

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED SEP 28 1982

DATE ENTERED

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

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

1 NAME

HISTORIC

Louisville and Nashville Depot

AND/OR COMMON

N/A

LOCATION

STREET & NUMBER

206 Henry Street

N/A NOT FOR PUBLICATION

CITY, TOWN

Milton

CONGRESSIONAL DISTRICT

1

STATE

Florida

N/A VICINITY OF

CODE

12

COUNTY

Santa Rosa

CODE

113

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED
- N/A

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER: Social

OWNER OF PROPERTY

NAME

Santa Rosa County Historical Society

STREET & NUMBER

Post Office Drawer 786

CITY, TOWN

Milton

N/A VICINITY OF

STATE

Florida

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Santa Rosa County Courthouse

STREET & NUMBER

Caroline Street

CITY, TOWN

Milton

STATE

Florida

6 REPRESENTATION IN EXISTING SURVEYS

This property has not been determined eligible.

TITLE

None

DATE

N/A

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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Louisville and Nashville Depot, Milton, Florida, looks today very much as it did in 1909 when completed. The building follows the standard plans drawn by the L & N Engineering Office for a combination depot. The 1909 building contained a general waiting room, negro waiting room, agent's office, baggage room, and freight room. (See attached floor plan and elevation). Approximate measurements are: freight room, 26' x 75'; baggage room, 26' x 15'; waiting room areas (at widest points in cruciform) 27' x 20'.

The building is wood frame construction with wood clapboard exterior finish. The main depot roof is tiled; the freight room has a composition shingle roof and never was tiled. The Historical Society added steel roof supports in the 1970s to give extra strength when they repaired the roof. When repainting the structure, the Society duplicated the original paint scheme, steel blue/grey for the base area of vertical siding, olive green for the horizontal siding, and white trim.

Minor modifications have been made to the interior over the years. The railroad added bathrooms to the building. Also, they changed the location of a counter to add more space to the agent's office, thus decreasing the size of the waiting room. Otherwise, the building remains intact. All interior walls and ceilings are beaded, tongue and groove pine siding, painted white and green, the original color combination.

8 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 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"/> 900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1909

BUILDER/ARCHITECT L & N Engineering Department

STATEMENT OF SIGNIFICANCE

The L & N depot in Milton, Florida (Santa Rosa County), is typical of the combination freight and passenger stations that were constructed to serve small communities. Although the building is not one-of-a-kind, its importance lies in commonality. It is typical of stations that provided an important communication and economic link with the rest of the region.

The railroad purchased the site of the depot in 1891 from the Pensacola and Atlantic Railroad Company (Deed Book B, p. 1-68). The depot, the community's second, was constructed in 1909. The depot's plan follows the standard L&N Engineer's Office outline for a "Special combination station", with little or no deviation from the suggested appearance. Cost for a station like this was \$3800.-\$4200. without the platforms (letter, Thomas to Olcott). The L&N Railroad continued to use the depot until 1966 when it discontinued regular service to Milton. In 1975, the Santa Rosa County Historical Society purchased the deteriorating building from the railroad and began restoration work (OR Book 328, pp. 746-48).

The railroad served as an important economic and social link between this community and other cities, including Pensacola. Visiting dignitaries, such as Governor Parle Trammel in 1916, usually arrived here and held public gatherings (King, p. 126). The freight station also served as a central receiving and distribution point for necessary goods for the community, both shops and industry.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

SEE CONTINUATION SHEET

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

UTM REFERENCES

A	<u>16</u>	<u>496760</u>	<u>3387380</u>
	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	N/A	CODE	N/A	COUNTY	N/A	CODE	N/A
STATE	N/A	CODE	N/A	COUNTY	N/A	CODE	N/A

11 FORM PREPARED BY

NAME / TITLE

Linda V. Ellsworth, Historian / Michael Zimny, Historic Sites Specialist

ORGANIZATION

Florida Division of Archives, History & Records Management

DATE

8-13-82

STREET & NUMBER

Department of State, The Capitol

TELEPHONE

(904) 487-2333

CITY OR TOWN

Tallahassee

STATE

FL

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

TITLE L. Ross Morrell, State Historic Preservation Officer

DATE

FOR NPS USE ONLY

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

Alton Byer
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

Entered in the
National Register

DATE

10/29/82

KEEPER OF THE NATIONAL REGISTER

DATE

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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

CONTINUATION SHEET One **ITEM NUMBER** 9 **PAGE** 1

Santa Rosa County (FL) Deed Books C, G; OR Book 328

Letters, Edison H. Thomas, The Family Lines System,
to H.W. Olcott, Pensacola, FL.

King, M. Luther, History of Santa Rosa County A King's
Country (privately printed, 1972).

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Two ITEM NUMBER 10 PAGE 1

Beginning at a point in the west line of Kent Street, fifty (50) feet northwestwardly from and at right angles to the centerline of the main track of the Mobile Division formerly the Pensacola and Atlantic Division of the railroad of the Grantor at Valuation Station 3337+50.78, which point is three hundred eighty-eight and twenty-eight hundredths (388.28) feet measured northeastwardly along the centerline of said main track from Mile Post 670 from Louisville, Kentucky; thence southwestwardly along a line fifty (50) feet northwestwardly from and parallel to the centerline of said main track a distance of two hundred nine and thirty-two hundredths (209.32) feet to a point opposite Valuation Station 3335+41.46; thence northwestwardly forming an interior angle of 72 50'20" with said last described line, a distance of one hundred sixty and fifty-nine hundredths (160.59) feet to a point opposite Valuation Station 3335+88.84; thence northeastwardly forming an interior angle of 90 00' with said last described line, a distance of two hundred (200) feet to a point in the west line of said Kent Street, opposite Valuation Station 3337+79.94; thence southeastwardly along the west line of said Kent Street, forming an interior angle of 90 00' with said last described line, a distance of ninety-eight and eighty-three hundredths (98.83) feet to the point of beginning, and forming an interior angle of 107 09' 40" with the first hereinabove described line, containing five hundred ninety-five thousandths (0.595) acre, more or less, being a part of the same property conveyed to the Grantor from the Pensacola and Atlantic Railroad Company by Edward T. Hunt, Master Commissioner for the Circuit Court of the United States of America by deed dated June 12, 1891, recorded in Deed Book "G", Page 1-68, in the Circuit Court Clerk's Office, Santa Rosa County, Florida.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

Louisville and Nashville Depot

Santa Rosa County, FLORIDA

ADDITIONAL DOCUMENTATION APPROVAL

M Keeper Mark L. Baker 7 Dec. 1989

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

NOV 28 1989

Section number 7 Page 1 Louisville and Nashville Depot

The Louisville and Nashville Depot, Milton, Florida, looks today very much as it did when it was completed in 1909. The building follows the standard plans drawn by the L & N Engineering Office for a combination depot. The 1909 building contained a general waiting room, negro waiting room, agent's office, baggage room, and freight room. (See attached floor plan and elevation). Approximate measurements are: freight room, 26' x 75'; baggage room, 26' x 15'; waiting room areas (at widest points in cruciform) 27' x 20'.

The building is wood frame construction with a wood clapboard exterior finish. The main depot roof is tiled; the freight room has a composition shingle roof. When the members of the Historical Society repaired the roof in the 1970s, they added steel roof supports. When repainting the structure, the Society duplicated the original paint scheme: steel blue/gray for the base area of vertical siding, olive green for the horizontal siding, and white trim.

The depot has undergone only relatively minor alterations. A train shed, covering the train platform from the front of the depot to the track side, was added shortly after the depot was constructed. It was removed in 1970. Other minor modifications have been made to the passenger portion of the depot. The railroad added restrooms to the building, and changed the location of the ticket counter to provide more space for the agent's office. The southeast corner of the depot was extended a like amount to keep from reducing the size of the main waiting room. Otherwise, the interior of the building remains intact. All interior walls and ceilings are beaded tongue and groove pine siding, painted white, gray, and beige in the agent's office; and white, gray, and olive green in the waiting rooms. These are the original color combinations.

United States Department of the Interior
National Park Service

NOV 28 1989

National Register of Historic Places
Continuation SheetSection number 8 Page 1 Louisville and Nashville Depot

The L & N Depot in Milton, Florida (Santa Rosa County), is typical of the combination freight and passenger stations that were constructed by the Louisville & Nashville Railroad to serve small communities. Although the building is not unique, it is important as a surviving example of its type which retains its essential integrity of design, materials, workmanship, location, and setting. It is typical of stations that provided an important communication and economic link with the rest of the region.

The Louisville and Nashville Railroad purchased the site of the depot in 1891 from the Pensacola and Atlantic Railroad Company (Deed Book B, pp1-68). The depot, the community's second, was constructed in 1909. The depot's plan follows the Standard L & N Engineer's Office outline for a "Special Combination Station", with little deviation from the suggested appearance. Cost for a station like this was \$3800-4200, without platforms (letter, Thomas to Olcott). The last regular passenger train stopped at the station on April 30, 1971, when Amtrak took over the nation's passenger systems, thus eliminating the Gulf Wind route between New Orleans, Louisiana, and Jacksonville, Florida. The Freight Agency and Train Order Office was closed on June 30, 1973. In 1975, the Santa Rosa Historical Society purchased the deteriorating building from the Louisville and Nashville Railroad Company and began restoration work (OR B, 32, pp. 746-48).

The railroad served as an important economic and social link between Milton and other cities, including Pensacola. Visiting dignitaries, such as Governor Park Trammel in 1916, usually arrived at the depot and held public gatherings (King, p126). The freight station also served as a central receiving and shipping point for Milton's shops, industries, and individual citizens. Western Union Telegraph Company and Railway Express Agency offices were also located at the depot.