

# DATA SHEET

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>Florida</b>
COUNTY: <b>Orange</b>
FOR NPS USE ONLY
ENTRY DATE <b>APR 22 1976</b>

### 1. NAME

COMMON:  
**Old Orlando Railroad Depot**

AND/OR HISTORIC:

### 2. LOCATION

STREET AND NUMBER:  
**Southwest corner of Depot Place and West Church Street**

CITY OR TOWN:  
**Orlando**

CONGRESSIONAL DISTRICT:  
**Fifth**

STATE:  
**Florida**

CODE:  
**012**

COUNTY:  
**Orange**

CODE:  
**095**

### 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 	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/> Occupied <input checked="" 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 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 type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <b>Vacant</b> <input type="checkbox"/> Comments 

### 4. OWNER OF PROPERTY

OWNER'S NAME:  
**Seaboard Coastline Railroad**

STREET AND NUMBER:  
**1045 W. Amelia St.**

CITY OR TOWN:  
**Orlando**

STATE:  
**Florida**

CODE:  
**012**

### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
**Orange County Courthouse**

STREET AND NUMBER:

CITY OR TOWN:  
**Orlando**

STATE:  
**Florida**

CODE:  
**012**

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
**N/A HAER**

DATE OF SURVEY:  
 Federal  State  County  Local

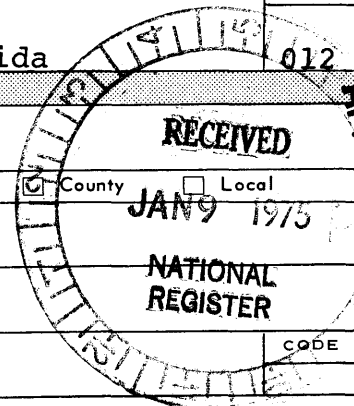
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:  
**Orlando**

STATE:  
**Florida**

CODE:  
**012**



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DATE:

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7 DESCRIPTION

CONDITION

(Check One)			
<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated
(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

Built in the early 1890's, the Old Orlando Railroad Depot is a fine example of late nineteenth century railroad architecture in Florida. The depot is a complex of three structures (Office and Baggage Building, Passenger Station, and Warehouse) connected by a single covered loading platform, located on both the east and west sides and between the buildings. The buildings are constructed of load bearing, pressed brick with wood frame roofing.

The north facade of the Office and Baggage Building, being the northernmost wall of the depot complex, is characterized by a three bay composition. Noteworthy among the architectural features on this facade are a three-story circular tower with an open porch at the third level, round wooden colonettes, dentilled cornice and a conical roof with chimney. The hipped roof covering the Baggage Building terminates at the second floor making the tower the focal point of the structure. Off-setting it to some degree is a small balcony which cuts diagonally through the corner with the corner supported by a single wooden colonette, which paired with sash windows and a single entry, with rectangular sidelights, forms the central bay of this facade. (Originally the entry was through double doors with a transom.) There is a bold departure in scale in the east bay of this facade where the height of the whole drops to the level of the canopy.

East and west elevations are slightly obscured by the covered platform which runs the full length of both sides. There are, however, some interesting stylistic details to be noted above the level of the canopy, i.e., a semi-circular balcony with semi-conical bonnet on the west, paired gabled dormers on the east and one gabled dormer on the west, and brick chimney on the east. (Paired eyebrow dormers were originally on the east and west sides of the roof and single ones on the north and south. The first floor windows are significant in that they were double-hung sash with transoms. These were replaced after 1921 with the present double-hung sash windows.)

The Passenger Station is the central element of the complex. The distinguishing feature of the west facade is a semi-circular bay which has a semi-conical bonnet and five eyebrow windows above a dentilled cornice. This bay is flanked by single doors. The gable roof is crowned by an onion shaped cupola which is the main feature of this structure. Keyed into this cupola and projecting east is a gable dormer with lunette. (Originally, the roof was pierced by paired eyebrow dormers which were removed after 1921.)

The north elevation is blocked from view by the Baggage Building, but it has several distinguishing features: a hipped (con't.)

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(Number all entries) 7. Description

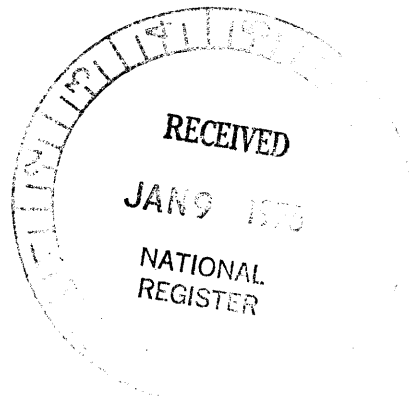
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roof with a semi-conical dormer containing three eyebrow windows above a dentilled moulding, and two eyebrow windows below the eave line.

The final structure in the complex is a small warehouse at the southern end. This is rectangular in plan with a shed extension to the south and a hipped roof. (Originally, this roof contained four eyebrow dormers, one on each slope.)

The depot is located in a warehouse and commercial district. It is bounded on the west by the Seaboard Coastline tracks and on the east by Depot Place. The north facade faces directly onto West Church Street and the southern end is bounded by warehouses.

This structure has many of the elements common to the Shingle Style of the late nineteenth century, i.e., the conical roof tower, semi-circular bay, original dormers, and cupola. The building gives a feeling that careful thought and planning went into this design. This structure remains unique among the other railroad depots constructed in Florida during the period.



**8. 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) **1889**

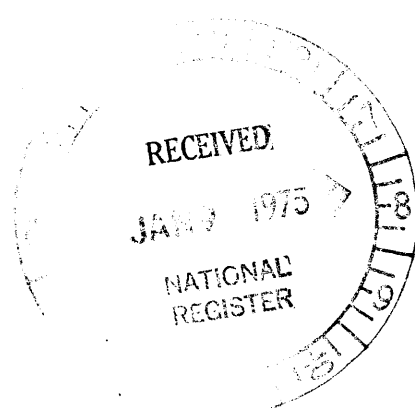
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <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 type="checkbox"/> Commerce                | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____  |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  |  |
| <input type="checkbox"/> Conservation            |   |  |  |

STATEMENT OF SIGNIFICANCE

The Old Orlando Railroad Depot was the third railroad station constructed in Orlando in the decade from 1880 to 1890. It was the construction of the South Florida Railroad that first opened the Orlando area to large scale development as Orlando's population jumped from about 200 persons in 1880 to 3,000 persons in 1890. The depot was built from 1889 to 1890 by Henry B. Plant, railroad and hotel magnate. It was completed by T. B. Cotter, a contractor from Sanford, Florida at a cost of around \$18,000.

The group of buildings is a unique example of late Victorian railroad architecture in Florida. Its design resembles the Shingle Style of the late nineteenth century, a style not common in Florida. The character of the design has been preserved with the exception of the loss of the eyebrow dormers.



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9. MAJOR BIBLIOGRAPHICAL REFERENCES

SEE ATTACHED SHEET

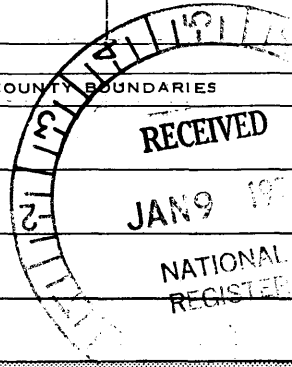
10. GEOGRAPHICAL DATA

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	Degrees Minutes Seconds	
NW	° ' "	° ' "		N28° 32' 23"	W81° 22' 50"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 0.4 acres

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



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:  
Phillip A. Werndli, Historic Sites Specialist

ORGANIZATION: Div. of Archives, History & Records Management      DATE: 10-15-74

STREET AND NUMBER:  
Department of State, The Capitol

CITY OR TOWN: Tallahassee      STATE: Florida      CODE: 012

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: Robert Williams  
Title: State Historic Preservation Officer

Date: December 16, 1974

I hereby certify that this property is included in the National Register.

Acting [Signature]  
Director, Office of Archeology and Historic Preservation

Date: 4/22/76

ATTEST: [Signature]  
Keeper of The National Register

Date: 4.12.76

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(Number all entries) 9. Major Bibliographical References

-2-

Gore, E. H. From Florida Sand to the City Beautiful, A Historical Record of Orlando. Orlando: Orange Press, 1949.

Jacksonville Florida Times-Union, September 12, 1889; January 5, 1890.

Orange County Historical Quarterly, June, 1972, p. 3.

Scully, Vincent J., Jr. The Shingle Style: Architectural Theory and Design from Richardson to the Origins of Wright. New Haven: Yale University Press, 1955.

U. S. Interstate Commerce Commission. Division of Valuation. Valuation Form No. 68-R-B, July 15, 1915. Report on Orlando Depot, February 25, 1921. In files of Seaboard Coast Line Railroad, Jacksonville, Florida.

Wyllie, H. S. "Map of Orlando, Florida, 1890 - County Seat of Orange County." (Illustrated.)

