

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	MAR 25 1976
DATE ENTERED	OCT 22 1975

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

ph
Jacksonville Terminal Complex

AND/OR COMMON

1898 Union Station and 1919 Jacksonville Terminal

2 LOCATION

STREET & NUMBER

1000 West Bay Street

__NOT FOR PUBLICATION

CITY, TOWN

Jacksonville

__ VICINITY OF

CONGRESSIONAL DISTRICT

Third

STATE

Florida

CODE

12

COUNTY

Duval

CODE

031

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: Vacant

4 OWNER OF PROPERTY

NAME

Jacksonville Terminal Company

STREET & NUMBER

P.O. Box 2319

CITY, TOWN

Jacksonville

__ VICINITY OF

STATE

Florida

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Duval County Courthouse

STREET & NUMBER

CITY, TOWN

Jacksonville

STATE

Florida

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

N/A

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Introduction

As discussed within the Statement of Significance, there were four "Union Stations" which served the rail travelling public of Jacksonville between 1881 and 1974. They were:

1) The Waycross or Union Depot built in 1881 by Henry Bradley Plant to serve the Waycross Short Line. This frame building was located on the approximate site of the present Seaboard Coast Line Building. Since it no longer stands, it is not included in this nomination, except to refer to its historic significance within the context of Jacksonville's rail history.

rail
2) The two-story brick building used as a temporary passenger station in 1895, when the train shed associated with the 1898 Union Station was complete, but the depot was not. This temporary station is still standing, although it is slated for immediate demolition. Available documentation has not established whether this building was constructed by the Jacksonville Terminal Company for temporary use or whether it was a pre-existent mercantile building which was merely converted for use as a depot until the Union Station was complete. In any case, due to its impending demolition and its modest architectural and historical significance, it will not be included within this nomination.

3) The 1898 Union Station, which is still standing. Although it was altered when the 1919 terminal was constructed, it will be included within the nomination.

4) The 1919 Jacksonville Terminal Building and baggage facility. It is still standing and will be included within the nomination.

There are numerous other structures within the rail yard which were built over a period of years to serve both the 1898 and 1919 stations. The most interesting of these is the ten-stall reinforced concrete roundhouse which was built in 1907 by the Seaboard Air Line Railroad. Containing a 100 foot turntable, the building was used to service passenger engines only. The building is in complete disuse, the machine shop and all equipment have been removed, and the structure is seriously deteriorated. Due to its location at the extreme west of the rail yard, it and the other yard buildings have been deleted from the nomination.

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1898 Union Station

As originally constructed, the Union Station differed somewhat from the only available architect's sketch. However, since the sketch may have been preliminary and since the actual drawings are not available, a description of the building as it eventually materialized should suffice. Facing on West Bay Street and occupying the entire block between Stuart and Johnson Streets, the terminal was designed in a modified Italian Villa style. By the time of its construction, there were other depots in this style which may have served as examples, the most notable being the Calvert Station in Baltimore, Maryland (constructed in 1855 and demolished in 1950). The Jacksonville station was (and the remainder still is) rectangular in plan. It is of brick construction with a stucco exterior painted in a light buff color. In sharp contrast is the darker color of all of the decorative trim, including water tables, window sills and arches and door surrounds. The entire structure is one story, and originally had two two-story towers fronting on Bay Street. In keeping with the Italianate theme the building employs semi-circular arches over windows and doorways, with those over the doors taking the form of hoodmolds terminating in label stops. Main entrances to the building were in the north and east sides of the Bay Street towers and were recessed into spacious arched openings with multi-paned lunettes above (see early photographs). The arches over these doorways, along with the series of doorways occurring along the east elevations of the building, created the effect of an arcade. The continuity of this visual effect is further heightened by the fact that there are double string courses at first and second floor levels. Within the towers, two additional string courses appeared, one in conjunction with the tripartite window groupings and another at the mid-point of the tower between window tops and eaves. Roofing was pitched on all of the wings with the gable ends abutting the towers. The towers had low hipped roofs. All of the fire walls within the building terminate in parapets.

The interior of the terminal consisted of a baggage room and express office within the area flanked by the towers. Terminal offices were located in the second floor of the remaining tower. The westernmost section contained a general waiting room, store rooms, dining room and kitchen (Sanborn Insurance Map, 1903).

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2

1919 Jacksonville Terminal

Completed in 1919, this building is constructed of reinforced concrete with a limestone veneer. The depot is one story and measures 72 feet by 360 feet. The east or main elevation of the building is dominated by a Doric portico which measures 23 feet by 200 feet. At the front of the portico fourteen colossal columns with limestone shafts resting on polished granite plinths rise to a molded architrave, a frieze bearing the words "JACKSONVILLE TERMINAL" in bronze letters and a dentilled cornice terminating in a low parapet wall. At each end of the portico are a pair of full scale pilasters flanking lighting fixtures of bronze resting on granite bases. Within the portico is a three bay composition of windows and doors. Each bay contains a large window with metal frame and sash which is set into a semi-circular arched opening rising to a height exceeding that of the portico. Window surrounds, including the keystone, are of limestone. Set beneath each window is a grouping of three pairs of wooden doors set into metal frames with metal grille infilling the transom which spans the distance above each door grouping. The ceiling of the portico is coffered. Flanking the portico on the north and south sides are the wings of the building. Rising from a granite base are the limestone ashlar walls with a series of small wooden sash windows covered by flat cast iron canopies suspended from metal chain. Above each canopy is a series of five 20-light industrial windows with metal frames and sash with an indented panel above. All windows, above and below the canopies, are in perfect alignment. The wings terminate in architrave and cornice, as does the central block. The wings of the building have flat roofs, whereas the central block has a ridge roof with east and west gable ends and a multi-gabled parapet on the north and south elevations. There is one large round arched window in both the north and south ends of the building repeating the treatment used on the main facade. The rear or west elevation also repeats the east front with a series of three round-arched glazed openings with gabled parapet above. Below these an eight-bay shed roofed structure covers the concourse between the passenger station and the tracks. The concourse measures 50 feet by 290 feet.

The interior of the terminal consists of a large waiting area which fills the entire central block of the building. Originally this area had extremely high barrel vaulted ceilings

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giving a sense of tremendous space to the traveler. However, during the early 1960's, this ceiling was lowered and covered with acoustical tile to reduce the noise element. In the four corners of the waiting area were ticket booths, news stands and toilets. The east wing originally contained the colored waiting room which was later converted to a bar and lounge and the west wing contained the lunch room and restaurant. Two sets of double doors led from the central waiting area to the concourse and tracks beyond.

With the construction of the Jacksonville Terminal in 1919, alterations were made to the earlier building. The new building was positioned at a 90° angle with the old. This new positioning enabled passengers and baggage to move along parallel paths to the trains instead of across the tracks as had previously been the case (see Map 1). The portions of the 1898 station which were removed included all of the easternmost section of the building back to the point of the second tower fronting on Bay Street (altered section shown in blue on Map 1). The two terminals were then joined by a one-story, brick baggage facility consisting of 8,056 square feet (U.S. Bureau of Valuation, Report of Station of Jacksonville Terminal Company). The attached photographs and diagram should make clear the sizes, dimensions and alterations of the terminal complex. As it presently exists, the complex is one contiguous unit forming a large ell. The 1898 Union Station which fronts on West Bay Street tends to be obscured by the monumental Jacksonville Terminal as one approaches the complex from the east. There is no attempt on the part of this researcher to imply any architectural cohesiveness between the two structures. They are stylistically entirely different, they are out of scale with each other, and they are the products of different generations. Physically, however, they are a unit, and historically they cannot be separated.

3 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW					
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

			1898-Architect: W.B.W. Howe
SPECIFIC DATES	1898-Union Station	BUILDER/ARCHITECT	1919-Architect: Kenneth M. Murchison
	1919-Jacks. Terminal		

STATEMENT OF SIGNIFICANCE Builder: Irwin & Leighton

Jacksonville's emergence as a major transportation center began in the mid-nineteenth century. Major events of the 1880's were to insure its future as one of Florida's great rail centers and terminal cities. Inland transportation between Florida and Georgia was firmly established with Henry Bradley Plant's 1879 purchase of the Atlantic and Gulf Railroad which he reorganized into the Savannah, Florida and Western Railway. The Live Oak (Florida) to Lawton (Georgia) Connector had been completed in March, 1865 to facilitate the transport of Confederate supplies. The tracks were torn up at the end of the war, but relaid by October of 1866. By the early 1870's this line was being operated by the owners of the Atlantic and Gulf and so it was included in Plant's reorganized Savannah, Florida and Western Railway (Shofner and Rogers, p. 227). In 1881, Plant constructed the 75 mile Waycross Short Line between Waycross, Georgia, and Jacksonville, which gave Jacksonville more direct access to the North (Prince, p. 25). The Savannah, Florida and Western Railway was the original and largest of the rail lines in the Plant System (Prince, p. 21) and a forerunner of the Atlantic Coast Line Railroad. The depot which served this line was known as the Waycross Depot or as the Union Depot, since it also served the Jacksonville, Pensacola and Mobile Railroad; it was located in the approximate position of the current Seaboard Coast Line Building (Bird's Eye View of Jacksonville, 1885).

As the end of the nineteenth century approached, Jacksonville felt the need for facilities which would link the several railroad lines coming into the city. As railroad transportation became more and more important around the country, the various large communication centers began consolidating railroad terminals into what were generally called Union Stations. As previously stated, there was a "Union Station" in Jacksonville as early as 1881. A movement was soon underway to build a larger Union Station, however; it began in earnest with the chartering of the Jacksonville Terminal Company in 1894 (Jacksonville Terminal Company, Original Charter). The officers of the Company included Henry Morrison Flagler, President (Jacksonville, St. Augustine and Halifax River Railroad), H. S. Haines, Vice-President (Savannah, Florida and Western Railway) and H. R. Duval, Treasurer (Florida, Central and Peninsular Railroad).

9 MAJOR BIBLIOGRAPHICAL REFERENCES

see continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 3 acres
UTM REFERENCES

A | 17 | 4 | 35 | 4 | 25 | 33 | 55 | 13 | 0 |
ZONE EASTING NORTHING
C | | | | | | | | | |

B | | | | | | | | | |
ZONE EASTING NORTHING
D | | | | | | | | | |

VERBAL BOUNDARY DESCRIPTION

see continuation sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Diane D. Greer, Historic Sites Specialist

ORGANIZATION

Division of Archives, History & Records Mgmt.

DATE

November, 1975

STREET & NUMBER

Dept. of State, The Capitol

TELEPHONE

904-488-7365

CITY OR TOWN

Tallahassee

STATE

Florida

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

Robert Williams

TITLE State Historic Preservation Officer

DATE 3/18/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Attesting

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

10/27/96

DATE

10/16/76

KEEPER OF THE NATIONAL REGISTER

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Plans were begun immediately for the construction of a new Union Station on lands located along McCoy's Creek (Duval County Deed Book 14, p. 618). As soon as the charter was secured, filling in of the land was begun ("A Canal is to be Made," FT-U, April 3, 1894, p. 3). In the summer of 1894, work on the train sheds was begun. However, a hurricane in September of that year destroyed all of the framing and construction had to begin again (Davis, p. 357). The architect on the new Union Station was W.B.W. Howe, as indicated in an architect's sketch for the building which appears in the office of the Jacksonville Terminal Company (this same sketch is reproduced in Brown, p. 82). With the setback caused by the hurricane, only the train shed, "an enormous structure one-fifth of a mile long by 520 feet wide, with a transept 168 by 40 feet" (Davis, p. 357) was complete by 1895. The facility was opened to the public at this time, however, with the ticket office, waiting rooms, etc., housed in a temporary facility adjoining the construction site of the new terminal ("A Day at the New Depot," FT-U, February 5, 1895, p. 8). This temporary facility, a two-story brick building which still stands adjacent to the terminal, is clearly designated as such on an 1898 Sanborn Fire Insurance Map. It is unclear from contemporary accounts of the opening of the "new depot" whether the structure was newly built or simply in new use as a depot. This depot served the Savannah, Florida and Western Railway, the Jacksonville, Tampa and Key West Railroad, and the Jacksonville, St. Augustine and Indian River Railway ("A Day at the New Depot," FT-U, February 5, 1895, p. 8). The new Union Station (red and blue sections of Map 1), for which the construction contract was let to S. S. Leonard in June, 1896 (Davis, p. 357), was opened to the public two years later in 1898 and differed somewhat from the architect's original sketch. This facility served the rail travelling public of Jacksonville for the next 21 years.

Popular agitation for a new terminal began in the teens as the need for additional space and a "more presentable depot" (Davis, p. 357) increased. Considerable agitation between City officials, the local citizenry and the terminal company arose over a suitable location for the new building. The city had selected a site on Myrtle Avenue and the terminal company favored the Lee Street site adjacent to the already existent depot (for discussion of the controversy see Carry and Klutho). The decision was made to use the Lee Street site and competitive drawings were submitted for the design of the new terminal. Kenneth M. Murchison of New York

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submitted the winning design (Murchison, "Winning Design"). With the positioning of the new terminal, the 1895 train sheds were removed and some alterations were made to the 1898 terminal. The contract for the new terminal was let to Irwin and Leighton of Philadelphia (The Florida Metropolis, February 19, 1918, p. 3), and the building cost was approximately \$2,500,000. The Jacksonville Terminal and its new baggage facility were connected to the 1898 station, causing the alterations (altered section shown in blue on Map 1) to the earlier building (Sanborn Fire Insurance Map of 1949; U.S. Bureau of Valuation, Report on station of Jacksonville Terminal Company). Consisting of stub end and through tracks, over twenty in number, the new terminal served the Southern Railway, the Atlantic Coast Line and Seaboard Air Line Railroads (which merged to form the Seaboard Coast Line Railroad on July 1, 1967), and the Florida East Coast Railroad. The building (1919 section shown in yellow on Map 1) was open to the public at 12:01 a.m. on November 17, 1919 with little celebration or fanfare ("New Station Opens," FT-U, November 17, 1919, p. 9). It continued to serve passenger traffic until January 4, 1974 and since that time the building has been in disuse.

In summation, a quote which was reprinted in the April, 1974 issue of Preservation News seems most appropriate.

This is the country of the throwaway civilization. Most conspicuously expendable have been the artifacts of the railroad age, that period of slightly more than half a century that opened the continent, shaped the environment, set the pattern of cities and built a series of monuments of notable aesthetic ambition and engineering ingenuity ("Down by the Depot," Preservation News, XIV, No. 4, n.p.).

Jacksonville has always been a major terminal city. Its history and development have been closely tied to rail transportation and both the 1898 and 1919 stations were at the time of their construction and remain today monuments to the city's heritage as one of the great rail centers of the South.

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Bird's Eye View of Jacksonville, 1885. Jacksonville: Cowford
Blueprinting Company, 1885. This map designates the location
of the 1881 Waycross or Union Depot.

Brown, S. Paul. The Book of Jacksonville. Poughkeepsie, N.Y.:
A. V. Haight, Printer and Bookbinder, 1895.

"A Canal is to be Made." Florida Times-Union, April 3, 1894, p. 3.

Carry, Walter T. "Henry John Klutho, 1873-19--." Unpublished
paper submitted to the School of Architecture, University
of Florida, Gainesville, no date. This paper contains a
number of quotes from interviews with Mr. Klutho including
his opinions on the Lee Street site for the 1919 Terminal.

Davis, T. Frederick. History of Jacksonville, Florida and
Vicinity, 1513-1924. St. Augustine: Published for the
Florida Historical Society by the Record Company, 1925.

"A Day at the New Depot." Florida Times-Union, February 5, 1895,
p. 8.

"Down by the Depot." Preservation News, XIV, No. 4 (April,
1974), n.p. Preservation News is a publication of the
National Trust for Historic Preservation. This article
appeared in a supplement dealing with railway stations in
the United States.

Duval County. Office of the Clerk of the Circuit Court.
Duval County Courthouse, Jacksonville, Florida. Deed
Book 14, p. 618.

Early postcards of the 1898 Union Station. In Florida State
University Photographic Archives, Strozier Library,
Tallahassee, Florida.

"Excellent Terminal Facilities of Jacksonville's Railroads."
Florida Times-Union, May 26, 1909, p. 2.

The Florida Metropolis (Jacksonville), February 19, 1918,
p. 3. This article deals with the construction, costs,
etc. of the new depot.

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Greeley, Mellon. Personal interview (by Diane D. Greer), September 2, 1975. Jacksonville, Florida. Mr. Greeley, a former architect, was born in Jacksonville in 1880 and was able to provide information about all of the terminals discussed in this nomination.

Hartman, J. Paul. Report on the Jacksonville Terminal prepared for the Historic American Engineering Record. Copy on file in Division of Archives, History and Records Management, Department of State, Tallahassee, Florida.

Jacksonville Terminal Company. Annual Reports, 1895-1974. Filed with the Division of Corporations, Department of State, Tallahassee, Florida.

_____. Original Charter. Charter #1438 filed with Division of Corporations, Department of State, Tallahassee, Florida.

Johnson, Dudley S. "The Florida Railroad after the Civil War." Florida Historical Quarterly, XLVII (January, 1969), pp. 292-310.

Klutho, H. J. "Some Buildings by the Architect, H. J. Klutho, 1901-1941." Unpublished pamphlet which discusses his plan for the proposed terminal location. No page numbers.

Murchison, Kenneth M. Original drawings for the 1919 Jacksonville Terminal. On file in the Valuation Department of the Seaboard Coast Line Building, Jacksonville, Florida.

_____. "Winning Design: Jacksonville Terminal Competition." The American Architect, CX, No. 2128 (October 4, 1916), n.p.

"New Station Opens." Florida Times-Union, November 17, 1919, p. 9.

Prince, Richard E. Atlantic Coast Line Railroad: Steam Locomotives, Ships and History. Green River, Wyoming: Richard E. Prince, 1966.

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Sanborn Insurance Maps. Sanborn Map and Publishing Company. Jacksonville, 1895, 1898, 1903, 1949. New York: Sanborn Map and Publishing Company, 1895, 1898, 1903, 1949. These maps are located in the P. K. Yonge Library, Gainesville, Florida.

Shofner, Jerrell H., and Rogers, William Warren. "Confederate Railroad Construction: The Live Oak to Lawton Connector." Florida Historical Quarterly, XLIII (January, 1965), pp. 217-229.

U.S. Department of Commerce. Interstate Commerce Commission. Bureau of Valuation. Report on Station and Office Buildings of Jacksonville Terminal Company. Revised June 5, 1931. Copy on file in Valuation Department of Seaboard Coast Line Railroad Building, Jacksonville, Florida.

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Verbal Boundary Description which corresponds to the Duval
County Tax Appraiser's Map:

The area being nominated to the National Register is only that
property on which the 1898 and 1919 terminal buildings presently
stand.

It is described thusly:

Division D, La Villa: Block 8D, Lots 1, 2, 3, 4; a strip of land
(where Johnson Street is closed) 60 feet by 210 feet; Block 10D,
Lots 1 and 2. Division C, La Villa: Block 4C, Lots 1, 2, 3, 4,
5, 6. This does include the parking area in front of the 1919
Jacksonville Terminal, but does not include trackage, the rail
yard or any of the subordinate buildings in the rail yard.

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PROPERTY MAP FORM**

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NAME

HISTORIC

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AND/OR COMMON

1898 Union Station and 1919 Jacksonville Terminal

2 LOCATION

CITY, TOWN

Jacksonville

___VICINITY OF

COUNTY

Duval

STATE

Florida

3 MAP REFERENCE

SOURCE

Div. of Archives & History

Map 1

SCALE

not to scale

DATE

November, 1975

REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

REBUILT WITH
1919 TERMINAL ADD.

BOULEVARD DE L'ÉGLISE

1898 UNION DEPOT

to
tracks

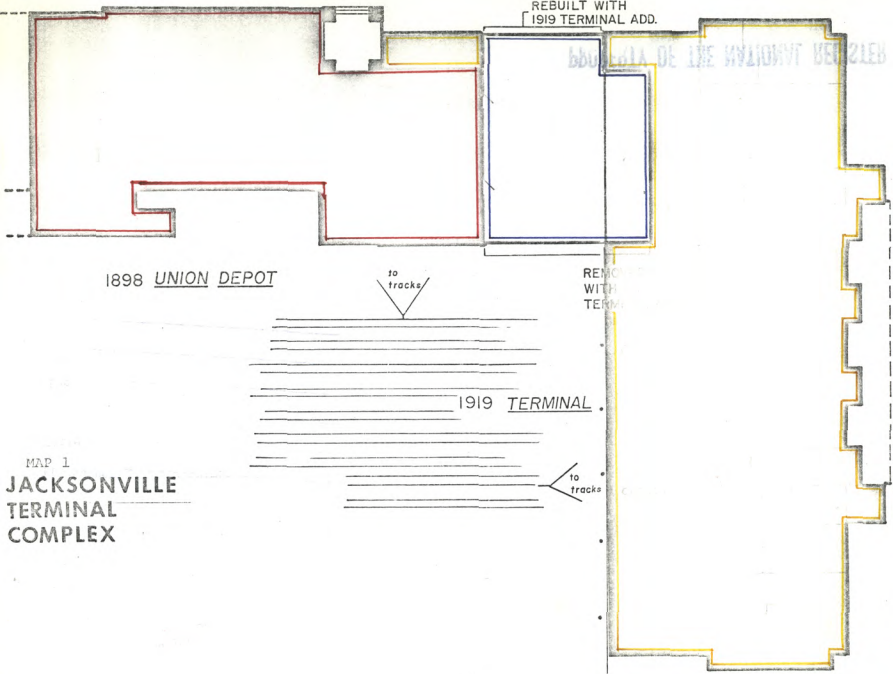
REMOVED
WITH
TERMINAL

1919 TERMINAL

to
tracks

MAP 1

**JACKSONVILLE
TERMINAL
COMPLEX**



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PROPERTY MAP FORM**

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Jacksonville Terminal Complex

AND/OR COMMON

1898 Union Station and 1919 Jacksonville Terminal

2 LOCATION

CITY, TOWN

Jacksonville

___VICINITY OF

COUNTY

Duval

STATE

Florida

3 MAP REFERENCE

SOURCE

Duval County Tax Appraiser

Map 2

SCALE

1"=100'

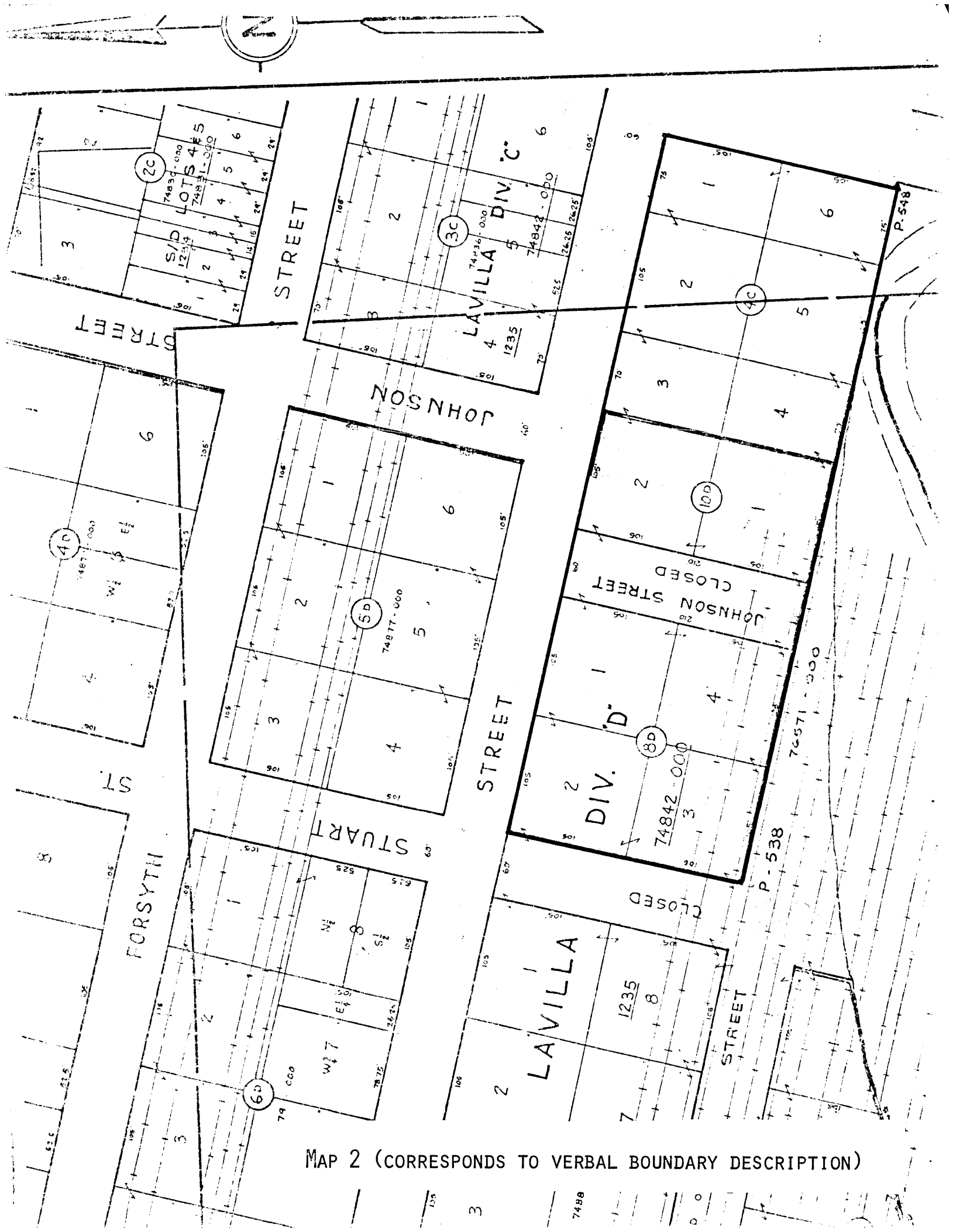
DATE

1972

REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



MAP 2 (CORRESPONDS TO VERBAL BOUNDARY DESCRIPTION)