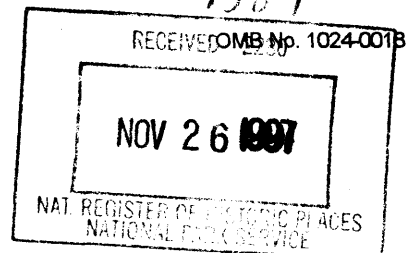


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name JACKSONVILLE, PENSACOLA & MOBILE RAILROAD COMPANY FREIGHT DEPOT

other names/site number Chessie System Express: Old Seaboard Coast Line Railroad

2. Location

street & number 918 Railroad Avenue N/A not for publication

city or town Tallahassee N/A vicinity

state FLORIDA code FL county Leon code 073 zip code 32310

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 11/13/97
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register See continuation sheet
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register See continuation sheet.
- removed from the National Register.
- other, (explain) _____

[Signature] 12/30/97
Signature of the Keeper Date of Action

Pensacola, Georgia, Mobile Railroad Freight Depot
Name of Property

Leon, FL
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- buildings
- district
- site
- structure
- object

Number of Resources within Property
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
2	1	buildings
0	0	sites
0	1	structures
0	0	objects
2	2	total

Name of related multiple property listings
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related
COMMERCE/TRADE: professional/warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: vernacular

Materials

(Enter categories from instructions)

foundation BRICK
walls BRICK
roof METAL/ASPHALT shingle
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 36) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

- COMMERCE
- TRANSPORTATION
- ARCHITECTURE

Period of Significance

1858-1947

Significant Dates

1858
1880

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository # _____

10. Geographical Data

Acreeage of Property 2.36

UTM References

(Place additional references on a continuation sheet.)

1	1	6	7	6	0	2	2	0	3	3	6	9	7	2	0
	Zone		Easting					Northing							
2															

3															
	Zone		Easting					Northing							
4															

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Don Lanham/Robert O. Jones, Historic Sites Specialist

organization Bureau of Historic Preservation date November 1997

street & number R.A. Gray Building, 500 S. Bronough Street telephone (850) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Leon County Board of County Commissioners

street & number 301 South Nonroe Street telephone 850-488-9962

city or town Tallahassee state FL zip code 32301

United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

JACKSONVILLE, PENSACOLA, & MOBILE
RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number 7 Page 1

SUMMARY

The Jacksonville, Pensacola and Mobile Rail Company Freight Station is located at 918 Railroad Avenue, Tallahassee, Leon County, Florida, and is adjacent to, and runs parallel to the railroad tracks. This brick vernacular building has Classical decorative elements. The 1858 building with 1880 two-story western addition, has a rectangular footprint, and it rests on a continuous brick foundation. The structural system of the building is masonry and the exterior fabric is both exposed (although painted) brick, and stucco. The earlier, one story portion has a standing-seam tin roof while the two story addition has a hip roof with asphalt shingles. The 1880 addition repeated Classical elements present on the 1858 warehouse. A non-historic passenger platform has a awning structure with a gable roof parallels the entire south elevation of the station. A contributing brick warehouse (1885-1915) is located north of the station. A non-contributing, non-historic concrete block building is also located to the north of the station.

SETTING

The station is in its original location, due north of the active rail tracks. Directly to the south of the station is an industrial park with a east/west stream bordering it on the south. Within a block to the south is the Florida A&M University campus. Directly to the east is the commercially used north/south Railroad Avenue. Directly opposite the avenue, to the east, is a 1905 railroad passenger depot. To the east/northeast is the historic All Saints neighborhood containing the 1862 Williams House (NR 1996). One block north of the site is a mixture of commercial and industrial uses along Gaines Street, a major east-west thoroughfare. To the northeast of the Gaines Street/Railroad Avenue intersection is the Tallahassee/Leon County Civic Center. North/northwest of the site, five blocks away is the campus of Florida State University. The site is flat east and west, but the terrain slopes upward to

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the north and south of the site.**DESCRIPTION****Exterior**

The main (east) facade of the station displays the two-story, 1880 addition with hip roof, pierced by two corbled brick chimneys (Photos #1-3). Centrally located in the first story is the main door with transom and side lights, sheltered by a portico supported by two squared posts set on a brick railing. A wooden disability ramp accesses the porch from the north. From the foundation to the bottoms of windows the brick courses are stepped forward several inches. Evenly spaced on either side of the door are two rectangular windows with wooden 6/6, single-hung sashes. A one-story, shed roofed addition, flush with the main facade, contains one window, and is at the southeast corner. A molded sheet-metal, belt course cornice divides the first and second story. The second story has five equally spaced windows, the central of which has a center mullion dividing two narrow 8/8 double-hung sashes, providing design emphasis. The rectangular windows have segmental arch wooden framing. Drip molds above the windows repeat the segmental arch. The pilasters with corbled capitals are centered between the windows and on the corners. Corbled brick courses, mimicking lintels, top the pilaster capitals. The flat wall rises above these courses until an entablature terminates in extended eaves. The square hip roof is covered with asphalt shingles, and pierced by two chimneys on the north and south slopes. The bricks on the first story of the 1880 addition are painted, and the second story has been stuccoed.

The south elevation fronts on the railroad tracks. The two-story 1880 addition occupies the eastern end, and the 1858 one story freight depot extends toward the west (Photo #4). The first story of the addition has the shed roofed addition with two windows in its south elevation, a door with transom and a window to the west. The second-story has four windows. The freight area has the original wooden loading dock with corrugated metal shed roof supported by square wooden posts and diagonal braces

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(Photo #5). This elevation originally had five large wooden freight doors. Three are in their original configuration. One has been converted to a non-historic, fixed picture window at the eastern end of the elevation. The door on the western end remains, slid on its track to the inside, but the opening has been infilled by double French doors (Photo #6). Between each freight door are three pilasters with capitals identical to the main facade. Above each freight door is a decorative, rectangular recess. Above each pilaster is a recessed, decorative, Gothic style quatrefoil (Photo #4). The broad side of the hip roof with raised ridge metal surface is visible. A non-historic passenger waiting platform with gable roof parallels the building (Photo #7).

The west elevation contains four pilasters, and central, segmental arched window with contemporary lights, and a wooden ramp access to the train-passenger office occupying the west end of the building (Photo #8).

The north elevation of the two-story addition has four windows on the first and second story (Photo #9). The freight area elevation has five large freight doors that originally opened on the north elevation (Photo #10). Three doors onto an original wooden loading dock are in their original form (Photo #11). One door on the west end serves as an entrance to the passenger office, has been modified with double French doors with the original door slid inside as on the south elevation, and is accessed off of an elevated porch with steps on the west side. One door to the east has been converted to a non-historic, fixed picture window like the corresponding window on the south elevation. Between this large window and the loading dock is a window covered by a wooden shutter. Between the large window and the two-story addition is a 6/6, wooden sash window, and a door.

Interior

The interior of the one story section is divided into three areas; the passenger station at the west end; a large open area used for storage; and meeting rooms primarily accessible from the two story section.

The two-story addition contains offices, and a stairway with

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landing that accesses the second floor.

The passenger station, waiting/ticket area, takes up the western fifth of the freight area, and remains an open space with exposed rafters (Photo #12). The hardware and the large sliding doors to the freight entrances have been left in place. The north, south and west interior walls are exposed brick with a light stucco/paint surface. The east wall of the public area contains a ticket counter, a short hallway to the public restrooms (north side) and an entrance door to the counter/storage area (south side). The ticket counter is sheet rock with a glass window. External access to a small storeroom is through one of the bays on the south side of the building. This storeroom has a dropped ceiling and commercial grade vinyl tile covers the floor.

The east end of the freight area contains two meeting rooms, three bathrooms and a kitchen, currently used by the occupants of the two story section. The interior spaces and surfaces are all contemporary. The walls within this area are sheet rock, and the ceilings are acoustic drop ceiling with florescent lighting (Photo #13). The meeting rooms each have a converted three-pane fixed window (Photo #14), and carpeted floor. The kitchen has tile flooring, and the bathrooms have vinyl flooring (Photo #15). Above the ceiling of these rooms, within the open rafter space, the heating and air-conditioning units have been placed (Photo #16). A brick chimney, no longer extending through the roof, still remains from an earlier furnace or stove (Photo #17). The exterior door on the north elevation opens onto an interior wooden stairs that serves as a rear exit from the second floor of the 1880 addition (Photo #18). Brick infilled windows in the east wall by the air conditioning reveal the locations of windows in the original 1858 freight depot, prior to the 1880 addition (Photo #19). The location of the chimney and infilled windows suggests this area was originally used for office space.

The remaining part of the open storage section is largely unimproved (Photo #20). The original wooden flooring has concrete laid over it in portions (Photo #21). The brick walls reveal their double thickness where damaged (Photo #22). The roof system has ten exposed trusses with king posts (Photo #23). Three original freight doors and their hardware are present

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RAIL COMPANY FREIGHT STATION,
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(Photo #24). Both the east and west walls are of unfinished sheet rock, and stairs go to an open, plywood, second level above the meeting rooms, where heating and air conditioning units are located (Photo #25).

The two-story 1880 addition has a reception area, four offices and a central hallway and stairs (Photos #26&27). The interior of the two story section has a beaded pine wainscot in the entrance room only. Two fireplaces have been closed in. The small addition onto the south corner of the first floor extends one office. Upstairs there are four offices, a bathroom, and a central hallway. The two fireplaces have also been closed in (Photo #28). This area has two non-historic inner walls, but it retains the original windows, much of the original molding around the windows and doors, and chair railings (Photo #29). In this section the floors are carpeted. Most of this section utilizes dropped ceiling and several inner walls are of sheet rock. The original walls in this section are plaster.

ALTERATIONS

The 1858 freight depot was built of porous brick and exterior paint was probably applied soon afterwards to repel moisture. The 1880 addition onto the east end of the depot enclosed windows located in the original west wall. A rear stairway from the second floor was extended through the north wall of the freight depot. The second floor of the addition was stuccoed at an unknown time, probably in the historic period.

The one room addition on the addition's southeast corner is non-historic. The portico and main door in the 1990s replaced a shed hood. Two interior walls were added on the addition's second floor, and fireplaces were enclosed in the 1990s. The contemporary treatments for meeting rooms, kitchen and bathroom in the east end of the freight depot were made in the 1990s. In 1992, the interior west end of the freight depot was modified to include a ticket window and waiting room. The exterior of the west end portion was stuccoed at the same time. The concrete passenger waiting platform with gable roof were added just south of the freight station in 1992.

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ADDITIONAL CONTRIBUTING BUILDING

The rectangular brick warehouse directly north of the freight depot has a broad hip roof covered with asphalt shingles (Photo #30). The north and south elevations contain three freight doors each. The building was constructed between 1885 and 1915, and was used for freight storage. The Red Cross has been using it for storage.

NON-CONTRIBUTING RESOURCES

In 1992, the passenger shelter was built along the railway platform (Photo #7). Single circular wooden posts support a small seamed metal, gable roof. A non-historic concrete block commercial building with flat roof is located directly north of the depot, and fronts onto Railroad Avenue (Photo #31).

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RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number 8 Page 1

SUMMARY

The Jacksonville, Pensacola and Mobile Railroad Company Freight Depot has significance on the local level under Criteria A and C in the areas of Commerce, Transportation, and Architecture. Built in 1858, and added to in 1880, the station is one of the oldest, and the largest of the early railroad related buildings in Florida, and the oldest one still in use as a passenger rail station. It was constructed at a time when Tallahassee was the state's largest center for cotton and agriculture production, and its size reflected this activity. It has continued to serve as an important hub of commerce into the present day. Built from locally made brick, the large vernacular building has many Classical decorative elements.

HISTORIC CONTEXT

The beginning of railroads in the Tallahassee area can be traced to the Tallahassee Railroad Company. Originally chartered in 1831 as the Leon Railway Company, it was re-chartered in 1832 and for a third and final time as the Tallahassee Railroad Company in 1834, just 9 years after the City was incorporated. The first rail line was built by John and William Gray of Columbia, South Carolina. They advertised for laborers (\$20 to \$25 a month) and carpenters (\$35 to \$50 a month). They promised that the proposed line would only pass through dry, healthy country and that there was no danger of fever, a definite distortion of the truth. When completed in 1837, the track ran 21 miles south from Tallahassee to Saint Marks near the Gulf Coast. It consisted of two wood rails topped by thin metal straps without cross-ties and an experimental steam engine which exploded immediately upon its first use. A second steam engine was tried, but because it ran away and derailed, mules were used to pull the cars. The passenger cars were box-like and had two benches that held eight persons and the freight cars were open boxes. Passenger service was \$1.50 to St. Marks for adults, \$.75 for children or for a bale of hay. The train was infamous for being extremely slow, taking five to seven hours to travel from

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Tallahassee to St. Marks. One of the first passengers, Count Castelnau, a French visitor to Florida in the 1830s, noted that the railroad was "Certainly the very worst that has been built in the entire world."

Tallahassee was the shipping hub for the cotton plantations throughout the region, and the rail carried both passengers and crops between the Capital City and the port for access to the sea routes. The line was extended two and one half miles past St. Marks to the new town of Port Leon, which had been created by owners of the railroad in order to develop a port with deeper water than St. Marks'. Deep water ships loaded and unloaded at Port Leon until 1843, when a hurricane destroyed not only the town but also the railway, including the line's only suspension bridge.

The Civil War put an end to cotton as a major money crop as agriculture in the South focused on staples to supply the Confederate forces. When the war ended in 1865, the landowners had to adjust to a free labor force and responded by developing a system of sharecropping which again focused on cotton, which was in high demand. Unfortunately, under this system the cost of cotton decreased while the inventory increased and the soil was depleted due to a lack of scientific land management. After the Civil War, attempts at agricultural diversification were made, and by the turn of the century success had been achieved in the dairy, timber and turpentine industries. During this period many of the old plantations were purchased by affluent northern sportsmen as hunting plantations, primarily for quail. This took a large part of the county out of row crops, reducing the need for rail transit of crops.

While agriculture played a smaller overall role in the economy of the area, the presence of the state capital, the Tallahassee Normal College for Colored Students (later renamed FAMU) and the Florida State College (later renamed FSU) continued to play a more important role in the economy. The railroad was still the most reliable means of reaching the city. Although the north-south connections were difficult to arrange, east-west travel, which linked the major population centers in east and west Florida, was well established.

While Tallahassee and Leon County continued to prosper, the

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transportation system was rocked by two new inventions. Although the train remained the transportation method of choice by many, the automobile was seen by many as the future of transit. As the auto became more popular the need for improved roads both within and between cities became obvious. By 1920 there were 80,163 cars registered in Florida. The second invention that would change transportation to and from Tallahassee was the airplane. Eastern Airlines began regularly scheduled passenger service at Tallahassee's Dale Mabry Field on October 10th, 1938.

HISTORIC SIGNIFICANCE

Middle Florida, the central section of North Florida between the Apalachicola and Suwannee Rivers, with its rich agriculture lands grew rapidly in the 19th century. By 1860 Florida had a population of 140,424 and Leon County, with a population of 12,343 was by far the most populated. The county was the largest in the state in the production of livestock, sweet potatoes, corn and the major money crop of the South, cotton. Cotton was in great demand and Tallahassee acted as a commercial hub for the region, shipping 16,686 bales of ginned cotton in 1860. The cotton from local plantations was brought in by wagon, processed and then shipped by rail to the coast for transport by ship. The development of track between Pensacola and Jacksonville gave access to those ports and allowed for improved interstate and intrastate transportation of both freight and passengers.

In 1855, the Pensacola and Georgia Railroad Company bought all holdings of the Tallahassee Railroad Company and upgraded the line, replacing the wood rails with iron, adding cross-ties, extending the gauge to the five foot standard, and running two 16 ton Baldwin manufactured steam locomotives, the H.L. Rutgers, No. 24 and the General Bailey, No. 25. With these changes the trip that used to take five to seven hours could be accomplished in an hour and one half. In 1856 the company started the installation of a new track from Pensacola to Alligator (now Lake City) and planned to connect to the Florida Atlantic and Gulf Central (out of Jacksonville) there. In 1858, the line had been extended 25 miles east past Tallahassee and the one story Tallahassee freight

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RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FLSection number 8 Page 4

depot was built to service the line. Apparently the track was not properly maintained during the Civil War period, for it was then described as "two streaks of rust running through the wilderness." The Pensacola and Georgia Railroad Company completed the track to Lake City in 1861, and began regular rail service from Tallahassee to Jacksonville via Lake City, but the company failed in 1869, and the holdings were purchased by the Jacksonville, Pensacola and Mobile Railroad Company who continued construction along the Pensacola to Jacksonville line. The two-story addition onto the freight depot was made in 1880. The depot's current configuration and appearance was established with this addition made by the Jacksonville, Pensacola and Mobile Railroad Company. In 1882, ownership again changed when the company was sold to the Florida Central and Western Railroad. Under the management of this company 234 miles of track were improved. In 1884, the holdings of Florida Central and Western were consolidated with a number of other rail companies by an Englishman, Sir Edward Reed. The new company was named the Florida Railway and Navigation Company and all tracks were downsized to four feet, nine inches to conform with other state rail lines.

Ownership of the company changed several times over the next decade: in 1888, it was purchased by the Florida Central and Peninsular Railway; in 1893, by the Florida Central and Peninsular Railroad; and in 1900, by the Seaboard Air Line Railway. Under this ownership in 1903, a new rail connection to Bainbridge finally gave access to Georgia and the North, and increased the importance of rail transportation. Under this company a new passenger depot was built to the east of Railroad Avenue in 1905. During World War II, Tallahassee was a major military transportation hub for hundreds of thousands of troops who were trained at camp Gordon Johnston in Franklin County, and were stationed at the expanded Dale Mabry Air Field in Tallahassee. In 1967 Seaboard merged with Atlantic Coast Line and Seaboard Coast Line. The common name for the freight depot is currently the Old Seaboard Coast Line Railroad.

The depot and the passenger station continued to be used until 1971 when, for the first time in approximately 113 years, passenger service ended. Freight service continued, and in 1980

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the company was bought by Chessie System Express (CSX). For the next 12 years Tallahassee was only a freight stop, until 1992 when the Amtrak Company began passenger services again, using part of the old freight depot as the passenger station.

ARCHITECTURAL SIGNIFICANCE

The railroad freight depot was constructed at a time when Leon County was the state's leading cotton producer and agricultural center, and the depot's large size reflected this prominence. The Pensacola and Georgia freight depot built in 1858, was constructed of locally made bricks. An analysis of the brick was accomplished in 1995. The brick is porous, and contains Pleistocene clay with a high iron content, and a calcarius grog. The size of the brick was large, typical of manufacture prior to national standards being set in 1885. This locally made brick is found in only the city's earliest buildings, including the Old 1840 Capital (NR 1973), the 1838 First Presbyterian Church (NR 1974), the 1844 Goodwood Plantation (NR 1972), the 1843-1844 Randall-Lewis House (NR 1979), and the c.1862 Williams House (NR 1996). Because of the brick's porous nature its use was discontinued after only several decades.

The large, rectangular, freight depot is a vernacular commercial building which includes Neo-Classical design elements. Brick pilasters surround the building, capped by corbeled brick capitals. Above the capitals, corbeled brick courses mimic lintels. Segmental arched drip caps cover each arched freight door. These design elements were repeated in the 1880 addition onto the east end of the depot. Above each freight door is a recessed, large decorative rectangle, and above each pilaster is a recessed, decorative quatrefoil. These design elements give the commercial building a formal, Classical styling. The depot is the largest and most stylish of the State's earliest remaining railroad facilities. Despite the wear the commercial building has received, it is sound and the degree of remaining original materials is very high.

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RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

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JACKSONVILLE, PENSACOLA, & MOBILE
RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The property is a portion of property described in Official Record Book 1604, Page 881 of the Public Records of Leon County, Florida. The portion encompassing the historic buildings is graphically represented in the scaled attached Exhibit "A."

BOUNDARY JUSTIFICATION

The boundary as represented in Exhibit "A" encompasses the resources that have been historically associated with the Jacksonville, Pensacola, and Mobile Railroad Company Depot, commonly known as the Old Seaboard Coast Line Railroad.

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JACKSONVILLE, PENSACOLA, & MOBILE
RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number _____ Photographs _____ Page 1

PHOTOGRAPH LIST

1. Jacksonville, Pensacola, Mobile Railroad Freight Depot
(CSX), 218 Railroad Avenue, Tallahassee
2. Leon County, Florida
3. Don Lanham
4. May, 1997
5. County Courthouse, Dept. of Management Services
6. View of depot and rails from Railroad Avenue, camera facing
west
7. Photo #1 of 30

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

6. View of depot and parking area from Railroad Avenue, camera
facing west
7. Photo #2 of 30

6. East, Main facade, camera facing west
7. Photo #3 of 30

6. South elevation, rails and waiting platform, camera facing
northeast
7. Photo #4 of 30

6. South elevation and loading dock, camera facing west
7. Photo #5 of 30

6. South elevation entrance to passenger room, camera facing
north
7. Photo #6 of 30

6. New waiting platform, camera facing west
7. Photo #7 of 30

6. West elevation, camera facing east
7. Photo #8 of 30

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

JACKSONVILLE, PENSACOLA, & MOBILE
RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number Photographs Page 2

- 6. North elevation, 1880 addition, camera facing south
- 7. Photo #9 of 30

- 6. North elevation, 1858 freight section, camera facing southeast
- 7. Photo #10 of 30

- 6. Detail of north elevation freight door, camera facing southeast
- 7. Photo #11 of 30

- 6. Interior of passenger room ticket window and infill doors, camera facing south
- 7. Photo #12 of 30

- 6. Renovated meeting area within 1858 section, camera facing north
- 7. Photo #13 of 30

- 6. New window in freight door opening within 1858 section, camera facing south
- 7. Photo #14 of 30

- 6. New bathroom within 1858 section, camera facing south
- 7. Photo #15 of 30

- 6. Exposed trusses and air conditioning ducts within 1858 section, camera facing east
- 7. Photo #16 of 30

- 6. Brick chimney remaining from original office, camera facing northeast
- 7. Photo #17 of 30

- 6. Rear stairs from 1880 addition, camera facing south
- 7. Photo #18 of 30

- 6. Brickwork within 1858 gable showing original window prior to addition, camera facing east
- 7. Photo #19 of 31

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

JACKSONVILLE, PENSACOLA, & MOBILE
RAIL COMPANY FREIGHT STATION,
TALLAHASSEE, LEON CO., FL

Section number Photographs Page 3

6. Interior view of freight room, camera facing southwest
7. photo #20 of 31

6. View of original flooring with plywood and concrete coverings,
camera facing west
7. Photo #21 of 31

6. Interior brick damage reveals double thickness, camera facing
north
7. Photo #22 of 31

6. King post within truss system, camera facing west
7. Photo #23 of 31

6. Original 1858 freight door, camera facing north
7. Photo #24 of 31

6. New stairs to loft within freight room, camera facing east
7. Photo #25 of 31

6. Stairs within 1880 addition, camera facing southwest
7. Photo #26 of 31

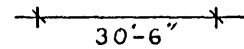
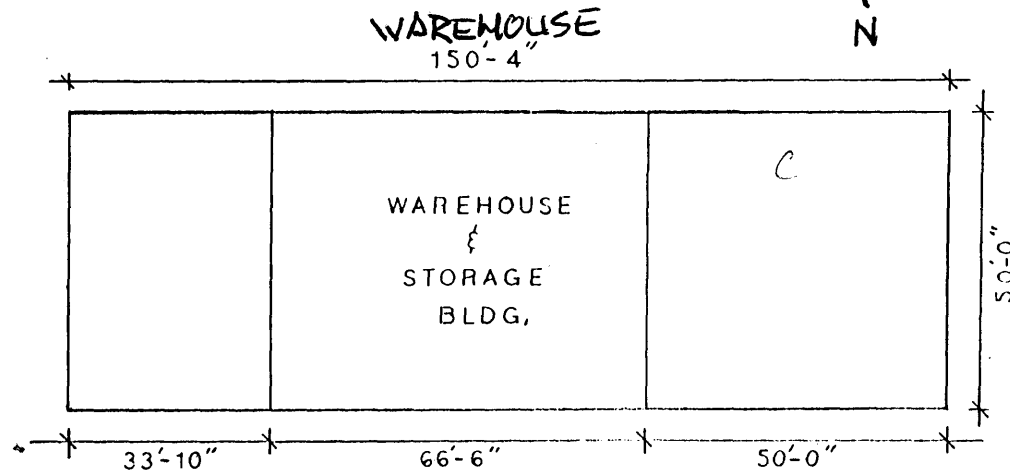
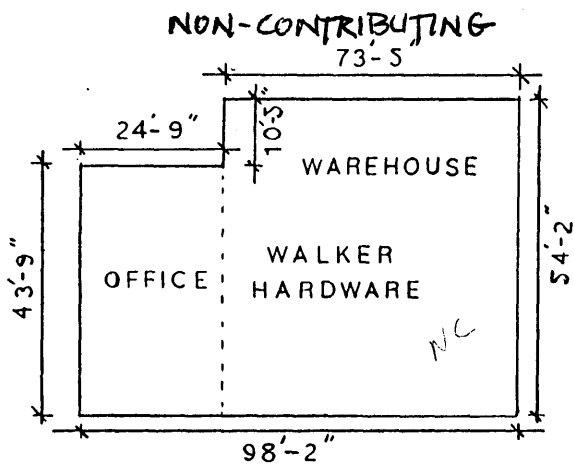
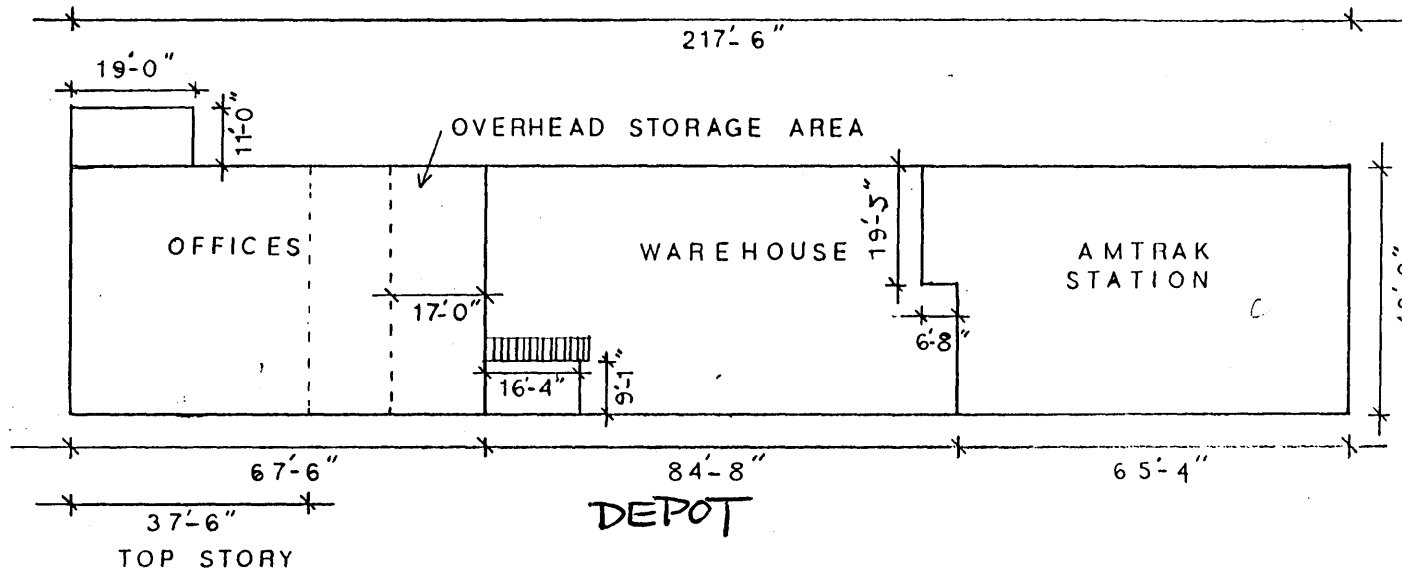
6. Second floor landing of 1880 addition, camera facing east
7. Photo #27 of 31

6. Office wall with enclosed fireplace, camera facing south
7. Photo #28 of 31

6. Office walls with window, camera facing northeast
7. Photo #29 of 31

6. 1880s warehouse, camera facing northwest
7. Photo #30 of 31

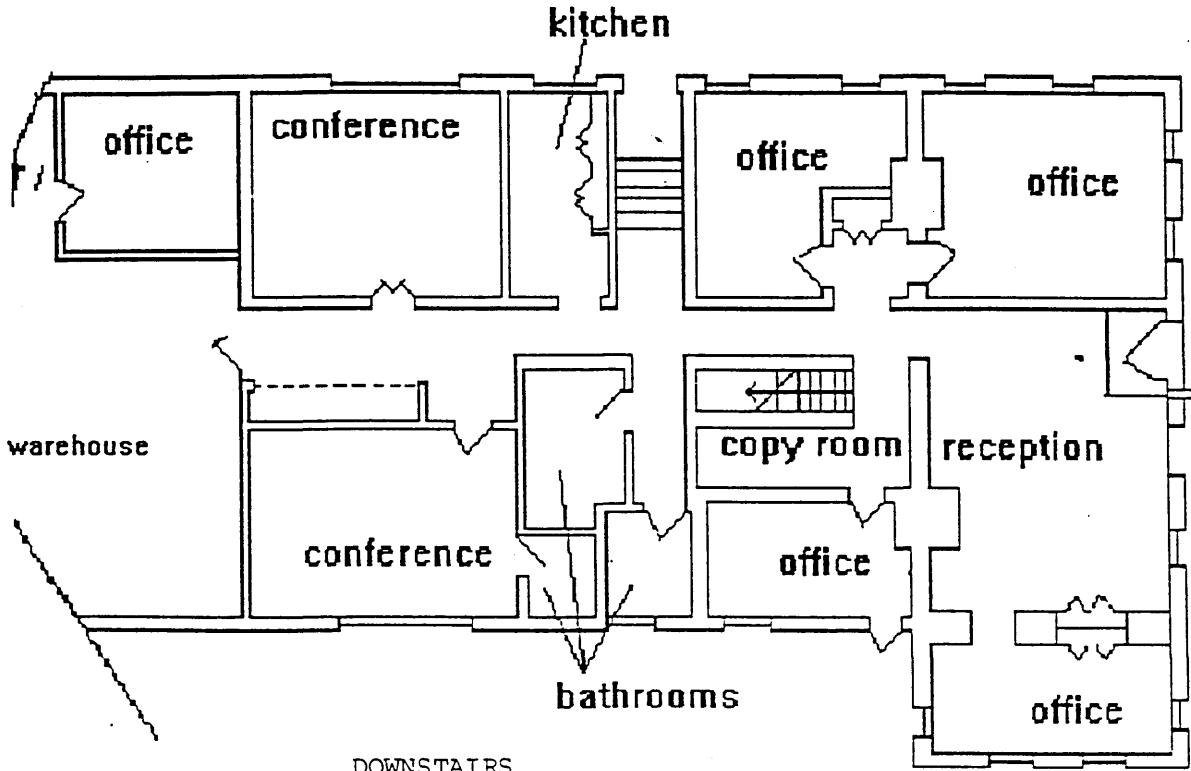
6. Non-contributing building, camera facing west
7. Photo #31 of 31



JACKSONVILLE, PENSACOLA & MOBILE RAILROAD
COMPANY FREIGHT DEPOT, TALLAHASSEE, LEON CO, FL

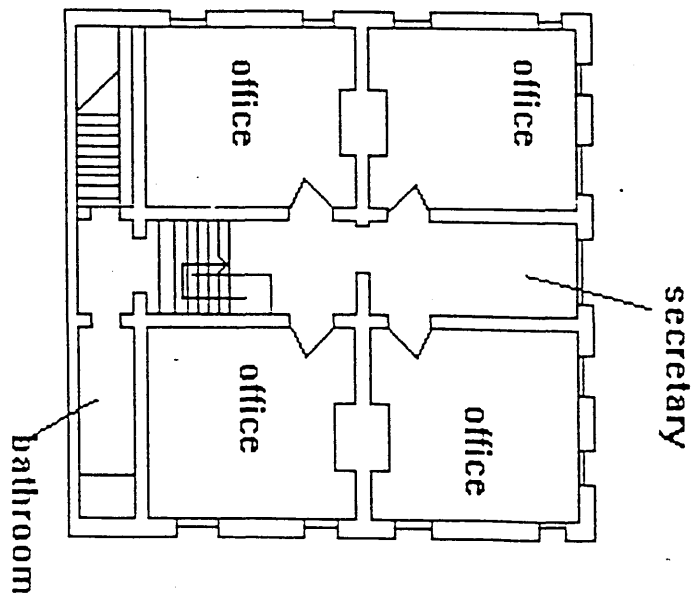
JACKSONVILLE, PENSACOLA & MOBILE
RAILROAD COMPANY FREIGHT DEPOT
Tallahassee, Leon County, Florida

Floor Plan of Eastern Section

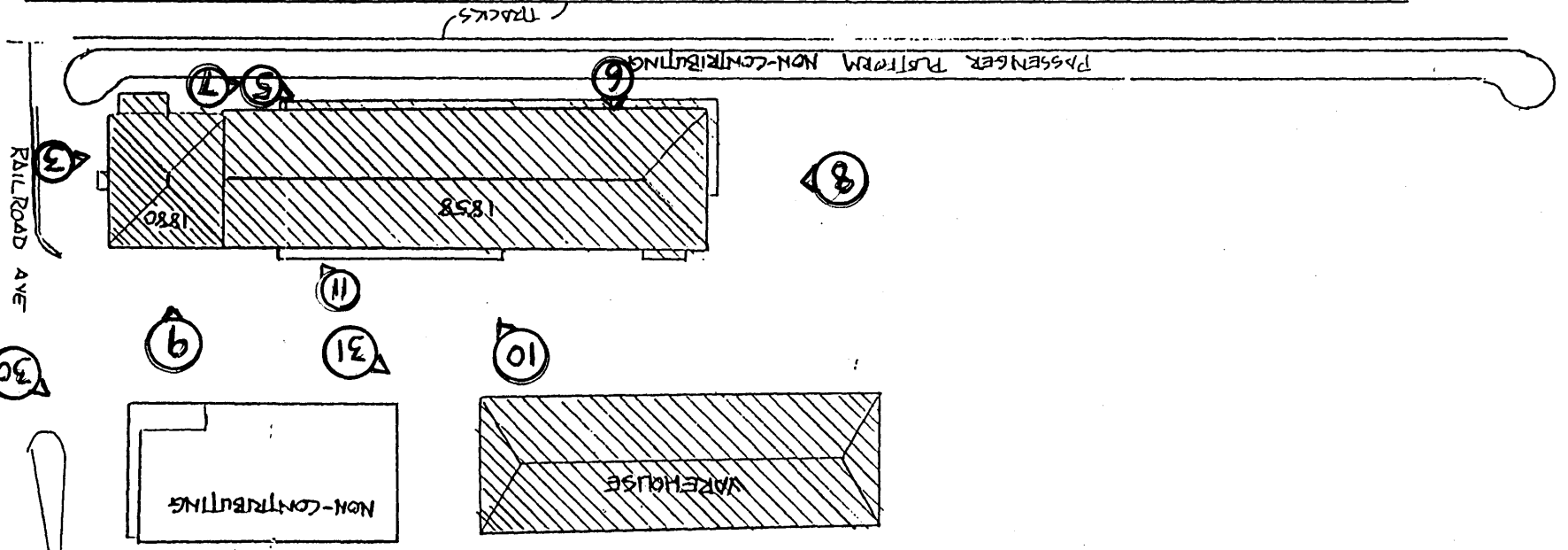


DOWNSTAIRS

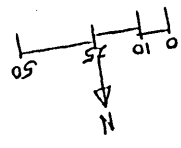
UPSTAIRS



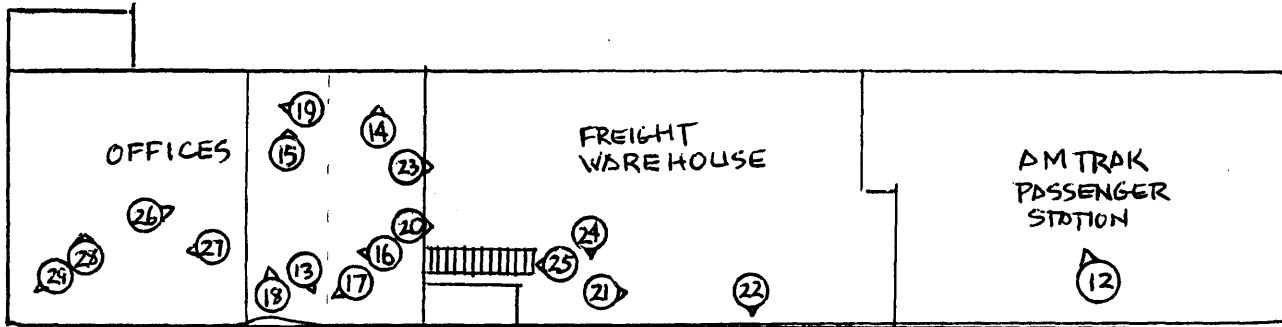
JACKSONVILLE, PENSACOLA AND MOBILE RAILROAD COMPANY FREIGHT DEPOT
 Tallahassee, Leon County, Florida
 Contributing & Non-contributing Resources



PHOTOGRAPH DIAGRAM
 ○ = CAMERA DIRECTION



- ①
- ②
- ③
- ④
- ⑤
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- ⑦
- ⑧
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- ⑩
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- ⑬



Jacksonville, Pensacola and Mobile Railroad
 Company Freight Depot, Tallahassee, Leon Co.,
 Florida

PHOTOGRAPH DIAGRAM

⊙ = CAMERA DIRECTION

