

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received **AUG 6 1986**
date entered 9-4-86

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

1. Name

historic Seaboard Airline Railroad Station

and/or common Delray Beach Railroad Station

2. Location

street & number 1525 West Atlantic Avenue

N/A not for publication

city, town Delray Beach

N/A vicinity of

state Florida

code 12

county Palm Beach

code 099

3. Classification

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

4. Owner of Property

name Seaboard System Railroad

street & number 500 Water Street

city, town Jacksonville

N/A vicinity of

state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Palm Beach County Courthouse

street & number 301 North Olive

city, town West Palm 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 checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Seaboard Airline Railroad Station is a one-story, stucco and frame building constructed in Mediterranean Revival style. The 1927 building is distinguished by a series of clay barrel tile roofs, three pyramidal-roofed towers and an open arcade at its south end. In plan the building includes two waiting rooms and a ticket office at its south end and a larger freight warehouse at its northern termination. A metal and concrete canopy, conjectured to be original, covers the depot platform on the west side of the building. Major alterations include the removal of wooden loading platforms on the northeast side of the building, the enclosure of several window and door openings and some interior alterations to the waiting room and ticket office.

EXTERIOR

The Seaboard Airline Railroad Depot is a one-story rectangular building consisting of a passenger waiting facility at its south end and a freight warehouse at its north end. The building is constructed of stucco over wood and, in some cases, stucco over brick, set on a concrete foundation. A series of hip and gable roofs clad in their original clay barrel tiles cover the passenger end of the building. The freight warehouse is covered by a flat roof with a built-up parapet wall. Three low towers covered by pyramidal barrel tile roofs project above the passenger end of the building. The towers located at the southeast and southwest corners of the building are rectangular in plan; the one above the station master's office is octagonal. A three-bay open arcade covered by a low hip roof projects from the south end of the building. A simple wooden canopy projects from the east side of the freight warehouse. A similar canopy projects from the west side of the arcade.

The building includes thirteen window openings; six on the west elevation, one on the south elevation and six on the east elevation. Most of the windows have been enclosed, although the three windows of the ticket office and one window of the south waiting room remain open. Metal grillwork has been placed over the ticket office windows. The decorative features of the building are limited to a simple cyma reversa molding at the roof line, bracketed eaves extending along a portion of the freight warehouse and bracketed canopies above two doorways. At the north (freight warehouse) elevation of the station a brown lettered stucco relief sign spells out "Delray Florida." At the south (passenger facility) elevation the name "Delray Beach" appears above its arcaded porch.

Immediately to the west of the building is a 400-foot long trackside canopy consisting of a steel frame bolted on ten-inch concrete posts set in a concrete platform at twenty-foot intervals. The canopy is covered by a corrugated steel roof. A fourteen-foot extension of the canopy set on two steel posts connects the main portion of the canopy with the open arcade of the station. A steel-wheeled baggage wagon is chained to one of the canopy's posts. The canopy also has an electrical lighting system and a public address system.

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 checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900–	<input 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 1927

Builder/Architect Harvey and Clarke, Architects

Statement of Significance (in one paragraph)

The Seaboard Airline Railway Station is significant at the local level in the areas of architecture, commerce and transportation. Designed by the well-known West Palm Beach architectural firm of Harvey & Clarke, the Delray Beach station is a good example of the Mediterranean Revival style in South Florida. Prior to the development of highway construction and truck transportation, the station served the commercial and transportation needs of local farmers, businessmen and residents of this Atlantic coast community. Since May 1971 the building has been an active station in the AMTRAK system.

In 1925 the Seaboard management began a legal battle to secure a railroad right-of-way from West Palm Beach to Miami. In December condemnation suits named property owners along the proposed track line in Delray. The Seaboard's legal action was successful and it was planned that construction of the tracks would commence at both West Palm Beach and Miami and be joined at a point midway. Seaboard President S. Davies Warfield officiated at ground breaking ceremonies for the Delray Beach station on January 22, 1926. In March, under the supervision of resident engineer T. R. Burke, a crew of 200 laborers operating four drag lines, began clearing the trackline through Delray. In July the next crew drove pilings, completed the grade and laid track. In August a small locomotive of the Dinky type made the run from West Palm Beach to Delray. Freight service was available to Delray on November 10 and through freight to Miami on December 15, 1926. Foley Brothers, Inc. were the railroad construction engineering firm for the Seaboard Air Line Railway on its extension from Coleman to Homestead, Florida.¹ On January 8, 1927, Delray's first Mayor, John S. Sundy, led the citizen delegation to greet the Orange Blossom Special's ceremonial first stop at the Delray station on its trip along the completed line to Miami. Florida Governor John W. Martin and Seaboard President Warfield also spoke briefly to the assembled crowd.²

The well-known architectural firm of Henry Stephen Harvey and Louis Phillips Clarke of West Palm Beach provided the design for the Delray Station as well as that for other stations in the Seaboard's expansion from West Palm Beach to Miami.³ These stations, all designed in the Mediterranean Revival style, include those at West Palm Beach (National Register), Boynton Beach and Deerfield Beach, as well as the subject property at Delray Beach. The Boynton Beach, Deerfield Beach and Delray Beach stations were designed following the "Type A" station plan and are nearly identical in appearance.⁴ The original construction drawings for the Delray Beach station are dated August 3, 1926 and are signed by Gustav A. Maas (1893–1964).⁵ Maas worked for Harvey and Clarke before forming a partnership with John L. Volk in Palm Beach.⁶

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property 1.113 acres

Quadrangle name Delray Beach

Quadrangle scale 1:24,000

UTM References

A	<u>17</u>	<u>590600</u>	<u>2971000</u>
	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

See Continuation Sheet

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

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
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11. Form Prepared By

name/title John P. Johnson/Michael Zimny, Historic Sites Specialist

organization Bureau of Historic Preservation date July, 1986

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

city or town Tallahassee state Florida

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature *George W. Burt*

title State Historic Preservation Officer date 7/29/86

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

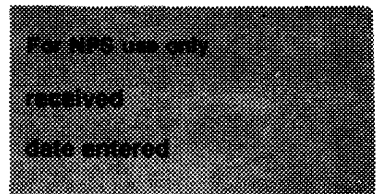
Delores Byers date 9-4-86
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

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INTERIOR

The interior of the building consists of two passenger waiting rooms, a ticket office, a baggage and express freight room and a freight warehouse. The passenger facilities of the station originally included two (white and colored) waiting rooms, with separate entrances and toilet facilities, separated by a central ticket office. The ticket office included two interior ticket windows to serve the separate waiting rooms and four exterior windows for trackside viewing. The ticket office also included a small storage room with an individual trackside entrance and facilities for a railroad telephone and telegraph. The former colored waiting room is now closed and the old white waiting room is now used by all passengers. This room has been altered through the addition of a modern terrazzo floor, the installation of a modern wood door leading to the ticket office and the enclosure of its east and west doorways. The baggage and express freight room is now closed but retains its original exterior window and door openings.

Originally a large covered platform with two-inch plank flooring was located directly north of the freight warehouse. In 1958 the platform was remodeled and incorporated into the freight warehouse through the enclosure of its five east and west bays with clapboard siding and wood-freight doors and its north bay with clapboard siding, a small door and window and a corrugated steel freight door. The platform's east and west projections have been removed although the original seven-foot metal canopy above the former east platform is still intact.

RESOURCES INVENTORY

Contributing Resources: 1 Building
Non-contributing Resources: 0

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In Palm Beach County, the new Seaboard line competed with the older Florida East Coast Railway that was already serving important centers of commerce in the small pioneer towns since the mid-1890's. The new Seaboard station was constructed on West Atlantic Avenue, one mile west of the F.E.C. station in downtown Delray. Delray Beach became a center for shipping winter vegetables, notably beans, tomatoes and pineapples. Both the F.E.C. and the Seaboard played a significant role in the commercial and agricultural development of Delray Beach and surrounding farm land.⁷

NOTES

¹ The legal discussion and construction was reported in the Delray Beach News Journal, January 12, 22; March 5, July 16, August 27; December 31, 1926.

² Delray Beach News Journal, January 7, 1927. In 1927 the Town of Delray combined with the Town of Delray Beach (comprised of residents between the Intracoastal Waterway and the Atlantic Ocean) to form the City of Delray Beach.

³ See biographical sketches on Henry Stephen Harvey and Louis Phillips Clarke in The Book of Florida, pp. 326, 584. See also the Historical Edition of the Palm Beach Post, January 3, 1926 for a discussion of West Palm Beach buildings by Harvey & Clarke.

⁴ P. Richard Brautigan, AIA, student of Seaboard station architectural types.

⁵ Original construction drawings by Gustav A. Maas (dated 8/3/26). Copies obtained from the Seaboard's architectural files in Jacksonville.

⁶ For a discussion of Maas and Volk, see Donald W. Curl's Mizner's Florida: American Resort Architecture, p. 166.

⁷ For a portrait of agriculture and commerce in Delray Beach see Cecil W. and Margoann Farrar's Incomparable Delray Beach - Its Early Life and Lore. For a brief history of the impact of the Florida East Coast Railway in Palm Beach County see Seth Bramson's Speedway to Sunshine.

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PRIMARY SOURCES

Building Permit No. 5232, November 4, 1958, Seaboard Airline Railroad.

Delray Beach News Journal, January 12, 22; March 5; July 16; August 27; December 31, 1926; January 7, 1927.

Florida Editors Association. The Book of Florida. n.p., 1925.

Seaboard Railroad, Delray, Florida, drawings for combination station type A, August 3, 1926.

SECONDARY SOURCES

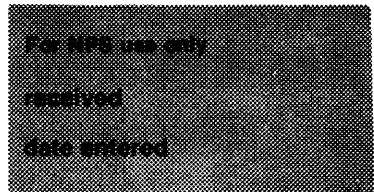
Bramson, Seth. Speedway to Sunshine. Erin, Ontario: Boston Mills Press, 1984.

Curl, Donald W. Mizner's Florida: American Resort Architecture. New York: Architectural History Foundation and the Massachusetts Institute of Technology, 1984.

Farrar, Cecil W. and Margoan Farrar. Incomparable Delray Beach - Its Early Life and Love. Boynton Beach, Florida: Starr, 1974.

Mann, Robert W. Rails 'Neath the Palms. Burbank: Darwin Publishers, 1963.

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**National Register of Historic Places
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Continuation sheet 4

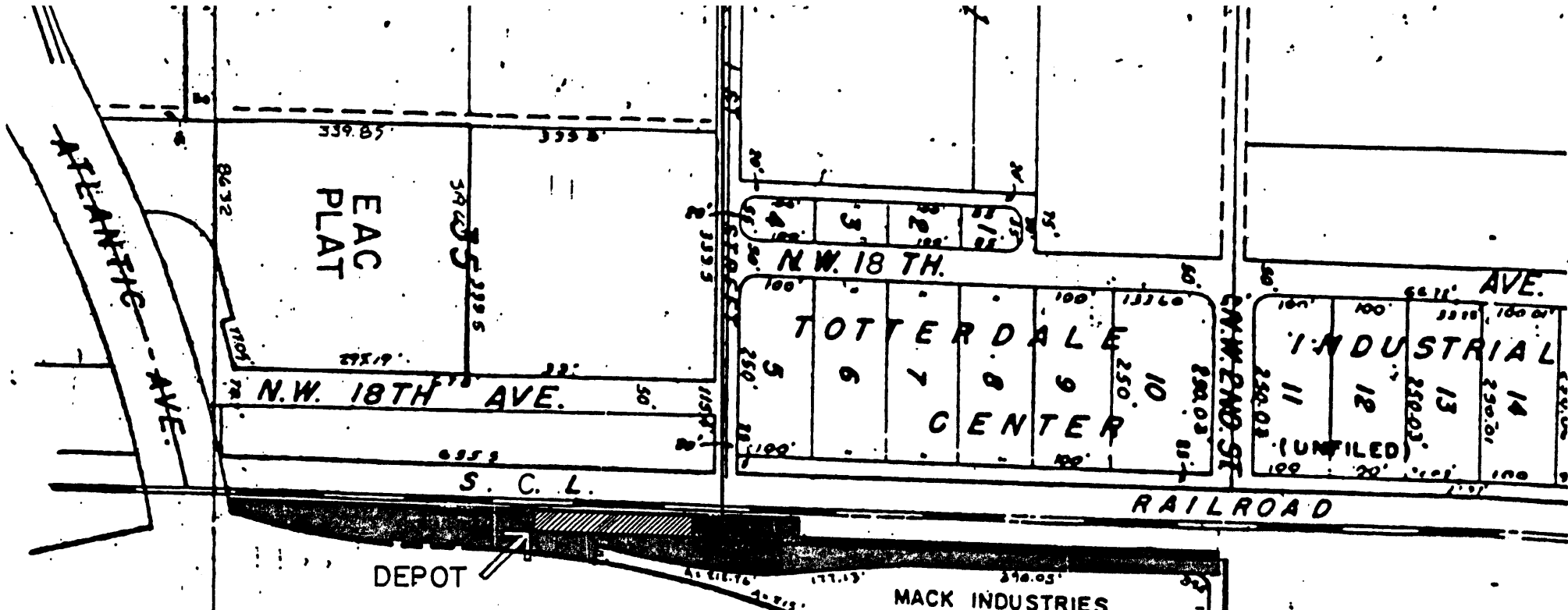
Item number 10

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A parcel of land lying in Section 18, Township 46 South, Range 43 East, City of Delray Beach, Palm Beach County, Florida, said parcel being more particularly described as follows:

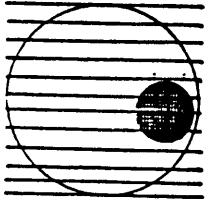
Commencing at the Northeast corner of said Section 18; thence with a bearing of S. 00° 30' 00" E., along the East line of Section 18, a distance of 690.00 feet to a point; thence with a bearing of S. 89° 30' 00" W., a distance of 264.00 feet to a point; thence with a bearing of S. 00° 30' 00" E., along a line lying 264.00 feet West of and parallel to the East line of Section 18, a distance of 1280.24 feet to a point; thence with a bearing of S. 32° 53' 57" W., a distance of 43.58 feet to a point of curvature; thence with a curve to the left, having a radius of 632.00 feet, an arc length of 215.00 feet to the Point of Beginning; thence with a bearing of S. 07° 50' 46" W., a distance of 399.94 feet to a point; thence with a bearing of S. 22° 58' 54" W., a distance of 81.05 feet to a point; thence with a bearing of S. 81° 46' 47" W., a distance of 17.99 feet to a point; thence with a bearing of N. 00° 30' 00" W., a distance of 629.54 feet to a point; thence with a bearing of N. 89° 30' 00" E., a distance of 97.15 ft. to a point; thence with a curve concave to the West, having an initial tangent bearing of S. 07° 04' 59" E., a radius of 541.40 feet, a central angle of 16° 21' 56", an arc length of 154.64 feet to a point; thence with a bearing of S. 79° 19' 23" E., a distance of 15.62 feet, more or less, to the Point of Beginning.

Containing 49,373 square feet, more or less, and subject to easements and rights-of-way of record.



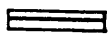



VICINITY PLAN

Delray Beach
Florida

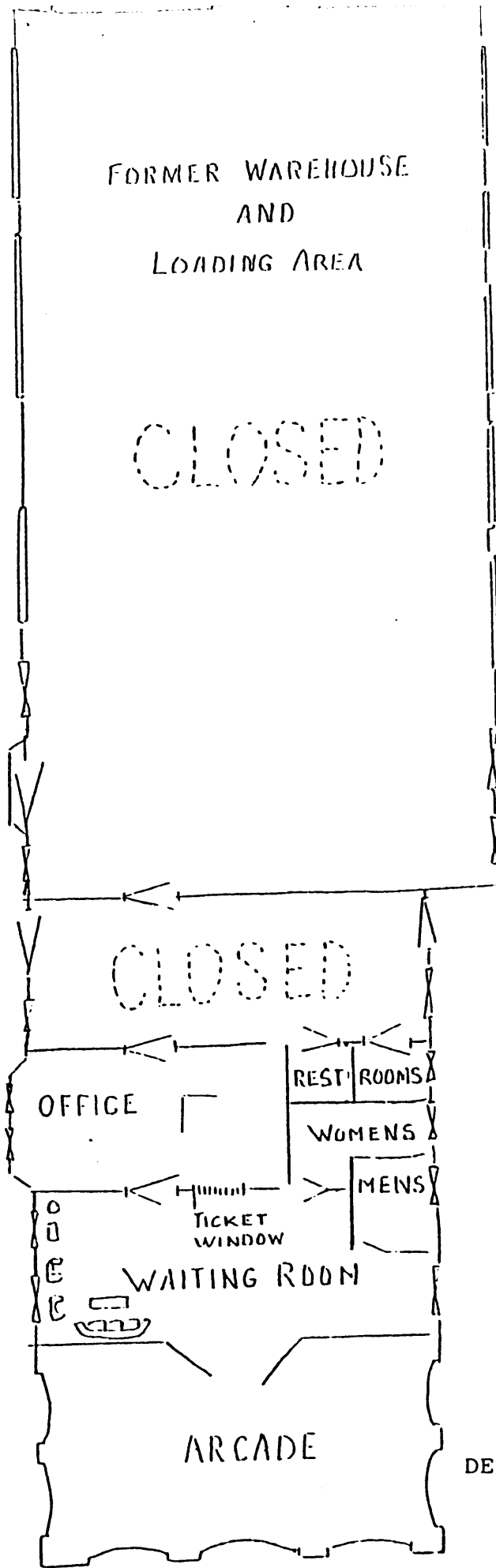


LEGEND

-  SITE
-  DEPOT BUILDING
-  PROPOSED NEW ROUTE AND CROSSING
-  EXISTING ROUTE TO DEPOT

INTERSTATE

18	19	20	21	22	23	24	25	26	27	28	29	30
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FORMER WAREHOUSE
AND
LOADING AREA

CLOSED

CLOSED

OFFICE

REST ROOMS

WOMENS

MENS

TICKET
WINDOW

WAITING ROOM

ARCADE

DELRAY BEACH RAILROAD STATION
SKETCH OF INTERIOR