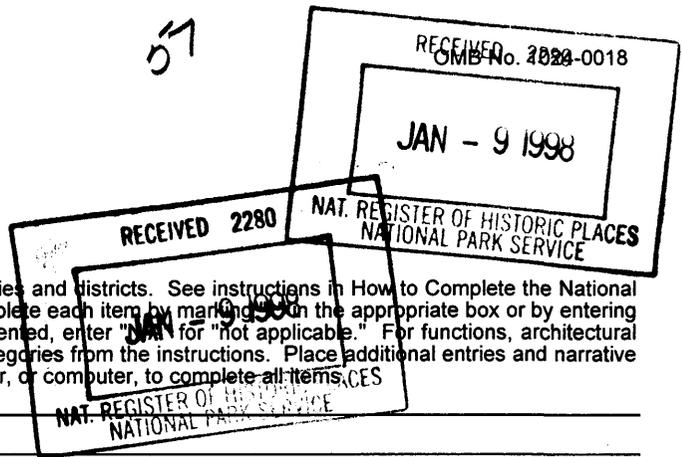


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking on the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.



1. Name of Property

historic name PORT ORANGE FLORIDA EAST COAST RAILWAY FREIGHT DEPOT

other names/site number Central Pump & Supply Company

2. Location

street & number 415C Herbert Street N/A not for publication

city or town Port Orange N/A vicinity

state FLORIDA code FL county Volusia code 127 zip code 32219

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Burge Wilkins 12/31/97
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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 See continuation sheet.
- removed from the National Register.
- other, (explain) _____

Edson H. Beall
Signature of the Keeper

2/5/98
Date of Action

Port Orange FEC Railway Freight Depot
Name of Property

Volusia Co., FL
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- buildings
- district
- site
- structure
- object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	total

Name of related multiple property listings
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

Historic Architectural Resources of Port Orange, FL

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: depot

Current Functions
(Enter categories from instructions)

COMMERCE: business

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: vernacular

Materials
(Enter categories from instructions)

foundation CONCRETE BLOCK
walls WOOD

roof ASPHALT
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) 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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1894-1946

Significant Dates

1894

1924

1938

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository

Port Orange FEC Railroad Freight Depot
Name of Property

Volusia Co., FL
County and State

10. Geographical Data

Acreage of Property less than 1acre

UTM References

(Place additional references on a continuation sheet.)

1	1	7	5	0	0	6	6	0	3	2	2	3	7	2	0
	Zone		Easting						Northing						
2															

3															
	Zone		Easting						Northing						
4															

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Sidney Johnston/Robert O. Jones, Historic Sites Specialist

organization Bureau of Historic Preservation date

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Barbara Nimmo

street & number 2250 Wilhelmina Court North East telephone (407) 724-1075

city or town Palm Bay state FL zip code 32905

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

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Continuation SheetPORT ORANGE FLORIDA EAST COAST
RAILWAY FREIGHT DEPOT, PORT
ORANGE, VOLUSIA COUNTY, FLORIDASection number 7 Page 1**SUMMARY**

The Port Orange Florida East Coast (FEC) Railway Freight Depot is at 415C Herbert Street, Port Orange, Volusia County, Florida. The one-story, 1894 vernacular commercial building has a rectangular footprint, board and batten exterior siding, and a side gable roof. Facing demolition, the building was moved in 1966 from its original location 500 feet directly south along the railroad track. The Depot is nominated to the National Register under the Historic Architectural Resources of Port Orange, Florida, multiple property cover, under Property Type, F.3 Public, Religion, Transportation Buildings.

SETTING

The building is approximately 100 feet northeast of the intersection of the FEC railroad tracks and Herbert Street, and is three blocks northwest of the intersection of Ridgewood and Dunlawton Avenues, the primary intersection in the City of Port Orange. Commercial buildings are located across the tracks to the west, and residential dwellings to the south and east. A small wooded area with scattered residences beyond lies to the north.

The depot originally was located on the east side of the railroad tracks immediately south of Dunlawton Avenue. Although relocated from its original site, the building remains on the same side of the tracks as in its original location. Its setback from the tracks is greater than in its original location, but it otherwise assumes its original orientation to the tracks.

PHYSICAL APPEARANCE**Exterior**

The building is 1,900 square feet, has a concrete block pier foundation, and has a side-facing gable roof, carved rafter ends and eaves braces, and board-and-batten exterior wall fabric. The main, west facade (Photo #2), faces the railroad track and an unpaved parking area. A continuous concrete block footer supports a loading dock that spans the facade. A large sliding delivery door is on the northern side (Photo #2), and a contemporary door occupies an opening of the same size on the south side; the original sliding doors, however, remain on either side. The north

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RAILWAY FREIGHT DEPOT, PORT
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and south elevations have uninterrupted gable ends with sculpted braces on the corners (Photo #3). The east elevation mimics the east elevation with a loading dock and two original delivery doors complete with their original hardware (Photo #4). A non-historic wooden shed extension was added to the east side of the building shortly after it was moved (Photo #5). The extension is bolted to the original rafter ends, and is supported by round posts within the shed and along its eastern perimeter.

A subtle contrast between batten contours of the exterior wall fabric, distances between eaves brackets, frieze panels between rafters, and truss configurations on the interior reflect the passenger station and freight depot were joined in 1924. The fifth eaves bracket from the right marks a change of materials and the two sections. The two portions are roughly equal in length with the southern portion measuring thirty-six feet in length. All eaves brackets are similar in size and design.

Interior

The interior is a large open space on the north and a small office measuring 450 square feet at the south end. The office is contained within temporary walls and a drop ceiling that form an independent shell within the larger building. The floors are wooden, and exposed wall studs, rafters, and trusses. The roof truss system, visible from the interior (Photo #6), has king post trusses on the northern portion (old passenger portion).

ALTERATIONS

The FEC Railroad Depot was built in 1894 as two buildings. One building was adjacent to Dunlawton Avenue as a passenger station, and immediately to the south was the freight depot which fronted on the railroad tracks to the west. The two buildings were joined in 1924. Passenger service was discontinued in 1932, so in 1938 a passenger door, windows, and a dock across the northern gable end were removed from the northern portion of the depot. The building was moved north approximately 500 feet in 1966. Original loading docks that extended along the east and west elevations were removed before the move and new docks built following the relocation. Its orientation to the railroad track and its architectural character has been maintained.

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Continuation SheetPORT ORANGE FLORIDA EAST COAST
RAILWAY FREIGHT DEPOT, PORT
ORANGE, VOLUSIA COUNTY, FLORIDASection number 8 Page 1**SUMMARY**

The Port Orange Florida East Coast (FEC) Railway Freight Depot is nominated to the National Register at the local level under Criteria A and C in the areas of Architecture, and Transportation.

The depot is a good example of vernacular railroad architecture, a specific building form intended for a particular function. It is a good example of how railroad companies altered existing buildings over time to reflect changing economic forces and the needs of a community. The depot was completed in 1894, modified in 1924 and 1938, and served as the city's train station during the historic period. The building is the city's only historic transportation related building, and the county's only remaining resource from the FEC Railway, the major transportation entity on Florida's east coast from the late 19th century until the mid 20th century.

To avoid demolition, the depot was removed from its original location in 1966, and moved 500 feet directly north. It was relocated on the same side of the railroad track, and retained its original orientation. The building contributes to the Historic Architectural Resources of Port Orange multiple property cover under the Historic Contexts of Late Nineteenth Century, Progressive Era, Land Boom, and Depression/World War II, and Property Type F.3, Public, Religion, Transportation Buildings.

HISTORICAL CONTEXT

In the 1890s, Henry Flagler, a former associate of John D. Rockefeller in the Standard Oil Company, embarked on an ambitious plan to open Florida's east coast for tourists and development. He assembled several short line railroads in northeast Florida, consolidated them under the East Coast Line system, and then renamed the company Florida East Coast Railway (FEC) in 1895. Flagler then extended the railroad down the state's east coast, reaching Daytona in 1892, West Palm Beach in 1894, Miami in 1896, and Key West in 1912. His company eventually supported many exclusive hotels in the state and a steamship line. The FEC typically built small temporary depots in many small settlements. Later, if a town required more services, the company would enlarge the existing building, or construct a larger facility.

Like many railroad depots built in the late 19th century, the

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RAILWAY FREIGHT DEPOT, PORT
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Port Orange depot was a simple standardized frame building designed by the railroad's engineering department. Later, during the 1920s, the FEC and other railroad companies often engaged professional architects to design stations and terminals. By 1931, the FEC maintained nearly 100 depots astride its main line between Jacksonville and Miami, with approximately thirty additional depots dotting branch and spur lines. Few counties had as many FEC depots as Volusia County, where, by 1930, the company had twenty-seven depots and stations.

HISTORIC SIGNIFICANCE

Port Orange's depot began as two separate buildings constructed in 1894 by the St. Johns and Halifax Railway. The St. Johns and Halifax Railway had been incorporated in 1881, and became a division of the Jacksonville, St. Augustine, and Indian River Railway, itself a subsidiary of the East Coast Line, which was reorganized into the FEC. The initial buildings included a passenger depot, building #245, which was built immediately south of Dunlawton Avenue with the platform facing north. A second building, a freight depot (#246), was constructed south of the passenger depot. In 1924, the two buildings were joined and served as a passenger station. About 1932, the FEC discontinued passenger service into Port Orange, and the station became a freight facility. In February 1938, the building was remodeled to its present appearance, including the removal of windows, pedestrian doors, and the waiting platform. It continued to serve as a freight depot until 1964 when rail service ceased, and it was acquired by the City of Port Orange. The city attempted to find new uses and tenants for the building but without success. Two years later to avoid demolition, it was moved to its present location. The building was acquired by Barbara Nimmo who operates a lawn irrigation supply business from the building.

Other than a few laborer cottages in Maytown and New Smyrna Beach, the Port Orange depot is the only FEC resource left standing in the county. Only three depots remain standing in Volusia County, the Port Orange FEC depot; DeLand Junction Station, completed in 1918 by the Atlantic Coast Line Railroad and still used as a passenger station; and the Pierson depot, a museum piece located in Barberville, Florida. A review of railroad depots, stations, and terminals in Historic Property Associates files and

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RAILWAY FREIGHT DEPOT, PORT
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inventoried in the Florida Site File indicates that only seven historic FEC depots had been documented in the state.

ARCHITECTURAL CONTEXT

"Vernacular" applies to buildings that display no formal style of architecture, and reflect construction techniques by lay or self-taught builders. Depots developed in small, rural communities often were relatively small, standardized designs displaying little ornamentation. Plans were usually rectangular with the longest elevation parallel to the tracks. Horizontal drop siding, board-and-batten, wood shingles, and weatherboard were common exterior wall surface materials, and brackets often supported wide overhanging eaves. Freight and loading platforms often extended the length of the building, and fenestration was irregular and consists of double-hung sash windows with multi-pane glazing. Semaphores, a device operated by a station agent to indicate the approach of trains, were another important feature of railroad depots. Interior spaces typically included office, freight and baggage, and passenger waiting rooms.

ARCHITECTURAL SIGNIFICANCE

The Port Orange depot is a good example of vernacular railroad architecture from the late nineteenth century. Historic alterations reflect the changing local functions of the FEC services. The historic configuration, a combination of two buildings that served as a freight depot, remains intact. The original board-and-batten exterior fabric, gable-end knee braces and eaves brackets, and freight doors remain. It is one of the few wood-frame railroad-related buildings remaining in central Florida, and is the only historic transportation-related building left in the City of Port Orange.

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PORT ORANGE FLORIDA EAST COAST
RAILWAY FREIGHT DEPOT, PORT ORANGE,
VOLUSIA COUNTY, FLORIDA

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**Section 9
BIBLIOGRAPHY**

Akin, Edward. *Flagler: Rockefeller Partner & Florida Baron*. Kent, Ohio: Kent State Univ. Press, 1988.

Bramson, Seth. *Speedway to Sunshine: The Story of the Florida East Coast Railway*. Ontario: Boston Mills Press, 1984.

Florida Department of Agriculture, *Sectional Map of Florida* (Tallahassee, 1925).

Volusia County Courthouse. DeLand, Florida.
Deed Books and Tax Rolls

Correspondence, W.S. Stokley, FEC chief engineer, to Don H. Sumner, secretary, Port Orange Historical Trust, July 31, 1989. Possession of Harold Cardwell, Daytona Beach, Florida.

**Section 10
Verbal Boundary Description**

A portion of Lot B subdivision of lots 1 & 2 block L Wilson's Port Orange, which is 100 by 100 feet.

Boundary Justification

The boundary encompasses the building associated with the Florida East Coast Railway Freight Depot.

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Section number _____ Photographs _____ Page 1

PORT ORANGE FLORIDA EAST COAST
RAILWAY FREIGHT DEPOT, PORT ORANGE,
VOLUSIA COUNTY, FLORIDA

INVENTORY OF PHOTOGRAPHS

1. 415 c Herbert Street, Port Orange East Coast Railroad Freight Depot
2. Port Orange, Florida
3. Sidney Johnston
4. 1996
5. Historic Property Associates, Inc., St. Augustine, Florida
6. View showing west facade and site, camera facing northeast
7. Photo #1 of 6

Numbers 1-5 are the same for the remaining photographs.

6. Front (west) facade showing detailing, camera facing south
7. Photo #2 of 6

6. North elevation, camera facing south
7. Photo #3 of 6

6. East elevation, camera facing southwest
7. Photo #4 of 6

6. East elevation and detail of rafter/shed connection, camera facing south
7. Photo #5 of 6

6. Interior showing truss configurations, camera facing south
7. Photo #6 of 6

PORT ORANGE FEC RAILROAD FREIGHT DEPOT,
PORT ORANGE, VOLUSIA CO., FLORIDA
BOUNDARY MAP & PHOTO DIAGRAM
(NOT TO SCALE)

