

WAKE COUNTY, NC 44  
LAURA M RIDDICK  
REGISTER OF DEEDS  
PRESENTED & RECORDED ON  
11/21/2008 AT 09:49:43

BOOK:013306 PAGE:01136 - 01141

Instrument prepared by: Raleigh City Attorney's Office  
Brief description for Index: Seaboard Coast Line RR Bldg  
Parcel Identifier: 1704616551  
Mail after recording to: City Planning Department  
PO Box 590, Raleigh NC 27602  
Attn: Martha Hobbs

STATE OF NORTH CAROLINA  
COUNTY OF WAKE

**AFFIDAVIT OF CORRECTION OF TYPOGRAPHICAL OR OTHER MINOR  
ERROR**  
[N.C.G.S. 47-36.1]

The undersigned Affiant, being first duly sworn, hereby swears or affirms that the Raleigh City Council Ordinance (1990) 576 adopted on 5/1/1990 and recorded in Deed Book 4708, Pages 0881-883, Wake County Registry, contained the following minor error:

The ordinance did not include a statement of the owner(s) of record of the subject property on the date of adoption of the ordinance. Affiant makes this Affidavit for the purpose of correcting the above-described instrument by noting the said property owners of record, to wit: **State of North Carolina**.

Affiant is knowledgeable of the agreement and the intention of the parties in this regard. Affiant is employed as Planner II for the City of Raleigh Planning Department.

A copy of the original instrument is attached as Exhibit 1.

  
\_\_\_\_\_  
Affiant  
Martha Daniel Hobbs

State of North Carolina County of  
Wake

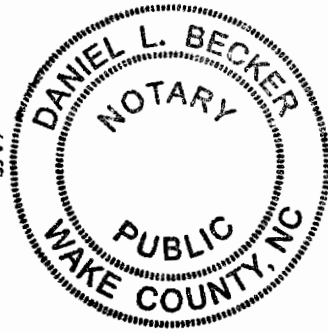
Signed and sworn to (or affirmed)  
before me, this the 4 day  
of November,  
2008

**My Commission Expires 7-6-2010.**

My Commission Expires:

Daniel L. Becker  
Notary Public  
Daniel L. Becker

(Affix  
Official/No  
tarial Seal)



BK4708PG0881



PRESENTED  
FOR  
REGISTRATION

90 MAY 23 AM 9:39

KENNETH S. STEVENS  
REGISTER OF DEEDS  
WAKE COUNTY

*City Of Raleigh*  
North Carolina

STATE OF NORTH CAROLINA)

COUNTY OF WAKE )

I, Gail G. Smith, City Clerk of the City of Raleigh, North Carolina, do hereby certify that the attached is a true and exact copy of Ordinance (1990) 576 adopted by the Raleigh City Council in their meeting held May 1, 1990, to be effective May 15, 1990.

IN WITNESS WHEREOF, I have hereunto set my hand and have caused the Seal of the City of Raleigh to be affixed this 18th day of May, 1990.

SEAL

Gail G. Smith

City Clerk & Treasurer

EXHIBIT 1

BK4708PG0882

ORDINANCE NO. (1990) 576

AN ORDINANCE RE-DESIGNATING Seaboard Coast Line Railroad Building, 413 North Salisbury Street IN THE PLANNING JURISDICTION OF THE CITY OF RALEIGH, NORTH CAROLINA, A HISTORIC PROPERTY.

WHEREAS, the General Assembly of the State of North Carolina authorized the creation of a Historic Properties Commission for the City of Raleigh and otherwise provided for the preservation of certain historic sites and buildings by the passage of Part 3C, Chapter 160A, Article 19 of the North Carolina General Statutes; and

WHEREAS, the Raleigh Historic Properties Commission has made an investigation and recommended the following property be re-designated a historic property; and

WHEREAS, the North Carolina Department of Cultural Resources has made an analysis and recommendation that the following property be re-designated a historic property; and

WHEREAS, on the 1st day of May, 1990 a joint public hearing was held in the Council Chamber of the Municipal Building, Raleigh, by the City Council of the City of Raleigh and the Raleigh Historic Properties Commission to determine whether the hereinafter described property should be re-designated a historic property; and

WHEREAS, all requirements of Part 3C, Chapter 160A, Article 19 of the North Carolina General Statutes, preceding the adoption of this ordinance, have been complied with.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH, NORTH CAROLINA THAT:

Section 1. The property designated as Seaboard Coast Line Railroad Building, in the planning jurisdiction of the City of Raleigh, North Carolina, which has been moved from the site upon which it was originally designated a Raleigh Historic Property, be and is now re-designated a Raleigh Historic Property on its new site. Said property being more particularly described today as follows:

Seaboard Coast Line Railroad Building, 413 North Salisbury Street, building only.

Section 2. Those elements of the property that are integral to its historical, architectural, archaeological significance, or any combination thereof are as follows:

The exterior of the building.

Section 3. No building that is designated in this ordinance located on the hereinbefore described site may be altered, restored, moved, remodeled, or reconstructed so that a change in design, material or outer appearance occurs unless and until a certificate of appropriateness is obtained from the Raleigh Historic Properties Commission or its successors.

Section 4. No building that is designated in this ordinance located on the hereinbefore described site may be demolished unless and until either approval of demolition is obtained from the Raleigh Historic Properties Commission or a period of one hundred eighty (180) days has elapsed following final review by the Commission of a request for demolition (or any longer period of time required by N.C.G.S. 160A-400.14 as it may be amended hereafter).

BK 708 PG 0883

Section 5. All owners and occupants of the property hereinabove described, whose identity and addresses can be ascertained by the exercise of due diligence shall be sent by certified mail a copy of this ordinance.

Section 6. This ordinance shall be indexed after the property owner's name in the grantor and grantee indexes in the Office of the Register of Deeds of Wake County.

Section 7. City administration and the Historic Properties Commission are hereby authorized and directed to have erected an appropriate sign on the site hereinabove described setting forth the fact that said site has been designated a historic property by action of the Raleigh Historic Properties Commission and the City Council of the City of Raleigh provided, should the owners of the hereinabove described property not consent to the erection of said sign on the described premises, City administration and the Historic Properties Commission are hereby authorized and directed to have said sign located on the public right-of-way adjacent to said property.

Section 8. In the event any building, structure, site, or object designated by this ordinance is demolished in accordance with the ordinances of the City of Raleigh, this ordinance shall automatically be null and void.

Section 9. Any violation of this ordinance shall be unlawful as by law provided.

Section 10. The adoption of this ordinance repeals Ordinance No. (1973)-371.

Adopted: May 1, 1990

Effective: May 15, 1990

Distribution: City Council  
City Manager  
City Attorney  
Planning Department (2)  
Inspections Department (3)  
Raleigh Historic Properties Commission  
Wake County Tax Supervisor  
Property Owner and/or Occupant  
Registrar of Deeds



**BOOK:013306 PAGE:01136 - 01141**

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**Yellow probate sheet is a vital part of your recorded document.  
Please retain with original document and submit for rerecording.**

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**Wake County Register of Deeds  
Laura M. Riddick**

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: North Carolina	
COUNTY: Wake	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

**1. NAME**

COMMON:  
Seaboard Coast Line Railroad Company, Raleigh Division, Office Building

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER:  
325 Halifax Street

CITY OR TOWN:  
Raleigh (Fourth Congressional District)

STATE North Carolina	CODE 37	COUNTY: Wake	CODE 183
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**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

**4. OWNER OF PROPERTY**

OWNER'S NAME:  
Seaboard Coast Line Railroad Company

STREET AND NUMBER:  
3600 West Broad Street

CITY OR TOWN:  
Richmond

STATE:  
Virginia

CODE:  
23213

CODE:  
45

**5. 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

CODE:  
37

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY:  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS

STATE: North Carolina  
COUNTY: Wake  
ENTRY NUMBER  
DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

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 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.

SEE INSTRUCTIONS



3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- |                                        |                                       |                                                  |                                       |
|----------------------------------------|---------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century            | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century |                                       |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |                                                  |                                                 |                                                    |                                                |
|--------------------------------------------------|-------------------------------------------------|----------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | _____                                          |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____                                          |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____                                          |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____                                          |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____                                          |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |                                                    | _____                                          |

STATEMENT OF SIGNIFICANCE

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 1845 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.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Prince, Richard E. Seaboard Air Line Railway: Steam Boats, Locomotives and History. N. p.: privately printed (by Wheelwright Lithographing Company, Salt Lake City, Utah), 1969.

Raleigh and Gaston Railroad Reports (September 12, 1891, to December 20, 1893). Raleigh: State Printer (printer varies throughout the period of publication).

Wake County Records, State Department of Archives and History, Raleigh North Carolina. (Subgroup: Deeds).

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	0' 0" 0"	0' 0" 0"		35°	47'	09"
NE	0' 0" 0"	0' 0" 0"		78°	38'	44"
SE	0' 0" 0"	0' 0" 0"				
SW	0' 0" 0"	0' 0" 0"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/2 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

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

ORGANIZATION: State Department of Archives and History  
DATE: February 5, 1971

STREET AND NUMBER:  
109 East Jones Street

CITY OR TOWN: Raleigh  
STATE: North Carolina  
CODE: 37

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

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  Local

Name Dr. H. G. Jones

Title Director, State Department of Archives and History

Date February 5, 1971

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 \_\_\_\_\_

SEE INSTRUCTIONS

NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

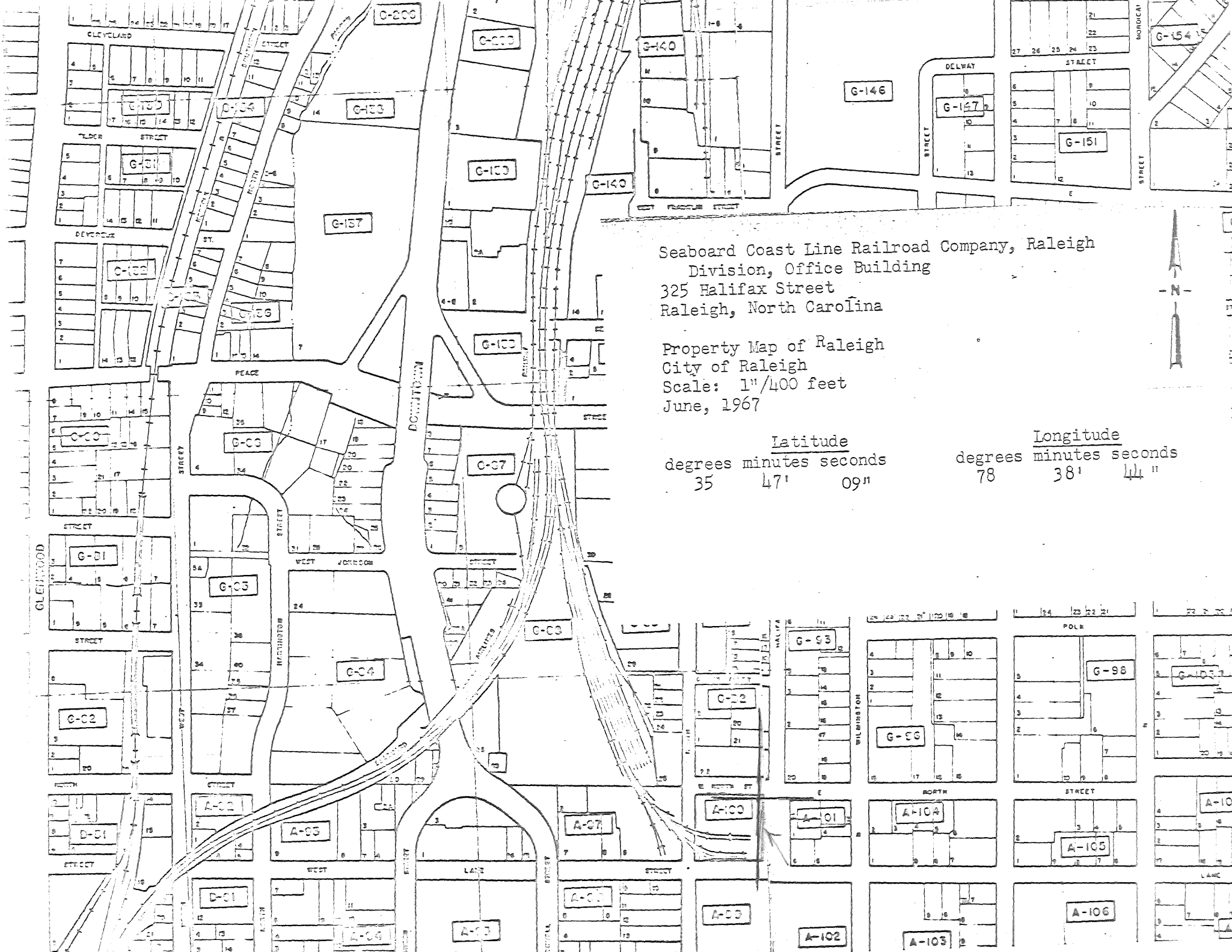
(Continuation Sheet)

North Carolina	
COUNTY	
Wake	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

9.

Wake County Records, Wake County Courthouse, Raleigh, North Carolina,  
Office of the Register of Deeds. (Subgroup: Deeds).



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

Property Map of Raleigh  
 City of Raleigh  
 Scale: 1"/400 feet  
 June, 1967

<u>Latitude</u>			<u>Longitude</u>		
degrees	minutes	seconds	degrees	minutes	seconds
35	47'	09"	78	38'	44"

