

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

DEC 5 1980

date entered

JAN 6 1981

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

1. Name

historic Vero Railroad Station

and/or common Vero Beach Railroad Station

2. Location

street & number 2336 14th Avenue

N/A not for publication

city, town Vero Beach

N/A vicinity of

state Florida

code 12

county Indian River

code 061

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

4. Owner of Property

name Indian River County Historical Society

street & number Post Office Box 6535

city, town Vero Beach

N/A vicinity of

state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Indian River County Courthouse

street & number 1840 25th Street

city, town Vero Beach

state Florida

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 type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved date 1984
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Vero Railroad Station is a simple, one-story, frame vernacular building constructed in 1903 and substantially altered in 1916 and 1936. The present appearance of the building is largely the product of the 1936 remodeling. The shingle clad, rectangular building is covered by a medium pitched gable roof supported by decorative brackets. Fenestration is double hung sash, generally two over two. The interior of the building retains its segregated waiting rooms, ticket windows, and beaded walls and ceilings. The building was moved to a site 2,500 feet north of its original location in 1984 but retains its historic orientation and close proximity to the railroad.

As constructed in 1903, the Vero Railroad Station was a modest one-story board and batten building covered by a medium pitch gable roof. Decorative cypress brackets (still in place) supported the wide overhang of the roof. A separate building located directly north of the station was used for freight. In 1916 the station was substantially enlarged by the addition of a freight room to north of the 1903 building. The passenger area was also enlarged to include segregated waiting rooms with individual entries and ticket windows. Historic photographs indicate that the building retained its 1903 board and batten exterior following the 1916 remodeling. Two doors on the south elevation provided access to station's waiting rooms and an observation bay located on the trackside (east) elevation of the building opened from the ticket office. The roof was pierced by a corbelled brick chimney and two louvered cupolas. Two freight platforms were located on the station's long (east and west) elevations.

In 1936 the station was again remodeled, resulting in its present physical appearance. The passenger area was remodeled to include separate restroom facilities for the waiting rooms and the ticket office was expanded to the north. The 1903 board and batten siding was replaced on the passenger end of the building by cypress shingles and a breezeway was introduced between the ticket office and the freight room.

The present structure includes only the passenger end of the building, the freight room having been demolished prior to the station's relocation in 1984. The building is rectangular in plan (22' x 60') with a rectangular observation bay on its east elevation. An 8:12 slope gable roof finished with diagonal square fiberglass shingles covers the building. The roof has a 7-foot overhang on its east and west elevations and a 3-foot overhang on its north and south gable ends. Original fenestration is double hung or single hung sash, generally two over two. Doors are generally four panel cypress. A five-foot wood deck traverses the entire building approximately 24 inches above the grade. The station's single most decorative elements are its cypress brackets, seven on the east elevation, five on the north and south elevations and eight on the west elevation.

The interior of the building includes two waiting rooms with individual restrooms for each in its south half and a ticket office at its northern end. Walls and ceilings are covered with beaded tongue and groove paneling. Two ticket windows open onto the former white waiting room, one onto the colored waiting room. A chimney flue marks the former location of a cast iron stove. The interior is without additional ornamentation or finish.

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 checked="" 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 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 1903 **Builder/Architect** Florida East Coast Railroad, builder

Statement of Significance (in one paragraph)

The Vero Station (FEC Station #350) is significant in the areas of architecture, commerce and transportation at the local level. Constructed in 1903, with substantial modifications in 1916 and 1936, the building is a modest but locally important frame vernacular structure located in the Florida east coast community of Vero Beach. The building served the transportation needs of the community and its surrounding agricultural area for over seventy years and has contributed significantly to its growth and development.

In 1892, the Florida Coast and Gulf Railway began survey work for an extension of their railroad from Daytona Beach to West Palm Beach. In October of the same year, the railroad was renamed the Jacksonville, St. Augustine and Indian River Railway Company with millionaire industrialist Henry M. Flagler as president. In 1895, the railroad became the Florida East Coast Railway, with Flagler by now well underway with his southward extension of the railroad along Florida's southeast coast.

In 1893, passenger and freight service was established at Gifford, a laborers camp located approximately one mile from what would later become the community of Vero (later incorporated as the City of Vero Beach). Local history relates that a disagreement over a proposed right-of-way between Flagler and a local farmer, Mr. Gifford, lead to the early development of the Gifford station and delayed the establishment of the Vero Station until 1903.

As was typical of all the early small railroad stations built by the FEC Railway, the Vero Station was built from stock railroad plans constructed by railroad construction crews. The simple, frame vernacular building was typical of FEC stations in Florida. The station operated in a "whistle stop" capacity until 1916 when the facility was expanded to a full passenger station. The plans for the station's 1916 expansion do not credit a specific designer but in a later remodeling in 1936 the names W. M. Kenan and S. M. Loftin appear on the station's drawings.

Providing both freight and passenger service, the modest Vero Railroad Station contributed significantly to the agricultural and commercial economy of its locality. The railroad provided local farmers with a fast and inexpensive means to ship their products north, which included garden vegetables, pineapples and citrus. As the railroad brought faster and more comfortable passenger transportation, subdivision and development of the area began, although the town of Vero itself was not incorporated until 1919 with a population of 793. Increased passenger and freight service necessitated the enlargement of the station's passenger and freight facilities in 1916. In 1936, the passenger area was again remodeled and enlarged and the exterior of the building given its present shingled appearance.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property Less than 1

Quadrangle name Vero Beach

Quadrangle scale 1:24,000

UTM References

A

1	7	5	5	9	2	8	0	3	0	5	7	6	0	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

Block 18, Original Town Subdivision (Plat Book 2, Page 12, St. Lucie County). This area includes all historic resources associated with the Vero Railroad Station.

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 Ruth Stanbridge, Michael Zimny/Historic Sites Specialist

organization Bureau of Historic Preservation date October 1986

street & number Division of Historical Resources 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. Berry*

title State Historic Preservation Officer date 11/5/86

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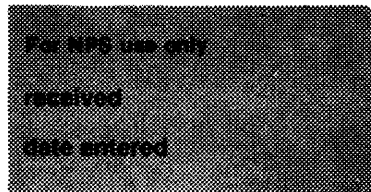
I hereby certify that this property is included in the National Register entered in the National Register

for Helmut Byer date 1/6/87
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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In December, 1984, following its acquisition by the Indian River County Historical Society, the station was moved approximately 2,500 feet north of its original location to its present site. The relocation of the building was its only alternative to demolition. The historic orientation of the building was maintained in its new location and the building retains a close proximity to the FEC railroad tracks. The commercial/industrial surroundings of its present site are identical to its former location. The building is presently undergoing restoration with a railroad museum proposed as its future use.

Resources Inventory

Contributing resources: 1 Building

Non-contributing resources: 0

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Continuation sheet 2

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The station continued to provide passenger service to the Vero Beach area until 1968 when the FEC discontinued passenger service throughout their network. Freight service continued at the station until the mid-1970's when this operation was transferred to Ft. Pierce. The station was subsequently abandoned by FEC and remained inaccessible until 1984 when it was purchased from the railroad by the Indian River County Historical Society. In an effort to secure its preservation, the building was moved a short distance north to its present location. Because the building maintains its historic association and its close proximity to the railroad, its eligibility for National Register listing has not been compromised by its move. Further, preservation of the station has been achieved, with exterior restoration complete and interior work underway. Long range plans call for the eventual use of the building as a railroad museum.

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Continuation sheet 3

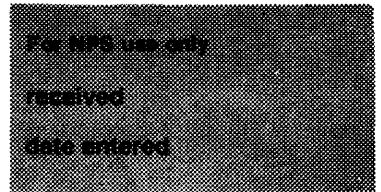
Item number 9

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St. Lucie County Records. Plat book 2, page 12, 1924.

Vero Press, 1919 - 1926, newspaper articles concerning incorporation of City of Vero and World War I.

United States Department of Commerce, Bureau of Census, United States Printing Office, 1915.

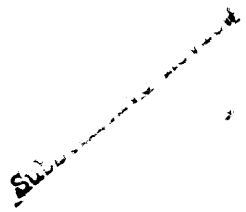
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Vero Railroad Station
Indian River County, FLORIDA

ADDITIONAL INFORMATION

See 

Keeper *Arvy Sblazel 6/30/88*

5/20/88

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The 1936 remodeling represents the culmination of the physical evolution of the Station, and provides tangible evidence of its continuing importance in the economic life of the Vero community. As elsewhere throughout the country, automotive transportation was steadily eroding the role of the railroad in local short haul traffic. Nevertheless, the FEC Railroad continued to serve the Vero community as its primary link with markets for its produce and the homes of its tourists and winter residents in the North. Despite the effects of the Great Depression, the Vero Station thus retained its significance in the commercial life of the community throughout the 1930s.

Based on the physical evolution of the building, the period of historical significance of the Vero Railroad Station may be defined as 1903 to 1936. It is appropriate to note, however, that the station continued to serve its original purpose well beyond this period, providing passenger service to the Vero Beach area until 1968 when the FEC discontinued all passenger service, and freight service until the mid-1970's when this operation was transferred to Ft. Pierce. The station was subsequently vacated by FEC and remained unused until 1984 when it was purchased from the railroad by the Indian River County Historical Society.

In order to assure its preservation, the building was moved a short distance north to its present location. Ironically, the relocation site is a lot that had been purchased by the City of Vero in 1924 for the specific purpose of relocating the Vero Station, and had not been occupied by any other building since that time. Because the building maintains its historic orientation and close proximity to the railroad, its eligibility for National Register listing has not been compromised by its relocation. Preservation of the station has been achieved, with exterior restoration complete and interior work presently in progress.