

☒ Original
☐ Update



HISTORICAL BRIDGE FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Consult *Guide to the Historical Bridge Form* for detailed instructions

Site #8 **DA15696**
 Field Date 8-13-2018
 Form Date 11-21-2018
 Recorder # _____
 FDOT Bridge # _____

Bridge Name(s) FEC Railway Bridge at C-3 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 Railway/ C-3 Canal
 USGS 7.5 Map Name SOUTH MIAMI USGS Date 1994 Plat or Other Map _____
 City/Town (within 3 miles) Miami In City Limits? ☒ yes ☐ no ☐ unknown County Dade
 Township 54S Range 40E Section 14 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 Landgrant _____ Tax Parcel # _____
 UTM Coordinates: Zone ☐ 16 ☒ 17 Easting 569457 Northing 2847049
 Other Coordinates: X: _____ Y: _____ Coordinate System & Datum _____
 Name of Public Tract (e.g., park) _____

HISTORY

Year Built 1932 ☒ 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 bridge: 1932-2006, Abandoned 2006-2018.

Ownership history FEC Railway 1932-present

Designers/Engineers Unknown

Builders/Contractors Unknown

Text of Plaque or Inscription N/A

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

DESCRIPTION

GENERAL

Overall Bridge Design 1. Other 2. Wood Trestle

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 _____ <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 KEEPER – Determined eligible: <input type="checkbox"/> yes <input type="checkbox"/> no 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)	Date _____ Init. _____ Date _____
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DESCRIPTION (continued)

SUPERSTRUCTURESpans: Number 1 Total Length(ft) 75Main Spans: Number 1 Length(ft) 75 Width(ft) 16 Roadway width(ft) _____Main Span Design Stringer--Multi BeamMain 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. Wood 2. Steel**SUBSTRUCTURE**

Abutment Materials 1. _____ 2. _____

Abutment Description _____

Pier Materials 1. Wood 2. _____Pier Description Wooden posts and sway braces with steel stringers and I-beam caps

RESEARCH METHODS (check all that apply)

☒ FDOT database search☒ Fla. Archives / photo collection☐ newspaper files☐ informal archaeological inspection☐ HABS/HAER record search☐ property appraiser / tax records☐ city directory☐ formal archaeological survey☒ FMSF record search (sites/surveys)☐ library research☐ Public Lands Survey (DEP)☒ cultural resource survey☒ Other methods (specify) Historic AerialsBibliographic References (give FMSF manuscript # if relevant, use separate sheet if needed) 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, use separate sheet if needed) 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 & analysis notes, photos, plans, other important documents

1) Document type Field notes Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

2) Document type Field maps Maintaining organization Janus Research
 Document description _____ File or accession #'s _____

RECORDER INFORMATION

Recorder Name Janus Research Affiliation 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 USGS 7.5' TOPO MAP WITH BRIDGE LOCATION MARKED****② PHOTO OF BRIDGE, ARCHIVAL B&W PRINT OR DIGITAL IMAGE FILE**If submitting an image file, it must be included on disk or CD AND in hard copy format (plain paper is acceptable).
Digital image must be at least 1600 x 1200 pixels, 24-bit color, jpeg or tiff.

SITE NAME: FEC Railway Bridge at C-3 Canal

A. NARRATIVE DESCRIPTION OF SITE

The FEC Railway Bridge at C-3 Canal (8DA15696), shown in Figure 1, is located in Section 14 of Township 54 South, Range 40 East on the South Miami (1994) USGS quadrangle map, in the City of Miami, Miami-Dade County, Florida. This 75-foot long and 16-foot wide bridge is estimated to have been constructed circa 1932 and was built to carry the Little River Spur of the FEC Railway (8DA11416) over the Coral Gables (C-3) Canal (8DA15697) (Janus Research 2016). FEC service was discontinued along the Little River Spur line in 2004. All railway tracks within the APE were abandoned and pulled by 2006 (FEC Railway, LLC 2015). The small fixed-span wood trestle bridge contains a single span composed of steel stringers supported by wooden posts and sway braces with steel I-beam caps. The decking contains wooden rail ties with some historic steel tie plates still present (Figure 2).



Figure 1: View of FEC Railway Bridge at C-3 Canal (DA15696), facing North

B. DISCUSSION OF SIGNIFICANCE

Historic railway bridges in Florida are generally considered significant due to their association in the development of the state's railroad heritage (Johnston and Mattick 2001). The FEC Railway Bridge at C-3 Canal was built circa 1932 as part of the construction of the Little River Spur (Janus Research 2016). The bridge crossing the C-3 Canal appears in aerials dating back to at least 1938. The materials and design of the bridge are historic, and it retains integrity with few alterations (Figure 2). As part of the 2016 documentation,

SITE NAME: FEC Railway Bridge at C-3 Canal

portions of the Little River Spur were previously determined eligible by the SHPO, and the FEC Railway Bridge at Tamiami Canal (DA14821) was determined a contributing feature of the Little River Spur (Janus Research 2016).



Figure 2: Decking with Wood Rail Ties and Steel Tie Plates, facing North

The FEC Railway Bridge at C-3 Canal has an association with the FEC Railway but the historic context surrounding the two resources has been lost. The FEC Railway's historic materials are not extant within the project APE. The ROW shows no visible signs of railway tracks present, but some wood rail ties and steel tie plates are left on the bridge (Figure 2). The bridge is abandoned, unused, and does not exhibit its historic use as being a part of and connected to the FEC Railway. This bridge is also built in a common bridge style for the FEC Railway, and other wood trestle bridges can be found within Miami-Dade County (ACI 2013). According to the *Florida's Historic Railroad Resources National Register Multiple Property Submission*, for railroad resources to be considered significant they must be exceptional examples of a type of architecture or engineering and removal of significant details would exclude resources from being considered eligible (Johnson and Mattick 2001). Abandonment in place and a loss of connection with the overall railroad spur due to the removal of the tracks at this location as are factors which can be used to consider a bridge ineligible. The FEC Railway Bridge at C-3 Canal (8DA15696) is

SITE NAME: FEC Railway Bridge at C-3 Canal

considered National Register–ineligible under Criteria A, B, C, and D, on an individual level, but it is also considered ineligible as a contributing resource to the railroad as there is no longer a physical connection between the two resources.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Archaeological Consultants Inc. (ACI)

2013 *The Historic Highway Bridges of Florida*. Prepared for the Florida Department of Transportation, Environmental Management Office. Manuscript on file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

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

2016 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.

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.

Kimley-Horn and Associates, Inc

2009 *Florida East Coast (FEC) Transit Connection Study*. Final Report. On File, Janus Research.

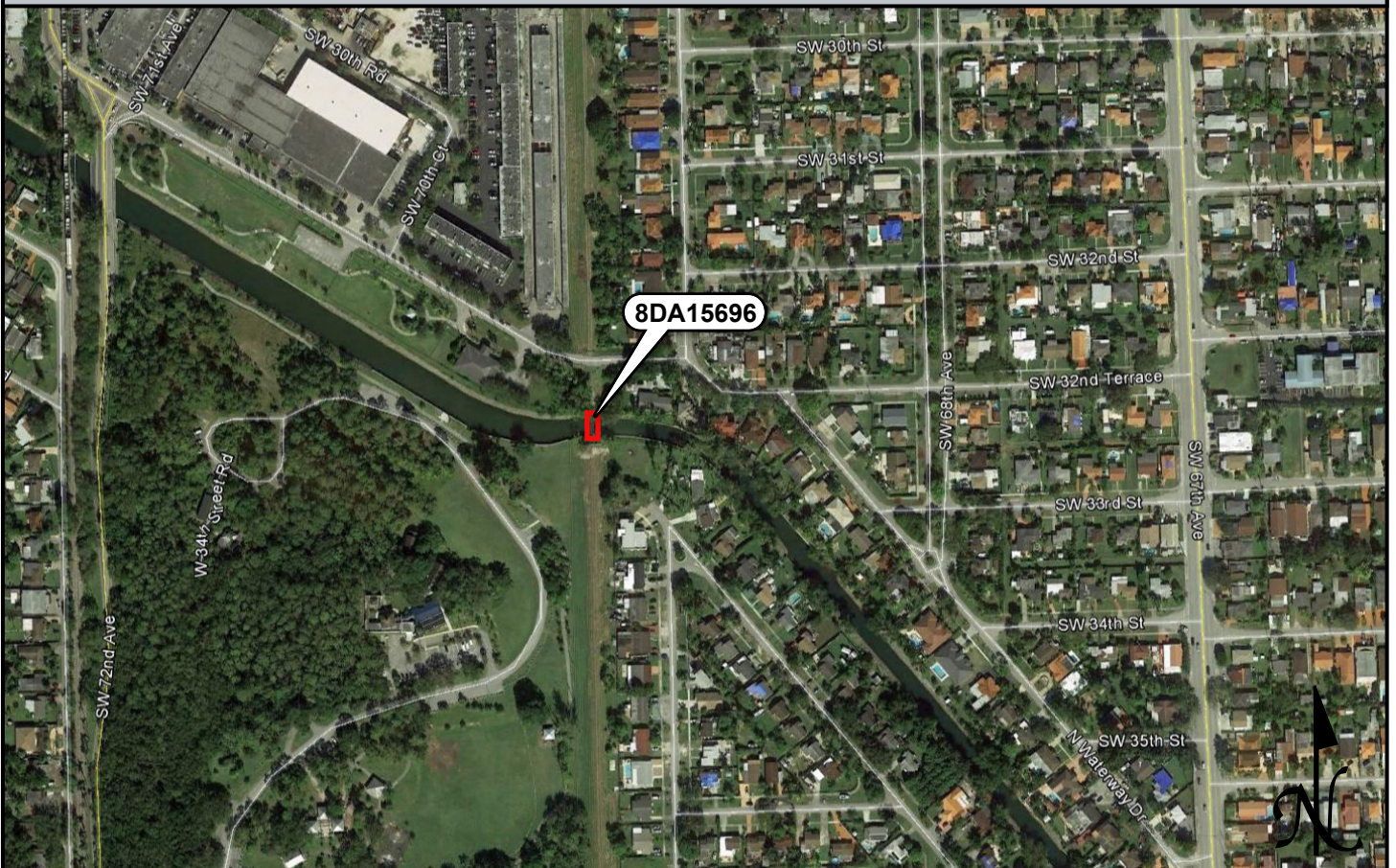
Mann, R. W.

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

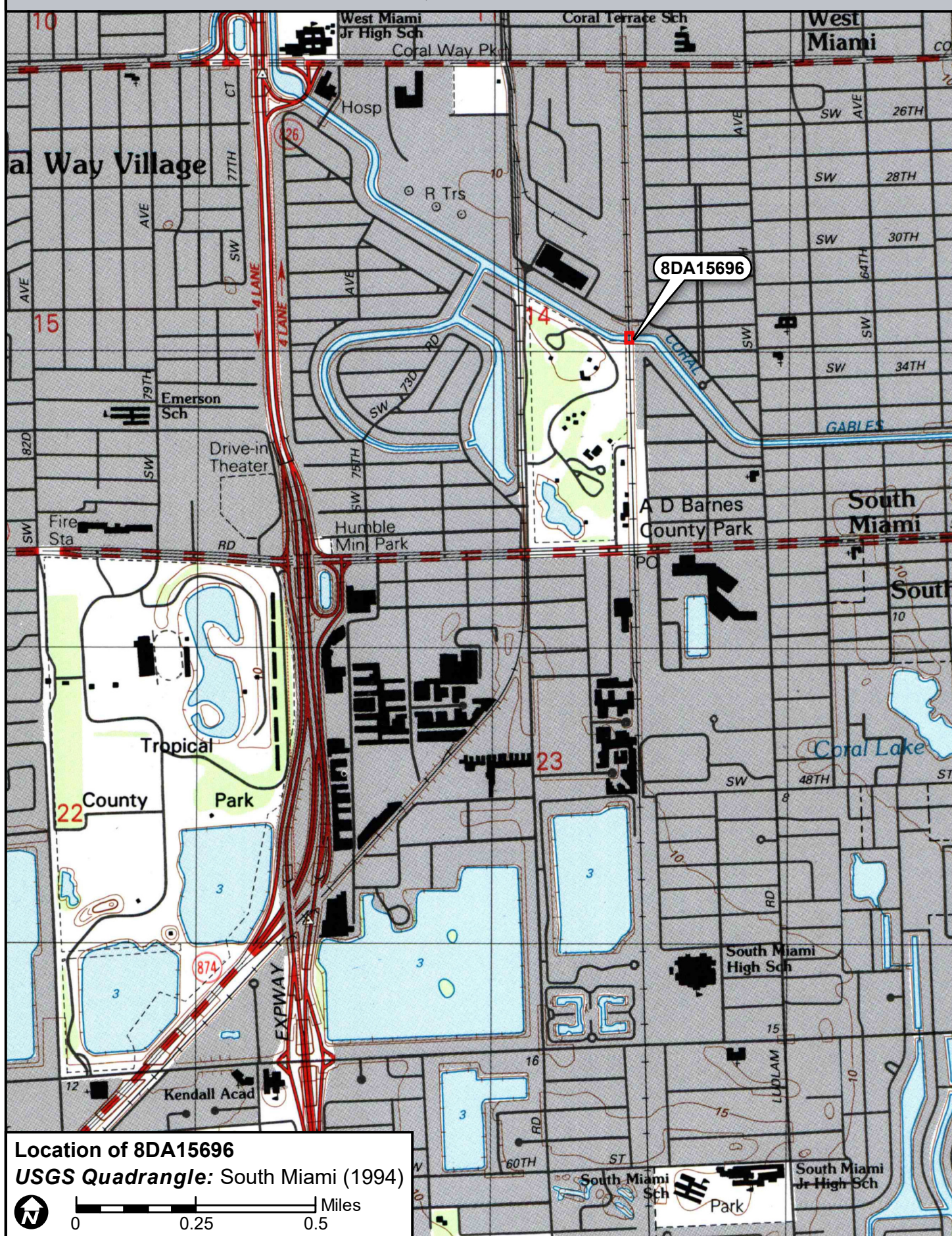
PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP



Location of 8DA15696

USGS Quadrangle: South Miami (1994)



0 0.25 0.5 Miles

☐ Original
☒ Update



RESOURCE GROUP FORM

FLORIDA MASTER SITE FILE

Version 4.0 1/07

Site #8 DA15697
 Field Date 8-13-2018
 Form Date 11-8-2018
 Recorder# _____

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 Coral Gables (C-3) Canal 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 14 ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE Irregular-name: _____
 2) Township _____ Range _____ Section _____ ¼ section: ☐ NW ☐ SW ☐ SE ☐ NE
 3) Township _____ Range _____ Section _____ 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 _____ USGS Date _____
 Plat, Aerial, or Other Map (map's name, originating office with location) _____
 Landgrant _____
 Verbal Description of Boundaries (description does not replace required map) The Coral Gables (C-3) Canal runs through the project APE for approximately 100 feet in an west-east direction. This portion is part of the approximately 7.57 mile overall length of the Coral Gables (C-3) Canal.

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 & DESCRIPTIONConstruction Year: 1915 ☒ approximately ☐ year listed or earlier ☐ year listed or laterArchitect/Designer (last name first): Unknown Builder (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. Spanish-American War 1898-1916

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) Historic AerialsBibliographic 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 informationPotentially 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 mapsMaintaining organization Janus Research

Document description _____

File or accession #'s _____

2) Document type Field notesMaintaining organization Janus Research

Document description _____

File or accession #'s _____

RECORDER INFORMATIONRecorder 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: Coral Gables (C-3) Canal

A. NARRATIVE DESCRIPTION OF SITE

The Coral Gables (C-3) Canal (8DA15697), shown in Figure 1, is in Section 14 of Township 54 South, Range 40 East on the South Miami (1994) USGS quadrangle map, in the City of Miami, Miami-Dade County, Florida. The Coral Gables (C-3) Canal is a straight, upland, flow-through canal and runs in a west-east direction through the project APE for approximately 100 feet. This is a small section of the Coral Gables (C-3) Canal which flows in a general northwest-southeast direction for approximately 7.57 miles from its juncture with the Tamiami (C-4) Canal (8DA6453) until it empties into Biscayne Bay. The area flanking the canal is steep and historically consists of earthworks made of compacted soil, limestone, and vegetation (FDHR 2012). However, some parts of the north and south banks of the Coral Gables (C-3) Canal including along A.D. Barnes Park and Preserve within and adjacent to the project APE were replaced circa 2012 with modern concrete as seen in Google Earth imagery and shown in Figure 1.



Figure 1: View of Coral Gables (C-3) Canal, Facing West from A.D. Barnes Park and Preserve

B. DISCUSSION OF SIGNIFICANCE

The Coral Gables (C-3) Canal is estimated to have been constructed in the early 1910s and completed by 1915 as a local cross canal which had a juncture with and split off to the southeast from the Tamiami (C-4) Canal which began circa 1909. This date of approximately 100 years ago is when some of the major Everglades drainage canals were completed. The major canals were built to facilitate draining and transportation from the

SITE NAME: Coral Gables (C-3) Canal

Everglades into South Florida and the localized cross canals also served this purpose for a smaller area (New South Associates 2005). The Coral Gables (C-3) Canal appears in historic aerials dating back to at least 1938. A portion of the Coral Gables (C-3) Canal to the east of the APE was then incorporated into the design of the City of Coral Gables in the 1920s as the Coral Gables Waterway. Canals were just one of many features that were a part of George Merrick's design of Coral Gables. Merrick intended for and designed Coral Gables to look and feel like an Old-World city (Gerckens 1997). Canals running through the city were constructed to provide a local means of transportation with the use of gondolas riding on the canals. However, due to the 1926 land bust, Merrick's vision of gondolas riding along the canals of Coral Gables was not realized and the Coral Gables (C-3) Canal was still used primarily for drainage (FDHR 2012).

The 1938 historic aerial shows development to the east of the APE which is located in Coral Gables. The Coral Gables (C-3) Canal surrounds the buildings and streets shown platted out and was incorporated into the planning and design of Coral Gables (Figure 2). The 1952 aerial shows an increase of development in Coral Gables around the canal and the Coral Gables (C-3) Canal is shown at its original juncture with the Tamiami (C-4) Canal in the northwest corner (Figure 3). The 1968 aerial, shown in Figure 4, depicts a split of the original branch of the Coral Gables (C-3) Canal from the Tamiami (C-4) Canal. The Palmetto Expressway running north/south through the west side of the aerial was constructed from 1958-1962 and a retention pond was built to the east of the highway for the Coral Gables (C-3) Canal to drain from.

As part of the 2006 National Register Determination of Eligibility form for the Tamiami (C-4) Canal (8DA6453), the Coral Gables Canal was described at its intersection with a retention pond northwest of the APE which empties from the south into the Tamiami (C-4) Canal. The Palmetto Expressway located to the west of the APE altered the original layout of the juncture of the Coral Gables (C-4) Canal and the Tamiami (C-3) Canal when it was constructed between 1958-1962. The retention ponds on either side of the juncture of the two canals were created at this time. The intersection has been significantly altered and does not retain historic integrity. The Tamiami (C-3) Canal was considered National Register-ineligible at this location (Janus Research 2006).

Regional canals dug as part of early 20th century reclamation efforts as well as transportation canals can be considered potentially eligible. Local cross canals which branch off from regional canals are not generally considered individually eligible (Jones 2012). The Coral Gables (C-3) Canal was built to be a local cross canal which branches off from the regional Tamiami (C-4) Canal. The Coral Gables (C-3) Canal has been primarily associated with drainage efforts in taking water out from the Everglades and emptying it into Biscayne Bay. The canal was to provide a local transportation route as part of the original plan of Coral Gables. However, the canal has historically retained a secondary role as a means of transportation within the Coral Gables area (FDHR 2012).

SITE NAME: Coral Gables (C-3) Canal

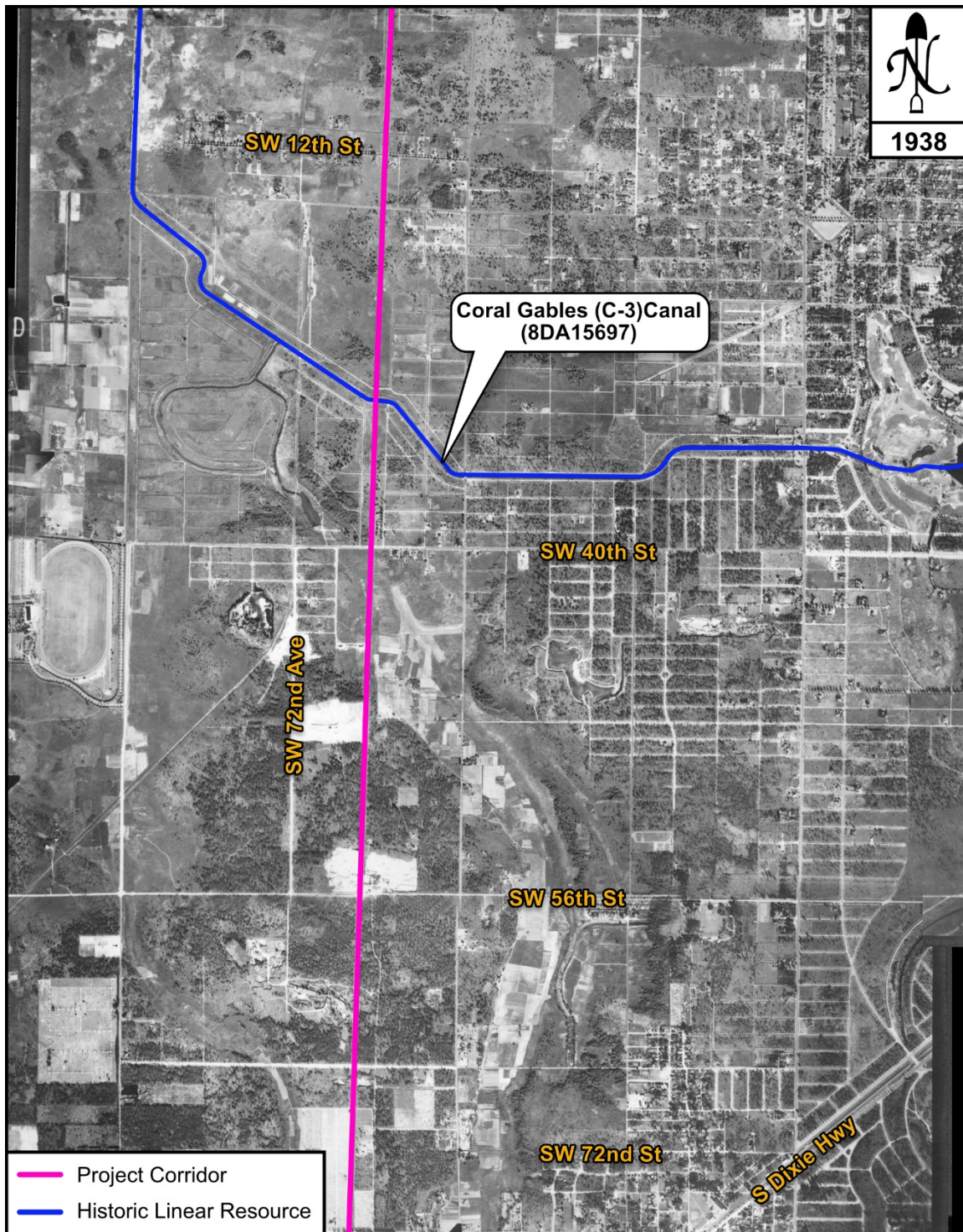
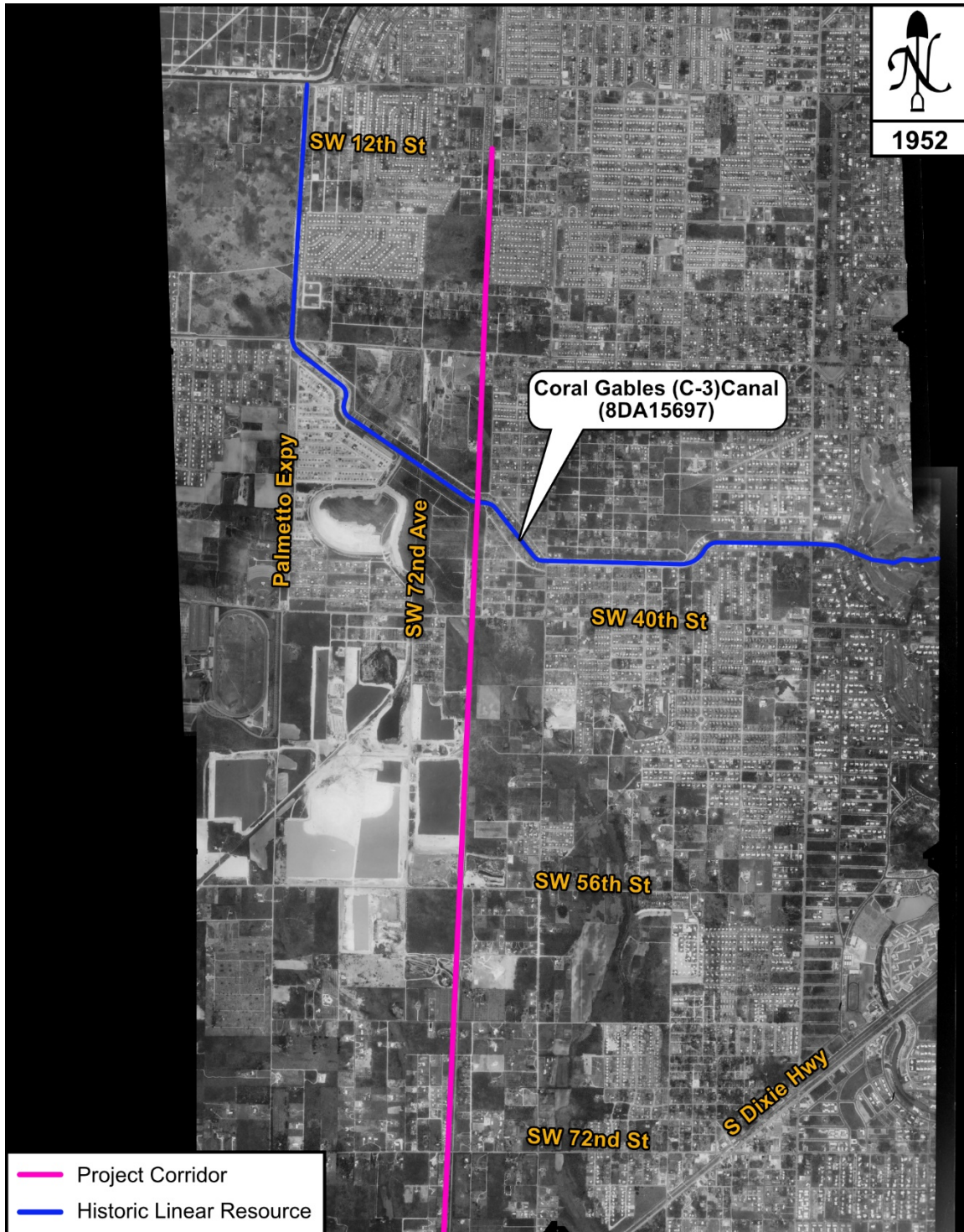


Figure 2: 1938 Aerial with View of Project Footprint

SITE NAME: Coral Gables (C-3) Canal

**Figure 3: 1952 Aerial with View of Project Footprint**

SITE NAME: Coral Gables (C-3) Canal

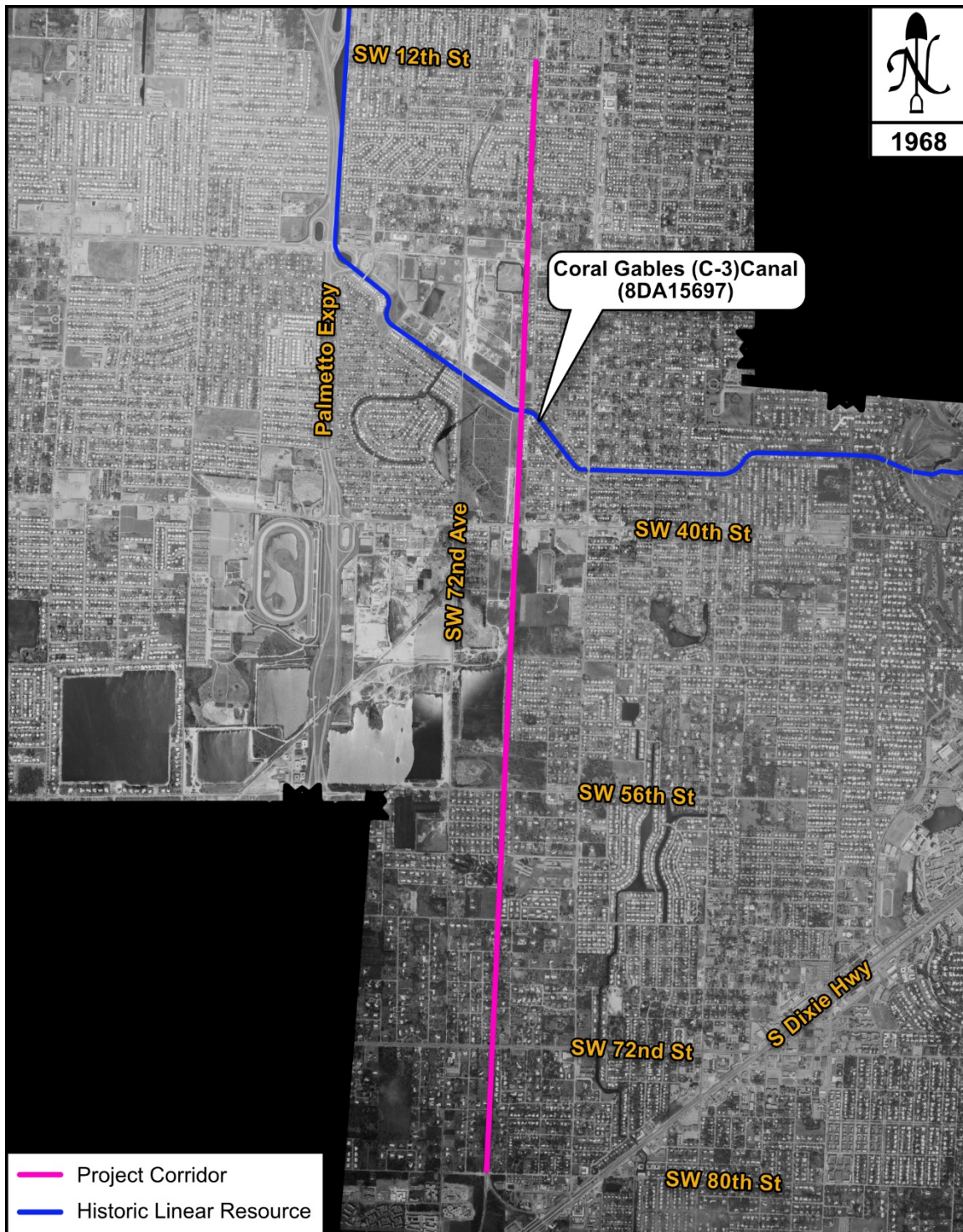


Figure 4: 1968 Aerial with View of Project Footprint

The banks of the Coral Gables (C-3) Canal within and adjacent to the APE have been altered with original limestone banks having been replaced by modern materials circa 2012

SITE NAME: Coral Gables (C-3) Canal

damaging the integrity of the canal. The Coral Gables (C-3) Canal is considered a cross canal and not one of the major canals associated with the history of the Everglades. It branches off from the regional Tamiami (C-4) Canal northwest of the current project APE and the intersection of the two canals outside of the APE has been altered due to the construction of the Palmetto Expressway from 1958-1962. The portion of the Coral Gables (C-3) Canal, which runs east-west through the project APE, is a small segment approximately 100 feet long of the larger canal that extends for over seven miles. Based on the information and visual survey, it appears the portion of the Coral Gables (C-3) Canal within the APE does not meet Criteria A, B, C, and D for inclusion in the National Register; however, portions outside of the APE and within the City of Coral Gables may be considered eligible if they are documented at a future date as part of an effort outside of the parameters of this project.

C. HISTORY AND BIBLIOGRAPHY OF PAST WORK AT SITE

Florida Department of State, Division of Historical Resources
2012 Historical Marker for Coral Gables Waterway.

Florida Department of Transportation (FDOT), Office of Surveying and Mapping
2018 Aerial Photography Archive. Electronic documents,
[https://fdotewp1.dot.state.fl.us/
AerialPhotoLookUpSystem/](https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/), accessed November 7, 2018.

Gerckens, Laurence C.

1997 "Landmarks: Coral Gables, Florida." *Best in American Living* Fall 1997. Electronic document accessed August 20, 2018 at http://www.bestinamericanliving.com/fileUpload_details.aspx?contentTypeID=3&contentID=211461&subContentID=523368.

Janus Research

2006 Determination of Eligibility form for Tamiami Canal (8DA6453). On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

Jones, Ginny

2012 *Guide to the Resource Group Form Version 4.0: Appendix E: Guidance on NR Eligibility of Canals*. On file, Florida Department of State, Division of Historical Resources, Tallahassee, Florida.

New South Associates

2005 *Archaeological Identification and Evaluation of Bolles/Cross Canal and Phase One Survey of Site 8PB50, Everglades Agricultural Area, Palm Beach County, Florida*. Manuscript on file, Florida Department of State, Division of Historic Resources, Tallahassee, Florida.

PHOTOGRAPH



SKETCH MAP



USGS QUADRANGLE MAP

