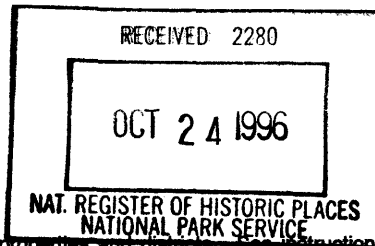


**United States Department of the Interior
National Park Service**



**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 OLD GAINESVILLE DEPOT

other names/site number Seaboard Air Line Depot; Baird Warehouse/ AL3124

2. Location

street & number 203 SE Depot Avenue N/A not for publication

city or town Gainesville N/A vicinity

state FLORIDA code FL county Alachua code 001 zip code 32601

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.)

George W. Perry 10/21/96
Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Florida 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) _____

Edson W. Beall
Signature of the Keeper

Date of Action 11-22-96

**Entered in the
National Register**

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	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	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)

COMMERCE: commercial

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Frame Vernacular

Materials
(Enter categories from instructions)

foundation Brick, wood

walls Wood

roof Asphalt

other

Narrative Description

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

- Property is associated with events that have made a significant contribution road patterns of our history.
Property is associated with the lives of persons significant in our past.
Property embodies the distinctive characteristics of a type, period, or method of construction...
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)

- Architecture
Transportation

Period of Significance

1907 - 1936

Significant Dates

1907

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Seaboard Air Line Railroad

Primary location of additional data:

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

Name of Repository

#

OLD GAINESVILLE DEPOT
Name of Property

ALACHUA, FLORIDA
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional references on a continuation sheet.)

1	1 7	3 7 1 9 2 0	3 2 7 9 9 8 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 Mrs. Murray D. Laurie, Consultant; Gary V. Goodwin, Historic Preservation Planner

organization Bureau of Historic Preservation date October, 1996

street & number R.A. Gray Building, 500 S. Bronough Street telephone (904) 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 J. Edward Singley, Ph.D.

street & number 1020 NW 23rd Avenue, Suite D telephone (352) 372-2590

city or town Gainesville state Florida zip code 32609

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

Summary

The Old Gainesville Depot consists of a one-story freight section with offices and storage rooms and a 1-1/2 story passenger section. It was in continuous use as a depot from 1907, when it was built until the 1930s. Built of heart pine, the structure is in fair condition with much of the original material intact, both on the interior and exterior.

Setting

The Old Gainesville Depot, is located at 203 Depot Avenue, one-half block east of Main Street and nine blocks south of the Alachua County Courthouse in Gainesville. It was constructed by company carpenters in 1907 by the Seaboard Air Line Railroad on a site that had previously had a smaller wood frame station, or more likely, a succession of stations which were enlarged and rebuilt through the years. The earliest representation of a building on the site appears on a birds-eye view of Gainesville dated 1884 which shows a building with a gable roof and loading platforms beside railroad tracks near the Dutton cotton gin, south of the center of town (figure 1). Sanborn maps indicate that the building was enlarged (figures 2,3). Newspaper articles dated 1907 note that the Seaboard Airline Railroad, which had absorbed earlier railroad companies, was replacing its old passenger station with a new one. In 1909 the old freight depot was moved a short distance, rebuilt, and added to the new passenger station.

The area surrounding the depot was Gainesville's industrial hub. The Dutton cotton gin was across the tracks and the Doig foundry was a short distance to the east. By 1892 the local gas works were in operation just to the north. Sawmills, wholesale grocery warehouses, oil tanks, and, by 1909, the Gainesville Electric Plant were located within easy distance of the depot. The surroundings have retained that character to this day, even though the trains no longer serve the area.

Early Sanborn maps (1887, 1892, 1897, 1903, 1909) show multiple railroad tracks running to the north and south of the depot, with spur lines going off in several directions. The 1913 map, reflecting the new depot building, shows that the main tracks run only on the south side of the building, although a spur ran to the north to the Baird Warehouse(NR 1985), which now occupies the former site of the Dutton cotton gin. The tracks have been removed and the roadbed is designated to become part of a rails-to-trails corridor.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 2

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

Depot Avenue passes very close to the building on the north, while the rails-to-trails pathway runs along the south side of the building. The surroundings are still of an industrial nature, including the city electric plant, a roofing company, and a cement works.

Physical Description

The Old Gainesville Depot is built in two sections to reflect the railroad's two different functions: a one-story freight building with a low hipped roof and an attached 1 1/2 story passenger station with a high hipped roof (photos 1,3,7,8).

The Freight Section

The freight section, which is located on the west side, is elevated to place its floor level with the trains to facilitate loading and unloading. The exterior is of vertical drop siding. The north facade has been recently repainted, and the open loading platform is enclosed by chain link fencing (photo 4). The south loading platform, once open, was enclosed with sheet metal siding by a later tenant to increase storage (photo 3). A shed at the extreme west end of the building, once open, has been enclosed and is used as office space (figure 3). Two barred, double-hung windows near the east end of the freight section provide air and light for the freight office (figure 6). Sliding cargo doors, 110 inches wide, and diagonally paneled, are placed at intervals opposite one another on the north and south facades. The flooring is supported by beams set on a combination of brick piers and wooden piers consisting of blocks of cypress. The interior of the depot is unpainted and the rafters are exposed. There are no interior columns; the entire 50-foot span is supported by a heavy truss system. The heart pine flooring consists of 9.5-inch-wide boards which have been reinforced in the westernmost section by an overflooring of 5-inch-wide boards (photo 12). Temporary plywood storage units have been installed by the present owner.

A Fairbanks-Morse scale used to weigh cargo is still in place in the center of the freight area. Its brick base is set upon the ground beneath the building and the floor of the scale is level with the floor of the building. A sprinkler system was added while the building was being used by Baird Hardware Company.

The dividing cargo doors that slide to each side are arranged opposite one another with an additional, smaller door which appears to have been installed after the building was no longer used by the railroad company. An open office is located in the northeast corner of the freight area, and opposite this is an enclosed and insulated cold storage unit used by the railroad for produce (photo

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 3

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

13). The freight office is located to the east of the main freight handling section, extending across the width of the building.

Two steps lead down from the freight section of the depot to what was originally an open, roofed passageway separating the freight and passenger sections. This passage was enclosed by Baird Hardware Company (photo 5).

The open shed at the west end was enclosed with metal siding by Voyles Appliance Company in the 1970s (photo 3). The interior has been converted to office and storage.

Passenger Section and Station Master's Office

The broad eaves of the high hip roof are supported by carved brackets, which are the most decorative and distinguishing feature of this building (photo 1,2). The northeast corner of the roof overhang has been altered: when the road was realigned and traffic passed close to the building, large trucks damaged the extended roof; it has been cut back and patched (figure 2). Two small brick chimneys can be seen at this end of the depot. One was for a stove in the office, one for a stove in the waiting rooms. The exterior fabric is drop siding; a band of molding and siding with vertical members set below the level of the window frames runs along all sides of the passenger section. Two doors on the north facade provide access to the interior, one to the office and one to the waiting rooms (figure 2). Two doors on the east side also lead into two separate waiting rooms. A door from the office leads to the freight section to the west, and there was a door from the office to the platform on the south side of the building.

The main office and two waiting rooms, one for colored and one for white passengers, are located under the broad hipped roof of the passenger station, which is built on grade with a poured concrete floor. Some of the original paneling from the molding to the ceiling is still intact (photos 9,10,11). The room height is 13.9 feet, and the ceiling is beaded tongue-and-groove. It is probable that a ticket office occupied the section of this area near the street. A wall of some kind separated it from the Station Master's office, which has a bow window on the south end, affording a better view of incoming trains and the activities of the yard (photo 11).

Although, according to Sanborn maps, the tracks once ran on either side of the depot, by the time the present building was constructed in 1907, all tracks ran to the south of the building. Trucks, wagons, and other vehicles loaded and unloaded passengers and freight on the north side of the building.

**United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 4

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

The two waiting rooms are of equal size, 18 by 25 feet. Two lavatories and storage rooms separated the two waiting rooms. There was an additional office up under the pitch of the high roof, but alterations make it difficult to ascertain whether this was part of the original depot interior. A set of wooden steps lead up to this area, but they may be a later addition. The same type of paneling and ceiling used in the Station Master's office can be seen in the waiting rooms (photos 10,11). Most of the original 2/2 double hung sash windows were replaced by Baird or Voyles with jalousie windows set in deep wood frames.

Present Condition

The building apparently ceased being used by the railroad in the late 1940s, and then was leased by Baird Hardware as a plumbing and electrical parts warehouse. In contrast to the carefully finished, but functional, work of the Seaboard Air Line carpenters, subsequent storage areas or partitions are crudely made. Leased to an appliance company for storage of used equipment in the 1970s, the building received only the most minimal maintenance. The former ticket office, which had lost all of its interior paneling, has been refinished, and the remaining areas of the passenger section and the Station Master's office are undergoing renovations using as much of the original materials as possible. A number of freestanding rental storage units have been built of plywood in the freight section, but are not attached to the walls or ceiling trusses. On the exterior, a skirting of plywood has been installed to enclose the area beneath the freight section and painted to match the rest of the building (photo 4). The ceiling height, doors and windows have not been altered.

The Old Gainesville Depot is emerging from a long period of neglect and inattention. With its new paint and repairs, it once more looks like a railroad depot. It serves as a reminder of the railroad's contribution to the growth of Gainesville as a center of industry and commerce.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

Summary

The Old Gainesville Depot is significant under Criterion A in the area of Transportation for its associations with Florida's transportation history and as Gainesville's oldest train station. It is significant under Criterion C as an excellent example of an early 20th century train depot which has retained its architectural integrity to a high degree.

Historic Context

The Florida Railroad

No single factor influenced the growth and insured the success of Gainesville during the first years of its existence more than the coming of the railroad. The Florida Railroad, which was to pass through Gainesville and make it a center for trade and commerce, was promoted by Senator David Levy Yulee, whose plantation, Cotton Wood, was located near Archer, about 25 miles west of Gainesville. The route was designed to connect New York and New Orleans by providing a short land route between the ports of Fernandina on the Atlantic Coast and Cedar Key on the Gulf of Mexico. The founding of Gainesville in 1852 and the subsequent removal of the county seat from Newnansville (located some miles off the new railroad route) to the new town were determined by the establishment of the Florida Railroad. In anticipation of good markets for Sea Island cotton, a number of plantations were established close to the new route. Construction on the railroad began in Fernandina in 1855; it reached Gainesville in 1859 and was completed to Cedar Key by 1861, a total of 155.5 miles.

The Civil War

The promise of prosperity was dashed by the advent of the Civil War in 1861. Part of the tracks of the Florida Railroad were removed near Baldwin and service to Cedar Key was abandoned. Both ports were in the hands of Federal forces during the war. Gainesville became a food depot where herds of cattle from south Florida were assembled and driven north for the Confederate army. The earliest mention of the depot itself is in an account of the Battle of Gainesville, which occurred on August 17, 1864, when a contingent of Federal troops stationed in Jacksonville attempted to capture Gainesville and curtail its function as a Confederate commissary. The Federal forces set up one position "in the depot." Confederates under Captain J.J. Dickison tried to take the depot and charged the enemy, which fled, leaving Dickison and his men in control.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 2

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

After the War

After the Civil War ended in 1865, Gainesville quickly rebounded. By 1866, the Bank of Fernandina was operating in the Florida Railway Depot with the agent John Hedges as cashier. Major John Tench recalled that he came to Gainesville in 1867 by the Peninsular and West India Transit Company, the successor to the Florida Railroad when it was reorganized after the Civil War. The train stopped at the station at the foot of University Street (present SE 3rd Street) leading north to the old East Florida Academy.

The site of the depot, about nine blocks directly south of the new courthouse, placed it in a location to serve Gainesville's growing agricultural, commercial, and industrial enterprises. Cotton was the principal crop, but lumber, fruits and vegetables soon found their way to the freight yards and depot to be shipped north. Goods and products from afar reached Gainesville by train to supply the needs of the expanding urban population and the surrounding countryside. The depot was the center of a steady stream of commerce leaving and arriving several times a day. In addition, it, like all train stations, particularly in a land with few roads, was the center of interest where people arrived in town or departed for other places, and where mail was received and dispatched. In 1873 an ordinance was passed restricting hotels from pestering arriving visitors at the depot for their business. Seeing the trains come in was a favorite local pastime and at times the assembled crowds threatened to disturb the peace.

Other railroads soon ran to Gainesville, which had become a major regional center for commerce and trade. At one time no less than six different lines served the city, and another depot was built in the center of town, closer to the hotels and the courthouse. But Gainesville's industrial district flourished in the vicinity of this depot. Dutton's cotton gin, Doig's foundry, several sawmills, and other manufacturing and wholesale warehouses were located in this part of town.

The ownership and name of the railroad changed several times. It was reorganized as the Atlantic, Gulf and West India Transit Railroad (AG&WIT) in 1872. The line underwent extensive rehabilitation, and by 1881, Transit, as it was also known, compared favorably with other lines in the state. Around 1884 it became part of the Florida Railway and Navigation Company, and visitors arriving in Gainesville could take a horse railway from the train station to the courthouse.

It was from this station that the Gainesville Guards left in 1888 to go to Fernandina during a yellow fever epidemic; the train was late and the assembled crowd sang as they waited to see the boys off. And it was here that the troops returned from the duty, bringing the infection with them.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 3

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

An 1884 birds-eye view of Gainesville shows a gable-roofed depot building on the site. Sanborn maps dated from 1887 to 1903 reveal little change in the size of the depot, which is shown as having both a freight and a passenger section. Railroad tracks passed on either side of the depot. By the end of the century, the passenger section had been divided into two separate waiting rooms (see figures 1,2,3).

Historic Significance

Seaboard Air Line Railroad Build a New Station

The Florida Railway and Navigation Company became part of the Florida Central and Peninsular, which was absorbed by the Seaboard Air Line Railroad in 1900. Within the next few years, the old depot was replaced by one built by Seaboard carpenters. In August of 1907 the *Daily Sun* reported that the new Seaboard passenger station has at last been started. It was to be the most conveniently appointed depot in this part of the state. Lavatories and toilets were being installed, and the wide porticos would shelter the traveling public from the weather. The tracks were moved to the south side, a more convenient arrangement for passengers and for handling freight. The old freight depot was rebuilt and joined to the new passenger station a few years later.

But the Seaboard was losing money on the route to Cedar Key. In 1917 it petitioned to reduce service, and in July, 1932 the Archer-Cedar Key portion of the Seaboard Air Line Railroad closed. The S.A.L., however, continued to advertise excursions between Gainesville and New York. In 1936 the Seaboard Coastline (successor to the Seaboard Air Line) built a new passenger station on S.W. 6th Street. Apparently then the building was no longer used by the railroad as a passenger station. The old depot, however, continued to be listed in the city directory as the SAL railroad office until 1948.

No Longer a Depot

Baird Hardware Company leased the building from the railroad between 1950 and 1967 for their plumbing and electrical division, and in the 1970s Voyles Appliance Company rented the building as storage for appliances. The passenger section was used as a television repair shop. Although the building suffered from poor maintenance and a certain amount of vandalism, none of the tenants made major structural changes. The Seaboard Coastline was absorbed by CSX Railroad Company, which sold a part of the parcel to the Florida Department of Transportation in 1987.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 4

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

Architectural Significance

Because the new station was built by Seaboard carpenters, we can assume that the plans were drawn by architects or engineers working for the railroad. It was common for the same plans to be used over and over with modifications as to size and amenities. One of the distinguishing features of this building is the broad eaves supported by knee braces with carved ends (photos 1,2,5). Similar brackets and braces were used on other SAL depots along the line, some only surviving in old photographs. Typical of southern passenger stations, this one had a white and a colored waiting room, both of about equal size. The high hip roof of the passenger sections distinguishes it from the freight depot. The station manager's office has a bay window providing a good view of the tracks, another typical feature of railroad stations of any size. The freight section is strictly functional, with several sets of sliding doors with diagonal paneling. There are no interior columns, and the entire 50-foot span is supported by a wooden truss system (photo 12).

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

Verbal boundary description:

SE 1/4 of Section 5, R20E, T10S. Northern boundary is Depot Avenue. Southern boundary is north edge of abandoned SCL tracks (bike path). East and West boundaries are undeveloped parcels. The building itself covers most of the parcel (13050-1). See site map.

Verbal boundary justification:

The nominated property is historically associated with the old Gainesville Depot. It includes the parcel on which the building stands (13030-1, Alachua County Tax Appraiser) and a small section, enclosed with chain link fencing, immediately east of the building.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number PHOTOS Page 1

**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

PHOTOGRAPHIC INVENTORY

Information in items 1-5 is the same for each photograph.

1. Old Gainesville Depot, 203 SE Depot Avenue
2. Alachua County, Florida
3. Murray D. Laurie
4. June, 1995
5. Murray D. Laurie
6. Passenger station in foreground, facing southwest
7. Number 1 of 13

6. Front (north) and side (east) facade, facing west
7. Number 2 of 13

6. West end and north facade, facing east
7. Number 3 of 13

6. North facade, freight section loading platform, facing west
7. Number 4 of 13

6. Passageway between passenger and freight sections, facing south
7. Number 5 of 13

6. North facade of freight section, ramp up to platform, facing southwest
7. Number 6 of 13

6. Passenger section, east and south facades, facing west
7. Number 7 of 13

6. South facade of freight section, facing northeast
7. Number 8 of 13

6. Interior of south waiting room, facing southwest
7. Number 9 of 13

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number PHOTOS Page 2

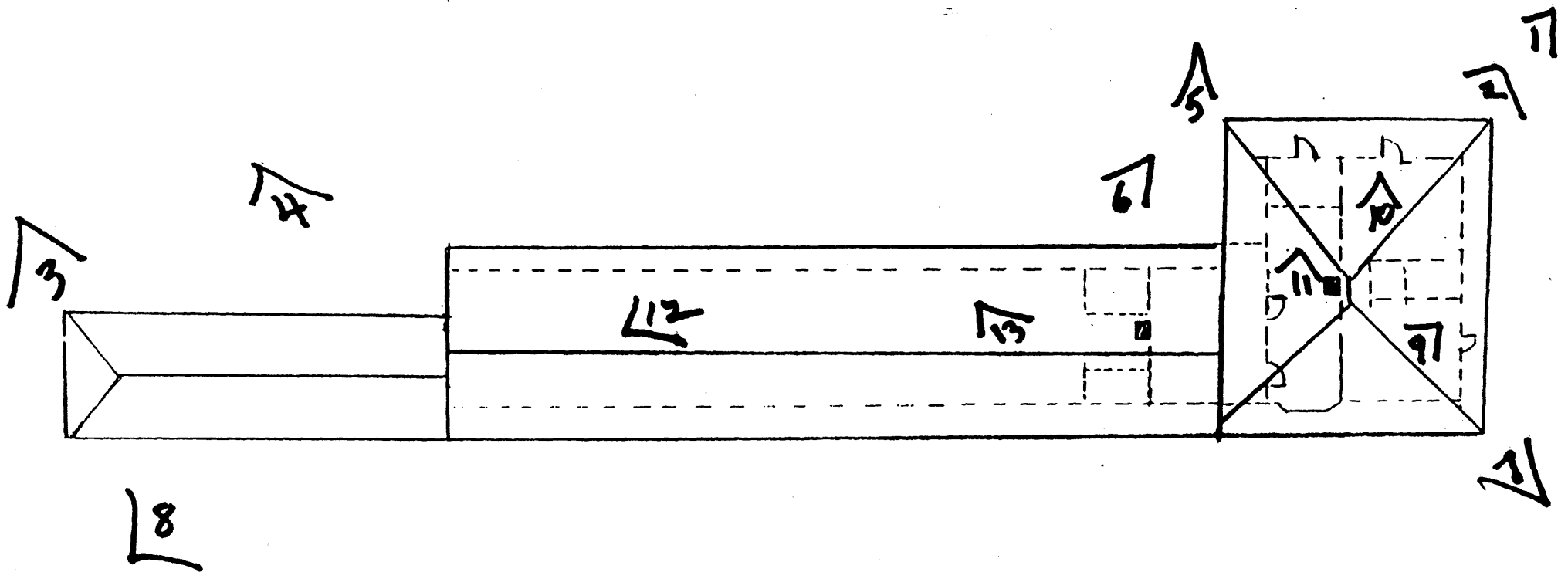
**OLD GAINESVILLE DEPOT
Gainesville, Alachua County, Florida**

- 6. Interior of north waiting room, facing south
- 7. Number 10 of 13

- 6. Interior of station master's office, facing south
- 7. Number 11 of 13

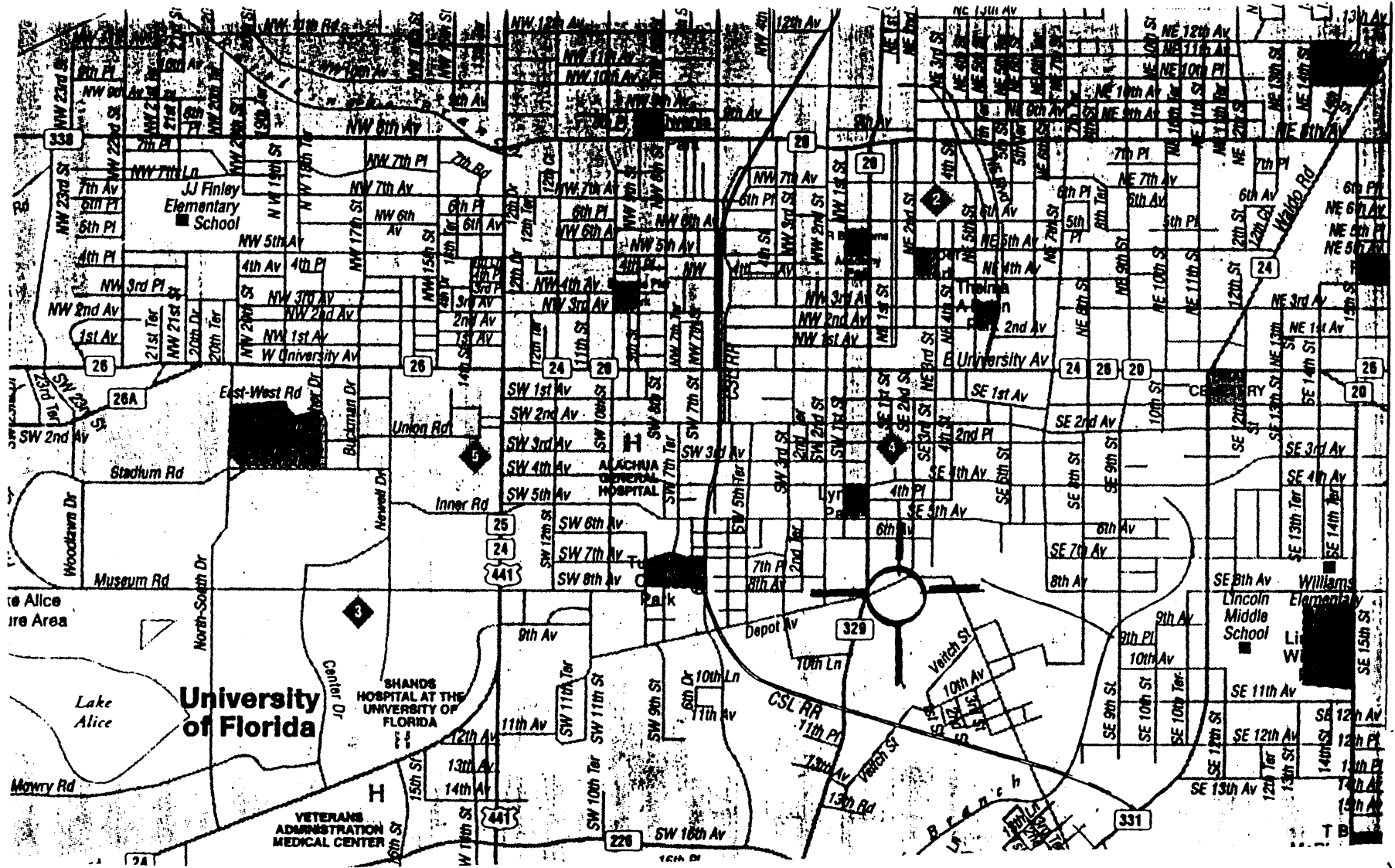
- 6. Interior of freight section, facing north
- 7. Number 12 of 13

- 6. Interior of freight section, cold storage locker, facing east
- 7. Number 13 of 13

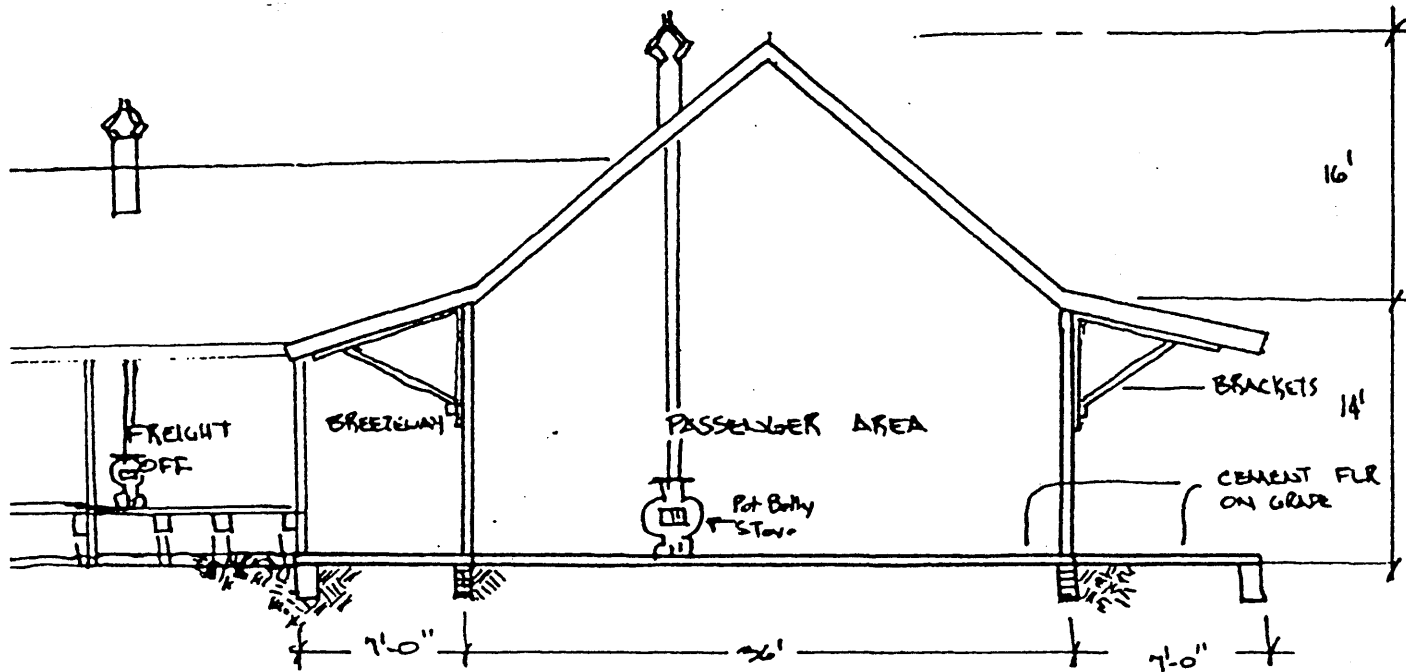


OLD GAINESVILLE DEPOT. Diagram of photographs

NOT TO SCALE



OLD GAINESVILLE DEPOT, GAINESVILLE, FLORIDA: location map



SECTION

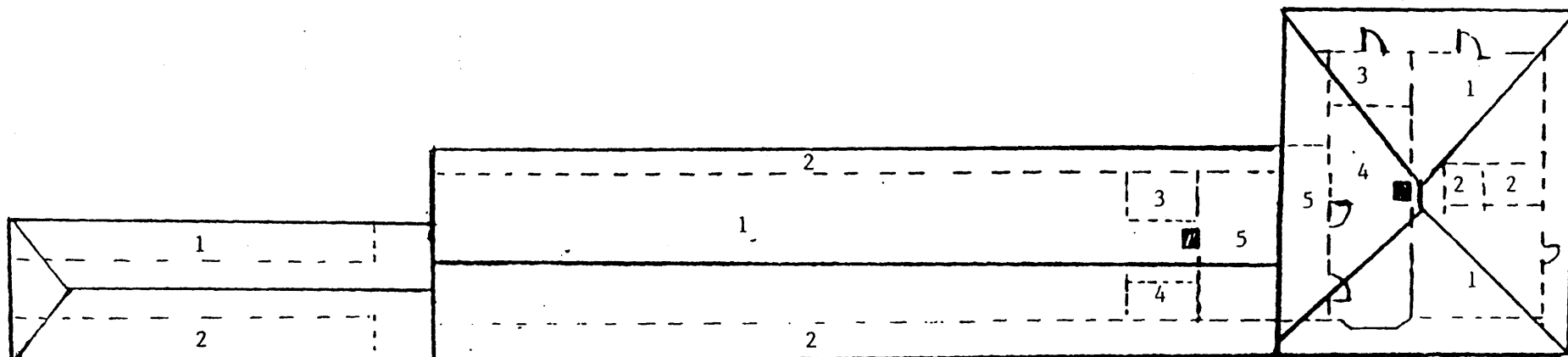
NOT TO SCALE

OLD GAINESVILLE DEPOT

A
PLATFORM

B
FREIGHT DEPOT

C
PASSENGER STATION



- A. Platform (originally open)
1. office
 2. storage

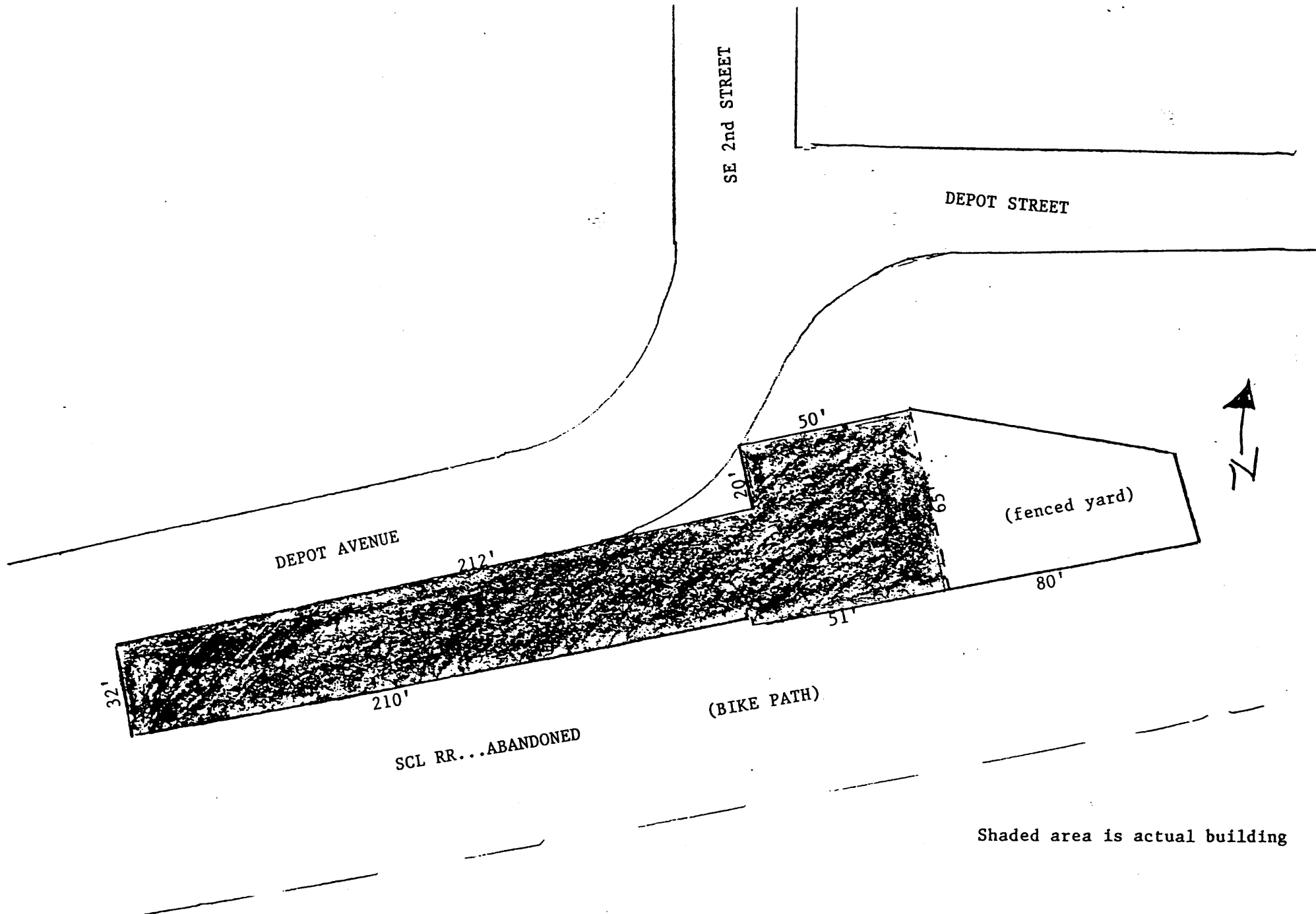
- B. Freight depot
1. main freight area
 2. loading platforms
 3. office/storage
 4. enclosed cold storage
 5. main freight office

- C. Passenger station
1. waiting rooms
 2. lavatories
 3. ticket office
 4. station manager's office
 5. passageway (originally open)

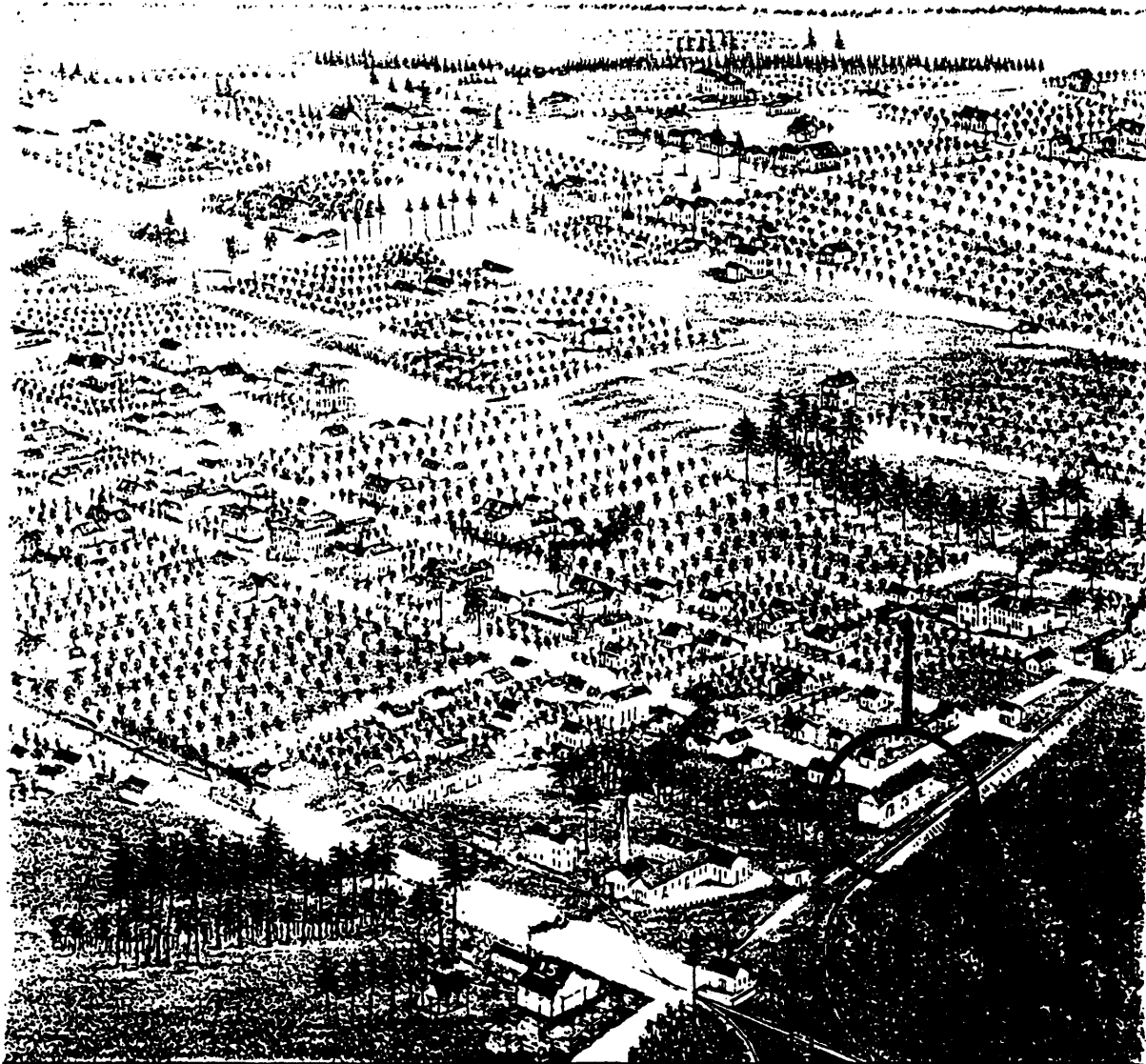
OLD GAINESVILLE DEPOT

NOT TO SCALE





OLD GAINESVILLE DEPOT SITE PLAN
(based on Alachua County Tax Assessor map...parcel 13050-1)



J. R. Lambeth, Real Estate and Insurance, Liberty cor. E. Main St.
 Fred. Dayer, Saloon, Union cor. W. Main St.
 Hawkins & Wilson, Real Estate and Insurance, Liberty cor. W. Main St.
 H. W. Ferrill, Grocer, Liberty St.
 Koster & Motzer, Painters and Dealers in Paints and Oils, Wall Paper, &c.,
 West Main St.
 L. A. Jernigan, Watchmaker and Jeweler, Liberty St.
 A. J. Vidal, M. D., Druggist, Liberty cor. E. Main St.
 McClellan & Ellis, Hardware and Furniture, E. Main St.
 Leighton Bros. & Green, Manufacturers and Shippers of Florida Moss.
 Taylor & Sanchez, Attorneys, Union St.
 W. Main St. Liberty

BECK & PAULI, Litho. M.

FIGURE 1. 1884 BIRDS-EYE VIEW OF GAINESVILLE

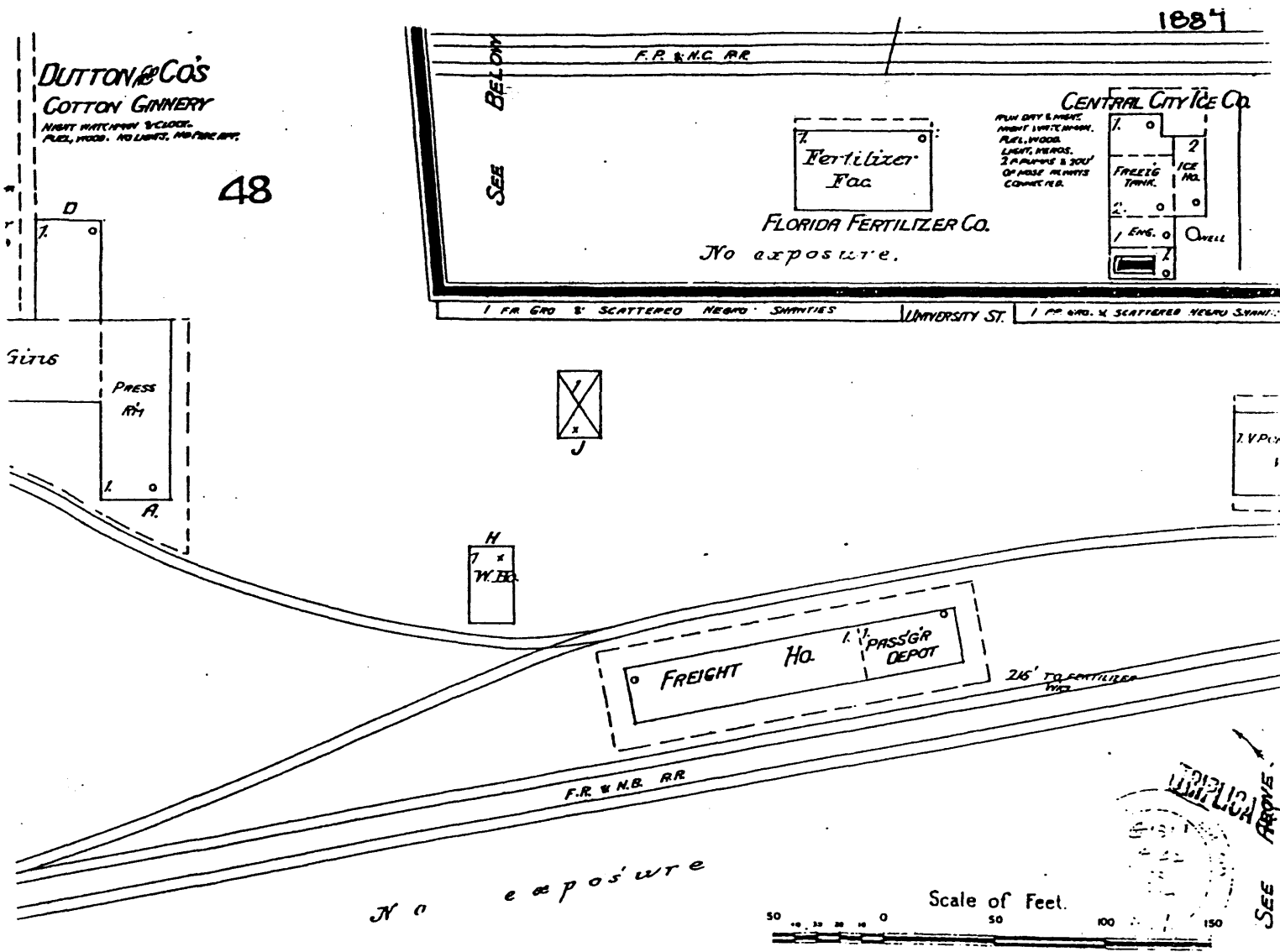


FIGURE 2. 1887 SANBORN MAP SHOWING GAINESVILLE DEPOT

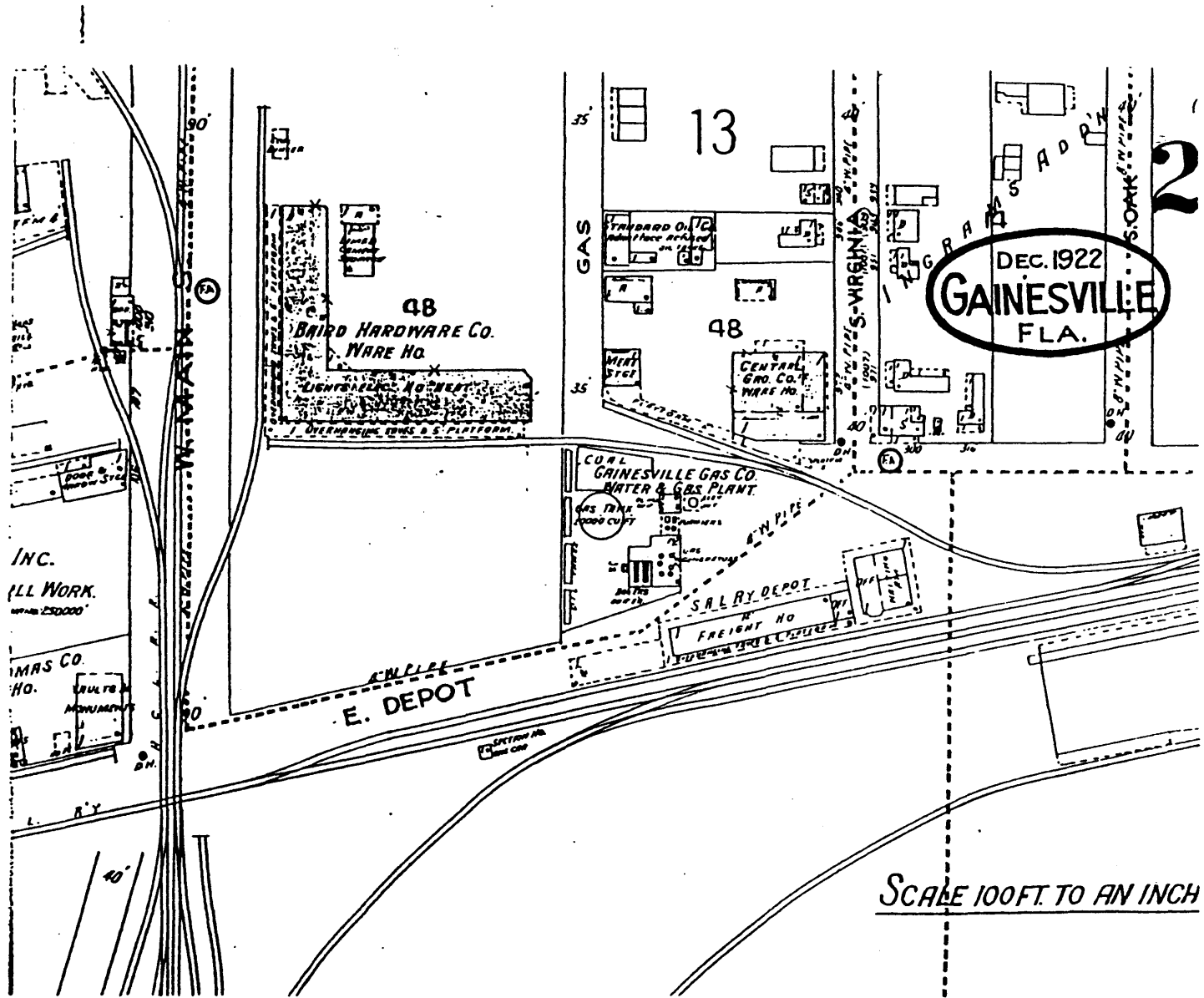


FIGURE 3. 1922 SANBORN MAP SHOWING S.A.L. Ry DEPOT