

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received MAR 28 1986

date entered APR 24 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic UNION DEPOT AND ATLANTIC COAST LINE FREIGHT STATION

and/or common RAILROAD PASSENGER DEPOT AND FREIGHT STATION

2. Location

street & number 200 BLOCK OF NORTH OHIO AVENUE not for publication

city, town LIVE OAK N/vicinity of

state FLORIDA code 012 county SUWANNEE code 121

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: VACANT

4. Owner of Property

name PRIDE IN ACTION, INC.

street & number P.O. DRAWER C

city, town LIVE OAK vicinity of state FLORIDA

5. Location of Legal Description

courthouse, registry of deeds, etc. SUWANNEE COUNTY COURTHOUSE

street & number SOUTH OHIO AVENUE

city, town LIVE OAK state FLORIDA

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no

date N/A federal state county local

depository for survey records N/A

city, town N/A state N/A

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date 1984 (Union Depot)
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Union Depot and Atlantic Coast Line Railroad Freight Station are both one-story brick buildings located in close proximity to one another near the intersection of North Ohio Avenue and Haines Street in Live Oak, Florida. The Union Depot is now sited immediately north of the freight station, but originally lay south of it between the Seaboard Air Line and Atlantic Coast Line tracks. The 1903 freight station and the 1909 passenger depot are both masonry vernacular structures with hints of Romanesque Revival style influences, mainly seen in the segmental arches of the windows and doors. Both are basically long, rectangular structures which are largely utilitarian in both function and design.

A.C.L. FREIGHT STATION

This building measures approximately 38' X 290' at its base. It is composed of two main sections: the masonry warehouse and a wooden "cotton platform" 115 feet in length, located on the eastern end of the building. The platform is raised, like the foundation of the warehouse, to facilitate the loading of cotton bales and other freight onto the boxcars which originally docked alongside the south elevation of the station by means of a no longer extant rail spur. The platform is covered with a pitched roof carried by wooden posts at its outer edge.

The masonry section of the building is approximately 175 long and has walls sixteen feet high laid in running bond. The end walls terminate in gable parapets. The eaves of the roof project eight feet on both sides and are supported by knee brackets. The roof is surfaced with composition roll. An eight foot wide platform runs along the south side of the building, terminating 4½ feet from the west elevation to accommodate a signal pole (no longer extant) and a small flight of wooden steps leading onto the platform.

The building is divided into four sections: the main office at the west end, the large warehouse, a small office next to the "cotton platform," and the platform itself. The front office is now one room but appears to have once been two, or even three. There are chimney flues on the north and south sides of the office, but their stoves have been removed. The north and south walls of the office each have four 6 X 6 light windows, but the west wall has only two, one on either side of the main entrance. There is also one window and a doorway on the east wall separating the office from the warehouse. The wall is constructed of wood.

UNION DEPOT

This building is now located approximately 100 feet east of Ohio Avenue, south of Haines Street, and immediately north of the A.C.L Freight Station. The depot was moved from its original site south of the freight station in 1984. It had been abandoned since May, 1971, when passenger rail service was discontinued by the Seaboard Air Line. However, it was sold to a non-profit organization, Pride in Action, in August, 1984, for use as the Suwannee County/City of Live Oak Museum and Park Headquarters. The Seaboard tracks are located south of the freight station.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	___ architecture	___ education	___ military	___ social/
___ 1700-1799	___ art	___ engineering	___ music	___ humanitarian
___ 1800-1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater
X 1900-	___ communications	___ industry	___ politics/government	X transportation
		___ invention		___ other (specify)

Specific dates 1903 and 1909 **Builder/Architect** Atlantic Coast Line and Seaboard Air Line Railroad Companies

Statement of Significance (in one paragraph)

The Union Depot (1909) and the Atlantic Coast Line Freight Station (1903) are associated with the development of the railroads which were responsible for the founding and development of the town of Live Oak, Florida. The community was established as the junction of north/south and east/west systems in the later 19th century and became an important center for the shipping of lumber, turpentine, and other agricultural products. This activity reached its peak during the first decades of the 20th century.

The first rail line to come through the area was the Pensacola and Georgia Railroad. It was incorporated on January 8, 1853, and authorized to construct a line from Pensacola in west Florida to the Georgia line north of Jacksonville on the Atlantic coast.¹ Another company, the Florida Atlantic and Gulf Central, began construction in the same year on a route from Jacksonville to Lake City, a community southeast of Live Oak.² However, since this route duplicated part of that already occupied by the other line, it was decided to begin construction at Lake City and build westward. Work on the line was delayed until 1856, when negotiations with a New York firm were made to purchase the rail necessary to lay the 105 mile road between Lake City and Tallahassee, the state capital.³ Work on the new roadbed began in 1857, but a yellow fever epidemic brought operations to a halt, and the laying of track did not commence until May 8, 1860.⁴ By July, the track extended to Madison, a town halfway between Lake City and Tallahassee.⁵ In November 1861 the line opened, and it was possible to board the train in Tallahassee and arrive at Lake City seven and a half hours later.⁶

In early 1861, the Pensacola and Georgia Railroad began constructing a spur northward to Dupont Junction, Georgia, from that point on the line that was to become the city of Live Oak.⁷ At that time, there was only a rest stop under a live oak tree near a pond. The seat of Suwannee County, now in Live Oak, was then at the town of Houston, six miles further west.⁸ Before any track could be laid, however, Florida had seceded from the Union on January 10th, and after the outbreak of the Civil War, no rail could be obtained from the northern industrial states.⁹ Most work on Florida's still developing rail system was brought to a standstill. The spur was eventually completed by the Confederate government in March, 1865, but the opening of the section proved of no military value as the war ended a month later.¹⁰

After the war, Florida's railroads underwent numerous reorganizations. The Pensacola and Georgia Railroad sold the spur between Live Oak and Dupont Junction to the Atlantic and Gulf Railroad of Georgia in 1866.¹¹ The Florida,

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreeage of nominated property 1.095

Quadrangle name LIVE OAK EAST

Quadrangle scale 1:24,000

UTM References

A	<u>117</u>	<u>309240</u>	<u>3353180</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

SEE CONTINUATION SHEET

List all states and counties for properties overlapping state or county boundaries

state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>
state	<u>N/A</u>	code	<u>N/A</u>	county	<u>N/A</u>	code	<u>N/A</u>

11. Form Prepared By

name/title W. CARL SHIVER / HISTORIC SITES SPECIALIST
RECORDS MANAGEMENT

organization DIVISION OF ARCHIVES, HISTORY AND date 3 - 3 - 86

street & number DEPARTMENT OF STATE telephone (904) 487-2333

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.

State Historic Preservation Officer signature *George W. Perry* date MARCH 3, 1986

title STATE HISTORIC PRESERVATION OFFICER

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I hereby certify that this property is included in the National Register
 Entered in the National Register date 4/24/86

George M. McCheson
 Keeper of the National Register

Attest: _____ date _____
 Chief of Registration

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DESCRIPTION (cont.)

The cross plan building is approximately 30' X 104' at its base. It is constructed of red brick, laid in running bond, and has a cross hip roof and hipped dormers. The roof is surfaced in clay tile and the sides of the dormers are covered with wood shingles. The main windows of the depot are 1 X 1 double hung sashes, while the dormers have fixed lattice windows. The eight foot wide eaves of the roof are supported by knee brackets. The windows of the waiting rooms and offices have jack arches, while the baggage room has segmental arches, as do the doors of this section. There is also a narrow belt course which encircles the building just below the level of the windows. There are three chimneys, two for the waiting rooms and one for the ticket office.

Moving from west to east, the interior of the depot consists of four major spaces: the general or "white" waiting room, the ticket agent's office, the secondary or "colored" waiting room, and the baggage room. The most notable changes to the exterior of the depot were made to the baggage room where several doors and windows were enclosed and one new door added. There have been some alterations to the interior as well. A bill of lading room, entered through the ticket office, now interrupts the volume of the main waiting room, and the secondary waiting room has been partitioned into three offices.

The 28' X 26' general waiting room is the largest interior space in the depot. It has double doors on the north as well as the south. The mantles for the fireplaces in the waiting rooms have been removed, as has a brass rail that was parallel to the ticket window in the main waiting room. The signal poles once located next to the telegraph operator's bays outside the building have been placed in storage.

Much of the original millwork on the interior of the depot is still extant. This includes the wainscoting and door and window moldings. The passenger benches are still found in the main waiting room. Fluorescent lighting fixtures have replaced the original ones, and gas heaters have supplanted the fireplaces for heating.

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SIGNIFICANCE (cont.)

Atlantic and Gulf Central Railroad was sold and renamed the Florida Central Railroad in 1868.¹² In 1869, the main line of the Pensacola and Georgia line was reincorporated as the Jacksonville, Pensacola and Mobile Railroad.¹³

Live Oak began to take shape as a community during this period.¹⁴ The Jacksonville, Pensacola and Mobile Railroad took control of the Florida Central line in 1870.¹⁵ Large volumes of vegetables and other agricultural products began to pass through the community on the Atlantic and Gulf Railroad, and this decade saw the beginnings of the development of the turpentine industry in the area.¹⁶

In 1879, Henry Bradley Plant, founder of the Southern Express Company and developer of much of Florida's rail system during the last two decades of the nineteenth century, decided to use Live Oak as a conduit for his rail lines into peninsular Florida. He bought the Atlantic and Gulf Railroad, reorganizing it as the Savannah, Florida and Western Railway. In 1881, he founded two new lines that were to directly affect the fortunes of the small community: the Live Oak and Rowland's Bluff and the Live Oak, Tampa and Charlotte Harbor railroads. The ultimate goal of these lines and others he added to the system was a route from Savannah, Georgia, on the eastern seaboard to Tampa, Florida, a port on the Gulf of Mexico. All of the segments of the Plant System were eventually consolidated into the Atlantic Coast Line Railroad in 1902.¹⁷

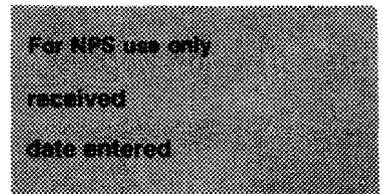
The east/west route through Suwannee County underwent various changes also. The Jacksonville, Pensacola and Mobile line became the Florida Central and Western Railroad Company.¹⁸ Further mergers took place in 1885 and 1889, finally resulting in the creation of the Seaboard Air Line in 1903.¹⁹

There were also locally owned and operated lines based in Live Oak. Among these was the Live Oak, Luraville and Deadman's Bay line Railroad founded in 1893.²⁰ This line was absorbed by the Live Oak, Perry and Gulf Railroad in 1905. The L.O.P. & G offered passenger service, but its main function was the shipping of lumber milled in the area.²¹ Another line was the Suwannee and San Pedro founded in 1903 which was reincorporated as the Florida Railroad in 1915.²² This company went out of business shortly after World War I.²³ The L.O.P. & G. was purchased by the Southern Railway in 1954 and discontinued service in 1977.²⁴

The peak of railroad activity in Live Oak came at the turn of the century. The A.C.L. and S.A.L. had consolidated numerous regional and statewide lines into interstate systems. Local railroad companies were also forming their own inter-county networks. Such well developed transportation facilities made Live Oak one of the most important lumber and turpentine shipping centers in Florida during the 1900-1905 period.²⁵ As the population of the community grew, transient passenger traffic on the railroads increased, and the need to build a substantial depot became paramount. A wood frame depot of sorts had been erected

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in 1896 but had proved inadequate by 1903, and the Live Oak Board of Trade agitated for the construction of a new facility.²⁶ In response to volume of freight produced by the cotton and turpentine industries, the Atlantic Coast Line constructed its freight station in that year, but no action was taken on the passenger depot.²⁷ The first plans for a new passenger facility had to wait until 1907, and in December of that year the city commission voted to order the A.C.L. and S.A.L. to have the new depot completed by August 1908.²⁸ More delays ensued, however, and the city leaders met with railroad officials on March 2, 1909, and an agreement was reached to begin construction immediately, with the work to be completed within four months.²⁹ The Suwannee Democrat was finally able to report one April 2nd that work on the \$12,000 building was finally underway. The railroad companies were given one final extension of the completion date, and the depot was finally opened on October 1, 1909.³⁰

Though they exhibit little of architectural interest, the depot and the freight station are reflective of that period when Live Oak was entirely dependent on the railroad for its economy. The town grew from a village of just a few hundred persons in the 1870s to a city of 3,000 in 1909 when the depot was built. Today the population stands at 6,000, and the importance of the railroad has waned. Many rail lines have been abandoned in Florida over the last two decades and even more will be lost in the next few years. As the railroads have disappeared, depots and other associated structures have been demolished or have fallen into decay. Therefore, the preservation of those physical elements of Florida's pioneer railroading days should be encouraged through recognition of the historic roll they played in the development of small communities like Live Oak.

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1 George Pettengill, Jr., The Story of Florida Railroads, Bulletin No. 86, Railway Locomotive and Historical Society (Boston: Harvard University, 1952), p.24.

2 Ibid., p.20.

3 Seaboard Air Line Railroad, Documents Concerning Corporate Histories of Predecessors. (Jacksonville: n.p., 1959), p.23; Minutes of the Proceedings of the Stockholders of the Pensacola and Georgia Railroad Co. with the Report of the President and Directors at Their Meeting Held in Tallahassee, Florida, December 3rd 1856 (Tallahassee; James S. Jones, 1856), p. 4.

4 Ibid., p.6.

5 Seaboard Air Line, p.23.

6 Pettengill, p.26.

7 Dudley S. Johnson, "The Railroads of Florida 1865-1900" (Ph.D. dissertation, Florida State University, 1965), p.34.

8 Laws of Florida, Chapter 895, No. 3, 1858.

9 Johnson, p.34.

10 Pettengill, pp. 29-30.

11 Florida Railroads, microfilm, Predecessors of the Atlantic Coast Line Railroad (Tallahassee: n.p., n.d.), p.16.

12 Pettengill, pp. 36,39.

13 Seaboard Air Line, p. 36.

14 Daniel G. Brinton, A Guide Book of Florida and the South for Tourists, Invalids and Emigrants, facsimilie of the 1869 edition (Gainesville: University of Florida Press, 1978), p. 222.

15 Pettengill, p.36.

16 Johnson, p.26; J.C. Powell, The American Siberia, reprint of the 1891 edition (Montclair, N.J.: Patterson Smith, 1970), p. 222.

17 Pettengill, p. 96.

18 Ibid., pp. 38-39.

19 Ibid., pp. 100-101.

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20 Herbert Rees and Margaret Lynn, "Some Live Oak Business Firsts: Focus on Business and Industry," Focus on Live Oak Centennial, 1878-1978, commemorative edition (n.p., 1978), p. 2.

21 Suwannee Democrat, May 25, 1934.

22 Ralph G. Hill and James H. Pledger, The Railroads of Florida (Tallahassee: Florida Railroad Commission, 1934), p. 6.

23 Ibid.

24 Suwannee County Historical Commission, "Bill of Lading," Live Oak, Perry and Gulf Railroad.

25 W.T. Cash, The Story of Florida, Vol. 2 (New York: American Historical Society, 1938), p. 926.

26 Florida Times-Union (Jacksonville), April 1, 1903.

27 Interstate Commerce Commission, Bureau of Valuation, Seaboard Air Line Railway Co., Inventory Sheet, 1918.

28 Suwannee Democrat, December 20, 1907.

29 Thirteenth Annual Report of the Railroad Commission of the State of Florida for the Year Ending March 1, 1910 (Tallahassee: n.p., 1910), pp. 29-31.

30 Ibid., p. 45.

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Cash, W.T. The Story of Florida. Vol. 2, New York: American Historical Society, 1938.

Florida Railroads. microfilm, materials relating to the predecessors of the Atlantic Coast Line Railroad, Tallahassee: n.p., n.d.

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

Powell, J.C. The American Siberia, reprint of the 1891 edition. Montclair, N.J.: Patterson Smith, 1970.

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Seaboard Air Line Railroad. Documents Concerning Corporate Histories of Predecessors. Jacksonville: n.p., 1959.

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GEOGRAPHICAL DATA / VERBAL BOUNDARY DESCRIPTION

For point of beginning, commence at the intersection of the easterly right of way line of Ohio Avenue with the southerly right of way line of Haines Street; thence run S 64°16'59" E along said southerly right of way line, a distance of 367.00 feet; thence run S 25°49'31" W, a distance of 130.00 feet; thence run N 64°16'59" W, a distance of 367.00 feet; thence run N 25°49'31" E, along said easterly right of way line, a distance of 130.00 feet to the point of beginning; containing 1.095 acres more or less, as shown on print of survey dated January 4, 1982, prepared by J. Sherman Frier and Associates.