

**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: 01000739

Date Listed: 07/30/01

Property Name: Dundee ACL Railroad Depot, Old

County: Polk

State: FL

Multiple Name: Historic Railroad Resources of Florida

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) Sarah D. Pope
Signature of the Keeper

7/30/01
Date of Action

Amended Items in Nomination:

The Old Dundee ACL Railroad Station meets the registration requirements to fall under the Multiple Property Submission, *Florida's Historic Railroad Resources*, as set forth in Section F, page 57 of the context cover. It was constructed by the Atlantic Coastline Railroad, whose activities in Florida are detailed in the context cover; it was constructed during the Progressive/World War I (1904-1920); is an excellent example of the frame vernacular style of railroad station architecture; and though moved from its original location, has a high degree of integrity and retains its interior partitions, semaphore tower, rail switching controls, and loading platform. Its current function is indirectly related to the railroad industry as it now serves as a local railroad museum. It's new location is only two blocks from the original site and it is still within close proximity to the railroad tracks. **Therefore an amendment is made to list the Old Dundee ACL Railroad Station under the *Florida's Historic Railroad Resources* MPS.**

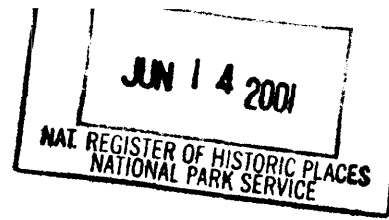
An amendment is also made to list this property under Criterion Consideration B.

This information was confirmed with Barbara Mattick of the FL SHPO.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)



739

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 "x" in 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 DUNDEE ACL RAILROAD DEPOT, OLD

other names/site number N/A

2. Location

street & number 103 Main Street N/A not for publication

city or town Dundee N/A vicinity

state FLORIDA code FL county Polk code 105 zip code 33838

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.)

Jamie Snyder Neatkins Jan 6, 2001
Signature of certifying official/Title Date

State Historic Preservation Officer, Florida 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) _____

(for) Signature of the Keeper Date of Action
Narah D. Pope 7/30/01

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	1	structures
0	0	objects
1	1	total

Name of related multiple property listings
(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/Railroad Depot

Current Functions
(Enter categories from instructions)

RECREATION/CULTURE/Museum

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE/Wood Frame Vernacular

Materials
(Enter categories from instructions)

foundation Concrete
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.)

- Criteria A, B, C, D with checkboxes. C is checked.

Criteria Considerations

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

Property is:

- Criteria A, B, C, D, E, F, G with checkboxes.

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):

- Documentation checkboxes: preliminary determination, previously listed, National Historic Landmark, Historic American Buildings Survey, Historic American Engineering Record.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

Period of Significance

1912

Significant Dates

1912

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Arch: Unknown

Blder: Unknown

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State Agency, Federal agency, Local government, University, Other.

Name of Repository

#

10. Geographical Data

Acreeage of Property less than one

UTM References

(Place additional references on a continuation sheet.)

1	1 7	4 3 8 8 6 0	3 0 9 9 6 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 William R. Adams, Historic Property Consultants/Carl Shiver, Historic Sites Specialist

organization Florida Bureau of Historic Preservation date June 2001

street & number R.A. Gray Building, 500 South Bronough Street telephone (850) 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 Town of Dundee

street & number Post Office Box 1000 telephone (941) 419-3100

city or town Dundee state Florida zip code 33838

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.).

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.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
DESCRIPTION

SUMMARY PARAGRAPH

The Old Dundee ACL Railroad Depot, located at 103 Main Street in downtown Dundee, Florida, is a one-story, wood frame vernacular building constructed in 1912. The basically rectangular structure was designed to provide passenger and baggage facilities for regular railroad traffic passing through the town of Dundee. The building is covered by a gable roof and rests on a low continuous concrete block foundation. There is a telegrapher's bay on the north elevation of the former depot which now faces Main Street. Although the building was moved from its original location a short distance north of Main Street in 1979; to prevent it from being demolished by the CSX Corporation, the present owner of the rail line, the depot still retains many of its original and distinctive features. These include the covered freight loading platform at the east end of the building and the semaphore signal tower located next to the telegrapher's bay. Also extant are the structure's vertical board and batten siding and its major windows and doors. Still found on the interior of the building are the station master's desk and the controls for operating the semaphore and rail switches. A noncontributing metal railroad caboose occupies a small section of railroad track at the rear of the depot. The caboose does not contribute to the property because it was not of the rolling stock owned by the railroad companies that used the depot, and it stands upon a short section of rails located at the rear of the building instead of in front of the historic main facade which faced the rail line before the building was relocated to its present site in 1979. It does, however, add to the railroad setting of the depot.

SETTING

Dundee, Florida, is located at the northern tip of the high, rolling, citrus-covered hills known as "The Ridge," in the geographic center of Florida where U.S. highways 27 and 27A meet County Road 542. The two federal arteries convey automobile traffic north-south, whereas the county route provides immediate access to the city of Winter Haven, approximately 10 miles to the west, and terminates at Lake Hatchineah about 20 miles to the west. County Road 542, which briefly turns into State Road 17 as you exit Dundee, is the major east-west road through the commercial section of town. The town has a population of about 2,500 and lies in close proximity to such tourist attractions as Bok Singing Tower and Cypress Gardens. The community is located in the heart of Florida's citrus producing region. The old depot is located near the southwest corner of Main Street (CR 542) and First Avenue, approximately two blocks south of its original location on the east side of the CSX railroad tracks. The property on which the building stands has been landscaped with a grass lawn and ornamental trees. Standing near the rear (south) side of the building is a vintage railroad caboose placed upon a short section of railroad track. The caboose was not placed in front of the old depot because there was insufficient space and it interfered with the view of the building from Main Street.

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DESCRIPTION

Exterior

The main elevation—former track side—of the depot is oriented north instead of west as it was at its original location (Photo 1). This was done out of concerns for the shape of the city block on which the building now stands and to deal with issues such as visibility and on-site parking. The only major alteration that has been made to the exterior since the building was moved has been the construction of a wooden wheelchair ramp to provide handicap access to the main entrance to the structure.

The only significant break in the rectangular shape of the ground plan of the building is the telegrapher's bay found in the center of the north elevation. This faceted bay has three sides, each of which has a window that was used for viewing rail traffic along the tracks. The main exterior wall fabric is vertical board-and-batten wood siding. There is also a vertical board wainscot that wraps around the base of the building, terminating at the loading dock at the east end of the structure. The top molding of the wainscoting is flush with the sills of the main windows of the depot. The area of the loading dock between the deck and the foundation is screened by a horizontal wood fascia.

The entire structure is covered by a single, gently sloping gable roof. The eaves on the north side of the building extend farther out than those on the west and are supported by wooden knee brackets. The rear slope of the roof features an eaves line only sufficient to prevent rainwater from inundating the exterior wall. A short brick chimney with a round cap rises from the ridge of roof just west of the center of the building. The main windows of the building are 6/6-light, double hung wood sashes. Four sets of window are found on the main facade, three in the telegrapher's bay and one located near the northwest corner of the building. The main entrance to the depot is a wood paneled door found immediately west of the telegrapher's bay. This doorway is reached by the wooden wheelchair ramp that runs parallel to the exterior wall from the parking lot located west of the depot. A rectangular transom light is found above the doorway. Another significant feature of the main facade is the original double wood doors that provide access to the freight/baggage room at the east end of the building. A notable detail of the main facade is the original metal semaphore tower that is still attached at the base to the telegrapher's bay. The tower passes through an aperture in the front slope of the gable roof and terminates at its top in the signaling device.

The west elevation (Photo 2-3) of the old depot exhibits three 6/6-light windows similar to those found on the main facade. Two of these are separated from the third example by a secondary entranceway containing a wood paneled door and transom light similar to those found in the main entranceway on the main facade. At present, there are no steps leading to this doorway; therefore, it is not used to access the building at this time. A

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decorative vergeboard is found in the gable end of the roof on this elevation. Beneath the vergeboard, attached to the exterior wall, is a simple wooden sign that reads "DUNDEE" in sans serif letters.

The rear (south) elevation of the building (Photos 2-3) also feature three 6/6-light windows that illuminate the interior spaces of the building west of the freight/baggage room. Like the main facade, the rear elevation of the freight/baggage room section of the building features original double wood doors. There are no other doorways on this elevation.

The east elevation of the depot features a raised loading dock (Photos 4-6) that is integrated into the main gable roof. The roof and the kneewall immediately below it are supported at the outer corners of the loading dock by square wooden posts that rest directly on the deck of the loading dock. There are no windows or doors located in the east elevation of the building. The gable end of this elevation also features a decorative vergeboard, and the kneewall below it also has a sign that reads "DUNDEE."

Interior

The interior of the old depot comprises four original sections: the original white and colored waiting rooms (now a single office space), the ticket agent/station manager's office (now a restroom and kitchenette) and telegrapher's bay, and the freight/baggage room (now museum space). The walls of the former waiting room (Photos 7-9) are finished with narrow novelty wood siding interrupted about four feet above the wood floors by a plain chair rail. The space no longer contains any of its original furnishings, such as waiting benches, but is occupied by office furniture. The telegrapher's bay (Photos 10-11) remains much as it had been when the depot was still in use. The wooden counter still features the telegraph key and levers for operating the semaphore and track switches. The freight/baggage room section of the depot (Photos 12-19) is now used for portable museum exhibits, but that section of the building remains largely unchanged in appearance. The surface of the wood floor, however, has been refinished and covered with a transparent polyurethane coating to protect it from wear. For the convenience of employees and visitors to the museum, a modern restroom (Photo 20) has been installed in the center section. Modern kitchen facilities (Photos 21-24) have also been installed in order to prepare refreshments when public activities are held in the building. An original ticket window (Photo 25) is found in the west wall of the former white waiting room.

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POLK COUNTY, FLORIDA
SIGNIFICANCE

SUMMARY PARAGRAPH

The Old Atlantic Coast Line Railroad Depot in Dundee, Florida, is significant at the local level under Criterion C in the area of Architecture as an excellent example of a small, Wood Frame Vernacular passenger and freight depot of a type constructed in small Florida communities by railroad companies. It is further among the oldest examples of wood frame depots still extant in the state.

HISTORIC CONTEXT

The Early Settlement of Polk County

In 1843, the Armed Occupation Act offered inducements to settlers who would agree to establish a homestead in those areas of the Florida peninsula that had been wracked by armed conflicts with the Seminole Indians for more than two decades. Adventurous pioneers began to penetrate the wild reaches of the territory's interior to establish farms and small settlements on Florida's narrow waterways.¹ The early white settlement of Polk County (at the time a part of western Hillsborough County) was made possible partly by the establishment by the U.S. Army of Fort Meade on the Peace River in 1849. Although it was abandoned by the military in 1854, the site of the fort formed the basis for one of the first civilian settlements in Polk County. The end of hostilities brought with it the first "land boom" in Polk County. The place names of the new settlements—Fort Arbuckle, Fort Gibson, Fort Hooker, etc.—reflected the area's recent history.²

During the interim between the end of the Seminole Wars and the Civil War, the economy of what would shortly become Polk County rested mainly on cattle ranching. Cattle had been brought to Florida by Spanish colonists, and by the time Florida became a U.S. territory herds of the semi-domesticated animals had flourished in Central Florida. Cattle ranged freely, grazing on the native grasses of the prairie lands of the peninsula. By the advent of the Civil War the number cattle in the state of Florida rivaled the number of human inhabitants.³ Polk County was carved out of a portion of Hillsborough County in June of 1861, as the armed conflict between the Union and the Confederacy began to take hold. The town of Fort Blount (later renamed Bartow) was chosen as the county seat. The boundaries of the new county changed in 1871 and 1879, achieving its present appearance only in 1890 with a realignment of the Pasco-Polk County line.⁴

¹ Louise K. Frisbee, Yesterday's Polk County (Miami: E.A. Seemann Publishing, Inc., 1976) 9.

² Ed McNeely and Al R. McFadyen, Century in the Sun: A History of Polk County (Orlando: Polk County Centennial Committee, 1961) 2.

³ *Ibid.*, 25.

⁴ Century in the Sun: A History of Polk County, 3.

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The Coming of the Railroad

In the early days of the settling of Central Florida, the only methods of travel were by ox cart, horseback, wagon, or boat. In time, however, it was seen that railroads were needed to provide a speedier method of travel to insure development of the area. The long narrow form of the state, with its wetlands and rivers, challenged companies in their effort to construct and update roadbeds and bridges. By 1890 a network of rails funneled settlers deep into the peninsula, and the cities of Jacksonville, Pensacola, and Tampa emerged as important ports. Soon freight cars were bound for northern markets filled with citrus and other agricultural products. Repair shops and division headquarters provided jobs in numerous communities. The railroad in many practical ways created an easier way of life and stimulated the Florida economy. Significant events contributing to Florida's late nineteenth century railroad development were the discovery of phosphate—used in the commercial production of fertilizer—large deposits of which were found in Polk County, and the emergence of Central Florida as a major citrus producer.

When the South Florida Railroad reached Polk County in 1883, the towns of Davenport, Haines City, Lake Alfred, Auburndale, and Lakeland were born in almost the exact order in which the tracks were laid through the area. Previously isolated homesteads had existed in some of these areas for years but no towns. Another line, the Florida Southern Railroad also began laying track in Polk County, reaching Bartow by 1885.⁵ By the end of the century, rail lines crisscrossed much of the county, providing transport for the burgeoning phosphate and citrus industries and bringing to the region new investors who purchased large tracts of land for future development.⁶

By the beginning of the twentieth century, the Atlantic Coast Line Railroad, organized in Baltimore, Maryland, in 1889, began to compete with other railroad companies for control of Florida's rail system. The ACL controlled fifteen railroads and totaled 1,337 miles in 1894. In 1902, the ACL added to its holdings the Plant System which controlled fourteen railways and 2,012 miles of track. The acquisition of the Plant System made the ACL one of the largest of the southern railroads and furnished the company with access to ports at Charlotte Harbor, Jacksonville, and Tampa. The ACL also constructed new rail links, including the line that reached the site of Dundee in 1911.⁷

In 1911, the Highlands Development Company, founded by William W. Shepard of Minneapolis, Minnesota, purchased 14,000 acres of undeveloped land in the vicinity of the present location of Dundee along the new rail line constructed by the Atlantic Coast Line Railroad. The new line linked Haines City, located just

⁵ Frisbee, *Yesterday's Polk County*, 23.

⁶ *Century in the Sun: A History of Polk County*, 5.

⁷ George Pettengill, Jr., *The Story of Florida Railroads*, Bulletin No. 86, Railway Historical Society (Boston: Harvard University Press, 1952) 87-88, 128.

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a few miles north of Dundee, with Sebring in Highlands County.⁸ A small wood frame railroad depot was constructed early in 1912 (Photo 26) to bring prospective settlers to get a firsthand view this scenic section of Florida. The Highlands Development Company had two major goals: developing citrus groves and selling house lots in the newly platted settlement of Dundee. The company ran special trains to Dundee to bring potential settlers and investors to the location. Those persons who purchased land were refunded their rail fares.⁹ The first settlers to arrive by rail were the Probst and Clark families from Minneapolis. They arrived with all their worldly goods and chose a tract of land on the east side of Lake Annie on which to build their homes. To accommodate the influx of land seekers, the Highlands Hotel was constructed near the railway station, overlooking Lake Dell. Nearby, the Glen Saint Mary Nursery Company acquired 900 acres on which to establish a citrus nursery.¹⁰

In the years before the citrus trees reached maturity, the economy was bolstered by harvesting the large stands of pine trees in the area. Sawmills furnished the lumber for the construction of many of Dundee's early buildings, and a large turpentine distillery flourished for several years. By the time the timber resources were exhausted, citrus groves had become well established in the vicinity of the town. The W.C. Lee Packing House was constructed on the shore of Crystal Lake, a few miles north of Dundee. In 1924, the Dundee Citrus Growers Association purchased the packing house¹¹ and in 1930 constructed a new packing house next to the railroad station.¹² With the advent of the railroad, the town grew rapidly, streets were laid out, and businesses began to appear in the downtown area. The Bank of Dundee was organized in 1915, and the building that housed it still stands across Main Street from the railroad depot. Dundee was incorporated as a town in 1925 and had grown to 2,000 residents by 1929. The bank failed with the onset of the Great Depression in 1929, and the economy stagnated until the town began to grow again in the 1950s. The economic revitalization of the community has provided Dundee with dozens of new businesses, a multi-store mall, three motels, and a variety of restaurants that cater mainly to the tourist trade.¹³

Railroad development in Florida had been largely completed by World War I and began its decline shortly thereafter. The 1920s and 1930s formed a period of consolidation and modernization, but few new depots were built after the 1920s, and those were erected in the fast-growing urban centers associated with tourism. After World War II, railroad passenger service declined dramatically in Florida, largely as the result of

⁸ News-Chief (Winter Haven) November 2, 1911.

⁹ Anonymous, Dundee, Doorway to the Ridge, Business & Membership Directory & Guide for Newcomers 2000-2001, Millennium Edition (Dundee: Dundee Chamber of Commerce, n.d.) 2.

¹⁰ Ibid.

¹¹ W. Gordon Smith, D is for Diamonds: The 75th Anniversary of the Dundee Citrus Growers Association (Virginia Beach, VA: Donning Company, Publishers, 1999) 14.

¹² Ibid., 15.

¹³ Dundee, Doorway to the Ridge, 3.

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the development of the interstate highway system and improved state roadways that entailed a diminishing economic incentive for the railroads to provide passenger service.

Passenger service at the Dundee railway station ceased in the early 1960s.¹⁴ The building sat unoccupied until it was acquired in 1977 by the Town of Dundee from the Seaboard Coast Line Railroad Company to prevent its demolition. The town government was also required to remove the building from its original site¹⁵ In 1979 (Photo 27), the old depot was moved to its present location on the south side of Main Street.¹⁶ The historic resource has been partly rehabilitated and is maintained as a museum and a community use facility for meetings and activities by a variety of local organizations.

ARCHITECTURAL SIGNIFICANCE

The railroad depot is significant for being an excellent, relatively unaltered, example of the type small wood frame rail terminal constructed by railroad companies in Florida during in the late 19th century and early twentieth centuries. The design of the Dundee Atlantic Coast Line Railroad Depot is typical of those stations built by railroad companies in small, usually agricultural, Florida communities. Most railroad companies in Florida were somewhat haphazard in their approach to building stations during the period from about 1880 to 1920. The size of a community and the number of rail lines that served it naturally determined the quality of the terminal facilities that might be located there. However, as older and smaller railroads were consolidated into larger companies, the new corporation was content to use whatever facilities were already available, rather than allocate funds for new terminals. This was particularly the case in the smaller towns. Passenger transportation was usually secondary to freight, so that few allowances were made for the comfort of the rail travelers. The majority of the railroad depots erected in Florida were one-story wood frame vernacular structures, but whether wood frame or masonry, they followed approximately the same design scheme.

The usually rectangular building has a gently sloping roof with wide eaves to afford some shelter to the passenger and baggage platforms. Sometimes the building had only one waiting room, but more often there were two in the segregated South, one for whites and another for black passengers. The ticket agent and telegraph office usually occupied the center of the building and featured a projecting bay on the track side of the building to allow the station master to observe train movements and to operate the signal and track switching controls. At one end of the building would be the baggage and freight rooms. As in the case of the Dundee

¹⁴ News-Chief (Winter Haven) July 4, 1976.

¹⁵ Polk County, Public Records, Deed Records, Book 1743, Page 607, Polk County Courthouse, Bartow, Florida.

¹⁶ News-Chief (Winter Haven) April 12, 1979.

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depot, there might also be a covered baggage platform or even a separate freight depot building. The platform allowed the temporary storage of large and bulky items, such as bales of cotton or crates of citrus awaiting shipment to distant markets. Many of the small depot structures in Florida have been demolished as rail lines have been abandoned and rails and other appurtenances removed from the rights-of-way.

Railroad companies sometimes used local architects to design their depots, but more often employed the services of their own engineering departments. The stylistic antecedents of the majority of the depot buildings—which followed a similar pattern adopted by most railroad companies—is vague, as the decorative details are usually few and the overall design has been subordinated to interior functions. Most of the small, wood frame depots in the state were demolished, as unprofitable railroad routes were abandoned and the rails and ties removed. Buildings that were not torn down were often removed and used for other purposes, such as small office buildings and storage facilities. In many cases, the former depots that have survived and remain in situ have lost their distinctive architectural features, and their interior partitions have been completely rearranged. Features such as semaphore towers, rail switching controls, and loading platforms have been removed and discarded. Although, the Dundee railroad depot has—of necessity—been relocated, it retains most of its original integrity and is visible reminder of the heyday of the railroad era in Florida.

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DUNDEE ACL RAILROAD DEPOT, OLD
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MAJOR BIBLIOGRAPHICAL REFERENCES

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Books

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Newspapers

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News-Chief (Winter Haven) July 4, 1976.

News-Chief (Winter Haven) April 12, 1979.

Periodicals

Pettengill, George Jr. "The Story of Florida Railroads," Bulletin No. 86, Railway Locomotive and Historical Society. Boston: Harvard University Press, 1952.

Public Records

Polk County, Public Records, Deed Records, Book 1743, Page 607, Polk County Courthouse, Bartow, Florida.

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POLK COUNTY, FLORIDA
GEOGRAPHICAL DATA

Boundary Description

Old Dundee Depot, 103 Main Street
Block 18, Lots 1-6, Original Town of Dundee, Parcel Number 28-28-27-836000

Boundary Justification

The building and all historic fabric and materials related to the Old Dundee ACL Railroad Depot are contained within the boundaries described above.

United States Department of the Interior
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DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
MAJOR BIBLIOGRAPHICAL REFERENCES

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Section number 10 Page 1 DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
GEOGRAPHICAL DATA

Boundary Description

Old Dundee Depot, 103 Main Street
Block 18, Lots 1-6, Original Town of Dundee, Parcel Number 28-28-27-836000

Boundary Justification

The building and all historic fabric and materials related to the Old Dundee ACL Railroad Depot are contained within the boundaries described above.

**United States Department of the Interior
National Park Service**

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Section number _____ Page 1 DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
PHOTOGRAPHS

List of Photographs

1. Old Dundee ACL Railroad Depot
2. 103 Main Street, Dundee (Polk County), Florida
3. William R. Adams
4. July 2000
5. Historic Property Associates
6. Main (North) Facade and West Elevation, Looking Southeast
7. Photo 1 of 27

Items 1-5 are the same for all of the following photographs.

6. West and South Elevations, Looking Northeast
7. Photo 2 of 27

6. West and South Elevations, Looking Northeast
7. Photo 3 of 27

6. South and East Elevations, Looking Northwest
7. Photo 4 of 27

6. South and East Elevations, Looking Northwest
7. Photo 5 of 27

6. East Elevation and North (Main) Facade, Looking Southwest
7. Photo 6 of 27

6. Interior, Former Waiting Room, Looking South
7. Photo 7 of 27

6. Interior, Former Waiting Room, Looking Southwest
7. Photo 8 of 27

6. Interior, Former Waiting Room, Looking Southeast
7. Photo 9 of 27

6. Interior, Former Telegrapher's Bay, Looking Northeast
7. Photo 10 of 27

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Section number _____ Page 2 DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
PHOTOGRAPHS

6. Interior, Former Telegrapher's Bay, Looking North

7. Photo 11 of 27

6. Interior, Freight/Baggage Room, Looking North

7. Photo 12 of 27

6. Interior, Freight/Baggage Room, Looking Southwest

7. Photo 13 of 27

6. Interior, Freight/Baggage Room, Looking West

7. Photo 14 of 27

6. Interior, Freight/Baggage Room, Looking East

7. Photo 15 of 27

6. Interior, Freight/Baggage Room, Looking East

7. Photo 16 of 27

6. Interior, Freight/Baggage Room, Looking South

7. Photo 17 of 27

6. Interior, Freight/Baggage Room, Looking Northeast

7. Photo 18 of 27

6. Interior, Freight/Baggage Room, Looking Northwest

7. Photo 19 of 27

6. Interior, Restroom, Looking West

7. Photo 20 of 27

6. Interior, Kitchen, Looking Southeast

7. Photo 21 of 27

6. Interior, Kitchen, Looking Northwest

7. Photo 22 of 27

6. Interior, Kitchen, Looking Northeast

7. Photo 23 of 27

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Section number _____ Page 3 DUNDEE ACL RAILROAD DEPOT, OLD
POLK COUNTY, FLORIDA
PHOTOGRAPHS

6. Interior, Kitchen, Looking North

7. Photo 24 of 27

6. Interior, Former Waiting Room, Ticket Window, Looking West

7. Photo 25 of 27

1. Old Dundee ACL Railroad Depot

2. 1st Street, Dundee (Polk County), Florida

3. Unknown

4. c.1912

5. Historic Dundee Depot Railroad Museum

6. Main (West) Facade and South Elevation, Looking Northeast

7. Photo 26 of 27

1. Old Dundee ACL Railroad Depot

2. 1st Street, Dundee (Polk County), Florida

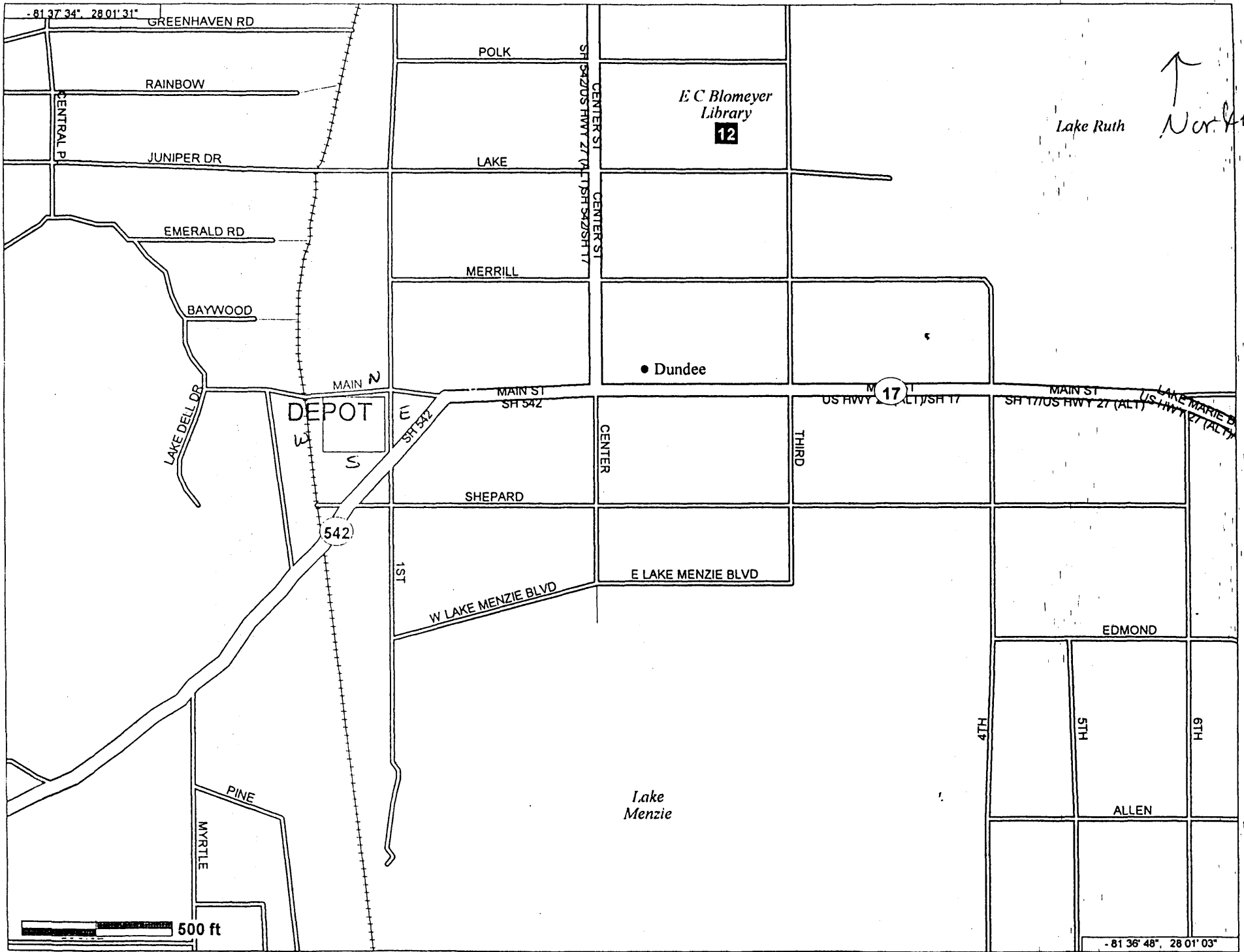
3. Unknown

4. October 1979

5. Winter Haven Sunday News-Chief

6. Main (West) Facade and North Elevation, Looking Southeast

7. Photo 27 of 27



- 81 37 34", 28 01' 31"

GREENHAVEN RD

RAINBOW

JUNIPER DR

EMERALD RD

BAYWOOD

LAKE DELL DR

DEPOT

542

PINE

MYRTLE

500 ft

POLK

LAKE

MERRILL

SHEPARD

W LAKE MENZIE BLVD

Lake Menzie

E C Blomeyer Library

12

• Dundee

CENTER

E LAKE MENZIE BLVD

EDMOND

ALLEN

Lake Ruth

North ↑

17

17

17

1ST

THIRD

4TH

5TH

6TH

OLD DUNDEE A.C.L. RAILROAD DEPOT - POLK COUNTY, FLORIDA

SITE PLAN

- 81 36' 48", 28 01' 03"