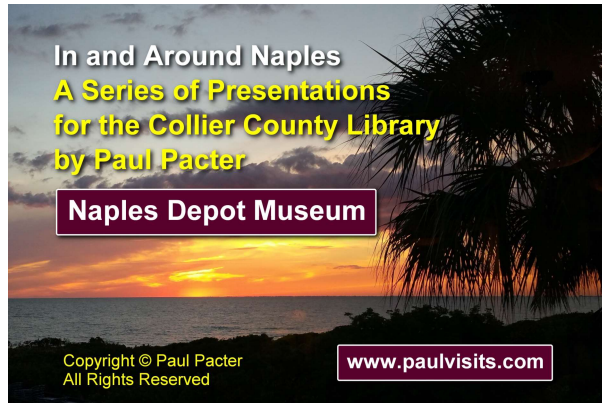


# Temporarily Closed Due to Hurricane Ian Damage



**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.

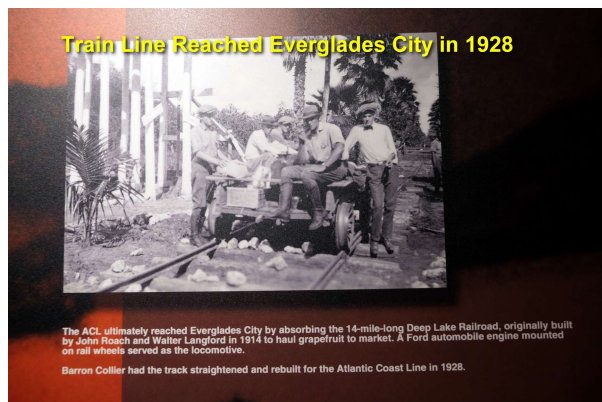
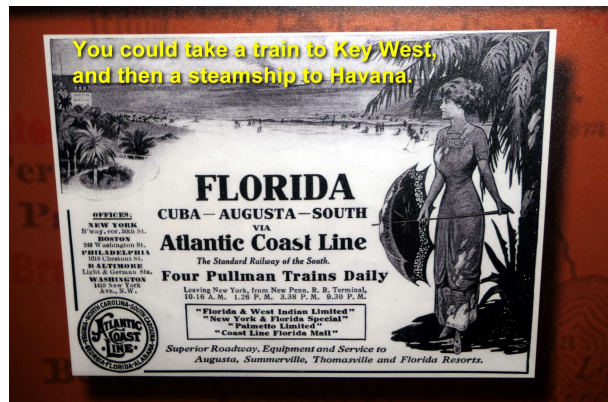
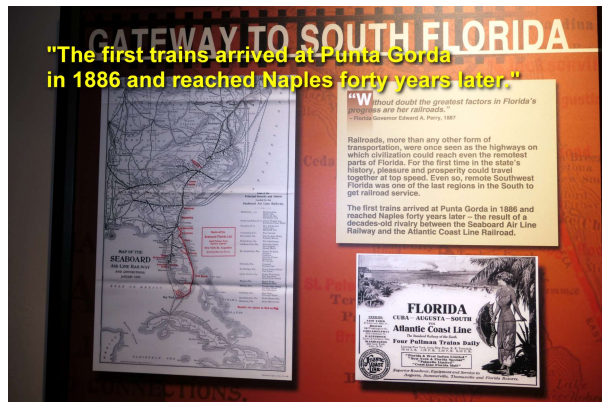
**What:** In 1927, two rival railroads rolled into Naples within 10 days of each other. Set in Naples' restored 1927 Seaboard Air Line Railway and Atlantic Coast Line passenger station, the Naples Depot Museum explains how rail transportation helped to conquer a vast and seemingly impenetrable frontier.  
**Passenger service ended 1971. Freight service ended 1930s.**  
**Depot:** National Register of Historic Places.

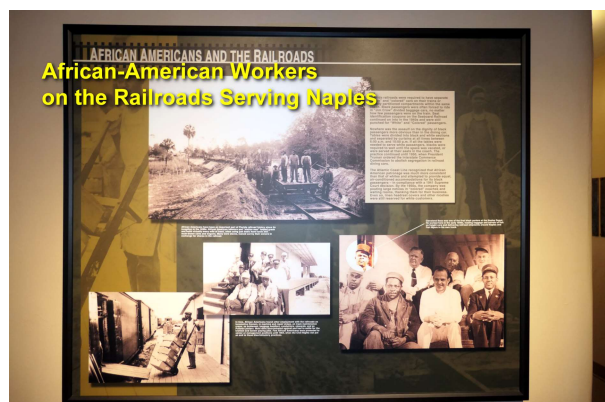
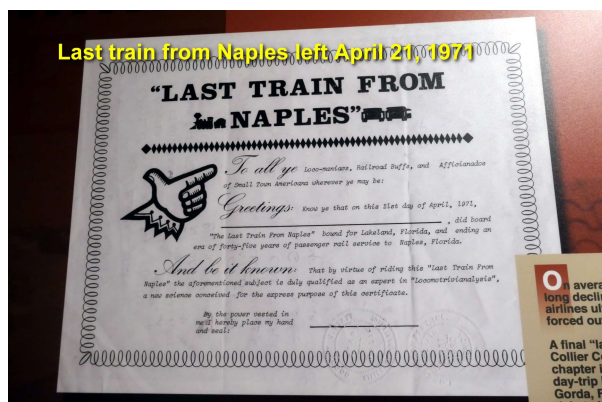
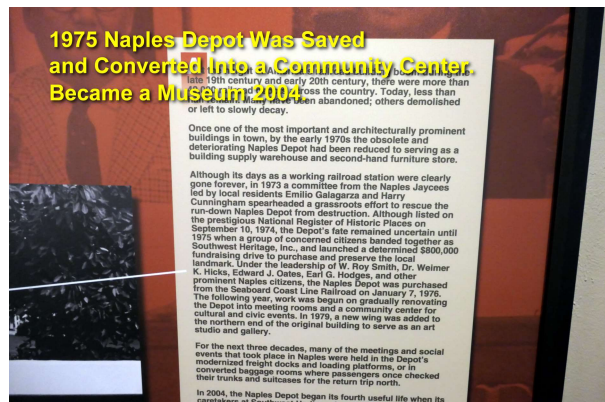
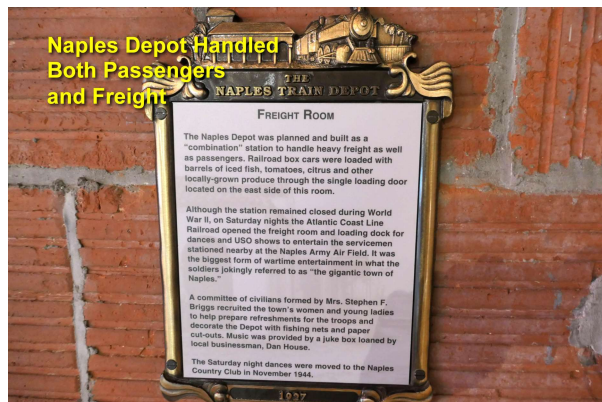
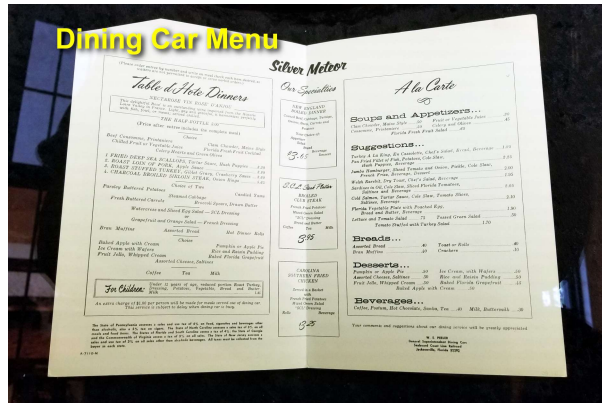
**Naples Depot Museum includes:**

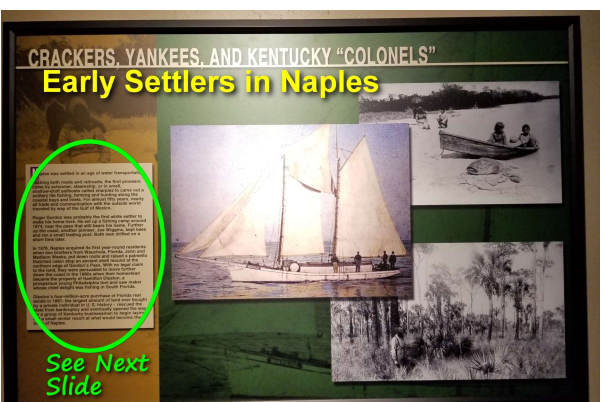
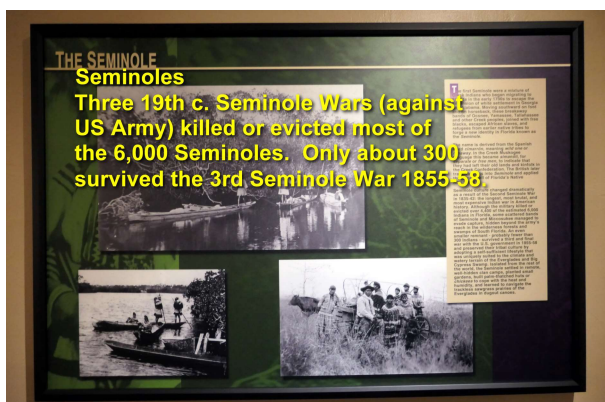
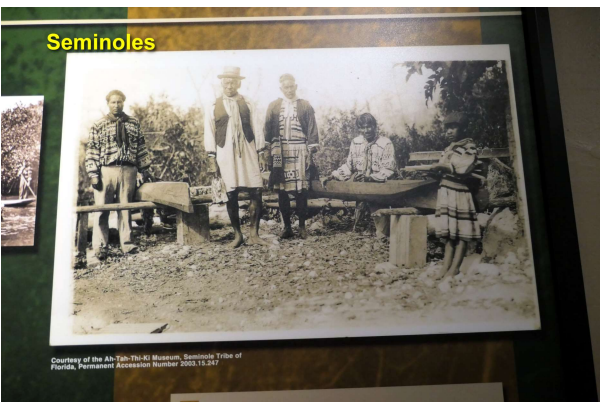
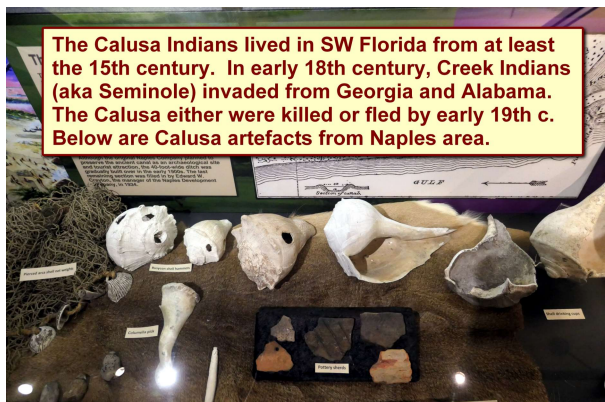
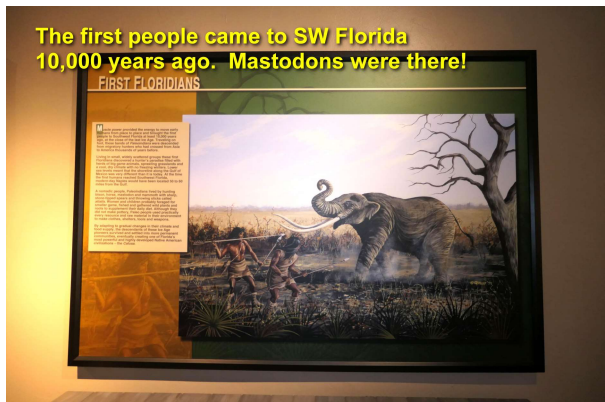
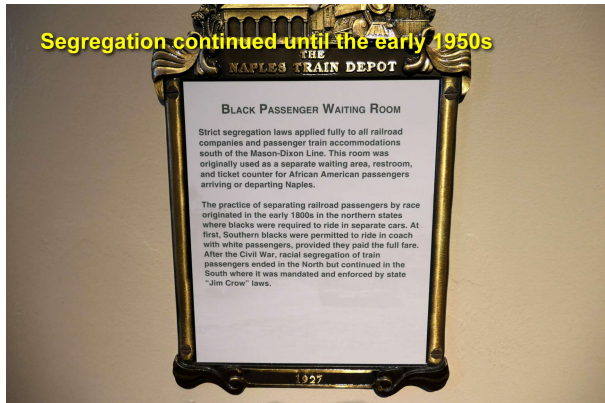
- Railroad memorabilia, photos, artefacts, interactive exhibits.
- Restored rail cars.
- Seminole dugout canoes.
- Mule wagon.
- Antique swamp buggy.
- Old cars.

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












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

## NAPLES IN THE AUTO AGE

**A**utomobiles, 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, cinema, 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 at Fort Myers and Bonita Springs before the Naples Depot was opened in 1927. A one-way trip to Naples over the crisscrossed shell, "two-run" ox 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 "sinking 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 1921, a 1922 machine from Bonita, Ed Feltz, filled in "just before the end" from the highway and built "hacks" that carried up to 10 passengers. The "hack" was a Ford Model T with an open top and a spare tire mounted on the side. The "hack" was used to transport passengers from the depot to the hotel and back.

Henry Seale, the first restaurant on the Trail in Naples, opened next door to Pook's Garage in 1921 and was run by Rudy Barnes, a pioneer of the "Naples" dining scene. The restaurant was located at the corner of Third Street and the Naples Trail, the Flamingo Drive, named in the 1930s by John Pook.

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

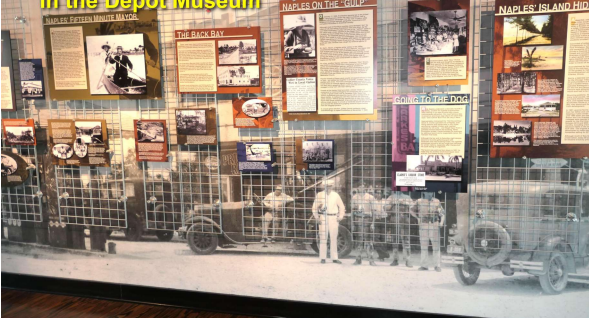


NAPLES IN THE AUTO AGE

### 1955 Chevrolet Bel Air from Naples



### Lots of Naples History Trivia In the Depot Museum



NAPLES ON THE GOULD


NAPLES ISLAND HIDEAWAY

### Early Schools in Naples


Although the first school in Naples was built in 1828, a one-room schoolhouse was not built until 1924. 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 1952, the graduating class had grown to two students.

The school was dismantled and divided into four private residences in 1928 when a new school was constructed on Third Street South, where Gulfview Middle School now stands.




Naples High School on Fourth Street South in 1924.



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

Each teacher taught two grades, first through seventh.

Lella Brisson Bryan Canam, a 1927 graduate of the Georgia State College for Women, was among the first teachers in Collier County. Her teaching career in Naples spanned forty-one years. From 1922 until her retirement in 1963, she died in 2000 at the age of 100.




A group of local boys, the entire first grade graduating class of Naples High, pose in front of their school in May 1924.

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



Fort Myers entrepreneur, Harvie Heitman, introduced the first bus line to Naples in 1914, 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 Tamiel Trail Tours.

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



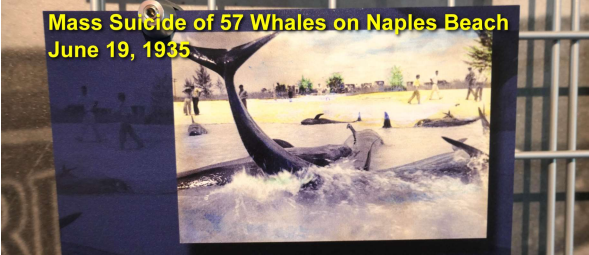
Schoolhouse 1924

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 1928 and later became the Seminole Market in 1948. The store closed in 1955.

### 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 "GULP"

#### Bootlegging and corruption.

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

**Collier County voted "wet" (85%) in 1934**

**Collier County Votes Wet in Local Option**

Collier County voted in its 1934 local option referendum to become a "wet" county. The vote was 85% in favor of legalizing the sale of liquor.

By 1925, South Florida was a major center for bootlegging. The "wet" vote in Collier County was a result of the local economy being heavily dependent on the liquor industry. The vote was a clear indication of the public's desire for legal alcohol.

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

### NAPIES ISLAND HIDEAWAY

#### Keewaydin Island (aka Key Island)

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

Keewaydin Island, also known as Key Island, is a small, undeveloped island located in the Gulf of Mexico, just north of Naples, Florida. It is a natural preserve and is accessible only by boat. The island is home to several rental cottages and a few homes. It is a popular destination for those looking for a quiet getaway.

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### 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 Army Airfield was established in 1942 as a training center for the US Army Air Forces. It was used for pilot and gunnery training. The airfield was privatized in November 1945 and is now known as Naples Municipal Airport.

The airfield was used for pilot and gunnery training. It was a major center for military aviation in the region. The airfield was privatized in November 1945 and is now known as Naples Municipal Airport.

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

**1977 Route Map**

Naples Airlines, Naples - On The Gulf Florida

Traffic to Naples had reached a respectable 8,000 per year. The demand for service was so great that the airline expanded its daily shuttle service with flights from Marco Island to Miami, and Fort Myers to Naples. 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 out over the Naples Municipal Airport in the background.

### Naples Airlines Plane at Naples Airport 1968

Captain Howard Fields and Flight Attendant Wanda Small posed for this publicity photo with a FAA Lockheed 10C Electra at the Naples Airport in 1968.

The photo shows a Lockheed 10C Electra aircraft on the tarmac at Naples Municipal Airport. Two people are standing next to the plane, and the aircraft is clearly visible in the background.

### Naples Airlines T-Shirt

Im Florida Call 1-800-282-3197

FLY NAPLES AIRLINES

The image shows a white t-shirt with the Naples Airlines logo and the text "FLY NAPLES AIRLINES". A phone number "Im Florida Call 1-800-282-3197" is also visible on the t-shirt.

### ALLIGATOR ALLEY Construction of Alligator Alley

#### New 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 to the new road included the American Automobile Association which threatened to withhold its membership from the proposed highway. The AAA dubbed the road "Alligator Alley" as an expression of its concern for the Everglades, the name which it said was "designated with a flagrant disregard for safety, and that changed a toll besides." Opponents applied the name "Spumpkin", "Death Row" and "Chicken Quack" 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 helicopter-borne and ground-based instruments laid out the route for the new highway. The ground was then leveled and a roadbed was laid. The roadbed was then covered with crushed and stabilized to form a compacted surface 6 to 8 feet thick. Over this, the final surface material was laid and the road was completed.

Actual construction began in 1964 when huge dredges started stripping away the top layers of muck in the Everglades to reveal the sand and gravel beneath. The muck was then piled up and stabilized to form a compacted surface 6 to 8 feet thick. Over this, the final surface material was laid and the road was completed.

The Everglades Parkway, as it was initially known, was dedicated on February 11, 1968. Construction had taken a little over three years to complete the Tamiami Trail.

This road sign was installed by the Florida State Road Department on February 10, 1968.

### HURRICANE DONNA TROUBLE IN PARADISE

#### September 1960

Although South Florida is uniquely blessed with a natural barrier of low-lying coastal areas to tropical storms and hurricanes in the region, the first serious impact of all U.S. hurricanes strikes Florida and every year goes by that the Gulf coast is not threatened by a hurricane or its side effects.

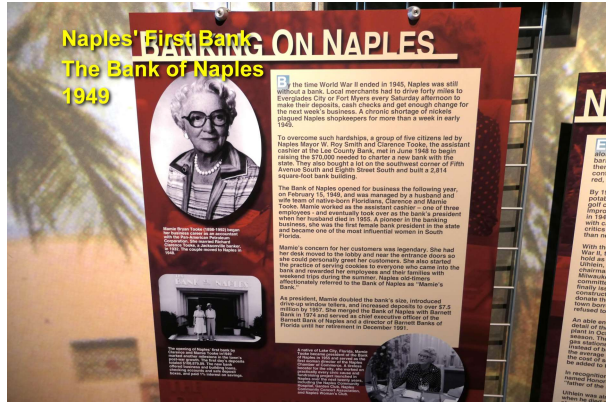
Disaster struck Collier County on September 10, 1960 when Hurricane Donna struck a direct hit on Naples. With sustained winds clocked at over 140 miles per hour, the Category 4 hurricane lashed the Gulf coast for 12 hours, causing \$100 million in damage. The high storm surge from the Gulf was 9 to 10 feet, inundating structures that were not built to withstand such a force. Many homes and businesses, and caused over \$25 million in property damage.

Although initially used as a Post Office, the Naples Depot was evacuated around noon when Donna struck which began again north to the Pine Lakes Bowling Alley.

Naples Bay and the Garden River were blown about 100 feet to the north. The storm caused a direct hit on Naples. With sustained winds clocked at over 140 miles per hour, the Category 4 hurricane lashed the Gulf coast for 12 hours, causing \$100 million in damage. The high storm surge from the Gulf was 9 to 10 feet, inundating structures that were not built to withstand such a force. Many homes and businesses, and caused over \$25 million in property damage.

Incidentally, although Donna claimed 10 lives as it moved across Florida, there were more deaths in Collier than elsewhere. The Florida Governor's office in Naples reported that at least 100 people were killed during the hurricane.

Due to recent media misstatements in Naples, it is important to note that the Naples Depot was not actually destroyed by the hurricane. The Naples Depot was actually destroyed by the hurricane. The Naples Depot was actually destroyed by the hurricane.







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