

The Railroad Stations in Dade County

By Seth Bramson

At first glance it may appear, to the casual onlooker, particularly, that a catalogue of Dade County railroad stations would not present anything more difficult than looking at an old railroad map and listing the depots as they appeared on the map. The serious historian, however, knows that cataloguing anything is never quite that simple.

The first decision to be made, in any historic situation involving Dade County, is to geographically define Dade County. For our purpose it is defined as modern day Dade; that is, not including the areas partitioned from the earlier Dade County that formed Palm Beach and Broward Counties.

The second decision involves definition also. What is a railroad station? For the purposes of this survey, and to provide a basis for future historical investigation and assessment, a station will be defined as “any facility listed in a railroad timetable, regardless of type of construction, but providing at least a paved or planked platform from which to board a passenger train.”

Our third, and possibly most important consideration, is, “when?” That is, is the list for a specific date or is it to be “omnibus,” attempting to list all stations, beginning with the Florida East Coast’s (FEC) in 1896 and concluding with Amtrak’s 1978 edition. Obviously, it must not be anything but ‘omnibus.’

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Unfortunately, the easy way is usually not the right way. For that reason, the formidable task of researching hundreds of FEC and Seaboard Airline Railroad (SAL) timetables, double checking, cross-referencing, alphabetizing, chronologizing, and establishing geographic locations had to be done in order to present a list that was as complete as possible in every respect.

The list of stations has been broken into three segments:

- A) Stations on the FEC from the present Dade-Broward line on the north to the Dade-Monroe line on the south;
- B) Stations on the SAL from the Dade-Broward line on the north to Homestead station on the south;
- C) All stations from Lists A) and B), alphabetized.

Lists A) and B) will each contain the following information:

Name of station

Railroad milepost number

Type of construction, if known:

“P” for platform only

“S” for shelter only

“W” for wooden building

“C” for concrete or stucco

If the station is still extant (standing), it is noted.

List C) will contain the following information:

Closest intersecting streets, if known

Note numbers

The following may also be helpful:

- 1) Lists A) and B) show stations from north to south with two exceptions: the FEC's platform at Hialeah Race Track was at mile post LR 5.8 on the east-west line to Hialeah now known as the “Miami Belt Line,” and the SAL's Miami passenger station was east of the remainder of the line from the north to Homestead, at mile post 1040.0.
- 2) In cases where stations have had name changes, all names are shown in the alphabetical list, with a reference to the later named station. Only the later named station (at the same point) is shown in the geographic lists.
- 3) In order to establish points of reference, the following should be noted: FEC mileage begins in Jacksonville, at mile post “0;”

the Dade County line is mp 351.1. The site of the former FEC station in downtown Miami, 200 NW 1st Avenue, was mp 365.6. FEC track ends at mp 396.7, which is roughly 4/10 of a mile south of Palm Avenue, Florida City.

SAL (now SCL) mileage begins in Richmond, Virginia. The Dade County line is mp 1022.36, and end of track in Homestead is mp 1066.6.

List "A," Florida East Coast Stations

Station	Milepost	Construction Type
Ojus	353.7	W
North Miami Beach	354.7	W
*North Miami	356.8	C
Arch Creek	357.4	W
Miami Shores	359.0	W
Little River	360.6	W
Military Junction	361.1	C
Lemon City	361.8	W
Buena Vista	363.2	W
Miami	365.6	W also C
Miami River Drawbridge (Reference Point)	366.2	
Southside	366.9	P
Coconut Grove	370.9	W
South Miami	373.8	C
Kendal	376.3	Unknown
Howard	378.6	Unknown
Keys	379.5	Unknown
Rockdale	380.2	Unknown
Perrine	381.6	W
Peters	382.5	P
Goulds	385.8	W
Black Point	386.6	Unknown
*Princeton	387.7	W
Naranja	389.4	P
Modello	391.5	Unknown
*Homestead	393.9	W
Florida City	395.6	W (later C)
Wooddall	401.6	P
Glades	408.3	P

*Station is still standing

All mileage (milepost numbers) is from the "Official Industrial and Development Directory of the Florida East Coast Railway Co. 1926-1927" page 13, with the exception of the following:

Arch Creek and Wooddall MP Numbers are from FEC Employee Timetable Number 155, December 2, 1925; Buena Vista, Military Junction and North Miami mp Numbers are taken from FEC Employee Timetables, 1943; Hialeah Race Track, which, as noted in the text is at mp LR 5.8 was a platform, and was used for several years by special trains operating from Miami Station to Little River and thence out the "Miami Belt Line" to the Race Track. Hialeah Race Track milepost and train operation information is from FEC Railway Employee Timetable Number 5, for the railroad's Southern Division, December 17, 1931.

List "B," Seaboard Airline

Station	Milepost	Construction Type
Uleta	1025.7	C
*Opa Locka	1030.0	C
*Hialeah	1036.3	C
Miami	1040.0	C
Coral Gables - Miami Biltmore	1043.3	C
South Miami	1047.0	Unknown
*Alladin City	1058.7	W
Redland	1062.8	Unknown
*Homestead	1066.4	C

**Station is still standing*

It should be noted that, although the Miami station was demolished in 1980, the front entrance portal remains and will be used as the main entrance to the new state hospital being erected on the former passenger station site.

List "C," Alphabetical List of Stations of Both Railroads

Station	Railroad	Location (if known)
Alladin City	SAL	
Arch Creek ¹	FEC	N.E. 125 St. & 14 Ave.
Biscayne (see Miami Shores) ¹	FEC	either N.E. 99 St. or 103 St.
Black Point	FEC	
Buena Vista	FEC	approx. N.E. 29 St. & 2 Ave.
Coconut Grove	FEC	S.W. 37 Ave. & U.S. 1
Coral Gables - Miami Biltmore	SAL	just south of Coral Way
Florida City	FEC	Palm Drive off U.S. 1
Fulford (see North Miami Beach)	FEC	
Glades ⁴	FEC	12.7 miles south of Florida City
Goulds	FEC	
Hialeah	SAL	N.W. 39 St. & 37 Ave.
Hialeah Race Track	FEC	Flamingo Dr., adjacent to race track
Homestead	FEC	Flagler Ave.
Homestead	SAL	west side of city
Howard	FEC	
Kendal (later Kendall)	FEC	approx. S.W. 94 St.
Keys	FEC	
Larkin (see South Miami)	FEC	
Lemon City	FEC	N.E. 4 Ct. and 59 St.
Little River	FEC	N.E. 4 Ct. and 79 St.
Miami	AMTRAK	N.W. 37 Ave. & 84 St.
Miami ²	FEC	200 N.W. 1 Ave.
Miami	SAL	2206 N.W. 7 Ave.
Miami Plantation ³ (see Uleta)	SAL	
Miami Shores ¹	FEC	
Military Junction	FEC	N.E. 4 Ct. and 71 St.
Modello	FEC	
Naranja	FEC	

Station	Railroad	Location (if known)
North Miami	FEC	N.E. 16 Ave. & 128 St.
North Miami Beach	FEC	N.E. 163 St. & U.S. 1
Opa Locka	SAL	
Ojus	FEC	N.E. 181 St. and West Dixie Highway
Perrine	FEC	S.W. 104 Ave. & U.S. 1
Peters	FEC	
Princeton	FEC	
Redland	SAL	
Rockdale	FEC	
South Miami	FEC	just south of Sunset on U.S. 1
South Miami	SAL	
Southside	FEC	just south of S.W. 8 St.
Uleta ³	SAL	N.W. 167 St. & 5 Ave.
Wooddall ⁴	FEC	6 miles south of Florida City

Total, 1896-1983, forty-three stations. As of 1984, one station, Amtrak Miami, is in use. Seven stations are still extant.

¹The original site of the Miami Shores station was at the Arch Creek location, as the originally intended site of Miami Shores was in that area. At the same time, the Biscayne station was established at mp 359.0 (approximately the location of today's NE 96th St.). For whatever reason, the Miami Shores townsite was consolidated south of Arch Creek, at Biscayne, and the Miami Shores station name was transferred to Biscayne. The former Miami Shores station, at mp 357.4, was renamed Arch Creek.

²The original FEC Miami Station was located on the corner of what is now Flagler St. and NW 1st Avenue. It was replaced by a wooden station "uptown" at what is now Biscayne Boulevard and NE 6th Street, site of the former *Miami News* Freedom Tower Building. In 1912, a new station was built at 200 NW 1st Avenue. It was demolished over a period of forty-seven days in October and November 1963.

³Miami Plantation and Uleta stations were on the same site. Though no record seems to exist for name usage, the station site location would be right at the point where the Seaboard passes under one of the main connectors of the Golden Glades Interchange.

⁴Glades and Wooddall stations had planked or paved platforms and were flag stops for fishing camps.