

**APPENDIX C:**

**FLORIDA MASTER SITE FILE FORMS FOR NEWLY RECORDED AND UPDATED  
PREVIOUSLY RECORDED HISTORIC RESOURCES**



# RESOURCE GROUP FORM

## FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 DA11416  
 Field Date 10-23-2018  
 Form Date 11-21-2018  
 Recorder# \_\_\_\_\_

☐ Original  
☒ Update

**NOTE: Use this form to document districts, landscapes, building complexes and linear resources** as described in the box below. Cultural resources contributing to the Resource Group should also be documented individually at the Site File. **Do not use this form for National Register multiple property submissions (MPSs).** National Register MPSs are treated as Site File manuscripts and are associated to the individual resources included under the MPS cover using the Site File manuscript number.

### Check ONE box that best describes the Resource Group:

- ☐ **Historic district** (NR category "district"): buildings and NR structures only: NO archaeological sites
- ☐ **Archaeological district** (NR category "district"): archaeological sites only: NO buildings or NR structures
- ☐ **Mixed district** (NR category "district"): includes more than one type of cultural resource (example: archaeological sites and buildings)
- ☐ **Building complex** (NR category usually "building(s)"): multiple buildings in close spatial and functional association
- ☐ **Designed historic landscape** (NR category usually "district" or "site"): can include multiple resources (see *National Register Bulletin #18*, page 2 for more detailed definition and examples: e.g. parks, golf courses, campuses, resorts, etc.)
- ☐ **Rural historic landscape** (NR category usually "district" or "site"): can include multiple resources and resources not formally designed (see *National Register Bulletin #30, Guidelines for Evaluating and Documenting Rural Historic Landscapes* for more detailed definition and examples: e.g. farmsteads, fish camps, lumber camps, traditional ceremonial sites, etc.)
- ☒ **Linear resource** (NR category usually "structure"): Linear resources are a special type of rural historic landscape and can include canals, railways, roads, etc.

Resource Group Name Little River Spur of the FEC Railway Multiple Listing [DHR only] \_\_\_\_\_  
 Project Name Ludlam Trail Corridor Project PD&E Study FMSF Survey # \_\_\_\_\_  
 National Register Category (please check one): ☐ building(s) ☒ structure ☐ district ☐ site ☐ object  
 Linear Resource Type (if applicable): ☐ canal ☒ railway ☐ road ☐ other (describe): \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Address: Street Number Direction Street Name Street Type Suffix Direction  
 City/Town (within 3 miles) Miami In Current City Limits? ☒ yes ☐ no ☐ unknown  
 County or Counties (do not abbreviate) Miami-Dade  
 Name of Public Tract (e.g., park) \_\_\_\_\_  
 1) Township 54S Range 40E Section 11, 14 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 2) Township 54S Range 40E Section 23, 26 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 3) Township 54S Range 40E Section 35 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 4) Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE  
 USGS 7.5' Map(s) 1) Name SOUTH MIAMI USGS Date 1994  
 2) Name HIALEAH USGS Date 1994  
 Plat, Aerial, or Other Map (map's name, originating office with location) \_\_\_\_\_  
 Landgrant \_\_\_\_\_  
 Verbal Description of Boundaries (description does not replace required map) The approximately 4.4-mile long portion of the Little River Spur of the FEC Railway within the current APE extends north-south from south of SW 12th Street to north of SW 80th Street.

### DHR USE ONLY

### OFFICIAL EVALUATION

### DHR USE ONLY

|  |   |            |             |
|--|---|------------|-------------|
| NR List Date _____                       | SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info                                       | Date _____ | Init. _____ |
| <input type="checkbox"/> Owner Objection | KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no  | Date _____ |             |
|  | NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin 15</i> , p. 2) |            |             |

**HISTORY & DESCRIPTION**Construction Year: 1932 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer (last name first): UnknownBuilder (last name first): UnknownTotal number of individual resources included in this Resource Group: # of contributing 1 # of non-contributing 0Time period(s) of significance (choose a period from the list or type in date range(s), e.g. *1895-1925*)1. Depression/New Deal 1930-1940

3. \_\_\_\_\_

2. Twentieth C American

4. \_\_\_\_\_

Narrative Description (*National Register Bulletin 16A* pp. 33-34; fit a summary into 3 lines or attach supplementary sheets if needed) See continuation sheet.**RESEARCH METHODS (check all that apply)**☒ FMSF record search (sites/surveys)☐ library research☐ building permits☐ Sanborn maps☐ FL State Archives/photo collection☐ city directory☐ occupant/owner interview☐ plat maps☐ property appraiser / tax records☐ newspaper files☐ neighbor interview☐ Public Lands Survey (DEP)☒ cultural resource survey☐ historic photos☐ interior inspection☐ HABS/HAER record search☒ other methods (specify) Aerial photographyBibliographic References (give FMSF Manuscript # if relevant) See continuation sheet.**OPINION OF RESOURCE SIGNIFICANCE**

Potentially eligible individually for National Register of Historic Places?

☐ yes☒ no☐ insufficient information

Potentially eligible as contributor to a National Register district?

☐ yes☒ no☐ insufficient informationExplanation of Evaluation (required, see *National Register Bulletin 16A* p. 48-49. Attach longer statement, if needed, on separate sheet.) See continuation sheet.Area(s) of Historical Significance (see *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)

1. \_\_\_\_\_

3. \_\_\_\_\_

5. \_\_\_\_\_

2. \_\_\_\_\_

4. \_\_\_\_\_

6. \_\_\_\_\_

**DOCUMENTATION**

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type Field notesMaintaining organization Janus Research

Document description \_\_\_\_\_

File or accession #'s \_\_\_\_\_

2) Document type Field mapsMaintaining organization Janus Research

Document description \_\_\_\_\_

File or accession #'s \_\_\_\_\_

**RECORDER INFORMATION**Recorder Name Janus ResearchAffiliation Janus ResearchRecorder Contact Information 1107 N. Ward St., Tampa FL 33607 / (813) 636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)**Required Attachments****① PHOTOCOPY OF USGS 7.5' MAP WITH DISTRICT BOUNDARY CLEARLY MARKED****② LARGE SCALE STREET, PLAT OR PARCEL MAP WITH RESOURCES MAPPED & LABELED****③ TABULATION OF ALL INCLUDED RESOURCES** (name, FMSF #, contributing? Y/N, resource category, street address or township-range-section if no address)**④ PHOTOS OF GENERAL STREETScape OR VIEWS** (Optional: aerial photos, views of typical resources)Photos may be archival B&W prints OR digital image files. If submitting digital image files, they must be included on disk or CD AND in hard copy format (plain paper is acceptable). Digital images must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## SITE NAME: Little River Spur of the FEC Railway

## A. NARRATIVE DESCRIPTION OF SITE

The FEC Railway ROW consists of a north-south corridor in what was historically used as the Little River Spur of the FEC Railway stretching from SW 80<sup>th</sup> Street to 400 feet north of NW 7<sup>th</sup> Street. The ROW for the corridor is approximately 100 feet wide for most of its length but narrows to between 75 and 80 feet at some areas and to approximately 40 feet at roadway crossings (Figure 1). This specific segment of the spur was documented following the 2016 report, which included a northern portion of the railroad spur; this northern portion has been discussed previously in this document.



**Figure 1: View of Little River Spur of the FEC Railway (DA14878), South of SW 64<sup>th</sup> Street, facing South**

## B. DISCUSSION OF SIGNIFICANCE

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railway further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler



## SITE NAME: Little River Spur of the FEC Railway

opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode the first train into the town of Key West. The 1920s were a time of railroad expansion in Florida and the FEC regularly ran 40 trains a day between Jacksonville and Miami (Johnston and Mattick 2001).

Many railroads struggled in Florida during the 1930s and the FEC entered bankruptcy in 1931 (Bramson 2007). However, the FEC again made a profit in the mid-1930s. Alfred I. du Pont bought thousands of acres in Florida establishing the St. Joe Paper Company. Edward Ball, a businessman and du Pont's brother-in-law, became the main trustee of du Pont's estate in 1935 after his death. Ball, through money made from the St. Joe Paper Company, bought FEC bonds which helped bring the rail line out of debt (Johnston and Mattick 2001). The FEC ran seven trains of the Florida Special six days a week in the 1935-36 season (Bramson 2007). In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line. The Little River Spur of the FEC Railway was constructed in 1932 as part of the South Little River (SLR) Branch (FEC Railway, LLC 2015). The SLR Branch provided a connection from the mainline to the large railyard located in Hialeah. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).

Within the current APE, the linear resource is approximately 100 feet wide at most areas but narrows to 80 feet at some spots. The Little River Spur within the APE exhibits little of its historic appearance. All tracks were removed by 2006 after the railway was abandoned within the APE that same year. Historic rail ties and plates remain on the FEC Railway Bridge at C-3 Canal (DA15696) and railway grading is seen where the Little River Spur line once ran through the corridor. Ancillary features related to the Little River Spur are also present within the corridor to the east or west sides of where the tracks were laid. Groups of vertical concrete posts are seen to the north and south of major road intersections (Figure 2). Some groups of posts connect metal fencing together and appear to have been used to act as barriers in helping to keep people away from the FEC Railway corridor. Single concrete posts are seen scattered through the corridor to the east and west of where the tracks were laid. These single posts are often seen near residences and some still hold up signs which state "No Trespassing Property of FEC Railway Company." The posts were first constructed and put up along FEC railways in Jacksonville in 1968. The FEC then made their way south from Jacksonville with most of the posts being put up in FEC railways in the state by 1984. It is probable that the concrete posts in the FEC corridor within the APE were put up circa 1980s and are therefore non-historic (Stevens 2012). Two railway crossing signs were also seen within the corridor. The metal signs are diamond-shaped with an inset circle and crossbuck (Figure 3). Both signs have faded, and no wording is visible. However, they do not appear to be historic and were likely circa 1980s additions when most ancillary features were put into the corridor (Janus Research 2012).

SITE NAME: Little River Spur of the FEC Railway



**Figure 2: View of Set of Abandoned Concrete Posts, North of SW 64<sup>th</sup> Street, facing Southwest**



**Figure 3: View of Abandoned Railway Crossing Sign, facing Northwest**



SITE NAME: Little River Spur of the FEC Railway



**Figure 4: View of Little River Spur of the FEC Railway (DA14878), South of Bird Road/SW 40<sup>th</sup> Street, facing South**

The portion of the Little River Spur within the current APE was not previously recorded (Figures 1–4). However, other adjacent portions of the railway have been surveyed or documented. The northernmost 1.2 miles of the Little River Spur were evaluated in 2016 as a part of the *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption* (Janus Research 2016). At the time of the documentation, this portion of the Little River Spur line was extant within the project APE and was determined National-Register eligible by the SHPO on August 4, 2016, under Criteria A in the areas of Transportation and Community Planning and Development. As previously noted, no tracks, ties, and plates were found within the current project APE.

The Little River Spur historically was associated with development and transportation on the east coast of Florida. However, the Little River Spur retains little historic integrity within the APE. The Little River Spur was decommissioned by the FEC Railway in 2006 and all tracks, ties, and plates were removed from what was once the spur line shortly afterwards. All historic objects and features associated with the FEC Railway have also been removed with only non-historic concrete posts and metal signs found remaining within the corridor. Generally, railway lines which have had their historic materials removed and those which have had significant additions have been considered ineligible for the National Register (Johnston and Mattick 2001); this guidance is provided within the *Florida's Historic Railroad Resources National Register Multiple Property*

## SITE NAME: Little River Spur of the FEC Railway

*Submission.* Therefore, the portion of the Little River Spur of the FEC Railway within the project APE is considered National Register–ineligible under Criteria A, B, C, or D.

## C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida East Coast Railway, LLC

2015 *Combined Environmental and Historic Report (49 CFR 1105.7 and 1105.8) Docket No. AB-70, Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County.* On File, Janus Research.

Janus Research

2012 *Cultural Resources Assessment Report for the All Aboard Florida Passenger Rail Project from West Palm Beach to Miami.* On File, Janus Research.

2016 *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption.* On File, Janus Research.

Johnston, Sidney and Barbara E. Mattick

2001 *Florida's Historic Railroad Resources.* Multiple Property Submission. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Mann, R. W.

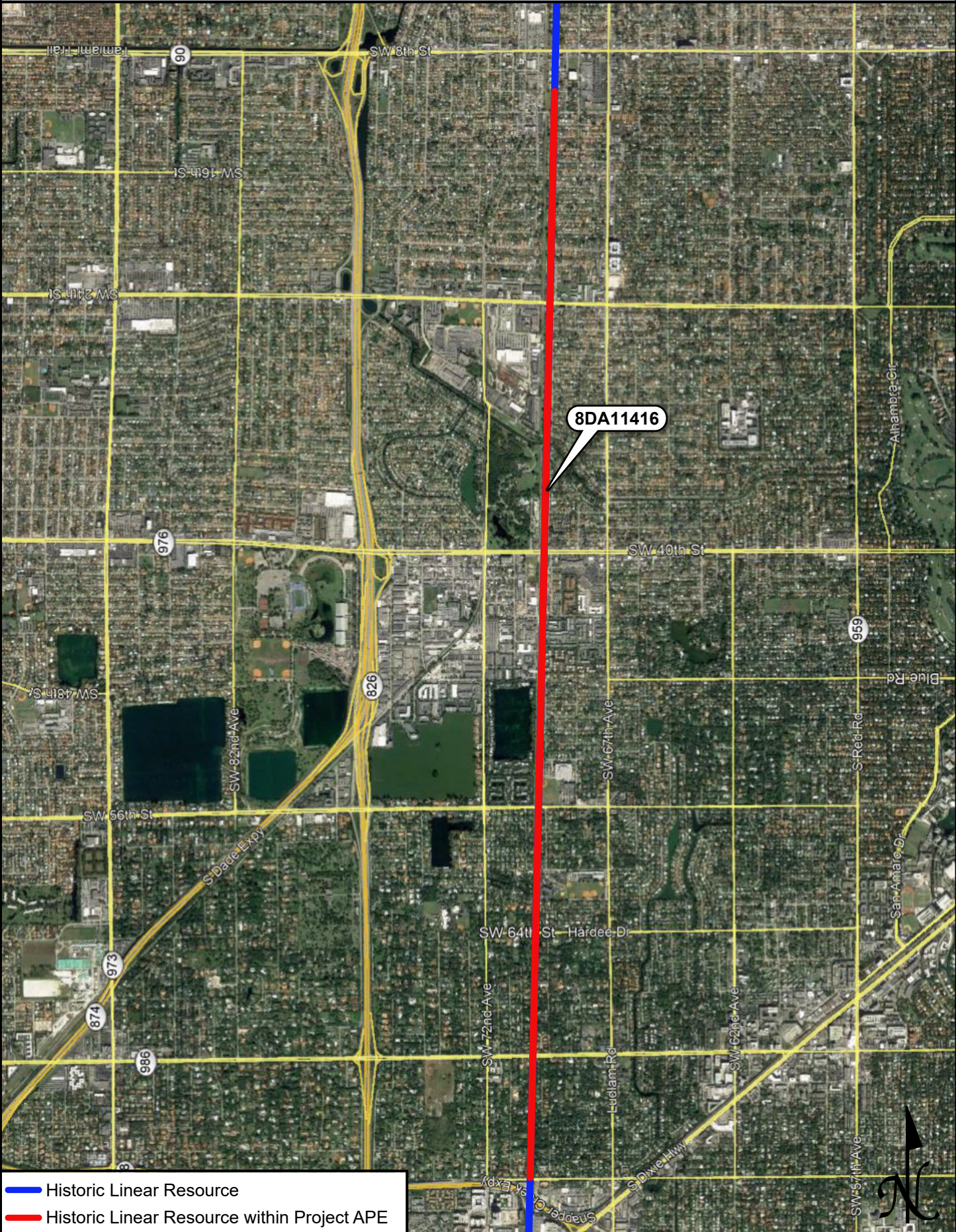
1983 *Rails 'Neath the Palms.* Darwin Publications, Burbank, California.

Stevens, Robert

2012 Email to Emily Sheckels Ahouse of Janus Research, July 19, 2012. On File, Janus Research.



## SKETCH MAP





**PHOTOGRAPH**

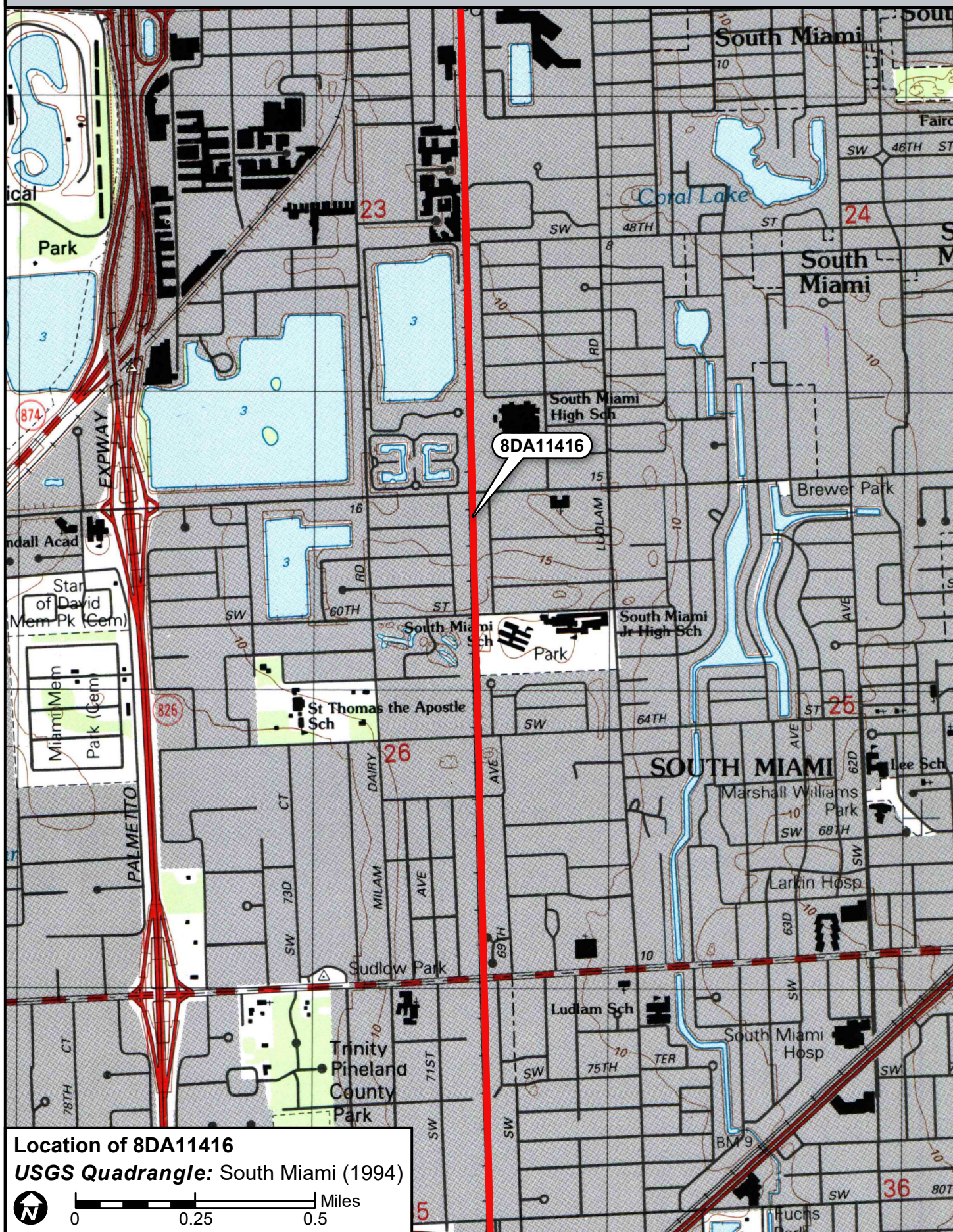


**PHOTOGRAPH**





USGS QUADRANGLE MAP





☐ Original  
☒ Update



# HISTORICAL BRIDGE FORM

## FLORIDA MASTER SITE FILE

### Version 5.0 3/19

Consult Guide to the Historical Bridge Form for detailed instructions

Site #8 **DA14821**  
 Field Date 10-31-2019  
 Form Date 6-15-2020  
 Recorder # \_\_\_\_\_  
 FDOT Bridge # \_\_\_\_\_

Bridge Name(s) FEC Railraod Bridge at Tamiami Canal Multiple Listing (DHR only) \_\_\_\_\_  
 Project Name Ludlam Trail Corridor Project PD&E Study Survey # (DHR only) \_\_\_\_\_  
 Ownership: ☒ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-nonspecific ☐ city ☐ county ☐ state ☐ federal ☐ Native American ☐ foreign ☐ unknown

### LOCATION & MAPPING

Route(s) Carried/Feature(s) Crossed FEC Railroad over Tamiami Canal  
 USGS 7.5 Map Name HIALEAH USGS Date 1988 Plat or Other Map \_\_\_\_\_  
 City/Town (within 3 miles) Miami In City Limits? ☒ yes ☐ no ☐ unknown County \_\_\_\_\_  
 Township 54S Range 40E Section 2 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: \_\_\_\_\_  
 Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ 1/4 section: ☐ NW ☐ SW ☐ SE ☐ NE  
 Landgrant \_\_\_\_\_ Tax Parcel # \_\_\_\_\_  
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 569365 Northing 2850626  
 Other Coordinates: X: \_\_\_\_\_ Y: \_\_\_\_\_ Coordinate System & Datum \_\_\_\_\_  
 Name of Public Tract (e.g., park) \_\_\_\_\_

### HISTORY

Year Built 1954 ☒ approximately ☐ year listed or earlier ☐ year listed or later  
 Still in use? ☐ yes ☒ no ☐ restricted use (describe) \_\_\_\_\_  
 Prior Fords, Ferries, or Bridges at this Location

N/A

Bridge Use: original and current with dates (standard descriptions: auto, railway, pedestrian, fishing pier, abandoned)  
Railway 1954-2020; Abandoned 2020-Present

#### Ownership history

FEC Railraod 1954-Present

Designers/Engineers Unknown

Builders/Contractors Unknown

#### Text of Plaque or Inscription

None

#### Narrative History (How did bridge come to be built? How was it financed?, etc.)

See continuation sheet

### DESCRIPTION

#### GENERAL

Overall Bridge Design 1. Beam & Girder 2. \_\_\_\_\_

Overall Condition ☐ excellent ☒ good ☐ fair ☐ deteriorated ☐ ruinous

#### Style and Decorative Details

N/A

#### Tender Station Description

N/A

#### Alterations: Dates and Descriptions

N/A

#### DHR USE ONLY

#### OFFICIAL EVALUATION

#### DHR USE ONLY

|  |   |  |
|--|---|--|
| NR List Date _____<br><br><input type="checkbox"/> Owner Objection | SHPO – Appears to meet criteria for NR listing: <input type="checkbox"/> yes <input type="checkbox"/> no <input type="checkbox"/> insufficient info Date _____ Init. _____<br>KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no Date _____<br>NR Criteria for Evaluation: <input type="checkbox"/> a <input type="checkbox"/> b <input type="checkbox"/> c <input type="checkbox"/> d (see <i>National Register Bulletin</i> 15, p. 2) |  |
|--|---|--|

## DESCRIPTION (continued)

## SUPERSTRUCTURE

Spans: Total Number 1 Total Length(ft) 100Main Spans: Number 1 Length(ft) 100 Width(ft) 10 Roadway width(ft) \_\_\_\_\_Main Span Design Beam & GirderMain Span Materials 1. Steel 2. Wood

Approach Spans: Number \_\_\_\_\_ Length(ft) \_\_\_\_\_ Width(ft) \_\_\_\_\_ Roadway width(ft) \_\_\_\_\_

Approach Span Design \_\_\_\_\_

Approach Span Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

Deck Materials 1. \_\_\_\_\_ 2. \_\_\_\_\_

## SUBSTRUCTURE

Abutment Materials 1. Concrete 2. \_\_\_\_\_Abutment Description Reinforced concretePier Materials 1. Wood 2. SteelPier Description Wood-piling bents with steel I-beam caps

## RESEARCH METHODS (check all that apply)

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> FDOT database search   | <input type="checkbox"/> Fla. Archives / photo collection | <input type="checkbox"/> newspaper files           | <input type="checkbox"/> informal archaeological inspection |
| <input type="checkbox"/> HABS/HAER record search  | <input type="checkbox"/> property appraiser / tax records | <input type="checkbox"/> city directory            | <input type="checkbox"/> formal archaeological survey       |
| <input checked="" type="checkbox"/> FMSF record search (sites/surveys)                                    | <input type="checkbox"/> library research                 | <input type="checkbox"/> Public Lands Survey (DEP) | <input type="checkbox"/> cultural resource survey           |
| <input checked="" type="checkbox"/> Other methods (specify) <u>Historic Aerials, FEC Railroad Records</u> |   |  |   |

Bibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed)

## OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐ yes ☒ no ☐ insufficient informationPotentially eligible as contributor to a National Register district? ☐ yes ☒ no ☐ insufficient information

Explanation of Evaluation (required, use separate sheet if needed)

See continuation sheetArea(s) of historical significance (See *National Register Bulletin 15*, p. 8 for categories: e.g. "architecture", "ethnic heritage", "community planning & development", etc.)
1. \_\_\_\_\_ 3. \_\_\_\_\_ 5. \_\_\_\_\_  
2. \_\_\_\_\_ 4. \_\_\_\_\_ 6. \_\_\_\_\_

## DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field &amp; analysis notes, photos, plans, other important documents

- |                                     |  |
|-------------------------------------|--|
| 1) Document type <u>Field maps</u>  | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |
| 2) Document type <u>Field notes</u> | Maintaining organization <u>Janus Research</u> |
| Document description _____          | File or accession #'s _____                    |

## RECORDER INFORMATION

Recorder Name Janus Research Affiliation Janus ResearchRecorder Contact Information 1107 N Ward St Tampa, FL / 813-636-8200 / janus@janus-research.com  
(address / phone / fax / e-mail)

## Required Attachments

- ❶ USGS 7.5' TOPO MAP WITH BRIDGE LOCATION CLEARLY MARKED
- ❷ PHOTO OF BRIDGE

When submitting an image, it must be included in digital AND hard copy format (plain paper grayscale acceptable).  
 Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

## SITE NAME: FEC Railroad Bridge at Tamiami Canal

## A. NARRATIVE HISTORY

The FEC Railroad Bridge at Tamiami Canal (8DA14821) is located in Section 2 of Township 54 South, Range 40 East on the Hialeah (1988 Photorevised [PR] 1994) United States Geological Survey (USGS) quadrangle map. The 100 feet long bridge was constructed in 1954 and carried the Little River Spur of the FEC Railroad (8DA1416) over the Tamiami Canal. The small fixed-span bridge contains a single span composed of steel I-beam stringers supported by wood-piling bents with wood sway braces and steel caps. The decking contains wood rail ties and the abutments are reinforced concrete.



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**

Railway magnate Henry M. Flagler's East Coast Lines (ECL) mainline extended south from Jacksonville to Daytona in 1889. Flagler incorporated the Florida Coast & Gulf Railway Company in 1892 and extended his tracks south to New Smyrna. Flagler organized the Jacksonville, St. Augustine, and Indian River Railway to lengthen the tracks to Lake Worth that same year. The railway, following an inland route parallel to the Intracoastal Waterway, reached West Palm Beach in 1893, the same year Flagler filed the original plat for that town. In 1894, Flagler reorganized his east coast railway companies into the Florida East Coast Railway. The railway was soon carrying the bulk of building materials, tourists, workers, and settlers to the new towns along the corridor. Flagler extended the FEC Railroad further south, reaching Miami in 1896. Just three months after the railway reached Miami, the city became incorporated with 502 voters. Henry Flagler opened the Royal Palm Hotel the following year attracting a wealth of new people. In 1904, construction of the railway towards the Florida Keys began. In 1912, Henry Flagler rode



## SITE NAME: FEC Railroad Bridge at Tamiami Canal

the first train into the town of Key West. In 1935, however a storm lashed the Keys destroying portions of the rail line. The FEC decided not to rebuild, because the profit from the line was not as high as originally anticipated. At that point, Miami again became the end of the line. Around that time the FEC was more profitable transporting fruit and cargo than passengers and eventually the railway became solely a freight line.

The Little River Spur of the FEC Railroad (8DA11416) was constructed in 1932 as part of the South Little River (SLR) Branch (FEC Railway, LLC 2015). The SLR Branch provided a connection from the mainline to the large railyard located in Hialeah. The FEC yard at Hialeah was an important facility for the FEC Railway as it housed an engine service area and roundhouse (Mann 1983).



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**

SITE NAME: FEC Railroad Bridge at Tamiami Canal



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**



**FEC Railroad Bridge at Tamiami Canal (8DA14821)**



## SITE NAME: FEC Railroad Bridge at Tamiami Canal

## B. DISCUSSION OF SIGNIFICANCE



**Photograph of Bridge with the Little River Spur tracks and ties removed**

The FEC Railroad Bridge at Tamiami Canal (8DA14821) was determined eligible by the State Historic Preservation Officer (SHPO) as a contributing resource to the Little River Spur of the FEC Railroad (8DA11416) in 2016 as part of the *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County, Florida*. Given its historic association with the FEC Railroad, it was considered eligible for listing as a contributing resource under Criterion A in the categories of transportation and community planning and development.

However, since that time the Little River Spur portion of the railroad closest to this bridge has been removed as part of the FEC Abandonment action and in anticipation of the Ludlam Trail Corridor project. The Little River Spur of the FEC Railroad is no longer extant or eligible in the area surrounding the FEC Railroad Bridge at Tamiami Canal. Due to the removal of the railroad spur and its historic fabric, the associations and context of the FEC Railroad Bridge at Tamiami Canal have been altered and the bridge no longer retains its significance. Therefore, the FEC Railroad Bridge at Tamiami Canal is not

## SITE NAME: FEC Railroad Bridge at Tamiami Canal

considered eligible as a contributing resource to the Little River Spur of the FEC Railroad, and its eligibility finding has changed.

As part of the FEC Abandonment project, the SHPO determined that the proposed project would have an adverse effect on these two resources, the FEC Railroad Bridge at Tamiami Canal (8DA14821) and Little River Spur of the FEC Railroad (8DA11416). As a result, a Memorandum of Agreement (MOA) was developed and executed by the Surface Transportation Board, SHPO, and Florida East Coast Railway, LLC (FEC) in October 2018. The MOA included mitigation stipulations that required the Historic American Engineering Record (HAER) documentation of the railroad and the bridge, and placement of State Historical Markers. The HAER documentation was completed and accepted by the National Park Service as complete and sufficient on April 19, 2019. The markers were installed on January 9, 2020, at the locations that were outlined in the application to the State Historic Marker Committee.

## C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida East Coast Railway, LLC

2015 *Combined Environmental and Historic Report (49 CFR 1105.7 and 1105.8) Docket No. AB-70, Florida East Coast Railway, LLC Abandonment Exemption in Miami-Dade County.* On File, Janus Research.

Janus Research

2016a *CRAS and Effects Determination for the Florida East Coast Railway, LLC Abandonment Exemption.* On File, Janus Research. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee.

2016b *Determination of Eligibility form for Little River Spur of the FEC Railway (8DA11416).* On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Mann, R. W.

1983 *Rails 'Neath the Palms.* Darwin Publications, Burbank, California.



PHOTOGRAPH

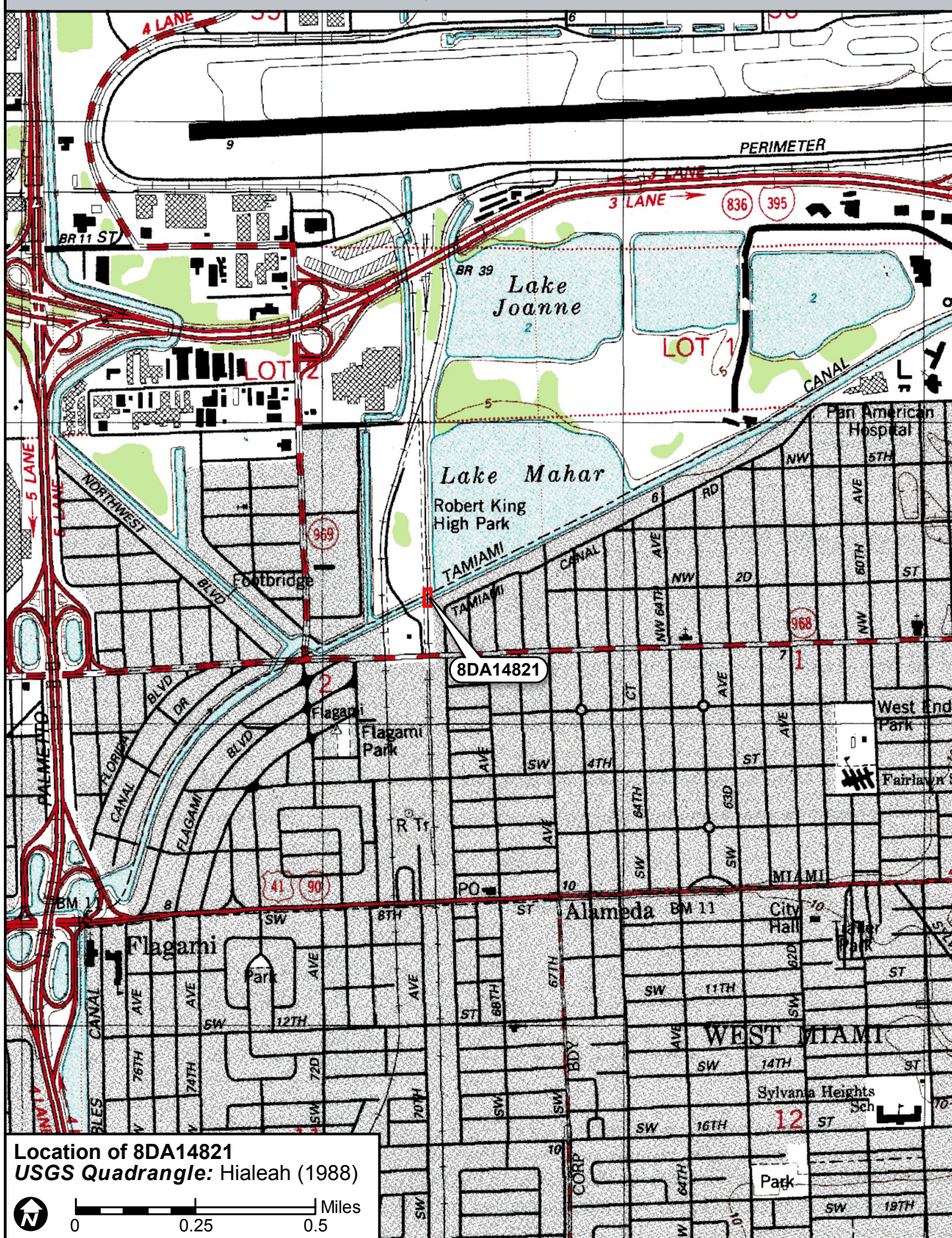


SKETCH MAP





# USGS QUADRANGLE MAP



Location of 8DA14821  
USGS Quadrangle: Hialeah (1988)



0 0.25 0.5 Miles