

In and Around Naples

# Naples Depot Museum

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## Naples Depot Museum – 1 of 5 Collier County Museums

**Website:** [www.colliermuseums.com](http://www.colliermuseums.com)

**Where:** 1051 Fifth Ave South at 10th St, Naples 34102.

**Get There:** One block east of US-41 downtown.

**Admission:** Free. Tues-Sat 9am to 4pm.

**Same site: Naples Train Museum (private):** \$8 adult, \$4 kids. Fri and Sat. 10am to 2pm.

**What:** In 1927, two rival railroads rolled into Naples within 10 days of each other. Set in Naples' restored 1927 Seaboard Air Line Railway and Atlantic Coast Line passenger station, the Naples Depot Museum explains how rail transportation helped to conquer a vast and seemingly impenetrable frontier.

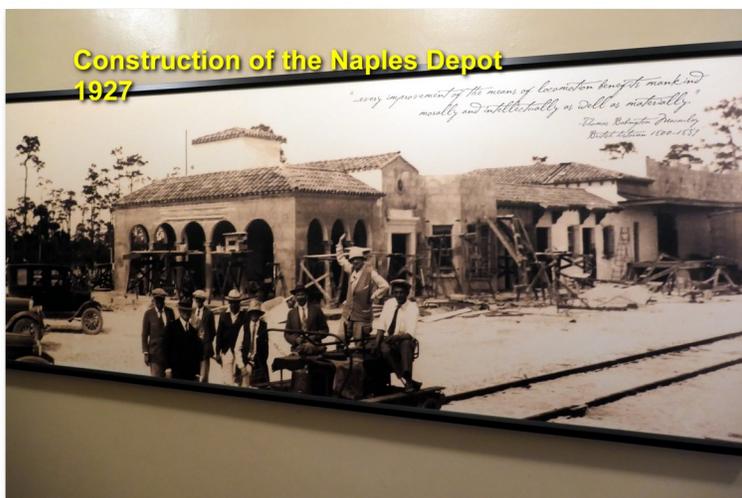
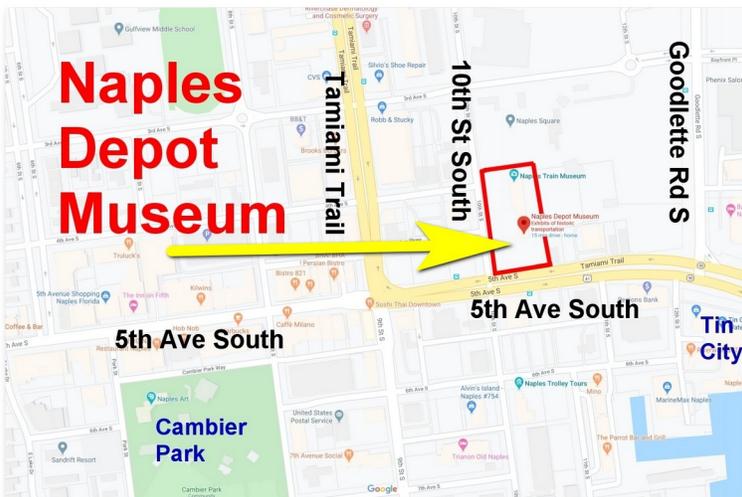
**Passenger service ended 1971. Freight service ended 1930s.**

**Depot:** National Register of Historic Places.

## Naples Depot Museum includes:

- Railroad memorabilia, photos, artefacts, interactive exhibits.
- Restored rail cars.
- Seminole dugout canoes.
- Mule wagon.
- Antique swamp buggy.
- Old cars.

**Museum is about the history of Naples in general, not just railroading.**



## Tools Used in Building the Fort Myers to Naples Railroad Line

1. Keuffel & Esser Company survey level
2. Brush axe
3. ACL flare box
4. Wrenches
5. Spike hammer
6. Track gauge
7. Rail straightener
8. Railroad shears
9. Jack
10. Spike puller
11. Tie tongs
12. Car mover



## Tools Used in Building the Fort Myers to Naples Railroad Line



## "The first trains arrived at Punta Gorda in 1886 and reached Naples forty years later."

**GATEWAY TO SOUTH FLORIDA**

**Without doubt the greatest factors in Florida's progress are her railroads.**  
*—Florida Governor Edward A. Perry, 1887*

Railroads, more than any other form of transportation, were once seen as the highways on which civilization could reach even the remotest parts of Florida. For the first time in the state's history, pleasure and prosperity could travel together at top speed. Even so, remote Southwest Florida was one of the last regions in the South to get railroad service.

The first trains arrived at Punta Gorda in 1886 and reached Naples forty years later — the result of a decades-old rivalry between the Seaboard Air Line Railway and the Atlantic Coast Line Railroad.

## You could take a train to Key West, and then a steamship to Havana.

**FLORIDA CUBA—AUGUSTA—SOUTH**  
 VIA  
**Atlantic Coast Line**  
*The Standard Railway of the South.*  
**Four Pullman Trains Daily**  
 Leaving New York from New Penn. R. R. Terminal, 10-18 A. M. 1:26 P. M. 3:38 P. M. 9:30 P. M.

**"Florida & West Indian Limited"**  
**"New York & Florida Special"**  
**"Palmetto Limited"**  
**"Coast Line Florida Mail"**

*Superior Roadway, Equipment and Service to Augusta, Summerville, Thomasville and Florida Resorts.*

## Tea/Coffee Service on the Seaboard Air Line Trains to Naples



## Seaboard and Atlantic Coast Line Memorabilia



## Train Line Reached Everglades City in 1928

The ACL ultimately reached Everglades City by absorbing the 14-mile-long Deep Lake Railroad, originally built by John Roach and Walter Langford in 1914 to haul grapefruit to market. A Ford automobile engine mounted on rail wheels served as the locomotive.

Barron Collier had the track straightened and rebuilt for the Atlantic Coast Line in 1928.

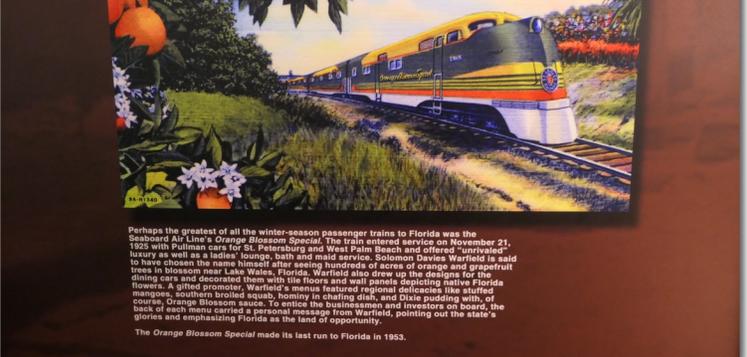
## Seaboard and Atlantic Coast Line Memorabilia



# Dining Car Menu

Table d'Hôte Dinners		Silver Meteor	A la Carte
<p><b>SEVEN O'CLOCK DINING</b></p> <p>Includes coffee or tea, appetizer, soup, salad, main course, dessert, and coffee or tea.</p> <p><b>THE BALZACQUELLE</b></p> <p>(This menu is available on the complete menu)</p> <p>Beef Consommé, Potatoes, Chicken, Cauliflower, White Sauce, Fried Potatoes, Fruit Salad, Coffee or Tea</p> <p><b>THE FRENCH</b></p> <p>1. FRENCH OMELETTE, 2. SCALLOPS, 3. TURTLE SOUP, 4. BOILED LEG OF PORK, 5. BAKED STUFFED TURKEY, 6. CHICKEN BREAST, 7. CHARBONNÉ, 8. VEGETABLES, 9. ICE CREAM</p> <p>Parish Battered Potatoes, Chicken à la King, French Dressing, Watercress and Hard Egg Salad, French Dressing, Grapes and Orange Salad, French Dressing</p> <p>Beef Steaks, French Potatoes, French Beans, French Onions, French Carrots, French Peas, French Potatoes, French Beans, French Onions, French Carrots, French Peas</p> <p>Baked Apple with Cream, Ice Cream with Whipped Cream, Fruit Salad, Whipped Cream</p> <p><b>For Children</b></p> <p>Hot Apple with Cream, Ice Cream with Whipped Cream, Fruit Salad, Whipped Cream</p>		<p><b>NEW ANGLAIS</b></p> <p>Roast Turkey, Potatoes, Gravy, Cranberry Sauce, Stuffing, Green Beans, Carrots, Parsnips, Onions, Peas, Corn, Sweet Potatoes, Apples, Pudding, Coffee or Tea</p> <p><b>THE GREAT</b></p> <p>Roast Turkey, Potatoes, Gravy, Cranberry Sauce, Stuffing, Green Beans, Carrots, Parsnips, Onions, Peas, Corn, Sweet Potatoes, Apples, Pudding, Coffee or Tea</p>	<p><b>Soups and Appetizers...</b></p> <p>Consommé, Potatoes, Chicken, Cauliflower, White Sauce, Fried Potatoes, Fruit Salad, Coffee or Tea</p> <p><b>Suggestions...</b></p> <p>Parish Battered Potatoes, Chicken à la King, French Dressing, Watercress and Hard Egg Salad, French Dressing, Grapes and Orange Salad, French Dressing</p> <p><b>Breads...</b></p> <p>Assorted Bread, Butter, Coffee or Tea</p> <p><b>Desserts...</b></p> <p>Assorted Desserts, Ice Cream, Fruit Salad, Whipped Cream</p> <p><b>Beverages...</b></p> <p>Coffee, Potatoes, Blue Cheeses, Soups, Tea, Milk, Butter, Coffee or Tea</p>

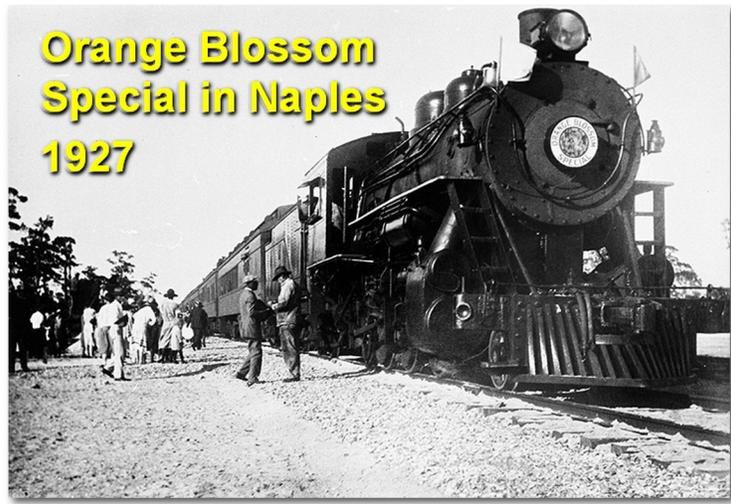
# Orange Blossom Special - 1925-1953 1,389 Miles - NY City to Miami, St Petersburg, Venice



Perhaps the greatest of all the winter-season passenger trains to Florida was the Seaboard Air Line's Orange Blossom Special. The train entered service on November 21, 1925 with Pullman cars for St. Petersburg and West Palm Beach and offered "unrivaled" luxury as well as a ladies' lounge, bath and maid service. Cotton Weaver Warfield is said to have chosen the name himself after seeing hundreds of acres of orange and grapefruit trees in blossom near Lake Wales, Florida. Warfield also drew up the designs for the dining cars and decorated them with the floors and wall panels depicting native Florida flowers. A gifted potter, Warfield's menus featured regional delicacies like stuffed mangos, southern broiled squab, hominy in chaffin dish, and Dixie pudding with, of back of each menu carried a personal message from Warfield, pointing out the state's glories and emphasizing Florida as the land of opportunity.

The Orange Blossom Special made its last run to Florida in 1953.

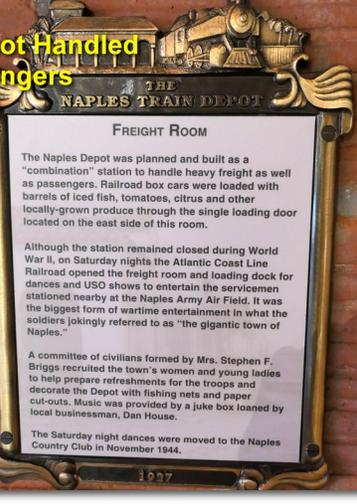
# Orange Blossom Special in Naples 1927



# Bench from the Naples Depot



# Naples Depot Handled Both Passengers and Freight



# 1975 Naples Depot Was Saved and Converted into a Community Center. Became a Museum in 2004.

late 19th century and early 20th century, there were more than 100 rail depots scattered across the country. Today, less than 100 remain, many abandoned, others demolished or left to slowly decay.

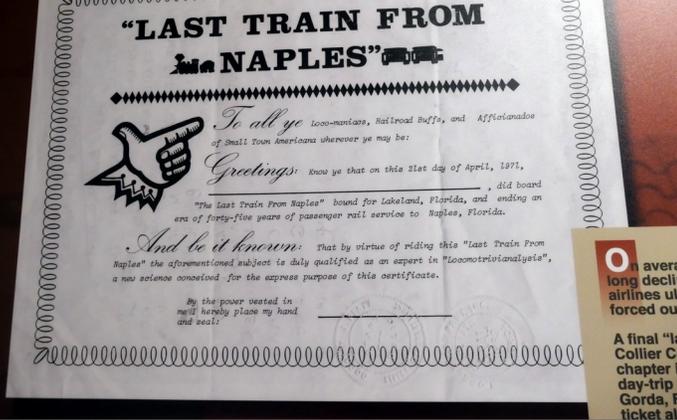
Once one of the most important and architecturally prominent buildings in town, by the early 1970s the obsolete and deteriorating Naples Depot had been reduced to serving as a building supply warehouse and second-hand furniture store.

Although its days as a working railroad station were clearly gone forever, in 1973 a committee from the Naples Jaycees led by local residents Emilio Gallegarza and Harry Cunningham spearheaded a grassroots effort to rescue the run-down Naples Depot from destruction. Although listed on the prestigious National Register of Historic Places on September 10, 1974, the Depot's fate remained uncertain until 1975 when a group of concerned citizens banded together as Southwest Heritage, Inc., and launched a determined \$800,000 fundraising drive to purchase and preserve the local landmark. Under the leadership of W. Roy Smith, Dr. Weimer K. Hicks, Edward J. Oates, Earl G. Hodges, and other prominent Naples citizens, the Naples Depot was purchased from the Seaboard Coast Line Railroad on January 7, 1976. The following year, work was begun on gradually renovating the Depot into meeting rooms and a community center for cultural and civic events. In 1979, a new wing was added to the northern end of the original building to serve as art studio and gallery.

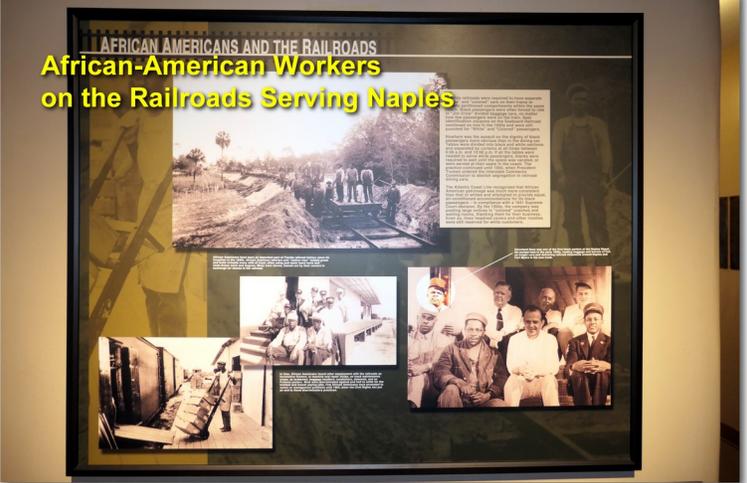
For the next three decades, many of the meetings and social events that took place in Naples were held in the Depot's converted baggage rooms where passengers once checked their trunks and suitcases for the return trip north.

In 2004, the Naples Depot began its fourth useful life when its caretakers at Southwest Heritage, Inc. approached the Naples...

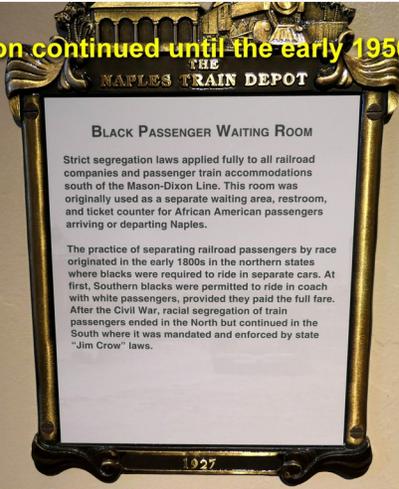
# Last train from Naples left April 21, 1971



# African-American Workers on the Railroads Serving Naples



## Segregation continued until the early 1950s

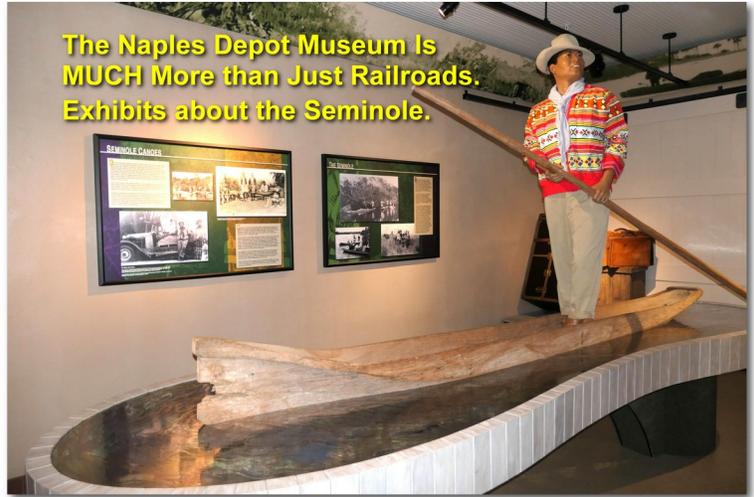


### BLACK PASSENGER WAITING ROOM

Strict segregation laws applied fully to all railroad companies and passenger train accommodations south of the Mason-Dixon Line. This room was originally used as a separate waiting area, restroom, and ticket counter for African American passengers arriving or departing Naples.

The practice of separating railroad passengers by race originated in the early 1800s in the northern states where blacks were required to ride in separate cars. At first, Southern blacks were permitted to ride in coach with white passengers, provided they paid the full fare. After the Civil War, racial segregation of train passengers ended in the North but continued in the South where it was mandated and enforced by state "Jim Crow" laws.

## The Naples Depot Museum Is MUCH More than Just Railroads. Exhibits about the Seminole.



## The first people came to SW Florida 10,000 years ago. Mastodons were there!



### FIRST FLORIDIANS

## Naples Area Relics 8,000 Years Old Mastodon teeth, mammoth teeth, bison bones, arrowheads.



often located within a spring or pond, perhaps in the case our spirits could not cross water and return to haunt the living.

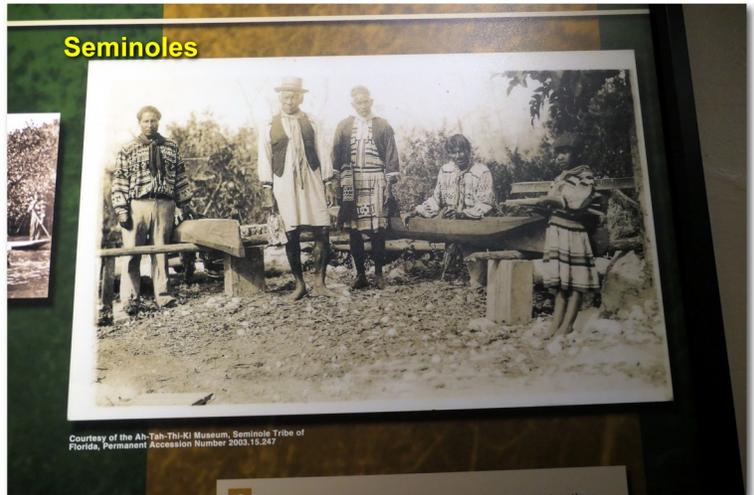
A three-month search by professional and amateur archaeologists (Florida Archaeological Society) recovered 161 flint tools, the skulls of mastodons, bison and mammoths, as well as the skeletal remains of about 40 fish, turtles and oysters.

Most of the objects in this case are from the Day West site and are over 8,000 years old.

## The Calusa Indians lived in SW Florida from at least the 15th century. In early 18th century, Creek Indians (aka Seminole) invaded from Georgia and Alabama. The Calusa either were killed or fled by early 19th c. Below are Calusa artefacts from Naples area.



## Seminoles



Courtesy of the Ah-Tah-Thi-Ki Museum, Seminole Tribe of Florida, Permanent Accession Number 2003.15.247

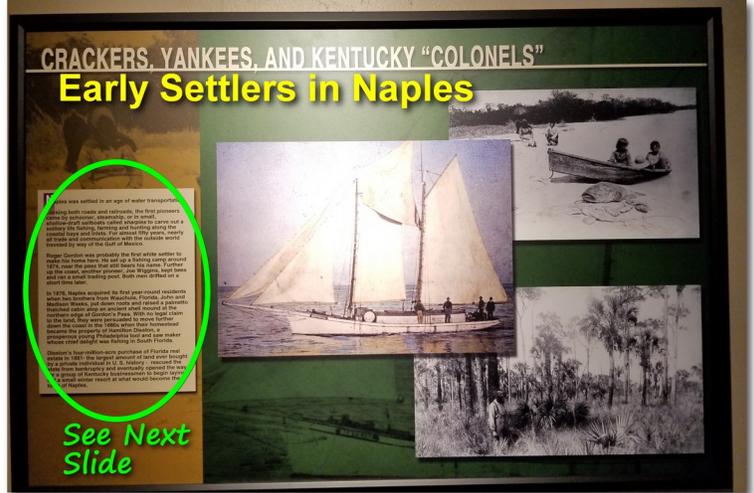
## THE SEMINOLE

### Seminoles

Three 19th c. Seminole Wars (against US Army) killed or evicted most of the 6,000 Seminoles. Only about 300 survived the 3rd Seminole War 1855-58.

The Seminoles were a mixture of Creek and Timucua Indians who migrated to the Florida peninsula in the 17th century. They were the last of the original Native American tribes to remain in the state when the United States acquired Florida in 1819. The Seminoles were the last of the original Native American tribes to remain in the state when the United States acquired Florida in 1819. The Seminoles were the last of the original Native American tribes to remain in the state when the United States acquired Florida in 1819.

## CRACKERS, YANKEES, AND KENTUCKY "COLONELS" Early Settlers in Naples



Naples was settled in an age of water transport. Along both coasts and inland, the first pioneers were the British, Spanish and Dutch. They came as a trading post, a settlement and a military base. The British were the first to settle in Naples. They came as a trading post, a settlement and a military base. The British were the first to settle in Naples. They came as a trading post, a settlement and a military base.

See Next Slide



**Naples' First Auto Garage**  
**The First Building on 5th Ave South – 1927**

**NAPLES IN THE AUTO AGE**

Automobiles, railroads and electric power transformed Southwest Florida during the 1920s and early 1930s and gradually began reshaping Naples with gasoline stations, a telephone exchange, general store, diners, and several small "mom-and-pop" hotels.

A depot "hack" built on Henry Ford's sturdy Model T chassis, was provided by the railroad to carry passengers and their baggage to and from the Naples Hotel. The hotel also operated a ten-passenger bus to meet the train in Fort Myers and Bonita Springs before the Naples Depot was opened in 1927. A one-way trip to Naples over the crushed shell "two-or-bit" trail often took four hours or more. Passenger comfort was minimal and travelers recalled that the old bus had most of the springs in its seat cushions "sticking up through the upholstery."

This 1922 Ford Model T, 4-door depot hack was a gift from the City of Naples, the Honorable Bill Barnett, Mayor.



In 1927, a young machinist from Bonita, Ed Frank, filled in a "pater hole" across the street from the Naples Depot and built Naples' first garage with his brother Gene and Rudy Frank's Garage also had the distinction of being the first commercial building on Fifth Avenue South and was credited as the area's earliest self-funded building. In 1931, the bank had built a hardware store, drugstore, grocery store, electrician's shop and barber shop.

Rudy's Cafe, the first restaurant on the Trail in Naples, opened next door to Frank's Garage. It was used by Rudy Barnett's self-transport coach from Germany. Thomas Edison, Henry Ford and Harvey Firestone are said to have dined here. The first Naples restaurant, the Flamingo Grill, opened in the 1930s by Jack Phelan.

**1922 Ford Model-T Hack (Taxi-Bus)**



**1955 Chevrolet Bel Air from Naples**



**Lots of Naples History Trivia in the Depot Museum**



**Early Schools in Naples**

Although the Naples Company donated sites for two schools, a one-room school was not built until 1905. One teacher taught all of the grades. Lee County contributed \$25 per month for the school's upkeep.

A larger, five-room school was built in 1924 on Fourth Street South to accommodate Naples' 55 students. A small library divided the boy's and girl's restrooms and doubled as the principal's office and a public library. Arthur Stewart, the son of Naples' postmaster Captain Charles Stewart, was the first and only high school graduate in the class of 1928. By 1932, the graduating class had grown to two students.

The school was dismantled and divided into four private residences in 1936 when a new school was constructed on Third Street South, where Gulfview Middle School now stands.



Naples High School on Fourth Street South in 1934.



The teaching staff at Naples High School in 1928. Pictured left to right are Principal Ernest Bridges, Alice Portner (Bowling), Inez Hall, and Lillian Barnes. Bottom row: Leila Canant, Lucille Buckles (Howell), and Maxine Songer.

Each teacher taught two grades, first through twelfth.

A group of local boys, the entire 8th grade graduating class of Naples High, pose in front of their school in May 1928.

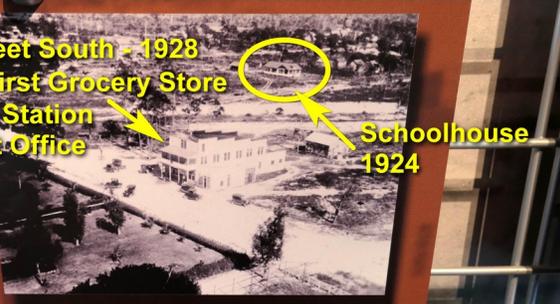
**Bus from Ft Myers to Naples - 1914**  
**Failed after one season.**  
**Re-established 1926.**



Fort Myers entrepreneur, Harvey Heitman, introduced the first hack line to Naples in 1896, carrying travelers three times a week by mule wagon for a \$2.50 charge each way. The Naples & Fort Myers Transportation Company took over the route in 1914, but failed after one season because of the poor road and lack of customers. Barron Collier established a more reliable, same-day-return bus connection to Fort Myers in 1926 with his Tamiami Trail Tours.

**Third Street South - 1928**  
**Naples' First Grocery Store**  
**Plus Gas Station**  
**Plus Post Office**

**Schoolhouse 1924**

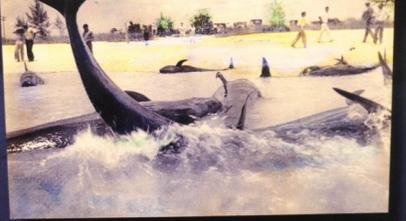


Naples still lacked a downtown when this picture of the Commissary on Third Street South was taken during the winter of 1928. The first grocery store and the oldest commercial building in Naples, the Commissary opened with a barn dance in November 1919, before the shelves were stocked. Groceries were delivered by horse and wagon. A room at the northwest end of the building served as a post office.

The shed behind the Commissary building was used as a feed storage room. The gas pumps were located in front. Above and to the left is the schoolhouse built in 1924.

The Commissary was renamed the Bowling Brothers Store by its new owners in 1926 and later became the Seminole Market in 1946. The store closed in 1958.

**Mass Suicide of 57 Whales on Naples Beach**  
**June 19, 1935**



Every unusual happening in Naples brought out the whole community. On June 19, 1935, a school of 57 blackfish whales ran themselves aground on Naples beach in a mysterious mass suicide. Public interest soon dwindled as the summer sun beat down on the rotting carcasses. Town workers hauled away the bodies with Ed Frank's wrecker and buried them in a citrus grove outside of town.

## NAPLES DURING PROHIBITION: THE "GULP"

### Bootlegging and corruption

**"By the mid-1920s Southwest Florida was one of the 'wettest spots in the nation."**

Prohibition became law in the United States in 1919. It was a time of rampant bootlegging and corruption. In Southwest Florida, the "Gulp" was a term used to describe the area around Naples and Collier County. It was a hotbed of illegal liquor production and distribution. The area was known for its "wet" spots, where bootleggers and corrupt officials thrived. The "Gulp" was a time of lawlessness and corruption, where the illegal liquor trade was a major industry. The area was known for its "wet" spots, where bootleggers and corrupt officials thrived. The "Gulp" was a time of lawlessness and corruption, where the illegal liquor trade was a major industry.

As a boy, another Naples old-timer, Chisholm "Chip" Rivers, was hired to stand guard over a rumrunner's haul of illegal spirits and reemerged seeing a lifeboat wrecked on Keewaydin Island with a thousand cases of whiskey on board. The cargo was salvaged and taken up to his family's front porch in Naples. Rivers shot a homemade movie during the winter of 1931-32 showing the lighter side of Prohibition with town entertainment in Naples. He called it Naples on the Gulp.

Dr. Earl L. Bunn, a regular winter visitor in the 1930s, remembered that Naples was an easy place to "buy liquor" in the 1920s. He said that he had seen a "hot" spot in Naples, the deserted beaches and remote inlets around Naples were made to order for bootleggers. One local boat had 1700 cases of foreign liquor in just one trip, making \$50 to \$80 profit per case. Another was caught by revenue agents 22 times.

Popular brands of liquor were usually smuggled ashore in hams or cans - six bottles tied together in a burtop "croaker" bag and packed with straw. The hams could be boiled overhead if the coast guard or revenue agents suddenly appeared, then flung straight a stray ham with the fishing line.

Customers at the Naples Hotel provided a steady stream of guests for local bootleggers and would pay \$20 or more for a bottle of good Cuban rum or Canadian Club. During Prohibition, to outsmart the cops, they returned the following winter. Other bootleggers used the same tactic, returning with liquor back home undetected. A ten-cent bag of marbles poured into an empty drawer in a trunk concealed the rum and concealed the distinctive purging sound of liquor bottles from the baggage porters.

In a local option election, Collier County residents voted overwhelmingly to repeal Prohibition on November 7, 1934.

Collier County Votes Wet in Local Option

Collier county voted wet in its 1934 option referendum by a 38 to 35, and gave substantial assistance to all of the several hundred families who were victims of the prohibition. The vote was a 38 to 35, and gave substantial assistance to all of the several hundred families who were victims of the prohibition. The vote was a 38 to 35, and gave substantial assistance to all of the several hundred families who were victims of the prohibition.

## Naples Airport was established in 1942 as Naples Army Airfield by the US Army Air Forces. Used for pilot and gunnery training. Privatized in November 1945.

LEARN ITS WINGS

The Naples Airport was established in 1942 as Naples Army Airfield by the US Army Air Forces. It was used for pilot and gunnery training. The airport was privatized in November 1945. The museum features a man in a flight suit and a display case with various items related to the airport's history.

## NAPLES' ISLAND HIDEAWAY

### Keewaydin Island (aka Key Island)

Today mostly a preserve accessible only by boat. A few homes and several rental cottages.

Keewaydin Island, an unincorporated barrier island located just north of Naples, Florida, is a beautiful and secluded hideaway. It is mostly a preserve accessible only by boat. There are a few homes and several rental cottages. The island is known for its scenic views and peaceful atmosphere. It is a great place to relax and enjoy the outdoors. The island is accessible only by boat, making it a unique and secluded destination. There are a few homes and several rental cottages available for rent. The island is a beautiful and scenic location, perfect for a peaceful getaway.

Keewaydin Island is a beautiful and secluded hideaway, accessible only by boat. It features several homes and rental cottages, offering a peaceful retreat. The island is known for its scenic views and peaceful atmosphere. It is a great place to relax and enjoy the outdoors. The island is accessible only by boat, making it a unique and secluded destination. There are a few homes and several rental cottages available for rent. The island is a beautiful and scenic location, perfect for a peaceful getaway.

## Naples Airlines - 1960s and 1970s Flew to Naples from Tampa, Punta Gorda, Miami

1977 Route Map

Naples Airlines, Napl - On The Gulf, Florida

The traffic to Naples had reached a respectable 8,000 year. The demand for service was so great that it bought an extra, ten-seat Lockheed 10 Electra. By year traffic on the airline had increased 25% in just the airline expanded its daily shuttle service with flights from Marco Island to Miami, and Fort Myers to Tampa. Douglas DC-3s were added in 1968 when the airline's fleet included three DC-3s, several Piper Cherokees, and the Lockheed 10 Electra, shown in red-striped livery, gliding over the Naples with Naples Airport in the background.

## Naples Airlines Plane at Naples Airport 1968

Captain Howard Fields and Flight Attendant Wanda Snell posed for this publicity shot beside a PBA Lockheed 10E Electra at the Naples Airport in 1968. The plane is a white Lockheed 10 Electra with Naples Airlines livery. The photo shows the aircraft on the tarmac at Naples Airport.

## Naples Airlines T-Shirt

In Florida Call 1-800-282-3197

The t-shirt is white with the Naples Airlines logo in blue. The logo features a stylized 'N' and the words 'NAPLES AIRLINES'. The t-shirt is displayed against a background of a Naples Airlines aircraft.

## ALLIGATOR ALEY Construction of Alligator Alley

### Now I-75 1964-1968

In the late 1950s and early 1960s, the idea for a new highway across the Everglades gained popular support in both Collier and Broward Counties, despite opposition from a powerful group who felt the Tamiami Trail should be improved before road money was spent elsewhere.

Opponents of the new road included the American Automobile Association which threatened to route its members clear of the proposed highway. The AAA dubbed the road "Alligator Alley" as an expression of supreme contempt for the two-lane highway which it said was "designated with a flagrant disregard for safety... and that charged a lot besides." Newspapers applied the name "Spumple", "Death Row" and "Crickle Quicker", among others.

When suits were brought to stop construction, the Seminole Tribe of Florida successfully intervened in support of the road as a valuable element in establishing business in the Big Cypress Reservation.

The "Alley" was built from both ends toward the middle. For five months survey crews equipped with helicopters, airboats and amphibious vehicles labored to mark out and sign the roadway through one of the most impenetrable areas in the country.

Actual construction began in 1964 when huge dredges started stripping away the top layers of sawgrass and mud. Barges carrying dynamite drills were floated in behind the dredges to blast the rock out of the solid Everglades floor. The compacted rock was scooped up, crushed and stabilized to form a compacted road 8 1/2' thick. Over this, the final surface material was laid. Sixteen small bridges had to be built to permit the natural flow of water to the south, southwest.

The Everglades Parkway, as it was officially titled, was dedicated on February 11, 1968. Construction had taken a little over three years, a remarkable feat compared to the thirteen years it took to complete the Tamiami Trail.

This road sign was presented to Margaret T. Scott, Collier County's Clerk of Courts, by the Florida State Road Department on February 16, 1968.

## Hurricane Donna September 1960

### DOUBLE IN PARADISE

Although South Florida is uniquely blessed with a sensational climate, it is one of the most vulnerable areas to tropical storms and hurricanes in the nation. Thirty-six percent of all U.S. hurricanes strike Florida and nearly a year goes by that the Gulf coast is not threatened by a hurricane or its side effects.

Disaster struck Collier County on September 10, 1960 when Hurricane Donna, scored a direct hit on Naples. With sustained winds clocked at over 150 miles per hour, the Category 4 hurricane bomb exploded every eight minutes. It was one of the most destructive hurricanes ever to strike the United States.

Although initially used as a Red Cross shelter, the Naples Depot was evacuated around noon when 90-mile-an-hour winds began peeling off its roof. The people inside were moved further north to the Pine Lanes Bowling Alley.

Naples Bay and the Gordon River were blown almost completely dry as the storm swept inland water out into the Gulf. By 1:00 that afternoon, Donna's winds shifted direction and drove a surging wall of water back into downtown Naples. Homes that had survived the raging winds gave way to a 6-foot pounding smashup from the Gulf. The relentless winds, smashed homes and businesses, and caused over \$25 million in property damage.

Incredibly, although Donna claimed 12 lives as it roared across Florida, there were no storm deaths in Collier. Later, however, Florida Governor LeRoy Collins later pardoned two men serving life sentences in Naples for their heroic rescue of several women and children during the hurricane.

Quick to recover, modern redevelopment in Naples millions of dollars of insurance claims and low help residents rebuild.

## Naples Community Hospital - Built 1956 Until then, closest was Lee Memorial (Ft Myers)

...citizens have benefited so richly from the winter residents - or "snowbirds" - as Naples. In a town attempting to cope with growing needs and too few people (only 1,485 year round residents in 1950), many of these part-time Neapolitans formed close and sympathetic connections with local causes and added their money, political clout, and business knowhow to the community's betterment.

Although originally promoted as a healthful haven for the old and seriously sick, by the end of World War II the closest hospital to Naples was still the Lee Memorial Hospital, forty miles away in Fort Myers. When plans to build a small emergency clinic in Naples fell through in 1950, Mrs. Stephen Foster Briggs, a seasonal resident and wife of inventor and founder of the Briggs & Stratton Motor Company, stepped in as hospital board president and took on the challenge of raising \$200,000 to build a Naples Memorial Hospital. By 1954, a dozen winter residents had rallied behind her lead and funded nearly half of the cost of the new hospital. Over 300 volunteers eventually joined the drive and funneled out into the community to raise the rest. Nearly every Naples family pledged what they could, including Lawrence Tibbett who contributed his \$300 in winnings from a TV quiz show.

The plan called for a 25-bed, then 30, 40, and finally a 52-bed facility to be built on two city blocks between Seventh and Eighth Streets North, with ample room left for future expansions. By 1955, ground had been broken and the name had been changed to Naples Community Hospital to "better express" its purpose.

A crowd rivaling the size of the Swamp Buggy races turned out for the hospital's dedication on March 4, 1956. The first baby was born at the hospital the next day.



## Naples' First Bank The Bank of Naples 1949



The time World War II ended in 1945, Naples was still without a bank. Local merchants had to drive forty miles to Everglades City or Fort Myers every Saturday afternoon to make their deposits, cash checks and get enough change for the next week's business. A chronic shortage of nickels plagued Naples shoppers for more than a week in early 1945.

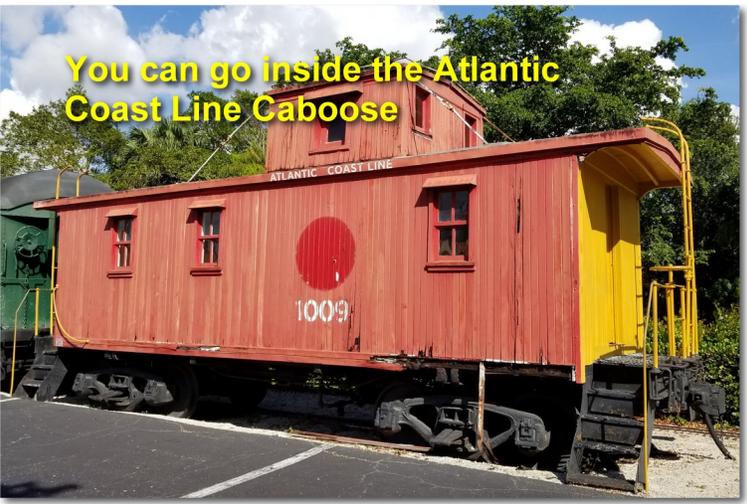
To overcome such hardships, a group of five citizens led by Naples Mayor W. Roy Smith and Clarence Tooke, the assistant cashier at the Lee County Bank, met in June 1948 to begin raising the \$70,000 needed to charter a new bank with the state. They also bought a lot on the southwest corner of Fifth Avenue South and Eighth Street South and built a 2,214 square-foot bank building.

The Bank of Naples opened for business the following year, on February 15, 1949, and was managed by a husband and wife team of native-born Floridians, Clarence and Mamie Tooke. Mamie worked as the assistant cashier - one of three employees - and eventually took over as the bank's president when her husband died in 1955. A pioneer in the banking business, she was the first female bank president in the state and became one of the most influential women in South Florida.

Mamie's concern for her customers was legendary. She had her desk moved to the lobby and near the entrance doors so she could personally greet her customers. She also started the practice of serving cookies to everyone who came into the bank and rewarded her employees and their families with weekend trips during the summer. Naples customers affectionately referred to the Bank of Naples as "Mamie's Bank."

As president, Mamie doubled the bank's size, introduced drive-up window tellers, and increased deposits to over \$7.5 million by 1957. She merged the Bank of Naples with Barnett Bank in 1974 and served as chief executive officer of the First Bank of Naples and a director of Barnett Banks of Florida until her retirement in December 1991.

## You can go inside the Atlantic Coast Line Caboose



## Naples Depot Museum Has 3 Restored Rail Cars

- Caboose.
- Freight Car.
- Passenger Car.



## Atlantic Coast Line Caboose



## Atlantic Coast Line Caboose



## Atlantic Coast Line Caboose



## Freight Car (not open)





Seaboard Line 1947 Budd Passenger Car  
Completely Restored



Seaboard Line 1947 Budd Passenger Car  
First-Class Lounge



Seaboard Line 1947 Budd Passenger Car  
First Class Lounge



Seaboard Line 1947 Budd Passenger Car  
Dining Car and Bar



Seaboard Line 1947 Budd Passenger Car  
Bar



Naples Train Museum



Naples Train Museum



Naples Train Museum  
Outdoor  
Train Ride