

LOUISVILLE AND NATIONAL

L & N Railroad Marine Terminal
East Main Street at Barracks Street
Pensacola
Escambia County
Florida

HABS No. FLA-211

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PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
Office of Archeology and Historic Preservation
National Park Service
Department of the Interior
Washington, D.C. 20240

L & N RAILROAD MARINE TERMINAL

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Location: East Main Street at Barracks Street, Pensacola, Escambia County, Florida. This structure, originally located at the end of the Commendencia Street Wharf, was moved in 1971 to the southeast corner of Barracks and Main Streets.

Present Owner: Historic Pensacola Preservation Board

Present Occupant: Vacant

Statement of Significance: This structure is an example of a heavy timber building which was constructed to accommodate commercial liaison between railroading and shipping interests during Pensacola's "lumber boom" prior to World War I.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Original and subsequent owners: The Louisville and Nashville Railroad Company built the structure on land fill on Commendencia Wharf which extends into Pensacola Bay at the foot of Commendencia Street. The building was used as offices for the Gulf Transit Company until the 1920's. The Louisville and Nashville Railroad then continued to use the building for storage until the early 1960's when it was vacated. For several years prior to 1968 the building was used by the Pensacola Port Authority. The L & N Railroad gave the building to the Historic Pensacola Preservation Board in 1969. It was moved in sections to the present site where the exterior was rebuilt and restored.
2. Date of erection: The building was built in 1902, according to the original blueprints and the Pensacola Journal.
3. Architect: The plans came from the office of Richard Montfort, Chief Engineer for the L & N.
4. Original plans and construction information: The original plans and elevations for the terminal exist within the L & N Railroad Company files, though all other company records of this building were destroyed in a flood in Louisville, Kentucky in 1937. It appears, though, from

the original drawings that A. V. Clubbs, the contractor, built the terminal essentially as designed with only minor modifications.

5. Alterations and additions: The terminal was dismantled and re-erected on the new site. Though the exterior has been restored with the help of the original design drawings, the interior has not yet been restored completely with finished walls, floors, and ceiling.
6. Important old views: A photocopy of an early photo accompanies this data.

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- B. Historical Events and Persons Connected with the Structure: The L & N Marine Terminal served as a center for Pensacola's long leaf yellow pine export trade for nearly twenty years after it was constructed at the height of the lumber boom. The lumber which passed through the Pensacola port generally was exported to Europe. After the first decade of this century, the lumber trade declined due to the depletion of the forests around Pensacola.

Alexander Vice Clubbs was a well known local contractor who appears to have been particularly adept at constructing homes suited to individual client's needs. He is credited with having been the contractor of the old Opera House, the W. D. Chipley home, the Baars mansion, the old First Baptist Church, the John A. Brosnaham home, the Cafiro home, and his own residence at 1120 East Blount Street. The 1972 HABS historical research as part of the Naval Air Station Project indicates that he was the contractor for several of the structures of the Old Navy Yard.

- C. Sources of Information:

1. Primary and unpublished sources: In March 1970 Linda V. Ellsworth conducted a personal interview with Miss Occie Clubbs. Notes from the interview are on file at the Historic Pensacola Preservation Board and contain some information on the Terminal and also information about the activities of Miss Clubb's father.
2. Secondary and published sources: Pensacola Journal and Daily News, 1902-03; L & N Magazine, March 1931; Kincaid Herr, The Louisville & Nashville Railroad.

Prepared by Linda V. Ellsworth
Assistant Historian
Historic Pensacola Preservation
Board
1972

PART II. ARCHITECTURAL INFORMATION

- A. General Description: This two-story building with its random window spacing is rectangular in plan, is surrounded with a bracketed balcony at the second floor level, has a hip roof, and a large dormer at each elevation. The exterior fabric is in excellent condition having been restored in 1971 after the dismantled structure was re-erected. The interior is unfinished.
- B. Description of Exterior:
1. Overall dimensions: The structure measures 39'-0" x 91'-0". The long dimension parallels Main Street.
 2. Foundations: Originally the foundations, which were unexposed, were wood pilings. The building was rebuilt on a floating concrete pad.
 3. Structural system: The post and lintel system of heavy wood timbers has cast iron column caps and strap iron ties.
 4. Wall construction, finish and color: Tongue and groove beaded boarding is applied above and below the first floor window openings. Weatherboarding is applied between the openings and around the second floor level. The siding is painted olive drab and white with olive drab window and door trim. Doors and window sash are painted dark red. The painting scheme is that of the original building.
 5. Porches: The peripheral second floor balcony is supported on large, equally spaced brackets, with diagonal braces, which are constructed from 5" square timbers with chamfered edges. The beams of the brackets with their moulded ends carry 2" x 4" joists and a wood deck. At each bracket a square newel with a flattened ball finial receives the moulded handrail, which is supported on square balusters and a beveled bottom rail. The structure had an exterior stairway which extended from ground level to the balcony at the northeast corner.
 6. Chimneys: Brick chimneys, which are randomly located on each elevation, have corbelled neckings and multi-coursed corbelled caps below the extended stacks of the flues, which are closed. The chimneys have been restored above the roof, though they are built on concrete block piers within the structure.

7. Openings:

- a. Doorways and doors: Sliding service doors into the original storerooms of the first floor are constructed from beaded tongue and groove boards applied diagonally to stile and rail frames. The sliding door openings have simple trim with a low, raked blocking at the head. Within the access doorways, with single light transoms, there are doors with four lights over three horizontal panels in addition to modern glazed doors.
- b. Windows and shutters: The window openings of the first floor level have six-over-six light sash hung within simply trimmed frames of which the sills and the heads form continuous horizontal bands above and below the vertical beaded siding. The second floor windows have two-over-two light sash hung within similarly trimmed openings which are not connected. All the window openings of each elevation are randomly spaced and related to the interior spaces, rather than the exterior elevations. There are no shutters or blinds.

8. Roof:

- a. Shape and covering: The hipped roof as restored in 1971 has wood shingles. Though slate was originally specified for the building in 1902, it has been determined that slate was never used on the roof.
- b. Cornice and eaves: The widely overhanging and splayed eave of the building extends over the second floor balcony. The boarded soffit is supported on out-lookers with moulded ends. The fascia of the eave carries a cyma recta crown moulding.
- c. Dormers: Centered on each elevation, somewhat establishing the symmetry of each elevation, is a large, gabled dormer. Moulded purlin ends, which suggest modillions, support the overhang of the moulded rakes and eaves of each dormer. The cheeks of the dormers are sheathed with vertical boarding as are the faces which have a half-timbering motif with arched and ogee members. Each dormer has a central, small louvered panel.

C. Description of Interior:

1. Floor plans:

- a. First floor: There were three large storerooms, a toilet room and a wash room.

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- b. Second floor: The second floor had a central hallway, various offices, and a toilet room. Some of the offices had access doors to the second floor balcony.
- c. Loft: The unfinished attic space was reached by a ladder.

- 2. Stairway: Evidence indicates that there was a dog-leg stairway which had a moulded handrail, turned balusters, and metal tread nosings.
- 3. Flooring: The first floor had a concrete floor in the warehouse area and a wood floor raised on joists in the offices. The second floor had wood flooring. All were covered with miscellaneous modern coverings at various times.
- 4. Wall and ceiling finish: There are various installations of tongue and groove beaded boarding, plaster, chair rail, and picture mouldings.
- 5. Doorways and doors: Typically the doorways are hung with four panel doors and one light transoms, although there are glazed two panel doors.
- 6. Decorative features: None of significance
- 7. Notable hardware: There are large quantities of original brass hardware which is typical of the early twentieth century.
- 8. Mechanical equipment:
 - a. Lighting: The structure was lighted with single bulb electric fixtures pendent from the ceiling.
 - b. Heating: The rooms originally had cast iron coal stoves.

D. Site and Surroundings:

- 1. 1968: This structure was located in the old waterfront area of Pensacola at the foot of Commendencia Street. A slip was to the west, wharves were to the south, a small brick structure was to the immediate north, and warehouses were to the east.
- 2. Presently: The structure is presently located on the corner of Barracks and Main Streets. There are no adjacent structures and the site is generally untended. To the south the Historic Pensacola Preservation Board is re-

constructing a saw mill relocated from Barth, Florida and to become an exhibit depicting early lumbering operations in the "Piney Woods" of Florida.

Prepared by F. Blair Reeves, AIA
HABS--Pensacola
August 16, 1968

PART III. PROJECT INFORMATION

This project, sponsored by the Pensacola Historical Restoration and Preservation Commission, now known as the Historic Pensacola Preservation Board of Trustees, in cooperation with the Historic American Buildings Survey, was recorded during the summer of 1968 in Pensacola under the direction of James C. Massey, Chief of HABS; Professor F. Blair Reeves, AIA (University of Florida), Project Supervisor; and Student Assistant Architects John O. Crosby (University of Florida), David L. Van de Ven, Jr. (Texas Technological College), and Edward Bondi, Jr. (University of Florida). The historical information was prepared by Professor Samuel Proctor (University of Florida), by Assistant Historian Linda V. Ellsworth (Historic Pensacola Preservation Board), and by Rodd L. Wheaton (Architect, HABS) who edited all the data in 1972.

Addendum to

HABS No. FL-211

Louisville and Nashville Railroad Marine Terminal
Seville Square Historic District
207 East Main Street,
corner of Main and Barracks Streets
Pensacola
Escambia County
Florida
as recorded in 1968 and 1972

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Heritage Conservation and Recreation Service
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