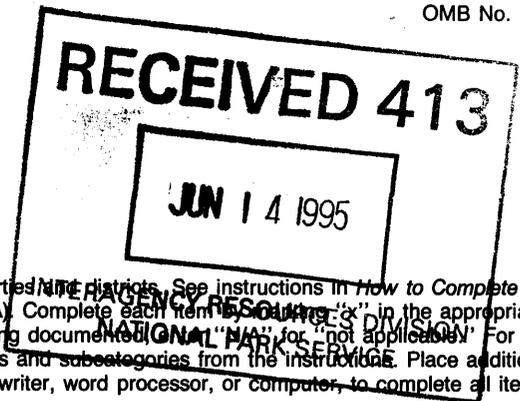


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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



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 entering "X" in the appropriate box or by entering the information requested. If an 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 Hialeah Seaboard Air Line Railway Station

other names/site number Site # 8DA00103

2. Location

street & number 1200 S.E. 10th Court  not for publication

city or town Hialeah  vicinity

state Florida code FL county Dade code 025 zip code 33301

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.)

Suzanne P. Walker / Deputy SHPO 6/7/95  
Signature of certifying official/Title Date

**Florida State Historic Preservation Officer, Division of Historical Resources**  
State of 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.
  - removed from the National Register.
  - other, (explain:) \_\_\_\_\_

[Signature] Signature of the Keeper  
7/14/95 Entered in the National Register Date of Action

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)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

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

Name of related multiple property listing

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

N/A

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)

VACANT/ not in use

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH & 20TH CENTURY REVIVALS/  
Mission/ Spanish Colonial Revival

Materials

(Enter categories from instructions)

foundation concrete

walls Stucco

roof Tar paper

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.)

- Property is associated with events that have made a significant contribution to the broad patterns of our history.
Property is associated with the lives of persons significant in our past.
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.
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:

- owned by a religious institution or used for religious purposes.
removed from its original location.
a birthplace or grave.
a cemetery.
a reconstructed building, object, or structure.
a commemorative property.
less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

TRANSPORTATION

ARCHITECTURE

Period of Significance

1926-1945

Significant Dates

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: Harvey & Clarke

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 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

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

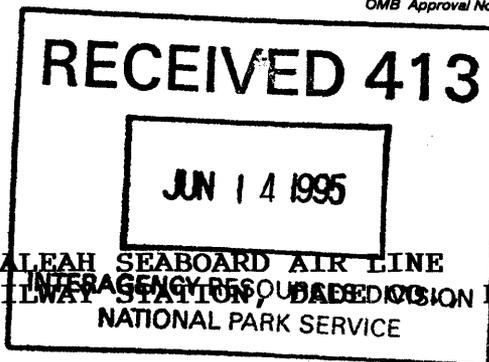
Name of repository:



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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 1



The Hialeah Seaboard Air Line Station is located at 1200 S.E. 10th Court, in Hialeah, Florida. The building is constructed of hollow tile, finished in stucco. The one-story structure is basically rectangular in plan and rests on a concrete foundation. The roof has flat and hipped areas. Most of the original clay barrel tile roofing material is absent and tar paper presently covers most of the roof surfaces. The rectangular window openings are intact and boarded over; however, the windows themselves are gone. Most of the window openings have their original decorative wrought iron grilles.

The building is comprised of two distinct sections. The south end of the building was the passenger station, and originally contained the waiting area, toilets, and ticketing area. The north portion of the building consisted of a freight room, or warehouse.

**SETTING**

This railroad station is located several blocks north and east of the major arterials of Okeechobee Road (the southern boundary of Hialeah) and LeJuene Road. Tracks and a small Tri-Rail waiting canopy are located to the east of the building. The station is located in an industrial district, with commercial buildings to the north and south. A paved parking area abuts the building on the west.

**DESCRIPTION**

The main (west) facade faces onto SE 10th Court (photo 1). This facade consists of three divisions: an arcaded portico at the south end, a warehouse at the north end, and a middle section that consisted of the waiting room and ticket area.

The arcaded portico (photo 1 and 2), created by eight columns, functioned as an entrance to the building, a waiting area, and an architectural termination of the building. The portico has a low hipped roof which was originally covered with clay barrel tile, but now is surfaced with tar paper.

The primary entrance to the station on the west facade, providing access to the waiting room, is just to the north of the

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RAILWAY STATION, DADE CO., FL.Section number 7 Page 2

portico area (photo 3). Although the original door is no longer extant, the classically-derived ornate door enframingent survives (photo 4). Above the cast-stone entablature is a semicircular pediment with egg-and-dart molding. Within the tympanum are swags and a cartouche depicting what appears to be railroad spikes. Flanking this door are rectangular window openings, each enhanced by a decorative cast stone panel of roundel and relief swags below the lintel (photo 5). Above each window, the roof line steps up to form what appears to be two squat towers with low hip roofs (photo 3). However, these raised roof elements are actually low hip segments that run the width of the buildings, giving the illusion on the other side of the structure of another pair of squat towers. A portion of a modillioned cornice survives on the west facade of the building (photos 3 and 7). It is likely that other portions of the cornice originally had modillions, and they were removed at the same time as the clay barrel roofing tile.

Proceeding along the west facade, to the north, are two more doors (photo 6). One leads to the waiting room and features relief decoration over the projecting lintel. The decorative elements for the door to the baggage area are missing, although the imprint of their shape and dimension is intact (photo 7).

The northernmost section of this facade consists of the warehouse area. It is pierced by six openings with metal, roll-up doors, sheltered by a canopy roof (photo 8). The north elevation of the station is an undecorated surface (photo 9)

The east facade of the station shows the same division of the building into arcade, waiting room, ticket area, and warehouse (photo 10). The primary entrance door to the station area from this facade is sheltered by a small barrel tile canopy, supported by wrought iron brackets (photo 11). Although the original door is no longer extant, the transom above the door is still in place. Flanking this door are rectangular window openings enhanced by a decorative panel of roundel and relief swags. Above each of these windows is a raised cartouche. To the north of this, in what would have corresponded to the ticketing area, is a bay window with a low hip roof of clay barrel tiles (photo 12).

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**HIALEAH SEABOARD AIR LINE  
RAILWAY STATION, DADE CO., FL.**

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**ALTERATIONS**

A warehouse addition at the north end of the building (date unknown) was removed sometime after 1977. The main alterations to the building consist of the loss of doors, windows, and original roofing material. Most of these losses are the result of the long-term vacancy of the building. The station has been unused and vacant for approximately twenty years. Much of the historic interior fabric has been lost due to recent asbestos and lead abatement projects. Documentation occurred prior to the abatement activities.

The property has recently been acquired by the Florida Department of Transportation as part of the state's Southeast Rail Corridor through an agreement with the CSX Corporation. The city of Hialeah is the long term lessor of the property and is preparing plans for the conversion of the station into a farmer's market or other compatible use that would result in rehabilitation of the structure and would require little alteration to the station itself.

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RAILWAY STATION, DADE CO., FL.**Section number   8   Page   1  

The Hialeah Seaboard Air Line Railway Station is significant at the local level under National Register Criteria A and C, in the areas of Architecture, Transportation, and Community Planning and Development. The station, designed by the West Palm Beach architectural firm of Harvey and Clarke, is a physical manifestation of the phenomenal growth of south Florida during the boom years of the 1920s. It also represents the importance of rail transportation in the development of new communities in south Florida during that time. In the context of those structures in the city of Hialeah from that period, this 1926 station is an exemplary example of the prevailing Mediterranean Revival style.

**HISTORIC CONTEXT**

Although Miami was incorporated in the 1890s, the neighboring cities that make up the metropolitan area were not on the map until the beginning of the 1920s. In large part they exist on land created by drainage of the Everglades. In 1907, an Everglades Drainage District was created and included most of the lands south and east of Lake Okeechobee. A system of canals was created as an integral part of the drainage system. The establishment of communities on this reclaimed land was also made possible by a growing road and railway network that enabled the transportation of goods, and materials, and more importantly, the arrival of buyers of the new real estate.

The Florida East Coast Railroad (FEC) was launched by Henry Flagler in the late 1880s and was steadily extended down the east coast of Florida from St. Augustine. A 1917 map of the system shows the preeminence of the line, with 522 miles of track from Jacksonville in the north, to Key West in the south. In Dade County alone (the jurisdiction of Dade County in 1917 included Fort Lauderdale on the north, and Key Largo on the south), the railroad connected twenty-nine small communities, many of which were originally established as frontier outposts.

The growth of south Florida depended in large part on adequate railroad facilities. In the frenzy of development in the greater Miami area in the early 1920s, transportation was the key to ensuring success. However, the FEC began having difficulty in handling the volume of freight coming into Miami. By August of 1925, over eight hundred cars were waiting to be

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RAILWAY STATION, DADE CO., FL.

unloaded, while another thirteen hundred were strung out on the tracks as far north as Lemon City. The FEC's inability to handle the volume led citizens of greater Miami to actively seek another line into the city. In June of 1925, the Miami Chamber of Commerce formally invited the Seaboard Air Line Railroad to extend its West Palm Beach line into Miami.

**HISTORIC SIGNIFICANCE**

The development of Hialeah was created by the partnership, formed in 1917, of James Bright and Glenn Curtiss. James Bright came to Florida from Missouri in 1909, seeking a warmer climate and the advantage of being able to graze cattle on a year-round pasture. He purchased 3,000 acres for a cattle ranch in the area that is now Hialeah.

Glenn Curtiss was a famed aviation pioneer. He began the Curtiss Flying School in Miami Beach in 1911. He met James Bright in 1916 while looking for a location for a new landing strip, and the men became friends and partners in an aviation school. In 1916, they had formed the Curtiss-Bright Ranch Company and purchased 14,000 acres which they began selling as farm sites. In 1921, they announced the creation of the towns of Hialeah (named for the Seminole Indian word meaning high prairie), Miami Springs, and Opa-Locka. Hialeah, encompassing thirteen square miles and sited just north of the Miami River Canal, was to be the supply town for the surrounding farms. During the next five years the partners pumped tens of thousands of dollars into the infrastructure and donated land for two churches, a city hall, school, park, water plant, and race track. The successful sale of lots in the new city reflected the unparalleled excitement of the Florida real estate boom. Reportedly, \$1 million of land in Hialeah was sold in a ten-day period in 1922. The city was incorporated in 1925.

Part of the initial success of the community was the rail transportation assured by the extension of the Seaboard system into the Miami area. By July 1925, Seaboard's President S. Davies Warfield had obtained the right-of-way to Miami on lines donated by George E. Merrick of Coral Gables, the Curtiss-Bright interest in Hialeah, and C. H. Perry of Miami. Simultaneously, delegations from Homestead and the Redlands petitioned Warfield to extend the line even further south into their communities. By

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the end of July, title to the lands through to Florida City had been cleared for Warfield to build upon.

On January 20, 1926, ground was broken to celebrate the beginning of the Seaboard's extension into Miami as well as Homestead. The Hialeah Seaboard Air Line Station was also begun in 1926 and completed the following year. In relatively short order, the Seaboard system established itself in south Florida. The first Seaboard passenger train arrived in Miami on January 8, 1927. In addition to carrying passengers, the Seaboard also secured lines in the Boca Grande area on the west coast that transported the majority of Florida's phosphate rock.

The prosperity that Hialeah enjoyed, like the rest of Florida's new communities, was short lived for the Boom came to an abrupt halt in 1927. It was estimated that 10,000 people were living in the Hialeah area in 1925. After a devastating hurricane in 1926, only 1,500 remained. The collapse of the real estate boom in 1927, the Great Depression, and internal strife hampered the growth of the city.

By 1929, the Seaboard system, encompassing 4,500 miles of track, experienced the great tumult brought on by the collapse of the stock market. The company was placed in receivership in December 1930 and the Atlantic Coast Line (ACL) purchased many of the Seaboard properties. Seaboard was later reorganized and continued to operate throughout World War II. However, in 1967 the ACL bought Seaboard's assets and in a merger, created the Seaboard Coastline Railroad. The Seaboard Coastline Railroad was then merged into the CSX Corporation in 1980.

Hialeah found it difficult to recover from the collapse of the land boom and the Great Depression. Between 1925 and 1945, the number of industries located in the city expanded from 21 to only 26. By 1945, the population had grown to only 4904. After 1945, industry began to find Hialeah attractive because of its location by the Miami River Canal and because of its proximity to rail and air facilities. However, the Hialeah Seaboard Railway Station was abandoned as a passenger station in 1972 and has remained vacant since that time.

**United States Department of the Interior  
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RAILWAY STATION, DADE CO., FL.**Section number 8 Page 4**ARCHITECTURAL CONTEXT AND SIGNIFICANCE**

Many stations built by the Seaboard Air Line Railroad bear remarkable similarities to each other. The 1927 Delray Beach station (NR 1986) and the 1926 Naples station (NR 1974) feature the same basic plan as the Hialeah station. All three stations terminated in a portico with a shallow hip roof. This close resemblance reflects a "signature" of the Seaboard line, the equivalent of a corporate logo. The similarity in stations is no coincidence, as the company hired West Palm Beach architects Harvey and Clarke to design a number of their stations during the period from 1925 to 1927. In addition to the Hialeah Station, they also designed the Seaboard stations in West Palm Beach (NR 1973), Boynton Beach, Deerfield Beach (NR 1990), and Sebring (NR 1990).

L. Phillips Clarke and Henry Stephen Harvey were highly successful architects who practiced in West Palm Beach. Both men attended the University of Philadelphia and formed their partnership in 1921, following service in World War I. The firm was active in both single and multi-family residences, ecclesiastical, and commercial designs. By 1926 the firm employed at least fourteen architects and draftsmen, and had opened a branch office in Homestead. Among their most significant commissions in West Palm Beach were the Comeau Building (1925), a ten-story office building, and the Holy Trinity Episcopal Church (1923).

This is one of the few historic public buildings identified in a 1979 survey of Hialeah. It is also one of the largest of the surviving Mediterranean Revival style buildings in the city. The Mediterranean Revival style, especially the Mission sub-type, was the favored architectural style during Hialeah's formative years. The Seaboard Air Line Railway Station represents not only the architectural taste of the times, but also serves as a visual reminder of the importance of rail transportation in the growth and economic stability of the community.

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HILEAH SEABOARD AIR LINE  
RAILWAY STATION, DADE CO., FL.

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**HIALEAH SEABOARD AIR LINE  
RAILWAY STATION, DADE CO., FL.**

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**VERBAL BOUNDARY DESCRIPTION**

That part of Florida Department of Transportation, Southeast Rail Corridor Right of Way in the city of Hialeah described by the following metes and bounds: From the NE corner of SE 1/4 of Section 20, Township 53, Range 41, run N 87 degrees, 57' 3", E 731.94 feet; thence N 1 degree, 39' 52" W 640 feet to a POB; thence S 30 degrees 0' 00" W 315 feet to the west edge of SFRC's right of way; thence S 02 degrees, 11' 38" E 785 feet; thence N 87 degrees, 48" 22" E 142.94 feet; thence N 1 degree 39' 52" W 1055 feet to POB, containing 131,504 square feet more or less.

**BOUNDARY JUSTIFICATION**

The boundaries of the nominated property, shown on the accompanying site plan, have been historically associated with the Hialeah Seaboard Air Line Railway Station.

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**HIALEAH SEABOARD AIR LINE  
RAILWAY STATION, DADE CO., FL.**

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1. Hialeah Seaboard Air Line Railway Station, 1200 SE 10th Court
  2. Hialeah, Dade County, Florida
  3. Ellen J. Uguccione
  4. October 1994
  5. Carr Smith Associates, 4055 N.W. 97th Avenue, Miami
  6. Main (west) facade on left, north facade on right; view looking northeast
  7. Photo 1 of 12

**Numbers 1-5 are the same for the remaining photographs**

6. South elevation, view looking north
7. Photo 2 of 12
  
6. Detail, west facade, view looking east
7. Photo 3 of 12
  
6. Doorway detail, west facade, view looking east
7. Photo 4 of 12
  
6. Window detail, west facade, view looking east
7. Photo 5 of 12
  
6. Detail, west facade, view looking northeast
7. Photo 6 of 12
  
6. Detail, west facade, view looking northeast
7. Photo 7 of 12
  
6. Detail, west facade, view looking southeast
7. Photo 8 of 12
  
6. North elevation on left, west facade on right; view looking southeast
7. Photo 9 of 12
  
6. East elevation, view looking northwest
7. Photo 10 of 12
  
6. Detail, east elevation, view looking northwest
7. Photo 11 of 12
  
6. Detail, east elevation, view looking northwest
7. Photo 12 of 12

