

1277

RECEIVED  
JUL 17 1990

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Atlantic Coast Line Railroad Depot  
other names/site number Lake Wales Depot Museum / 8 PO 1355 / The Depot, Lake Wales Museum & Cultural Center

2. Location

street & number 325 South Scenic Highway n/a  not for publication  
city, town Lake Wales n/a  vicinity  
state Florida code FL county Polk code 105 zip code 33854

3. Classification

Ownership of Property		Category of Property		Number of Resources within Property	
				Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> public-Federal	<input type="checkbox"/> site	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> sites
		<input type="checkbox"/> object		<u>0</u>	<u>0</u> structures
				<u>0</u>	<u>0</u> objects
				<u>1</u>	<u>0</u> Total

Name of related multiple property listing:  
Lake Wales Multiple Property Listing

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of certifying official [Signature] Date 7/11/90  
Florida State Historic Preservation Officer  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Entered in the National Register

[Signature] 8/31/90

[Signature] Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation/rail-related

Current Functions (enter categories from instructions)

Recreation and Culture/museum

**7. Description**

Architectural Classification

(enter categories from instructions)

Late 19th & 20th Century Revivals/

Mediterranean Revival

Materials (enter categories from instructions)

foundation Concrete

walls Stucco

roof Ceramic tile

other Wood

Glass

Describe present and historic physical appearance.

PLEASE SEE CONTINUATION SHEETS

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1928  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

1928  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

n/a  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

n/a

Architect/Builder

Unknown/Burrows Construction Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

PLEASE SEE CONTINUATION SHEETS

See continuation sheet

**9. Major Bibliographical References**

PLEASE SEE CONTINUATION SHEETS

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreeage of property less than 1 acre

**UTM References**

A 

1	7
---	---

4	4	2	4	3	0
---	---	---	---	---	---

3	0	8	5	8	7	0
---	---	---	---	---	---	---

  
 Zone Easting Northing

C 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

B 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

  
 Zone Easting Northing

D 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

See continuation sheet

**Verbal Boundary Description**

Beginning at a point on the east side of Scenic Highway, approximately halfway between East Bullard and East Polk Avenues, the boundary runs northeast to the tracks of the CSX Railroad. The boundary then runs north approximately three hundred feet, then returns west to a point on Scenic Highway. The boundary then runs south along Scenic Highway to the point of beginning.

See continuation sheet

**Boundary Justification**

The boundary encompasses all of the historically significant properties associated with the old Atlantic Coast Line Railroad Depot/Depot Museum, including the original property lot on the railroad right-of-way and the original depot building.

See continuation sheet

**11. Form Prepared By**

name/title Stephen Olausen/Barbara E. Mattick, Historic Sites Specialist

organization Bureau of Historic Preservation date July 1990

street & number R.A. Gray Bldg., 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 1 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Property Group

---

**SUMMARY:**

The Atlantic Coast Line Railroad Depot, or Lake Wales Depot Museum, at 325 South Scenic Highway contributes to the Lake Wales Multiple Property Group under associated property type F.3, **Public, Transportation, and Religious Buildings of Lake Wales, 1919-1928**. Constructed in 1928, the depot is a one-story masonry building with Mediterranean Revival styling. It sits on a raised lot along the tracks of the CSX rail system. Notable architectural features include a hip roof with barrel tile surfacing, central entry with arched openings, gable roof and curvilinear parapet, stucco exterior wall fabric, center ridge chimney with an arched hood, and double-hung sash windows with 6/6 lights.

**PRESENT AND ORIGINAL PHYSICAL APPEARANCE:**

The old Atlantic Coast Line Railroad Depot, is a one-story masonry building with Mediterranean Revival styling (photos 1-4). Situated on an embankment several feet above Scenic Highway, it is reached by automobile driveways from both north and south. The driveways, each 20 feet wide, lead to large parking areas at the ends of the station. Driveways and parking areas were originally surfaced with crushed rock, with concrete curbing flanking the approaches. The drive is now covered with asphalt paving. A decorative wrought iron fence runs along the east side, separating the waiting platform from the railroad tracks.

The building was constructed of hollow tile with a smooth stucco exterior. It has a hipped roof with boxed eaves and barrel tile surfacing. A brick chimney with an arched hood projects from the center of the roof ridge. Cross-gable extensions with curvilinear parapet ends extend from the east and west sides. The east side gable extension has a round arch entrance with a fanlight, which leads into the waiting room. The west side extension has a pair of round-arch double-hung sash windows (photo 5).

The fenestration of the building consists of paired and single double-hung sash windows with 8/8 lights set in notched rectangular openings. A double-door entrance with six-light transoms is located on the north elevation (photo

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 2 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Property Group

---

2). A similar entrance is located on the west side (photo 3). The south end of the building was originally used for freight storage. There are two large rectangular loading bays located on the west and south elevations of the building (photo 4).

The exterior of the building retains its architectural integrity to a large degree. The only significant alteration was the addition of the freight room to the south end of the building in 1938.

Some alterations to the interior space occurred during the conversion to a museum in the mid-1970s. Several walls were added during the renovation, partitioning the original waiting room space. The original ticket window is still in place on the south wall of that room (photo 6). The west half of the passenger waiting room has been partitioned to create office and storage space for museum administrators. Other features that remain from the original interior design include the station master's operating station, preserved as a museum exhibit (photo 7), and many of the original doorways (photos 8-9). Other than the addition of several temporary exhibits, the freight storage area located in the rear section of the building has suffered little alteration. Notable features of this area include the original support columns with Y brackets, exposed ceiling beams, and plank flooring (photo 10).

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 1 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Property Group

---

**SUMMARY:**

The Atlantic Coast Line Depot, or Lake Wales Depot Museum, at 325 South Scenic Highway is significant at the local level under Criteria A and C in the areas of Transportation and Architecture. It is the only transportation building remaining from the historical periods of significance in Lake Wales. Architecturally, the building is an excellent example of the Spanish Mission style. Its completion, along with that of the Lake Wales City Hall in 1928, marked the end of boom-time period development in Lake Wales. The depot contributes to the Lake Wales Multiple Property Group under Associated Context: **Boomtime Development, 1919-1928** and Associated Property Type **F.3: Public, Transportation, and Religious Building, 1919-1928.**

**STATEMENT OF SIGNIFICANCE:**

Railroads were of great importance to the early development of Lake Wales. The central location of the city on the Florida peninsula made it an attractive railhead for several of the large railroad systems that operated in Florida during the 1910s and 1920s. Prior to the arrival of rail service, Lake Wales could be reached only by sand trails. The extension of the Atlantic Coast Line Railroad from Haines City to Lake Wales in 1911 served to mitigate the isolation of the community and sparked early settlement. Additional service was provided by the Seaboard Air Line Railroad when it added Lake Wales to its system in 1915. During the boom years of the mid-1920s, the railroads brought thousands of visitors and settlers through Lake Wales.

The success the A.C.L.R.R. enjoyed during the boom enabled the company to revamp or replace its existing depots with modern and more architecturally pleasing designs. The present station was part of this modernization process. It was the third A.C.L.R.R. depot constructed in the city. In 1911, when the Atlantic Coast Line made its initial entrance into the community, a crude unpainted shack and platform were erected. This building was replaced in 1913 with a large frame building which accommodated both freight and

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 2 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Property Group

---

passengers. By 1928, it was apparent that a larger facility was required, and the present depot was constructed south of the former one to alleviate automobile traffic congestion in the downtown area.

The depot was constructed by the R.W. Burrows Construction Company at a cost of approximately \$51,000. The Burrows Company also built the Spanish Mission style Church of the Holy Spirit for the Catholic Diocese in Lake Wales in 1927. Passenger service on the Atlantic Coast Line continued to Lake Wales until 1954. The station continued to handle freight, which had provided the bulk of its cargo since the 1930s. The heavy freight traffic during this period necessitated an addition to the building in 1938. In 1966, the A.C.L.R.R. and the Seaboard Air Line merged to form the Seaboard Coast Line Railroad. In 1974, freight service shifted to West Lake Wales and trains no longer stopped at the Lake Wales depot. The depot was converted to a museum under the auspices of the Florida Bicentennial Commission in 1976.

The distinctive style of the depot makes it one of the architectural landmarks of the community. Constructed in the popular contemporary Spanish Mission or Mediterranean Revival Style, the building reflects statewide trends in architecture during the 1920s. The Mediterranean Revival Style is reflected in the depot by the stucco exterior; red clay tile, hipped roof; arched windows; and curvilinear gable ends.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 1 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Property Group

---

Daily Highlander, February 7, 1928.

"The Depot, Lake Wales Museum," Pamphlet produced by the  
Lake Wales Museum, n.d.

Warren, Bob and Fred Clark, Jr. SCL in Florida - A  
Pictorial History. Freedom Township, NJ, 1985.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Photographs \_\_\_\_\_ 1 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Section number \_\_\_\_\_ Page \_\_\_\_\_ Property Group

---

- 1     1) Old Atlantic Coast Line Railroad Depot/Lake Wales  
          Museum, Lake Wales Multiple Property Group  
       2) Lake Wales, Polk County, Florida  
       3) Stephen Olausen  
       4) 1989  
       5) Historic Property Associates, St. Augustine, FL  
       6) Oblique view of main (N) and W elevations, camera  
          facing E  
       7) 1 of 10

**Items 1-5 are the same for the remaining photographs, unless  
noted otherwise.**

- 2     6) Main (N) facade, camera facing SE  
       7) 2 of 10
- 3     6) W elevation, camera facing NE  
       7) 3 of 10
- 4     6) S elevation, camera facing NW  
       7) 4 of 10
- 5     6) Detail of E elevation curvilinear parapet extension  
          with paired round arch windows, camera facing SW  
       7) 5 of 10
- 6     1-3) Same as for Photo 1  
       4) 1990  
       5) Same as for Photo 1  
       6) Interior shot of original ticket window, camera  
          facing SE  
       7) 6 of 10
- 7     1-5) Same as for Photo 1  
       6) Interior shot of original station master's  
          operating station, camera facing N  
       7) 7 of 10
- 8     1-5) Same as for Photo 6  
       6) Interior shot of original doorways and museum  
          display areas, camera facing S  
       7) 8 of 10

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

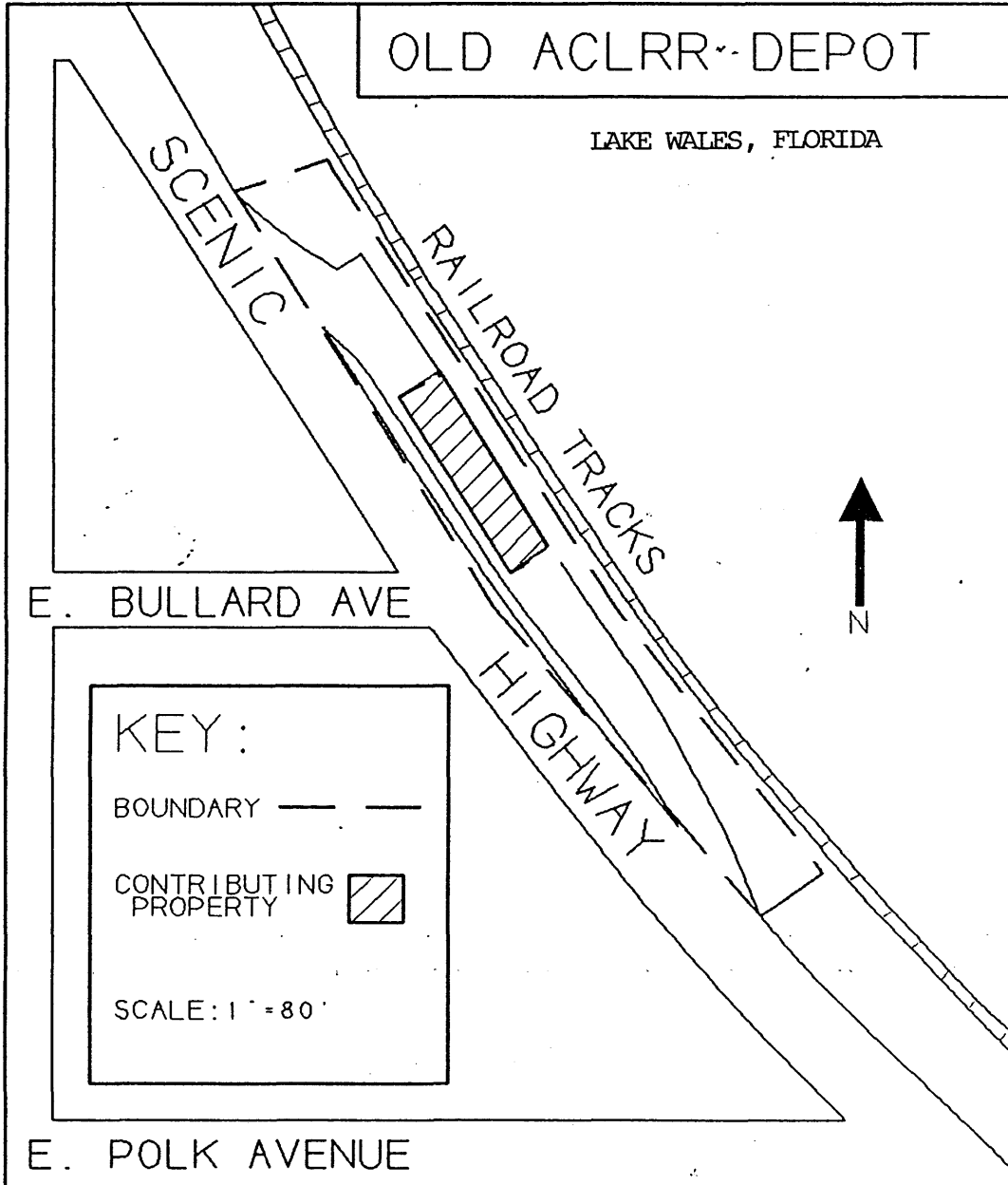
Photographs 2 Atlantic Coast Line RR Depot, Lake Wales Multiple  
Section number \_\_\_\_\_ Page \_\_\_\_\_ Property Group

---

- 9
  - 1-5) Same as for Photo 6
  - 6) Interior shot of original doorways and museum display areas, showing station master's station, camera facing N
  - 7) 9 of 10
  
- 10
  - 1-5) Same as for Photo 6
  - 6) Interior of freight storage area, camera facing SE
  - 7) 10 of 10

OLD ACLRR-DEPOT

LAKE WALES, FLORIDA



SCENIC

RAILROAD TRACKS

E. BULLARD AVE

HIGHWAY



KEY:

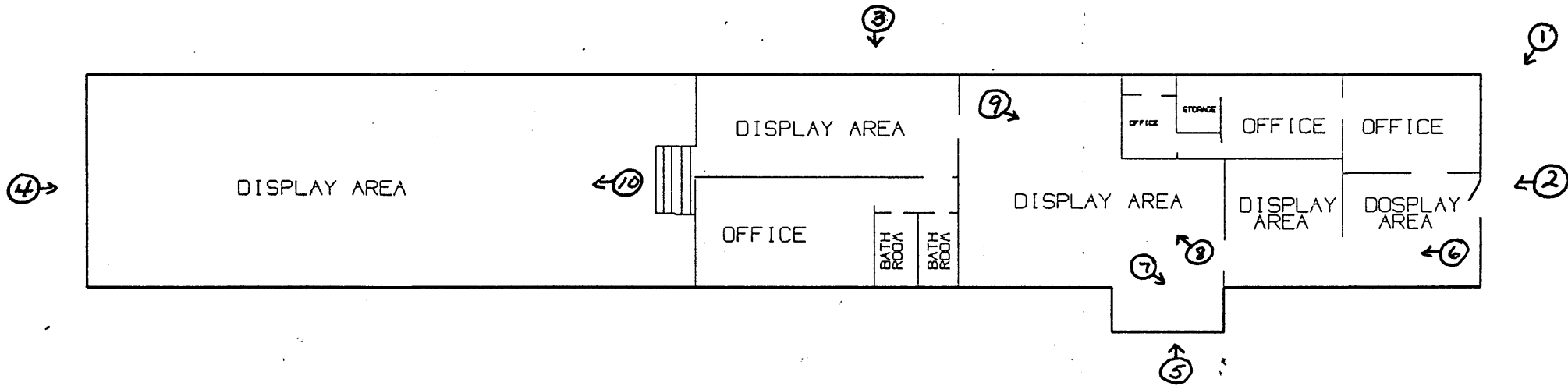
BOUNDARY — — —

CONTRIBUTING PROPERTY 

SCALE: 1" = 80'

E. POLK AVENUE

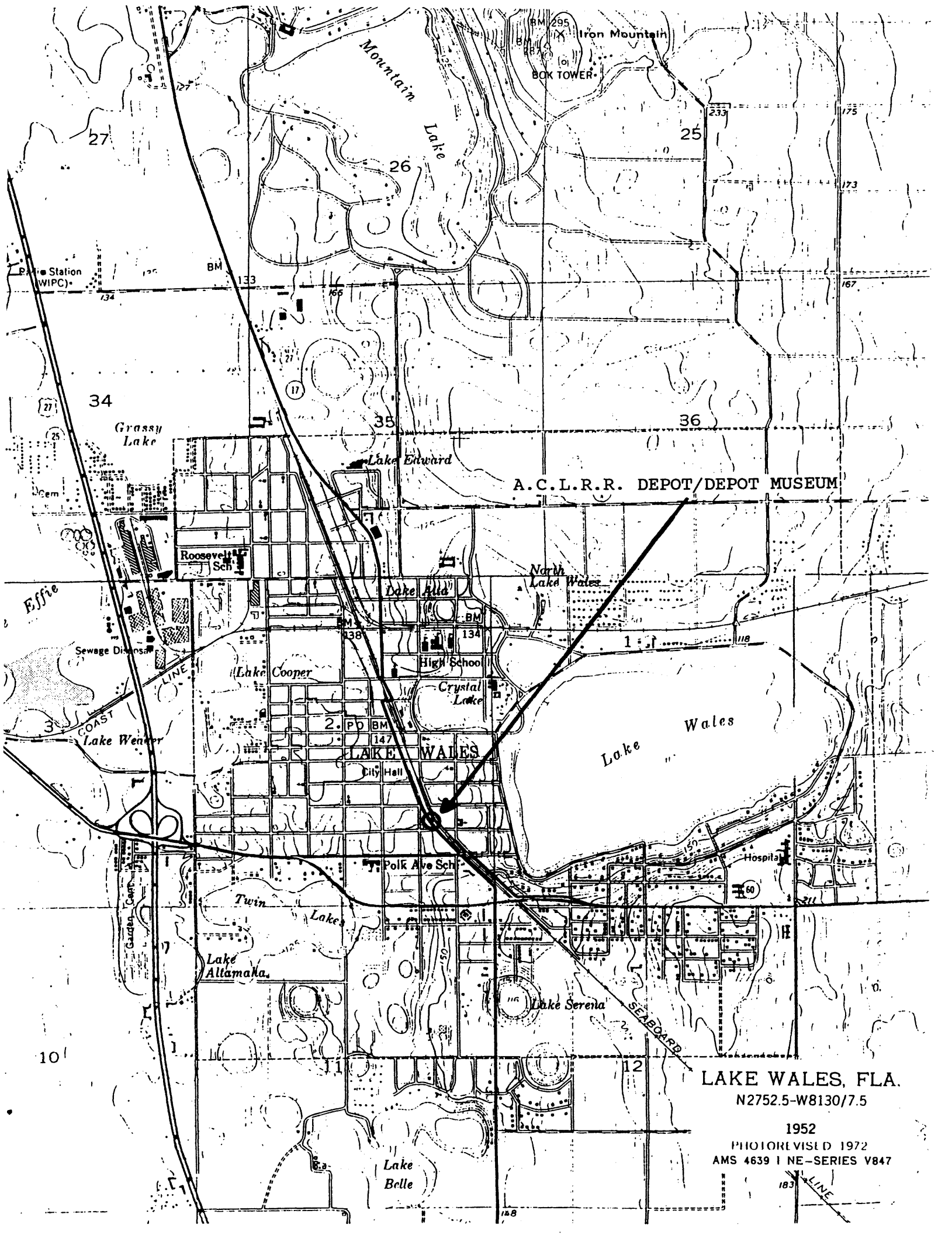
# LAKE WALES MUSEUM/FORMER ACLRR DEPOT FLOOR PLAN



Not to scale

The building is approximately  
90' x 20'





A.C.L.R.R. DEPOT/DEPOT MUSEUM

LAKE WALES

LAKE WALES, FLA.

N2752.5-W8130/7.5

1952

PHOTOREVISED 1972

AMS 4639 I NE-SERIES V847

183 LINE