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NATIONAL  
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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 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 Old Seaboard Air Line Depot, Sebring  
other names/site number Seaboard Air Line Passenger Station  
8 HG 53

2. Location

street & number East Center Avenue N/A not for publication  
city, town Sebring N/A vicinity  
state Florida code FL county Highlands code FL 055 zip code 33870

3. Classification

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

Name of related multiple property listing: Multiple Resource Area of Sebring, Florida  
Number of contributing resources previously listed in the National Register N/A

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 State Historic Preservation Officer Date 2/5/90  
Florida Dept. of State-Bureau of Historic Preservation

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. Mark Z. Baker Entered in the National Register 16 March 1990  
 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:) \_\_\_\_\_  
Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**6. Function or Use**

Historic Functions (enter categories from instructions)  
TRANSPORTATION/rail-related

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Current Functions (enter categories from instructions)  
TRANSPORTATION/rail-related

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**7. Description**

Architectural Classification  
(enter categories from instructions)

OTHER/masonry vernacular

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Materials (enter categories from instructions)

foundation concrete

walls brick

stucco

roof rolled composition

other wood

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Describe present and historic physical appearance.

**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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

\_\_\_\_\_

Period of Significance

1924-1927

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1924

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Architect/Builder

unknown

\_\_\_\_\_

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

See continuation sheet

**9. Major Bibliographical References**

PLEASE SEE COVER NOMINATION-MULTIPLE RESOURCE AREA OF SEBRING, FLORIDA

**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:**

Bureau of Historic Preservation

**10. Geographical Data**

Acreage of property approximately four and one-half acres

**UTM References**

A 

1	7
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4	5	7	0	7	0
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3	0	4	1	3	0	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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See continuation sheet

**Verbal Boundary Description**

T 34, R 29, S 29, Rect. 4.2 acres 250 M/L-DB 7-PG 147

See continuation sheet

**Boundary Justification**

The boundary follows the current legal boundary of the property which is historically associated with the site.

See continuation sheet

**11. Form Prepared By**

name/title Vicki L. Welcher - Historic Sites Specialist  
organization Bureau of Historic Preservation date February 1, 1990  
street & number 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 Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

Old Seaboard Air Line Depot, Sebring

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The Old Seaboard Air Line Depot is a one story masonry vernacular building constructed adjacent to railroad tracks on East Center Avenue near the perimeter of the city limits of Sebring, Florida. The station has such railroad station features as a passenger waiting room, baggage room, and the ticket agent's office. The agent's office is centrally located and incorporates a projecting track side bay. Other distinguishing features include a projecting roof supported by brackets and the shed roofed platform running parallel with the track.

The station has a flat roof behind a stepped parapet. The east facade spans six bays and contains such features as a decorative terra-cotta crest above the doorway in the second bay, Corinthian columns in the fifth bay, and a round arch entrance with terra-cotta surrounds in fruit and acanthus leaf motifs. Fenestration is replacement aluminum awning windows. The original arched openings are infilled with concrete and are tentatively slated for restoration pending funding.

The west facade has a arched entrance in the first bay, three grouped, arched windows in the second bay and a hexagonal projecting bay in the third. A flat, projecting roof along the west facade is integrated with the track platform which is supported by square wood columns and massive, cross brackets. Alterations are limited to the substitution of aluminum awning windows on the east facade and the brick infill of the second story windows at the north end of the building.

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Old Seaboard Air Line Depot, Sebring

The Old Seaboard Air Line Depot, built in 1924, is significant at the local level under Criterion A in the area of transportation for its association with the development of the Town of Sebring and the significant role the railroad played in this development. It is also significant at the local level under Criterion C as a good example of the utilitarian railroad depot constructed in Florida during the first part of the twentieth century.

The Seaboard Air Line Railway passenger station symbolizes the importance of rail transportation to the settlement and subsequent development of Sebring. The Sebring depot was one of six constructed when the Seaboard company expanded its operations through central Florida in 1924. Until that time, there was no direct route for passengers from places in Florida such as Tampa and West Palm Beach, to northern cities. The new line, known as the Orange Blossom Line for its path through Florida's citrus groves, for the first time connected south Florida to New York City.

George Sebring had been successful in marketing his new town in Florida as an excellent vacation spot. Reports in the local newspapers noted that the tourist business in 1926 was so brisk that local hotels rented cottages along Lake Jackson to accommodate their overflow of guests. All of this was made possible by the railroad connection that allowed passengers to ride the same Pullman car from the north to Sebring without the inconvenience of changing railroad lines and traveling portions of the trip on steamship. Together with its neighboring freight station, the Seaboard Air Line provided direct access to Sebring from the major metropolitan centers of the northeast and helped fuel the city's land boom during the mid-1920s. In January, 1925, a cross-state train dubbed the "Orange Blossom Special" made its initial journey through Sebring, which immediately proclaimed itself the "Orange Blossom City."

Beyond its association with the transportation industry, the Sebring station has architectural significance as an expression of railroad station design that developed in the nineteenth century. The growth of rail transportation during the 1830s resulted in a need for facilities that could accommodate both passengers and freight traffic. Railroad companies often established in-house architectural or engineering divisions or commissioned architectural firms to design buildings that could be replicated throughout their systems. Stations were typically

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Old Seaboard Air Line Depot, Sebring

designed and built in bays so that they could be adjusted to fit a town of any size. Most were modest, human scale structures with low pitched roofs. The basic interior design included a passenger waiting room, a baggage room, a freight room, and an agent's office. The exterior featured a projecting bay so the agent could see train movement and a wide overhanging roof which sheltered passengers and rail workers. Within these design restraints, railroad companies constructed a number of variations, often using local materials and elements from a number of architectural styles.

The Seaboard Air Line passenger station is a good example of basic railroad station design. It consists of a series of bays, housing a passenger waiting room, baggage storage areas, and the agent's office. It retains its original use as part of the Amtrak passenger line.

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National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Photos \_\_\_\_\_ Page 1

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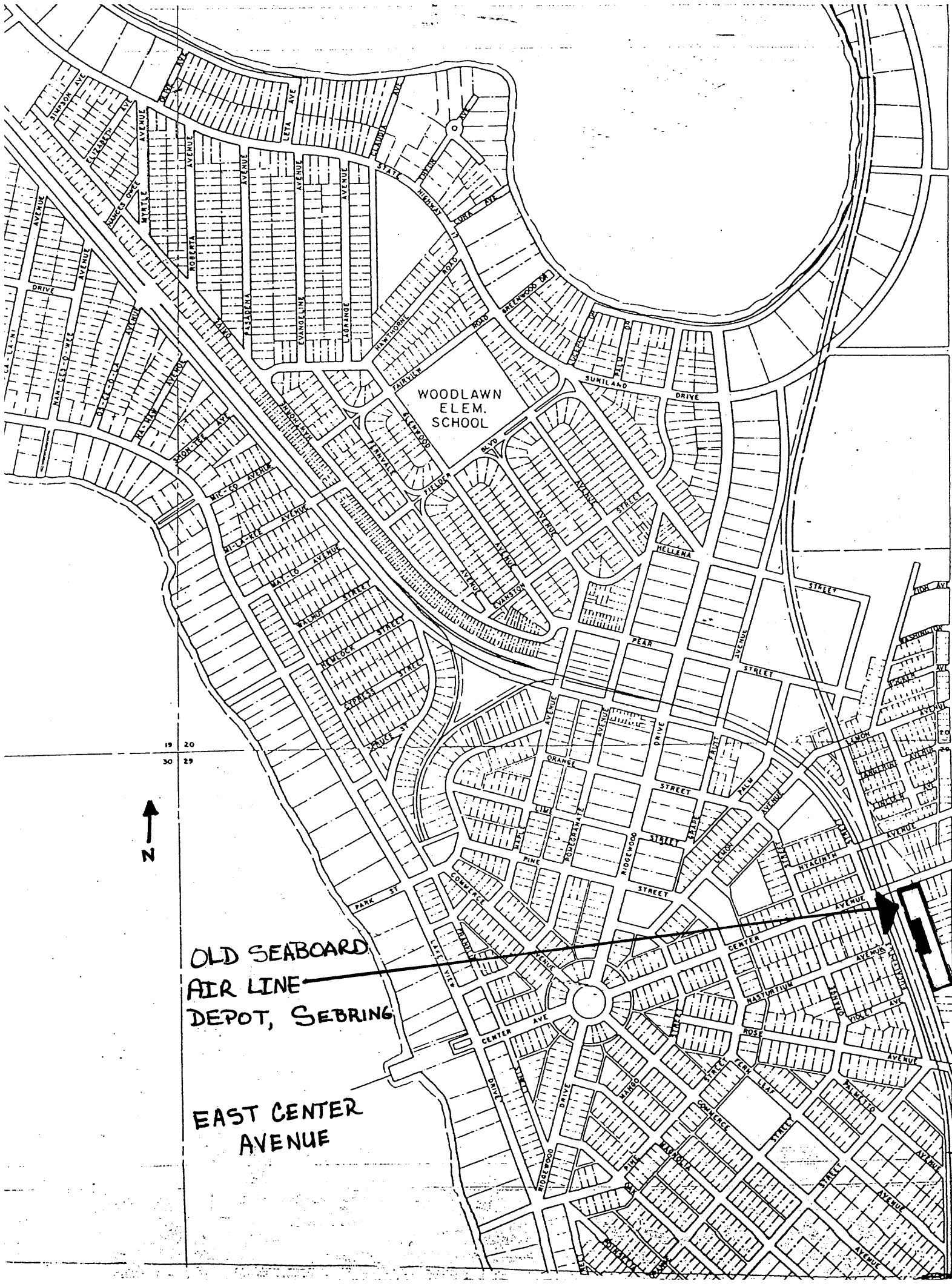
Old Seaboard Air Line Depot, Sebring

1. Old Seaboard Air Line Depot, Sebring
2. Sebring, Florida
3. Paul Weaver
4. 1988
5. Historic Property Associates
6. Main facade facing south
7. Photo 1 of 3

1. Old Seaboard Air Line Depot, Sebring
2. Sebring, Florida
3. Paul Weaver
4. 1988
5. Historic Property Associates
6. South elevation facing north
7. Photo 2 of 3

1. Old Seaboard Air Line Depot, Sebring
2. Sebring, Florida
3. Paul Weaver
4. 1988
5. Historic Property Associates
6. Rear elevation facing southwest
7. Photo 3 of 3





WOODLAWN  
ELEM.  
SCHOOL



19 20  
30 29

OLD SEABOARD  
AIR LINE  
DEPOT, SEBRING

EAST CENTER  
AVENUE