a streamline railway car built for highspeed transportation between New York and Florida. The dining car was built by the Edward G. Budd Manufacturing Company, the premier builder of rolling stock streamliners from the 1930s through the 1950s. Innovative design was important to the Budd Company, and this was demonstrated by their commissioning of noted architects Paul Philippe Cret and his associate John Harbeson as designers for their streamliners. Only eight other dining cars series #6106-6114 were produced by the Budd Company, and very few of these cars are known to exist. It is the only car of its type located in the State of Florida, and likely the southeastern United States. Although much of the car's interior furnishings and decorations are missing, the mechanical equipment and interior and exterior structural features remain intact. The kitchen and pantry in particular are essentially completely unchanged from when they were built in 1947. The owners have located furniture and decorations from similar scrapped Budd Company designed cars and plan to use them in the rehabilitation of the cars. They have already located the tables and have them on site ready for installation when the work begins. The rehabilitation should be completed and the car in working order by mid-2002. The dining car will then become an important educational component of the historic Boca Raton Railroad Depot complex.

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1. Much of this historic context paragraph is a summary taken from the Florida Historic Railroad Resources National Register of Historic Places Multiple Property Listing Nomination.

2. Robert W. Mann, Rails 'Neath the Palms. Burbank, California: Darwin Publications, 1983. p. 155.

3. Albert M. Langley, Jr., W. Forrest Beckum, Jr., and C. Ronnie Tidwell, Seaboard Airline Railway Album. North Augusta, South Carolina: Union Station Publishing, 1988. Pp. 2.

4. Langley, Beckum, Tidwell, 2.

5. The Palm Beach Times, February 1, 1925.

6. The original SAL tracks in southeast Florida are those that AMTRAK uses today near Interstate 95.

7. Richard E. Prince, Seaboard Air Line Railway Steam Boats, Locomotives and History. Green River: Richard Prince, 1969.

8. Langley, Beckum, Tidwell, 2.

9. The Richmond, Fredericksburg & Potomac's mainline was used between Richmond, Virginia and Washington, D.C. and the Pennsylvania Railroad's mainline was used between Washington D.C. and New York City.

10. Langley, Beckum, Tidwell, 3.

11. George H Drury, The Historical Guide to North American Railroads: Histories, Figures and Features of More Than 160 Railroads Abandoned or Merged since 1930. Milwaukee, Wisconsin: Kalmbach Publishing Company, 1985. P.300.

12. Langley, Beckum, Tidwell, 3.; Drury, 300.

13. Joseph M Welsh. By Streamliner New York to Florida. Andover, New Jersey: Andover Junction Publications, 1994, 20.

14. Welsh, 22.

15. Welsh, 33.

16. Welsh, 33.

17. Welsh, 69.

18. Welsh, 94.

19. John H. White, Jr., The American Railroad Passenger Car, Baltimore: Johns Hopkins University Press, 1978, 311.

20. White, 341.

21. Joseph M. Welch, By Streamliner New York to Florida, Andover, NewJersey: Andover Junction Publications, 1994, 83.

22. Nicholas N. Patrucios, Building Marvelous Miami, Gainesville, Florida: University Press of Florida, 1994, 97.

23. Richard Guy Wilson, The Machine Age in America, New York: Harry N. Abrams, Inc., 1986, 55.

24. Wilson, 56.

25. Wilson, 136.

26. Freeman Hubbard, Encyclopedia of North American Railroading. New York: McGraw-Hill Book Company, 1981, 42.

27. Wilson, 138.

28. Hubbard, 42.

29. Wilson, 139.

30. Hubbard, 42.

31. In addition to those buildings and structures listed, Cret's principal works include the Indianapolis's Central Public Library and Herron Art Institute, Philadelphia's Federal Reserve Bank, Rodin Museum, and Poplar Street Housing Project, Washington's Central Heating Plant, the County Building at Hartford, Connecticut, the stadium for Brown University, the Chemistry Building for the University of Pennsylvania, and several buildings at the U.S. Military Academy at West Point and the U.S. Naval Academy at Annapolis. Cret's work also includes several European battle monuments, a number of notable bridges in Philadelphia, Washington, and Harrisburg, and in collaboration with other architects, several Federal buildings. His residential work is not widely known, but he has done a number of noteworthy houses. In the late 1930s through the mid 1940s, Cret worked on many engineering projects. As a consultant for the U.S. Army Engineer Office in Pittsburgh, Cret assisted in the designs of the Emsworth Dam for the Ohio River, the Tygard River Reservoir Dam in West Virginia, and the Montgomery Dam on the Ohio. Beginning in 1938, Cret was also a consultant to the U.S. Navy Department. And as noted previously, Cret worked with well-known engineers on power generation stations, and with constructors of streamlined trains.

32. Maxine Bloch, ed., Current Biography 1942. New York: The H.W. Wilson Company, 1942, 166.

33. Bloch, ed., 165-167.

34. Paul Philippe Cret Papers, University of Pennsylvania, Manuscript Collection, Folder 120.

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BOUNDARY DESCRIPTION

The boundary is limited to the dimensions of the dining car itself.

BOUNDARY JUSTIFICATION

The Seaboard Air Line Dining Car is an intact structure.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section number Photos Page 1 **SEABOARD AIR LINE DINING CAR**
Boca Raton, Palm Beach Co., FL

PHOTOGRAPHS

1. 1) Seaboard Air Line Dining Car
   2) Boca Raton, Palm Beach County, Florida
   3) Photographer: Janet G. Murphy
   4) Photograph taken August 2000
   5) Negative filed: Janet G. Murphy & Associates, Inc.
   6) View of Dining Car and Lounge Car, looking SW (Dining Car at south end)
   7) Photo 1 of 9

Items 1-5 are the same for the remaining photographs.

2. 6) Dining Car, looking SW
   8) Photo 2 of 9

3. 6) Dining Car, looking NW
   7) Photo 3 of 9

4. 6) Dining Car, looking NE
   7) Photo 4 of 9

5. 6) Dining Car, looking N
   7) Photo 5 of 9

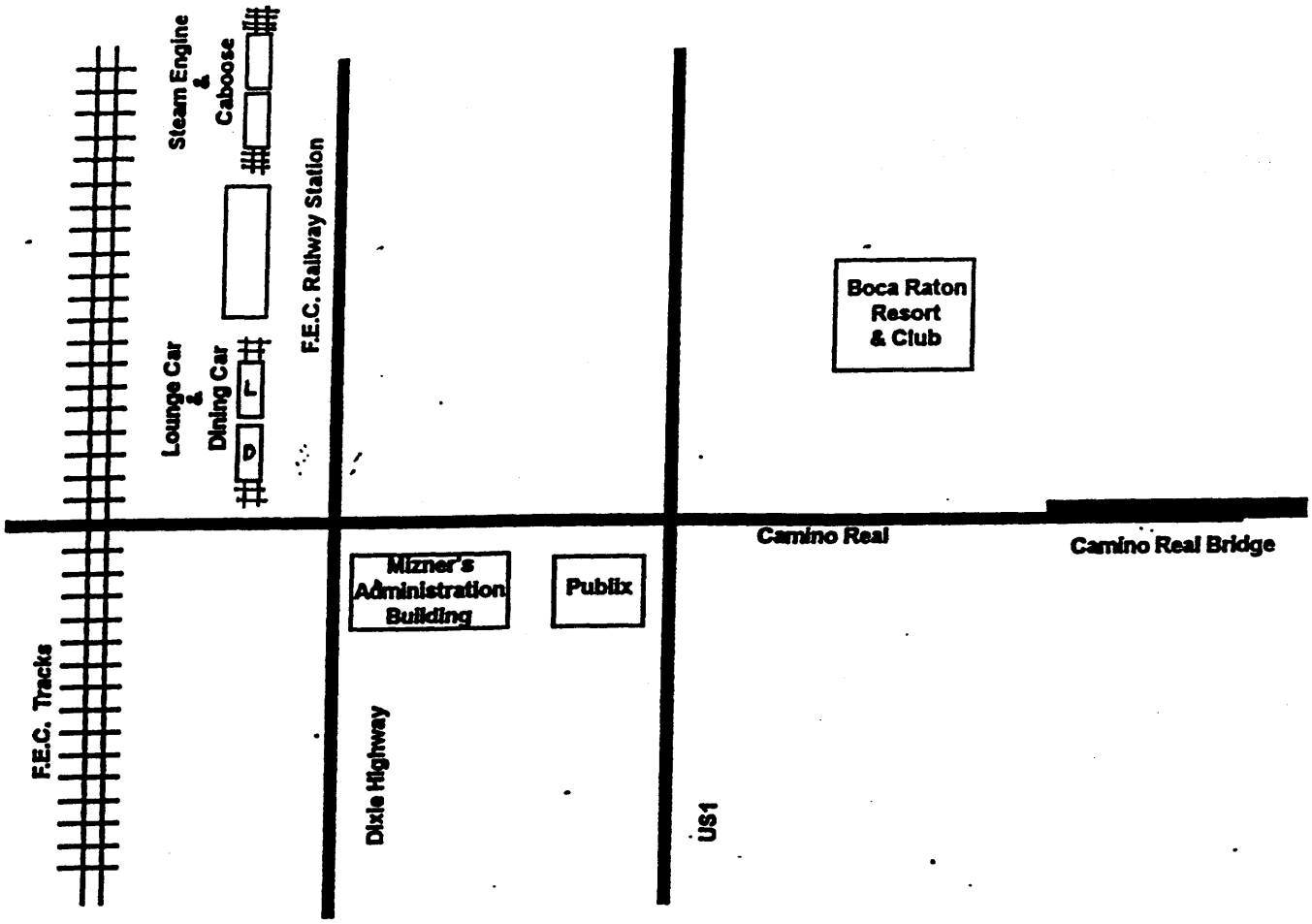
6. 6) Dining Car, interior dining area, looking S
   7) Photo 6 of 9

7. 6) Dining Car, interior dining area, looking N
   7) Photo 7 of 9

8. 6) Dining Car, interior kitchen, looking S
   7) Photo 8 of 9

9. 6) Dining Car, interior air conditioning vent
   7) Photo 9 of 9

Boca Raton Historical Society's Train Cars & Camino Real, Boca Raton Florida

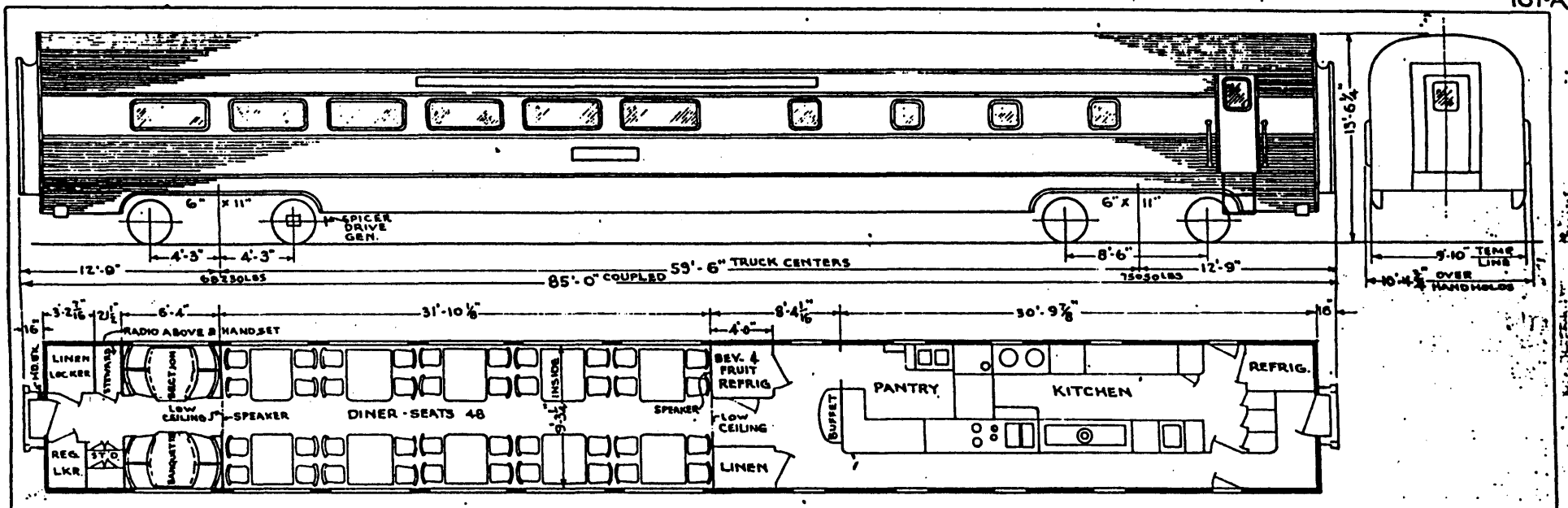


N

L = Lounge Car

D = Dining Car

Appendix 1



ORIGINAL NOS 6106-6111

BUILT BY EDW. G. BUDD MGF. Co. - 1947	SIDE BEARINGS - FRICTION TYPE	AIR CONDITIONING - FRIGIDAIRE ELECTRO-MECH'L	WATER SYSTEM - AIR PRESSURE
WEIGHT - 143280 LBS	AIR BRAKES - W.A.B.Co - TYPE HSC	AIR CONDITIONING DUCT - CENTER	WATER TANKS - 3 - 50 GAL ABOVE
UNDERFRAME - STAINLESS STEEL	BRAKE RESERVOIR - 2-16" x 60" SUPPLY	VENTILATORS - FAN DRIVEN EXHAUST	" " - 2-200 GAL. BELOW
UPPERFRAME - STAINLESS STEEL	BRAKE RES. - COMB. AUX. EMERG. & DISPL. VOL.	INSULATION - STONEPELT, CORK & FIBERGLASS	
BODY BOLSTER - STAINLESS STEEL	HANDBRAKE - N.B.Co. PEACOCK - TYPE B00-L	INSIDE FINISH - SOUND DEADENED ALUMINUM	
ANTI-TELESCOPING DEVICE - STAINLESS STEEL	TRUCK BRAKES - A.S.F.Co UNIT CLASP TYPE	FLOORING - PLYWOOD	
DRAFT GEAR - WAUGH TWIN CUSHION - TYPE WM-6 DD	HEATING SYSTEM - FULTON SYLPHON Co.	SEATING CAP'Y. 48	
COUPLER - TYPE H "TIGHTLOCK"	LIGHTING - 110 VOLT AC	DOOR CLOSERS - YALE	
TRUCKS - CAST STEEL - 4 WHEEL	MOTOR GENERATOR - GE-25 KW 134 VOLT	RADIO - RECEIVER SET, HANDSET & 2 SPEAKERS	
WHEELS - 36" DIA.	MOTOR ALTERNATOR - 110 V. DC TO 110 V. AC		BRAKE CYLS. 6106-6108 4-7"X9"
JOURNAL BOXES - HYATT	GEN. DRIVE - SPICER #6 WITH AUTOMATIC CLUTCH		BRAKE CYLS. 6109 4-6"X8"
SHOCK ABSORBERS - 4 - HOUDAILLE	BATTERIES - EDISON - A-14-H - 88 CELL		BRAKE CYLS. 6110-6114 4-7"X9"

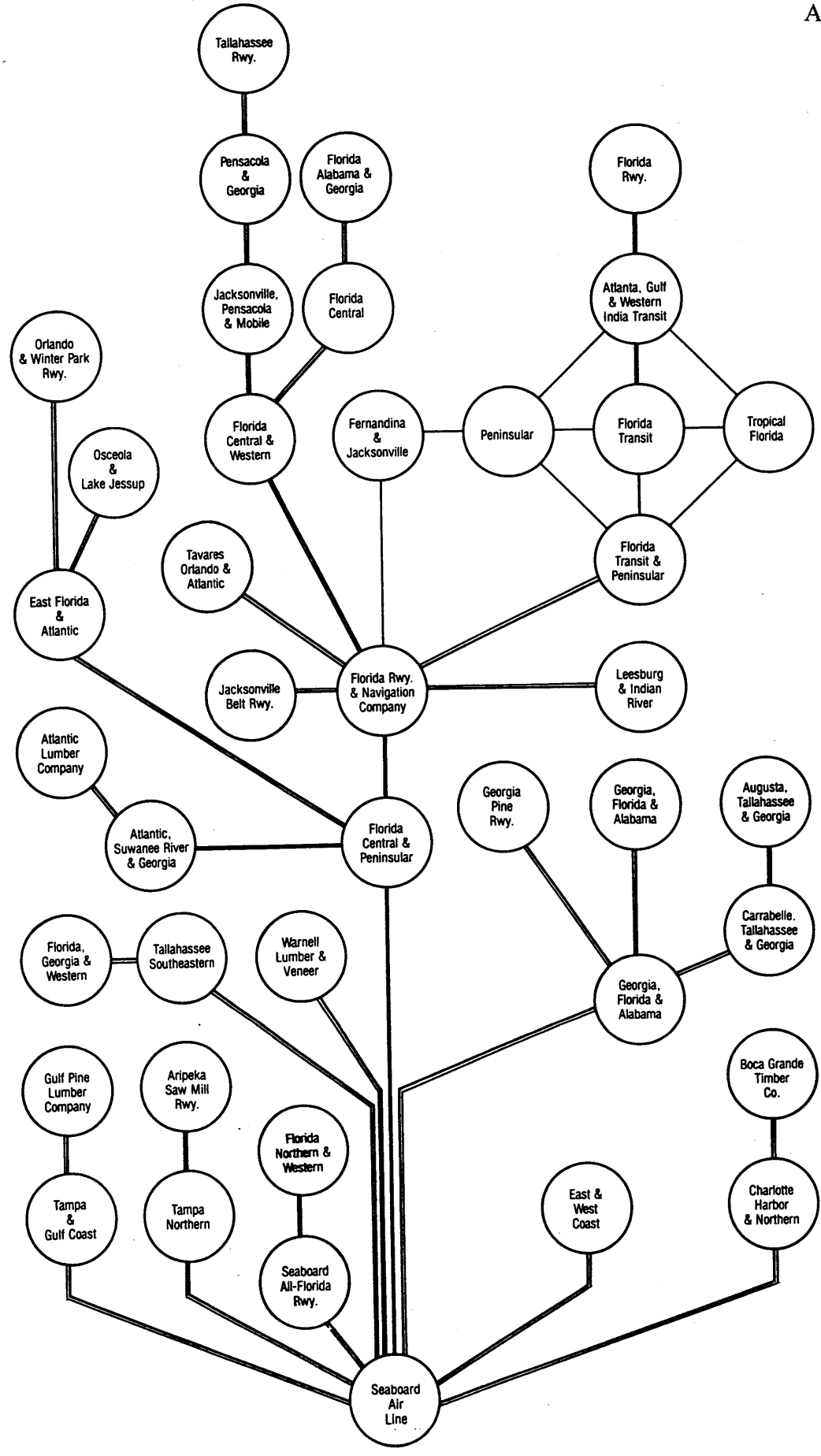
hlj
9-29-49

85'-0" DINING CAR STAINLESS STEEL

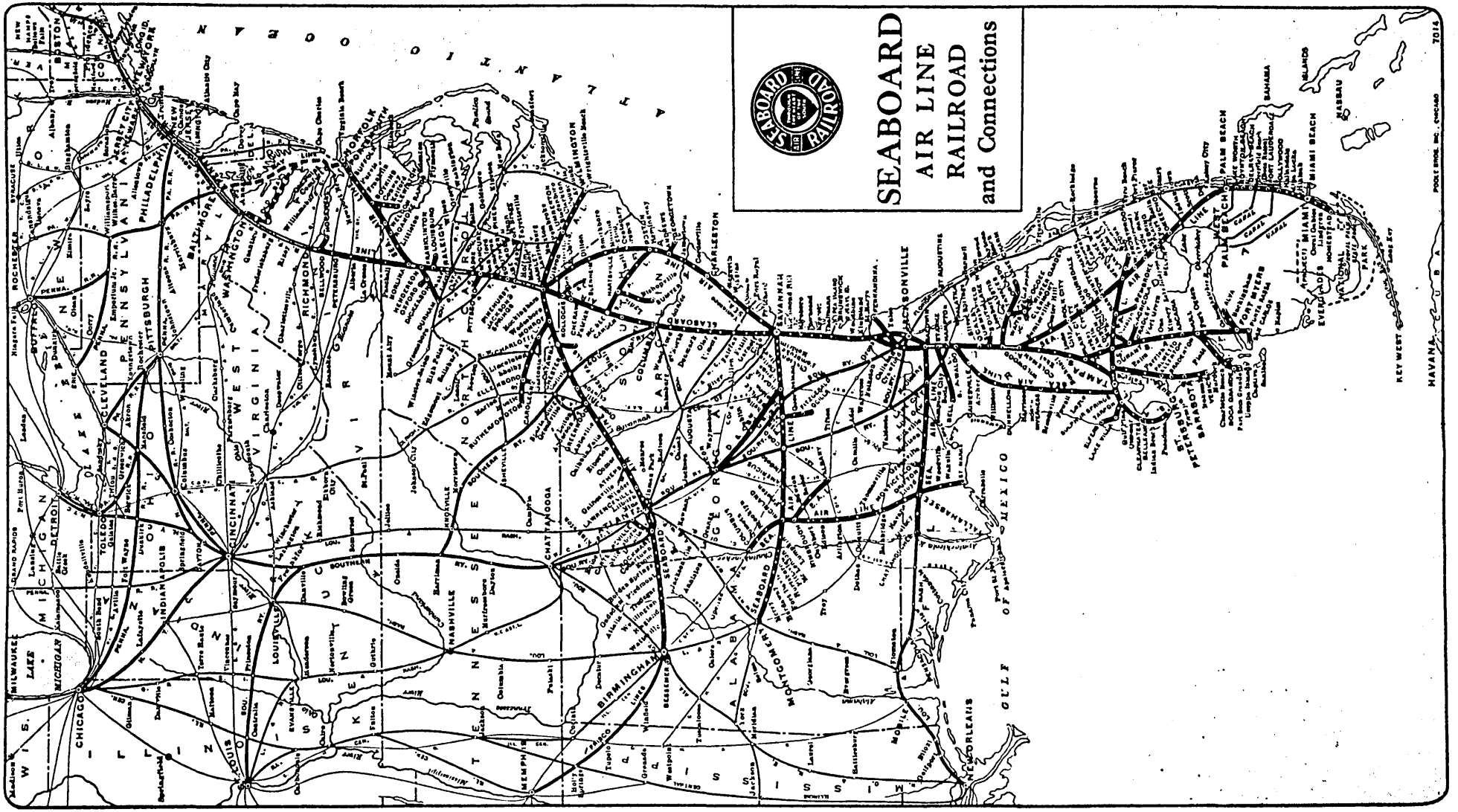
Nº		Nº	
6106		6111	
6107		6112	
6108		6113	
6109		6114	
6110			

Family Tree of the Seaboard Air Line Railroad

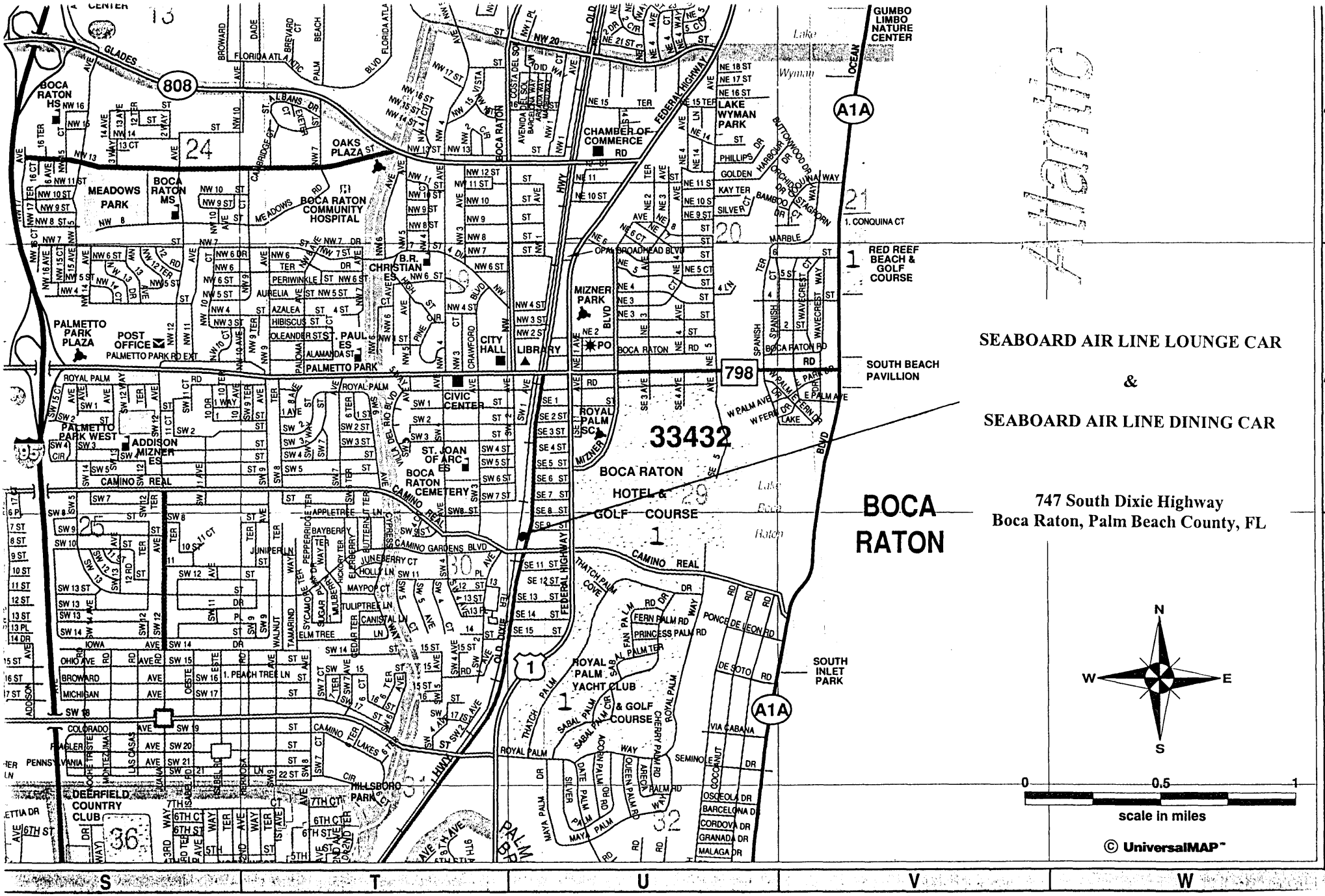
Appendix 2



SEABOARD AIR LINE RAILROAD — 1929



SEABOARD AIR LINE RAILROAD — 1949


SEABOARD AIR LINE LOUNGE CAR
&
SEABOARD AIR LINE DINING CAR
747 South Dixie Highway
Boca Raton, Palm Beach County, FL
BOCA RATON
33432
BOCA RATON HOTEL & GOLF COURSE
BOCA RATON CEMETERY
ROYAL PALM YACHT CLUB & GOLF COURSE
SOUTH BEACH PAVILLION
SOUTH INLET PARK
RED REEF BEACH & GOLF COURSE
GUMBO LIMBO NATURE CENTER
DEERFIELD COUNTRY CLUB
BOCA RATON HS
BOCA RATON MS
MEADOWS PARK
BOCA RATON COMMUNITY HOSPITAL
CHAMBER OF COMMERCE
LAKE WYMAN PARK
MIZNER PARK
CIVIC CENTER
CITY HALL
LIBRARY
POST OFFICE
PALMETTO PARK
PALMETTO PARK WEST
ADDISON MIZNER ES
ST. JOAN OF ARC ES
B.R. CHRISTIAN ES
OAKS PLAZA
HILLSBORO PARK
CAMINO REAL
FEDERAL HIGHWAY
BOCA RATON BLVD
SPANISH RIVER BLVD
CONGRESS AVE
A1A
808
798
1
scale in miles
0
0.5
1
N
S
E
W
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