

**Seaboard Coastline Railroad Station  
420 Twenty-Second Street South  
Designated January 1993, HPC #92-03**



Constructed in 1926, the Seaboard Coast Line Railroad Station is only a substantially unaltered example of railroad architecture within the City of St. Petersburg. The Tampa and Gulf Coast Railroad Company, who constructed the building, was the second rail line to enter the City. Its design is of the masonry vernacular style which includes decorative brick work. The structure is a rare example of brick warehouse and office construction in the City of St. Petersburg. The building consists of two portions; a two-story office structure facing 22nd Street and a one-story warehouse attached to the rear of the office. The office portion of the building is constructed of a decorative, rough textured, red brick. The warehouse portion of the structure is of a matching red brick; however, its surface is smooth. The gently sloping roof of the office is concealed behind a crenelated brick parapet. The warehouse is covered by a gently sloping gable roof with wide overhangs.

The main facade faces 22nd Street South. This two-story facade is classical in design layout. It is characterized by tri-part, symmetrical fenestration with the center bay being most dominant. The structure is crowned by a crenelated cornice line which has three levels. The cornice features both recessed brick panels and corbeled, brick protrusions. A terra cotta panel located in the center-most portion of the cornice features the name SEABOARD and the date 1926.

The west facade fenestration consists of paired wooden windows centered on each bay. The main entry features wooden double doors located in the center bay of the first floor level. The entry is raised approximately three feet off the ground with wide steps leading to the doorway.

Both sides of the office portion feature two bays with a simplified flat cornice line. These bays also have centered paired wood windows matching those of the front. The rear facade is mostly obscured by the connecting warehouse. This facade features the same corbeled cornice as the front facade. However, it is constructed out of the smooth-faced brick identical to that used in the construction of the warehouse. Metal casement windows with transom lights are used on this facade. The warehouse portion of the structure is one story in height and stretches deep into the lot. The warehouse was divided into three bays by brick fire walls that protrude through the trussed roof system. These fire walls are crenelated like the cornice of the office structure. Sky lights are located in each section of the roof to light the warehouse. Each bay of the warehouse is penetrated by arched overhead delivery doors, which feature four rows of header stack bond. This refers to the way in which the butt end of a brick faces to the exterior of the wall. Wooden support brackets flank each archway to support the 6-foot overhanging roof. There are eight delivery doors located on the south side of the building which are evenly spaced to correspond to the length of a railroad car. The northern side of the warehouse features sixteen arched delivery doors spaced to correspond to the width of a delivery truck.