**Seaboard Coast Line Railroad Company, Raleigh Division, Office Building**

**LOCATION**

**STREET AND NUMBER:** 325 Halifax Street

**CITY OR TOWN:** Raleigh

**STATE:** North Carolina

**CLASSIFICATION**

<table>
<thead>
<tr>
<th>CATEGORY (Check One)</th>
<th>OWNERSHIP</th>
<th>PUBLIC ACQUISITION</th>
<th>STATUS</th>
<th>ACCESSIBLE TO THE PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>Building</td>
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<td>Private</td>
<td>Both</td>
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<tr>
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<td>Structure</td>
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<tr>
<td>Object</td>
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**PRESENT USE** (Check One or More as Appropriate)

- [ ] Agricultural
- [ ] Government
- [ ] Park
- [ ] Transportation
- [ ] Comments
- [ ] Commercial
- [ ] Industrial
- [ ] Private Residence
- [ ] Other (Specify)
- [ ] Educational
- [ ] Military
- [ ] Religious
- [ ] Scientific

**OWNER OF PROPERTY**

**Seaboard Coast Line Railroad Company**

**STREET AND NUMBER:** 3600 West Broad Street

**CITY OR TOWN:** Richmond

**STATE:** Virginia 23213

**LOCATION OF LEGAL DESCRIPTION**

**COURTHOUSE, REGISTRY OF DEEDS, ETC.:** Wake County Courthouse

**STREET AND NUMBER:** 310 Fayetteville Street

**CITY OR TOWN:** Raleigh

**STATE:** North Carolina

**REPRESENTATION IN EXISTING SURVEYS**

**TITLE OF SURVEY:**

**DATE OF SURVEY:**

- [ ] Federal
- [ ] State
- [ ] County
- [ ] Local

**REPRESENTATION IN SURVEY RECORDS:**

**COURTHOUSE AND NUMBER:**

**CITY OR TOWN:**

**STATE:**

**CODE:**
The office building of the Seaboard Coast Line Railroad Company, Raleigh Division, was built in at least three stages which conform stylistically to give unusual continuity to the exterior. The three-story north section, which is the primary structure, is of brick laid in American bond painted white. The first two stories were begun in 1861, and the third was added in 1891. The windows, with segmental arched heads, are arranged in five bays across the east (front) and west (rear) facades and across four bays on the north side. A subtlety of design is seen in the fenestration scheme that spaces the three central windows on the principal facades farther apart than the rest, with the reverse spacing occurring on the north side. Projecting brick panels with corbeled corners appear below the third floor windows. The main entrance is located in the central bay of the east facade in a segmental arched recess. The original double door has been replaced by a modern glass door with transom. In the central bay of the rear facade, the brick work indicates that the existing windows on the first and second floors are replacements for wide double doors. A stone water table denotes the juncture of the first floor and the raised basement. The basement is partially concealed on the north and east sides by a land fill. Four brick chimneys protrude from the deck-on-hip roof. A simple cornice with paneled soffit is supported by pairs of triple-pendant wooden brackets.

Along the full length of the front and back are ornamental cast iron verandahs composed of Tuscan colonnettes supporting ogee arches with spandrels pierced by restrained geometric patterns. Supporting the rear verandah at the ground level is a brick arcade. The central arch is open while the remainder are filled with wooden lattice work.

In 1886 a single-story, two-bay wing was added to the south side. In the early 1940s it was raised to two stories and lengthened by the addition of a projecting two-bay section. The entire wing terminates in a simple cornice and a brick parapet, which hides a flat roof. The water table on the extension is of brick painted gray to match the stone trim of the main structure. The visual continuity of the two sections is also maintained by the window treatment of the extension, which is identical to that of the main block.

The older sections were remodeled in the 1940s, greatly changing the plan, but some of the original interior trim survives.
Raleigh celebrated the arrival of its first train on March 21, 1840, five years after the charter of the Raleigh and Gaston Railroad in 1835. After several years of operation the Raleigh and Gaston line was sold in 1855 under foreclosure and taken over by the state of North Carolina. In 1851 the railroad was reorganized and remained under control of the state until 1867, when the stockholders were able to purchase controlling interest from the state.

At the tenth annual stockholders meeting the finance committee suggested that an office be built in Raleigh "which can now be done, while we have the brick and other material at hand, at a reasonable cost." At the annual meeting held July 4, 1861, it was reported that "the office at Raleigh, much needed... is now in progress... we expect to have it finished by the first of January, 1862." At the next annual meeting it was noted that a shortage of lime had delayed the completion of the building, but it was hoped that the building would be finished soon.

On October 27, 1886, the superintendent's report contained a notation that "a room has been added to the building used for offices in Raleigh." By 1891 an additional story had been added to the "general office building in Raleigh, giving six additional rooms."

On November 9, 1893, the Raleigh and Gaston Railroad entered into an agreement with several associated railroads to form the Seaboard Air Line. This action was deemed necessary in order to reduce expenses by consolidating the working organization. The Seaboard Air Line merged with the Atlantic Coast Line in 1967. The firm, now known as the Seaboard Coast Line, still occupies the building.

The Seaboard Office Building, which has been utilized for railroad administration for over one hundred years, is one of the oldest commercial structures still serving its original function in North Carolina. This continuity of use and the interesting architectural adaptations that make it functional today render it of great importance to the understanding of the development of commerce and transportation in the eastern United States.
DEFINING A RECTANGLE LOCATING THE PROPERTY

<table>
<thead>
<tr>
<th>CORNER</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Degrees Minutes Seconds</td>
<td>Degrees Minutes Seconds</td>
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<tr>
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<td>°</td>
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</tr>
<tr>
<td>SE</td>
<td>°</td>
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</tr>
<tr>
<td>SW</td>
<td>°</td>
<td>°</td>
</tr>
</tbody>
</table>

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.5 acre

11. FORM PREPARED BY

NAME AND TITLE: John B. Wells, III, Survey Supervisor

ORGANIZATION: State Department of Archives and History

DATE: February 5, 1971

CITY OR TOWN: Raleigh

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National [ ] State [x] Local [ ]

Name: Dr. H. G. Jones

The Director, State Department of Archives and History

Date: February 5, 1971

SEE INSTRUCTIONS

NATIONAL REGISTER VERIFICATION

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

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date
9.

Seaboard Coast Line Railroad Company, Raleigh Division, Office Building
325 Halifax Street
Raleigh, North Carolina

Property Map of Raleigh
City of Raleigh
Scale: 1"/100 feet
June, 1967

Latitude
degrees minutes seconds
35° 47' 09"

Longitude
degrees minutes seconds
78° 38' 41"

[Map showing streets and buildings in Raleigh, North Carolina]