

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000134

Date Listed: 3/15/93

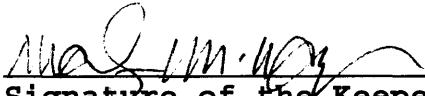
Apopka Seaboard Air Line RR Depot
Property Name

Orange
County

FLORIDA
State

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for 
Signature of the Keeper

3/26/93
Date of Action

=====
Amended Items in Nomination:

Section No. 7

This nomination is amended to show the roof material as asbestos, as is indicated in the text.

This change has been confirmed by phone with the Florida SHPO (3/26/93).

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED

FEB 02 1993

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 "x" in the appropriate box or by entering the information requested. If an 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 Apopka Seaboard Air Line Railway Depot

other names/site number 80R3515

2. Location

street & number 36 East Station Street n/a not for publication

city or town Apopka n/a vicinity

state Florida code FL county Orange code 95 zip code 32704

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.)

Suzanne P. Walker / Deputy SHPO 1/29/93
Signature of certifying official/Title Date

Florida Division of Historical Resources, Bureau of Historic Preservation
State of 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.
- removed from the National Register.
- other, (explain:) _____

Signature of the Keeper

Date of Action

Mary M. Now

3/15/93

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)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include 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 listing
(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: Rail-related

Current Functions

(Enter categories from instructions)

Commerce/Trade: Warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Frame Vernacular

Materials

(Enter categories from instructions)

foundation Concrete

walls Wood: Weatherboard

roof Asphalt

other n/a

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.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1918-1943

Significant Dates

1918

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Unknown/Unknown

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 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 # _____

Primary location of additional data:

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

Name of repository:

Apopka Seaboard Air
Line Railway Depot

Orange Co., FL

Name of Property

County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

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Zone

Easting

Northing

2

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3

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Zone

Easting

Northing

4

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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 & Chip Bennett/Barbara E. Mattick, Historic Sites Specialist

organization Bureau of Historic Preservation date January 1993

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

city or town Tallahassee state FL 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 Essex Tool & Die Company, Inc.

street & number 507 S. Lake Avenue telephone _____

city or town Apopka state FL zip code 32703-5225

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 to amend existing 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.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1 Apopka Seaboard Air Line Railway Depot,
Orange Co., FL**SUMMARY**

The Apopka Seaboard Air Line (SAL) Railway Depot is located at 36 Station Street in Apopka, Orange County, Florida. A Frame Vernacular design, it rises one story and measures approximately twenty-five by eighty feet. It displays a hipped roof covered with asbestos shingles, cross-hip extensions, corbeled brick chimneys, wide eaves, and drop siding exterior wall fabric. The building is the only remaining historic resource associated with Apopka's transportation heritage. Although boarded up and presently serving as a warehouse for a local business, the building retains much of its original appearance and interior configuration.

Setting

The Apopka Seaboard Air Line Railway Depot occupies part of lot 147, block E in the Town of Apopka Subdivision. U.S. Highway 441, locally known as Main Street, serves as the major corridor through town and lies two blocks north of the depot. Central Avenue, an important secondary transportation artery, lies one-half block to the west. The depot is located two blocks south of the commercial district along the CSX tracks, which run southeast to northwest through Apopka. Several small, one-story, masonry and wood frame buildings lie to the east, north, and west of the depot and a large open field extends to the south.

Exterior

The front (south) elevation extends along the railroad tracks some eighty feet (photos 1 & 2). An intersecting hipped roof near the southwest corner covers a rectangular bay, which historically served as the station agent's office. Although doors and windows have been boarded over, the original surrounds remain intact. Many of the original single, 6/6 windows and exterior paneled wood doors with 1-light transoms also remain. A loading door, located about halfway across the facade, has been enclosed with drop siding. A concrete pier from which extend threaded bolts indicates the position of the depot's original semaphore pole, which was in front of the station agent's bay. Cast into the concrete steps that lead into the agent's office is the number "1918", the date the depot was constructed.

The east elevation, now enclosed, originally had an open freight dock, which also extended some ten feet along the south

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Orange Co., FL

and north elevations (photos 1 & 3). The north elevation displays two loading doors, which operate on sliding tracks and appear to be part of the original building. A shallow, hip roofed ell at the northwest corner of the building contains door and window openings, several of which have been boarded over from the inside (photo 4). The west elevation has a single door at the north end.

Interior

The interior of the building is divided into three parts, and maintains its original configuration (photos 5, 6, & 7). The original passenger waiting and luggage rooms are contained in the west end of the building, the station agent's bay near the southwest corner, and freight facilities on the east end. Loading and pedestrian doors provide access to all three areas. The passenger area is divided into three rooms, two of which adjoin the agent's bay. Stairs leading up from the passenger area provide access to the freight room. The station agent's bay and passenger areas have nine-foot ceilings and walls are covered with horizontal wood siding and wainscoting. Many original paneled wood doors, lighted transoms, and surrounds remain. A few doors have been placed in storage. Although some windows have been boarded over in the interior to protect the glass, other windows are visible. The freight area has exposed trusses and exposed wall studs. Finished pine covers the floor in the passenger area, while simple wooden planks serve as the flooring in the freight area. Few interior features have been compromised or lost.

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Continuation SheetApopka Seaboard Air Line Railway Depot,
Orange Co., FLSection number 8 Page 1**SUMMARY**

The Apopka Seaboard Air Line Railway Depot (SAL) fulfills Criteria A and C for listing in the National Register of Historic Places. Under Criterion A, the building has significance in the area of Transportation as Apopka's only remaining historic passenger depot. Under Criterion C, the building has further significance as a good example of a Frame Vernacular depot. Built in 1918, the building is typical of early twentieth century vernacular depots in rural Florida. It is the only remaining historic resource associated with Apopka's transportation heritage, and is one of the relatively few remaining examples of a wood frame railroad depot left standing in Orange County.

HISTORICAL CONTEXT**Apopka (1885-1942)**

Apopka, founded in the 1850s, experienced its first period of significant development during the 1880s, when large-scale cultivation of citrus and the development of railroads came to central Florida. Apopka was incorporated in 1882, but its development was hampered by a hard freeze in 1886, a yellow fever epidemic two years later, and a series of devastating freezes during the winter of 1894-1895. After the freezes, the local bank closed and newspapers ceased publication. Although the community was hailed in 1897 as the "Metropolis of West Orange", subdivision and construction activity remained lethargic, and it was nearly a decade before citrus trees again produced at the levels set in the early 1890s. In 1900, Apopka's population dipped to 218. Development in Apopka resumed at a moderate pace after the turn of the century, when it regained its reputation as an agricultural community. The population nearly doubled to 410 by 1910.

A revitalized agricultural industry and the formation of the Apopka Board of Trade in 1912 spurred economic growth. Citrus, one of Orange County's most important industries, experienced a boom about 1910. In Apopka, a citrus exchange was organized and truck farms for tomatoes and watermelons were established. Several lumber mills were also established. Nearly 1,000 acres of cotton were planted and a gin was installed to process the crop. The board of trade, which actively sought investors, cited the need for a newspaper, bank, citrus packing plants, hotels, government friendly to business, and adequate transportation and

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Apopka Seaboard Air Line Railway Depot,
Orange Co., FL

Section number 8 Page 2

public services for the struggling community. Although the citrus boom resulted in the construction of a number of buildings throughout the community, events associated with World War I slowed development. Because little military related activity occurred in Orange County, the economy experienced a mild recession, and a decline in lumber and citrus exports caused several saw mills and citrus packing houses to temporarily cease operations in Apopka. Even so, by 1920, the population had nearly doubled to 798.

In Florida, a land boom began almost immediately after World War I. In virtually every city and town in the state, new subdivisions were platted and lots were sold and resold for quick profits. In Orange County the population nearly doubled from 19,890 to 38,325 between 1920 and 1925, and property assessments rose five-fold, from \$7 million to \$35 million, between 1917 and 1927.

Apopka benefited from its proximity to Orlando, which maintained a metropolitan character and served as a crossroads for several state and federal highways. Apopka's population increased from 798 to 1,001 in the first five years of the decade. Several new public buildings were erected and roads brick paved. Nearly twenty-five residential subdivisions were established, and numerous residences were built throughout the community.

The boom collapsed in 1926, however, and Florida fell into economic depression a few years ahead of the rest of the nation. Little development occurred in Apopka during this period. The population grew slowly, and amounted 1,312 in 1940. Only three small subdivisions were created, and most dwellings built during the period were small frame residences. A few large residential buildings were constructed early in the decade on empty lots left from an earlier period of development. Construction in the commercial area was also limited to a handful of buildings.

HISTORICAL SIGNIFICANCE

Railroad service was as vital to the growth and development of Apopka in the late nineteenth and early twentieth centuries as it was to other communities throughout the country. In 1885, the Tavares, Orlando, and Atlantic Railroad, later absorbed into the Seaboard Air Line (SAL), was completed through Apopka, and a depot was built a short time afterwards between Park and Central

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avenues. W. T. Berry, an early settler of the area who had established a meat market in Apopka in the 1880s, began working as a station agent in 1890 and remained with the railroad through the 1920s. In addition to his responsibilities with the railroad, Berry served on the local school board and as Apopka's town clerk and treasurer. A second railroad, the Florida Midland, which eventually became part of the Atlantic Coast Line, extended tracks through Apopka and built a depot near Fourth Street and Forest Avenue during the same period. The railroads crossed farther south at the intersection of Forest Avenue and Eighth Street. The SAL and ACL lines provided competitive rail service to the community from the turn of the century until they merged to form the Seaboard Coast Line in the 1960s and then the CSX system in the 1980s.

The original SAL depot was destroyed in early 1918, when a tornado demolished it along with a number of other buildings in the community. Within several months, a new depot was completed on the same site. Although not as distinctive as the original depot, the replacement building satisfied the utilitarian needs of the railroad, and the station continued to serve as an important traffic point through the 1950s. The SAL depot served primarily as a passenger station. Although much of the citrus, fern, and other agriculture products shipped from the community were handled by packing houses located elsewhere on the railroad's line in Apopka, a freight area was located on the east end of the building to handle express and general merchandise shipments to and from the local businesses. Following the merger of the SAL and ACL, the railroad sold its depots in Apopka to local businesses and ended its association with the community. The ACL depot remained at its original site until some twenty years ago, when it was moved out of Apopka.

ARCHITECTURAL CONTEXT

The historic SAL depot is a good example of Frame Vernacular construction. Frame Vernacular, the prevalent style of architecture in Florida, refers to the common wood frame construction technique employed by lay or self-taught builders. Before the Civil War, residents relied upon local materials and their own methods and designs to construct buildings. The Industrial Revolution permitted standardization of building materials and parts and exerted a pervasive influence over vernacular house design. Popular magazines helped to make architectural trends universal throughout the country. The

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Orange Co., FLSection number 8 Page 4

railroad provided cheap and efficient transportation for manufactured building materials. Ultimately, individual builders had access to a myriad of finished architectural products from which to create their own designs.

Frame Vernacular buildings associated with Florida's historic railroad architecture display a variety of shapes and sizes. Many late-nineteenth century depots were two story buildings with elaborate detailing, which included steeply-pitched roofs pierced by large corbeled brick chimneys and dormers, trusses or bargeboard in the gable ends, cross-gable extensions, and large carved brackets under the eaves. Depots that date from the early twentieth century and especially those in small rural communities often rise only one story and display little ornamentation. Plans are usually rectangular, although a station agent's bay generally extends from the elevation closest to the tracks. Horizontal drop siding, wood shingles, and weatherboard are common exterior wall surface materials, and brackets often support wide overhanging eaves. Freight and loading platforms often extend the length of the building, and fenestration is 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, are another important feature of railroad depots, but most have been removed.

ARCHITECTURAL SIGNIFICANCE

The Apopka Seaboard Air Line Railway Depot displays Frame Vernacular construction, and is a good example of vernacular railroad architecture from early twentieth century, rural Florida. The original configuration, which includes a station agent's bay, passenger area, and freight dock, remains intact. Although it has settled in some areas, the building is structurally sound. Although some openings have been boarded over, most of the original pedestrian and freight doors and windows remain. The depot is one of few wood-frame, railroad-related buildings remaining in central Florida, and is the only railroad depot left in Apopka.

United States Department of the Interior
National Park Service

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Apopka Seaboard Air Line Railway Depot,
Apopka, Orange Co., FL

Section number 9 Page 1

BIBLIOGRAPHY

PRIMARY SOURCES

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U.S. Bureau of the Census. Fifteenth Census. 1930. Population. Washington, 1931.

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Seaboard Air Line Railway. Shippers's Guide. Savannah, 1915.

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Apopka Chief

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Orlando Sentinel

Maps

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Apopka Seaboard Air Line Railway Depot,
Apopka, Orange Co., FL

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Sanborn Map Company. Fire Insurance Map of Apopka, Orange County, Florida. New York, 1917, 1924, 1930, 1945.

SECONDARY SOURCES

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Prince, Richard. Seaboard Air Line Railway. Green River, 1969.

Shofner, Jerrell. History of Apopka and Northwest Orange County. Apopka, 1982.

Informants

John Land
Mildred Starbird Risener
Emily Swanson
William Talton, Jr.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Apopka Seaboard Air Line Railway Depot,
Apopka, Orange Co., FL

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Lot 147, Block E of the Town of Apopka

BOUNDARY JUSTIFICATION

The boundary encloses the property historically associated with the Seaboard Air Line Railway Depot.

United States Department of the Interior
National Park Service

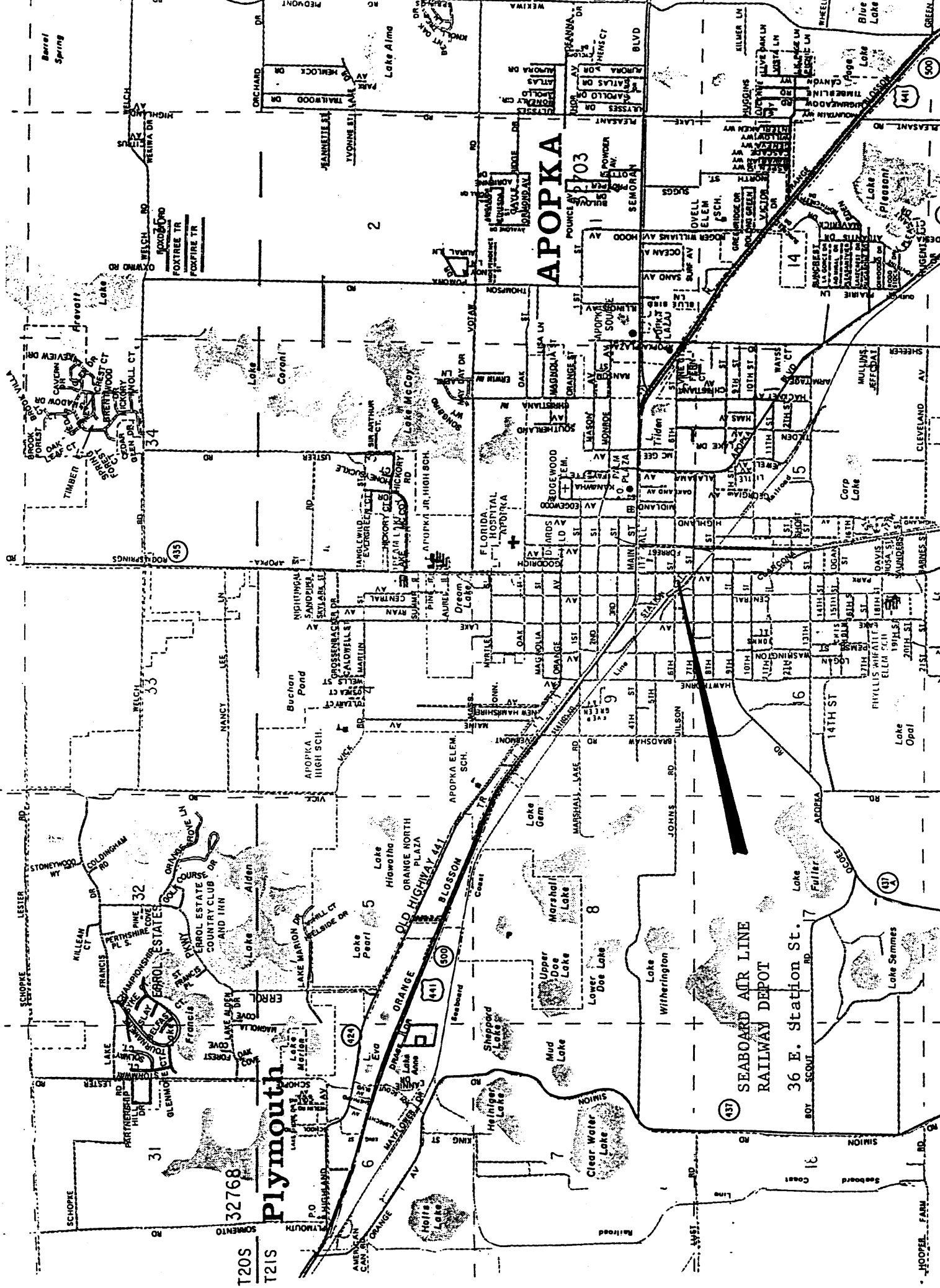
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Photographs 1 Apopka Seaboard Air Line Railway Depot,
Section number _____ Page _____ Apopka, Orange Co., FL

- 1 1) Apopka Seaboard Air Line Railway Depot, 36 E. Station St.
2) Apopka, Orange Co., FL
3) Chip Bennett
4) 1992
5) Historic Property Associates, St. Augustine, FL
6) Main (S) & E elevations, camera facing NW
7) 1 of 7

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

- 2 6) Station Agent's bay and SW corner, camera facing NE
7) 2 of 7
- 3 6) E elevation, camera facing W
7) 3 of 7
- 4 6) N elevation, camera facing S
7) 4 of 7
- 5 6) Interior view of Station Agent's bay and passenger area,
camera facing SE
7) 5 of 7
- 6 6) Interior view of SW corner room, camera facing SW
7) 6 of 7
- 7 6) Interior view of NW corner room, facing NW
7) 7 of 7



APOPKA

SEABOARD AIR LINE
RAILWAY DEPOT

36 E. Station St.

Plymouth

ORANGE
OLD HIGHWAY 441
BLOSSOM

32768

T20S

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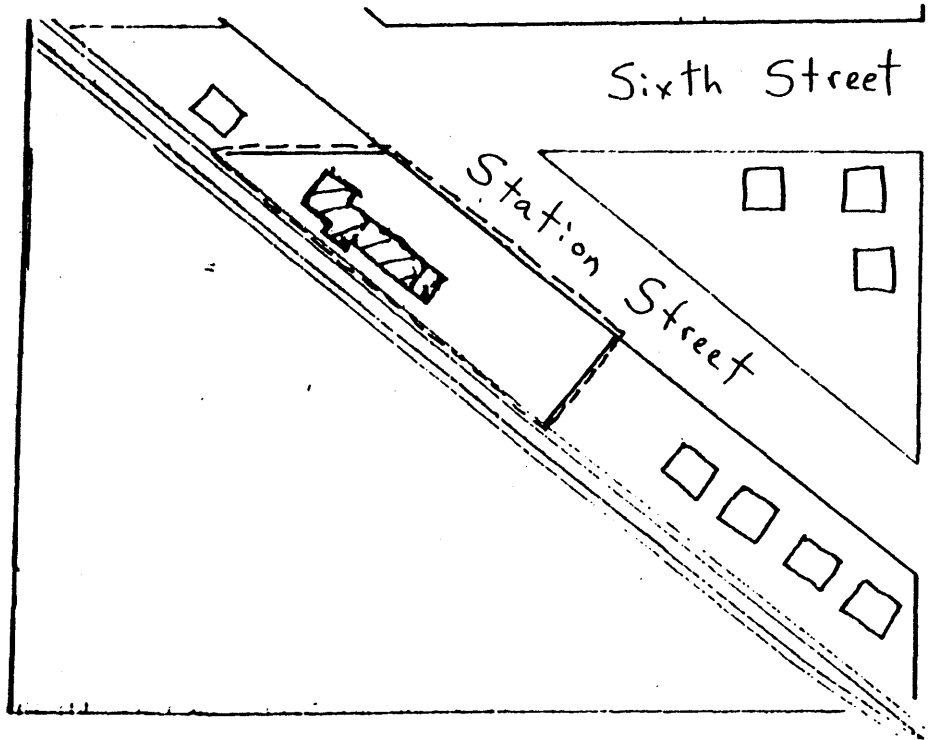
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SEABOARD AIR LINE RAILWAY DEPOT
SITE PLAN



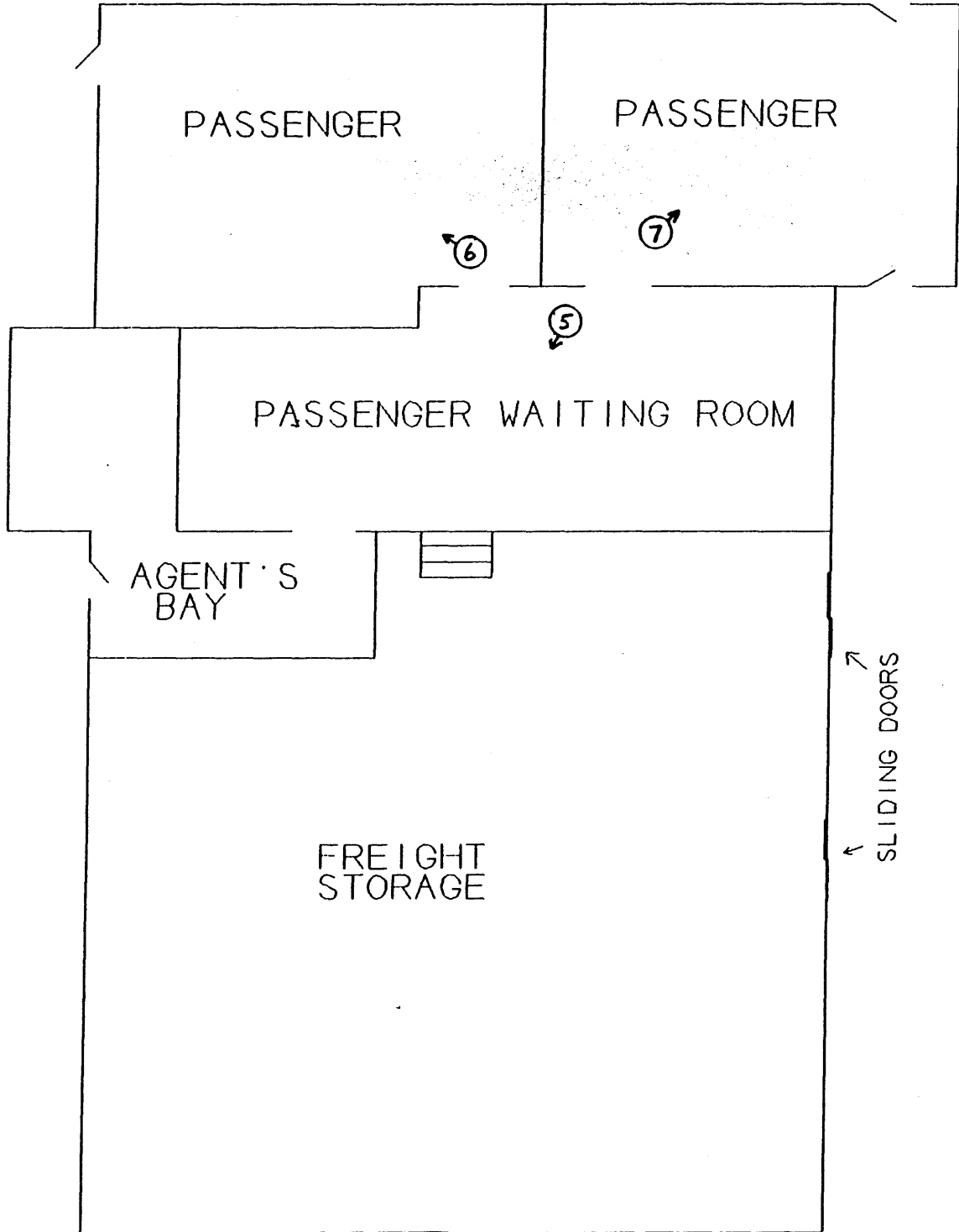
Contributing property 
Non-contributing property 
Boundary - - - -



Apopka, Orange Co., FL

SEABOARD AIR LINE RAILWAY DEPOT
FLOOR PLAN AND PHOTOGRAPH KEY

② ↙



SCALE: 1" = 8'



Apopka, Orange Co., FL

① ↗

③ ↗

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: PROPOSED MOVE

PROPERTY NAME: Apopka Seaboard Air Line Railway Depot

MULTIPLE NAME:

STATE & COUNTY: FLORIDA, Orange

DATE RECEIVED: 10/05/10 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 11/19/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93000134

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 11/18/2010 DATE

ABSTRACT/SUMMARY COMMENTS:

*See attached letter
original mailed 11/19/2010*

RECOM./CRITERIA Approve Preliminary move
REVIEWER J. Lubert DISCIPLINE _____
TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/~~N~~

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

H32(2280)

NOV 19 2010

Ms. Barbara E. Mattick
Deputy State Historic Preservation Officer
Florida Department of State
Division of Historical Resources
500 S. Bronough Street
Tallahassee, FL 32399-0250

Dear Ms. Mattick:

Thank you for your letter of October 4, 2010, regarding the proposed move of the Apopka Seaboard Air Line Railway Depot, Orange County, Florida, a property listed in the National Register of Historic Places. The depot is being moved out of the existing railroad right-of-way to allow for its rehabilitation. You have included documentation justifying the move and describing the new site.

On November 18, 2010, we approved the proposed move. The depot will remain listed in the National Register during and after the move. Final approval of continued listing of the depot on its new site will be issued after the move. After the depot has been relocated, please provide a letter notifying us of the date of the move, along with photographs of the depot in its new location, a new verbal boundary description, acreage figure, UTM point, and an original USGS map. Once we have received this documentation we will issue a final approval of the depot's continued listing in the National Register.

We appreciate the interest of the depot's owners in preserving this historic building and look forward to hearing of the successful move.

Sincerely,

Jim Gabbert, Historian
National Register of Historic Places