

Form Date 8/18/05

Survey Log Sheet

Florida Master Site File
Version 2.0 9/97

Consult *Guide to the Survey Log Sheet* for detailed instructions.

FMSF USE ONLY

FMSF Survey # _____

Recorder of Log Sheet Panamerican Consultants, Inc., Tampa, Florida

Identification and Bibliographic Information

Survey Project (Name and project phase) Sarasota Rails to Trails Rail CorridorIs this a continuation of a previous project? ☒ No ☐ Yes: Previous survey #(s) _____Report Title (exactly as on title page) An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, FloridaReport Author(s) (as on title page—individual or corporate) Skye W. Hughes, RPAPublication Date (month/year) 9/05 Total Number of Pages in Report (Count text, figures, tables, not site forms) 158

Publication Information (If relevant, series and no. in series, publisher, and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*; see *Guide to the Survey Log Sheet*.) Hughes, Skye, and Jeanette Knowles 2005 An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, Florida PANAMERICAN CONSULTANTS, INC., TAMPA, FL

Prepared for SARASOTA COUNTY PROCUREMENT OFFICE, SARASOTA

Supervisor(s) of Fieldwork (whether or not the same as author(s)) Skye Hughes, RPAAffiliation of Fieldworkers (organization, city) Panamerican Consultants, Inc., Tampa, Florida

Key Words/Phrases (Don't use the county, or common words like archaeology, structure, survey, architecture. Put the most important first. Limit each word or phrase to 25 characters) railway, trestle bridge, Laurel Road,

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name Sarasota County Procurement OfficeAddress/Phone 1660 Ringling Boulevard, Sarasota Florida 34236

Mapping

Counties (List each one in which field survey was done - do not abbreviate) Sarasota

USGS 1:24,000 Map(s) : Names/Dates: Bee Ridge Fla. 1973 (PR 1987); Laurel, Fla. 1973 (PR 1987); Venice, Fla. 1973 (PR 1987)

Remarks (Use supplementary sheet[s] if needed)

Description of Survey Area

Dates for Fieldwork: Start 7/1/05 End 8/1/05 Total Area Surveyed (fill in one) _____ hectares 167 acresNumber of Distinct Tracts or Areas Surveyed 1If Corridor (fill in one for each): Width 30.48 meters 100 feet Length 22.5 kilometers 14 milesTypes of Survey (check all that apply): ☒ archaeological ☒ architectural ☐ historical/archival ☐ underwater ☐ other: _____

Survey Log Sheet of the Florida Master Site File

Research and Field Methods

Preliminary Methods (X Check as many as apply to the project as a whole. If needed write others at bottom).

- | | | | |
|---|---|---|--|
| ☐ Florida Archives (Gray Building) | ☐ library research- local public | ☒ local property or tax records | ☒ windshield |
| ☐ Florida Photo Archives (Gray Building) | ☐ library-special collection - nonlocal | ☐ newspaper files | ☒ aerial photography |
| ☒ FMSF site property search | ☒ Public Lands Survey (maps at DEP) | ☐ literature search | |
| ☒ FMSF survey search | ☐ local informant(s) | ☐ Sanborn Insurance maps | |
| ☐ other (describe) _____ | | | |

Archaeological Methods (Describe the proportion of properties at which method was used by **writing in** the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%), S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

☐ Check here if **NO** archaeological methods were used.

- | | | |
|--|---|--|
| ☐ surface collection, controlled | ☐ other screen shovel test (size: _____) | ☐ block excavation (at least 2x2 M) |
| ☒ surface collection, <u>un</u> controlled | ☐ water screen (finest size: _____) | ☐ soil resistivity |
| ☒ shovel test-1/4" screen | ☐ posthole tests | ☐ magnetometer |
| ☐ shovel test-1/8" screen | ☐ auger (size: _____) | ☐ side scan sonar |
| ☐ shovel test 1/16" screen | ☐ coring | ☐ unknown |
| ☐ shovel test-unscreened | ☐ test excavation (at least 1x2 M) | |
| ☐ other (describe): _____ | | |

Historical/Architectural Methods (Describe the proportion of properties at which method was used by **writing in** the corresponding letter. Blanks are interpreted as "None.")

F(-ew: 0-20%), S(-ome: 20-50%); M(-ost: 50-90%); or A(-ll, Nearly all: 90-100%). If needed write others at bottom.

☐ Check here if **NO** historical/architectural methods were used.

- | | | | |
|--|--|---|---|
| ☐ building permits | ☐ demolition permits | ☐ neighbor interview | ☐ subdivision maps |
| ☐ commercial permits | ☒ exposed ground inspected | ☐ occupant interview | ☒ tax records |
| ☐ interior documentation | ☒ local property records | ☐ occupation permits | ☐ unknown |
| ☐ other (describe): _____ | | | |

Scope/Intensity/ 241 shovel tests were excavated within project area, 9 resources recorded (2 archaeological sites, 8 bridges) and 1 resource group (which includes 8 of these 9 resources)

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒ Yes ☐ No 2 If Yes, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites 23 Newly Recorded Sites 10

Previously Recorded Site #'s (List site #'s without "8." Attach supplementary pages if necessary) 8SO438 and 8SO1903 (FMSF shows within corridor, no new material located associated with these sites, determined not to extend within corridor)

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, ie, researched the FMSF records). List site #'s without "8." Attach supplementary pages if necessary. 8SO5308, 8SO5309, 8SO5310, 8SO5311,

8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, 8SO5293

Site Form Used: ☐ SmartForm ☒ FMSF Paper Form ☐ Approved Custom Form: Attach copies of written approval from FMSF Supervisor and Supervisor-signed form.

DO NOT USE SITE FILE USE ONLY DO NOT USE

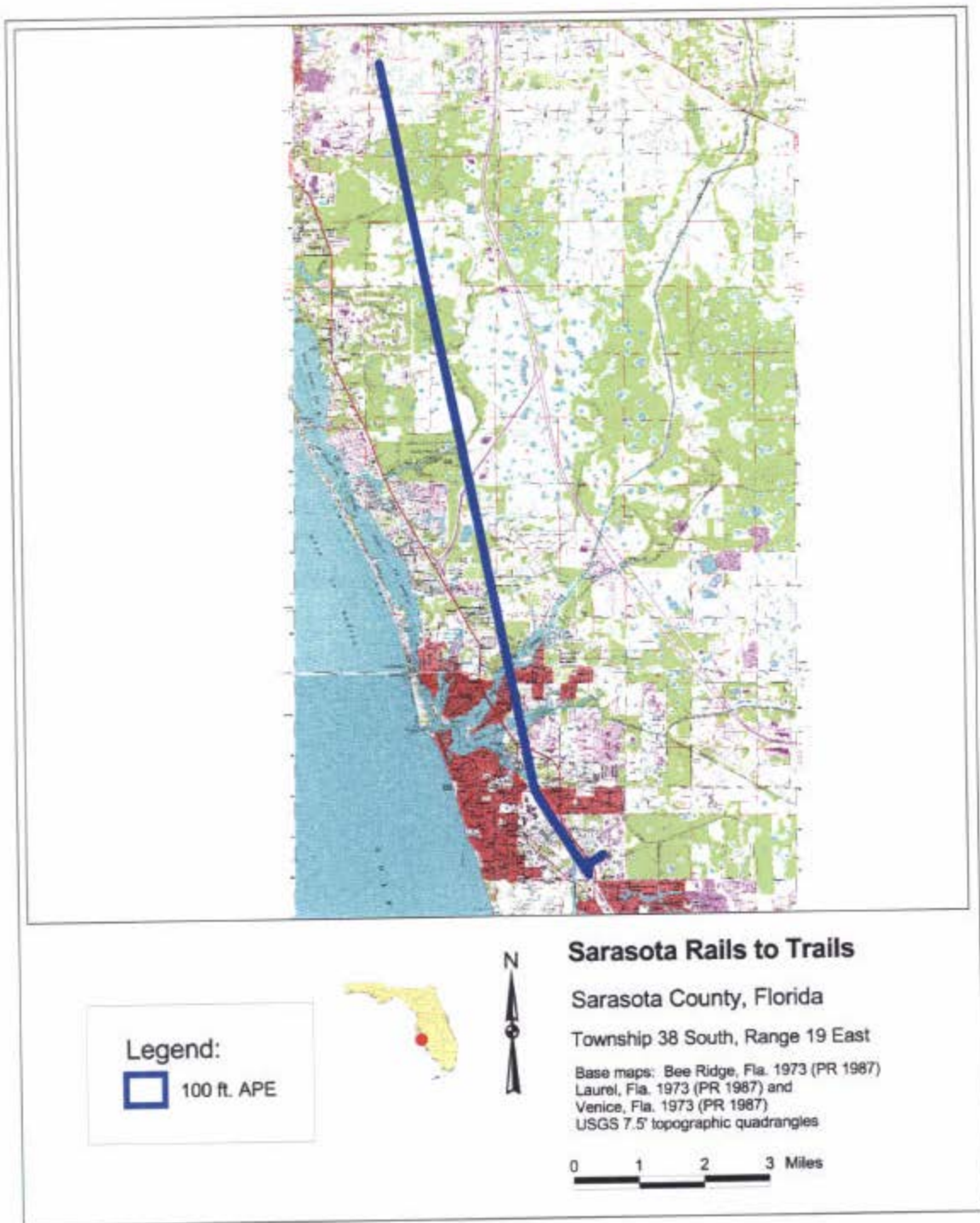
BAR Related

- ☐ 872 ☐ 1A32
☐ CARL ☐ UW

BHP Related

- ☐ State Historic Preservation Grant
☐ Compliance Review: CRAT # _____

ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)



survey logsheet



FLORIDA DEPARTMENT OF STATE
Glenda E. Hood
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. David W. Baber, Director
Sarasota County History Center
701 North Tamiami Trail
Sarasota, Florida 34236

November 1, 2005

Re: DHR Project File No. 2005-11219 / Received by DHR: October 11, 2005
*An Archaeological and Historical Survey of the Sarasota Rails to Trails Rail
Corridor in Sarasota County, Florida*
Panamerican Consultants, Inc.; August 1005

Dear Mr. Baber:

At the request of your office, we reviewed the above referenced survey report in accordance with Section 106 of the *National Historic Preservation Act*, as amended, and 36 *CFR Part 800: Protection of Historic Properties*; and Chapter 267, *Florida Statutes*, and 1A-46, *Florida Administrative Code*. It is the responsibility of the State Historic Preservation Officer and the Division of Historical Resources to advise and assist, as appropriate, Federal, State, and Local agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with those agencies on undertakings that may affect historic properties listed, or eligible for listing, in the *National Register of Historic Places (NRHP)*, or otherwise of historical, architectural or archaeological significance.

In August 2005, Panamerican Consultants, Inc. (PCI) completed an archaeological and historical survey of the referenced Rails to Trails corridor on behalf of Sarasota County. Ten previously unidentified and unrecorded historic resources and two previously identified and recorded prehistoric resources were identified within the project area during the investigations. In addition, three railroad switches were observed but not recorded because they did not "appear to be historic."

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

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(850) 245-6400 • FAX: 245-6433

☐ Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office
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Mr. David W. Baber
November 1, 2005
Page 2

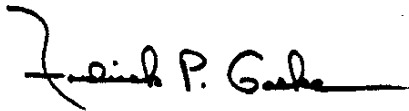
Previously recorded archaeological site 8SO438, a prehistoric shell midden, was encountered, and PCI concurs with the previous evaluation that the site appears to be eligible for listing in the *NRHP*. Another previously recorded archaeological site, 8SO1903, a prehistoric midden, was encountered in the railroad right-of-way, and PCI concurs with the previous evaluation that the site does not appear to be eligible for listing in the *NRHP*. Previously unrecorded archaeological site, the Laurel Road Dump Site (8SO5308) was identified within the corridor and PCI evaluated as not eligible for listing in the *NRHP*. Based on the information provided, this office concurs with these determinations.

The Seaboard Air Line Railway, Venice to Fruitville Line Resource Group (8SO5309) consisting of all the railroad resources was recorded during the survey project. This resource group is comprised of the Seaboard Air Line Railway Fruitville to Venice Line (8SO2622), and the eight historic trestle bridges (8SO5310-5315, 8SO5292 and 8SO5293). PCI evaluated this resource group as potentially eligible for listing in the *NRHP* and the Sarasota County Register of Historic Places. Based on the information provided in the referenced report, this office concurs that the historic Seaboard Air Line Railway resource group consisting of nine historic resources, appear to be eligible for listing in the *NRHP* under Criterion A for the importance the railway contributed to the development within the surrounding area. In addition, it is the opinion of this office that the three railway switches identified by PCI are historic and should be considered contributing resources of the Seaboard Air Line Railway.

We find the submitted report complete and sufficient to reporting standards as set forth in Chapter 1A-46, FAC.

If you have any questions concerning our comments, please contact Laura Kammerer, Deputy State Historic Preservation Officer, by telephone at (850) 245-6333, or by electronic mail at lkammerer@dos.state.fl.us. Your continued interest in protecting Florida's historic properties is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Frederick P. Gaske", with a stylized flourish at the end.

Frederick P. Gaske, Director, and
State Historic Preservation Officer

14992

**AN ARCHAEOLOGICAL AND HISTORICAL SURVEY OF
THE SARASOTA RAILS TO TRAILS RAIL CORRIDOR
IN SARASOTA COUNTY, FLORIDA**



Prepared for:

**Sarasota County
Procurement**
1660 Ringling Boulevard
Sarasota, Florida 34236



Prepared by:

Panamerican Consultants, Inc.
5910 Benjamin Center Drive, Suite 120
Tampa, Florida 33634

August 2005

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1660 Ringling Boulevard
Sarasota, Florida 34236

Prepared by:

Panamerican Consultants, Inc.
5910 Benjamin Center Drive, Suite 120
Tampa, Florida 33634
813.884.6351 (phone)
813.884.5468 (fax)

Skye W. Hughes, RPA
Staff Archaeologist

Jeanette Knowles, MA
Architectural Historian

August 2005

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INTRODUCTION

Panamerican Consultants, Inc. (PCI), Tampa, Florida, conducted an archaeological and historical survey of the Sarasota Rails to Trails Rail Corridor in Sarasota County, Florida, for Sarasota County, in accordance with Section 106 of the *National Historic Preservation Act of 1966* (PL 89-665) as amended in 1992, and *36 C.F.R., Part 800: Protection of Historic Properties*. This investigation was designed to satisfy the requirements of Chapter 1A-46 of the *Florida Administrative Code*, and to comply with Chapter 267, *Florida Statutes*, and Chapter 66-73 of the Sarasota County Code and the historic preservation chapter in *Apoxsee: The Revised and Updated Sarasota County Comprehensive Plan*, as well as other impending state and regional regulatory requirements. This project was conducted based on recommendations of the Sarasota County Archaeologist and in anticipation of recommendations of the State Historic Preservation Officer (SHPO) that the property be subjected to a professional archaeological and historical survey prior to any project-related land clearing or ground disturbing activities. The purpose of this investigation was to identify archaeological sites, historic structures, and historic features within the project limits and assess their potential eligibility for listing on the National Register of Historic Places (NRHP).

The Sarasota Rails to Trails Rail Corridor is located in west-central Sarasota County, Florida, and is approximately fourteen linear miles, or 12,047 linear feet (Figure 1). The Rails to Trails project area is comprised of 50 feet on either side of the centerline of the railway. The Rails to Trails Rail Corridor is located in western Sarasota County, beginning in Section 14 of Township 37 South, Range 18 East and ending in Section 17, Township 39 South, Range 17 East. The Sarasota Rails to Trails Rail Corridor traverses sixteen sections, three townships, two ranges, and three USGS 7.5' topographic quadrangles. The topographic quadrangles include Venice, Fla. 1973 (PR 1987), Laurel, Fla. 1973 (PR 1987), and Bee Ridge, Fla. 1973 (PR 1987). The townships, ranges, and sections are listed below, in Table 1 and are shown in Figures 2 through 8.

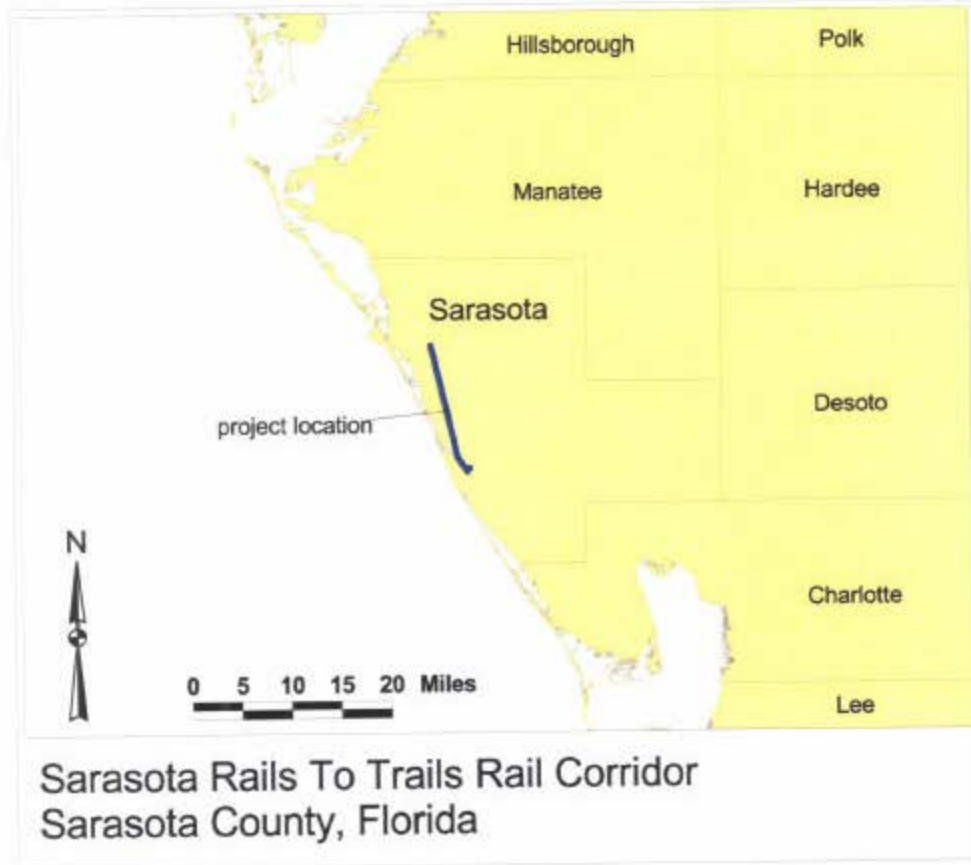


Figure 1. Location of the Sarasota Rails to Trails Rail Corridor within Sarasota County.

Table 1. Townships, Ranges, and Sections Through Which the Rails to Trails Rail Corridor Passes.

Township (South)	Range (East)	Section
37	18	14
		23
		26
		35
38	18	1
		2
		12
		13
		24
		25
38	19	30
		31
39	19	6
		7
		18
		17

Two historic archaeological sites were recorded within the project area; 8SO2622, the Seaboard Air Line Railway, Fruitville to Venice Line, and 8SO5308, the Laurel Road Dump. In addition, eight historic railroad trestle bridges (8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, and 8SO5393) were recorded during this survey. This investigation did not encounter any standing structures over 50 years of age within the project area. The Laurel Road Dump, 8SO5308, is a historic dump site dating to the mid-twentieth century and is recommended as not eligible for listing on the NRHP. The remaining sites, including the Seaboard Air Line Railway Fruitville to Venice Line (8SO2622), the Railroad Bridge over Dona Bay at Venice (8SO5292), the Railroad Bridge over Roberts Bay at Venice (8SO5293), and the six small trestle bridges located along the railway (Seaboard Air Line Trestle Bridges #1 through #6, 8SO5310 through 8SO5315) were recorded as a resource group, the Seaboard Air Line Railway, Venice to Fruitville Line (8SO5309). These resources are recommended as potentially eligible for the NRHP multiple property listing, Florida's Historic Railroad Resources, and the local register (Sarasota County Register of Historic Places).

Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Rails to Trails Rail Corridor project area. No further archaeological work is recommended, however; a Determination of Eligibility should be completed for the Seaboard Air Line, Venice to Fruitville Line resource group (8SO5309), which includes the Seaboard Air Line, Fruitville to Venice Line (8SO2622) and the historic trestle bridges (8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, and 8SO5293). If the alterations planned by Sarasota County in the conversion of these resources for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.

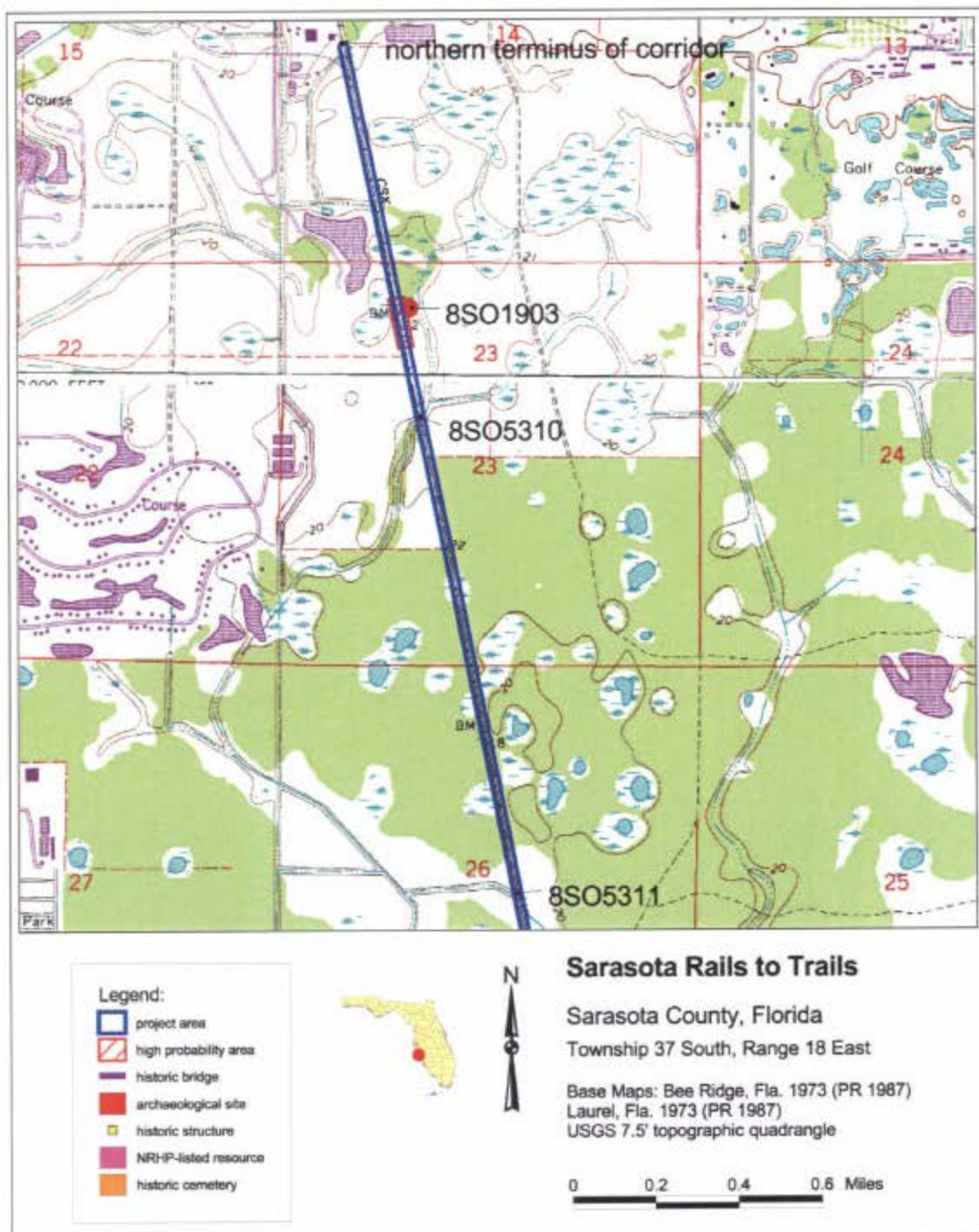


Figure 2. Map of the Sarasota Rails to Trails project area, map 1 of 7.

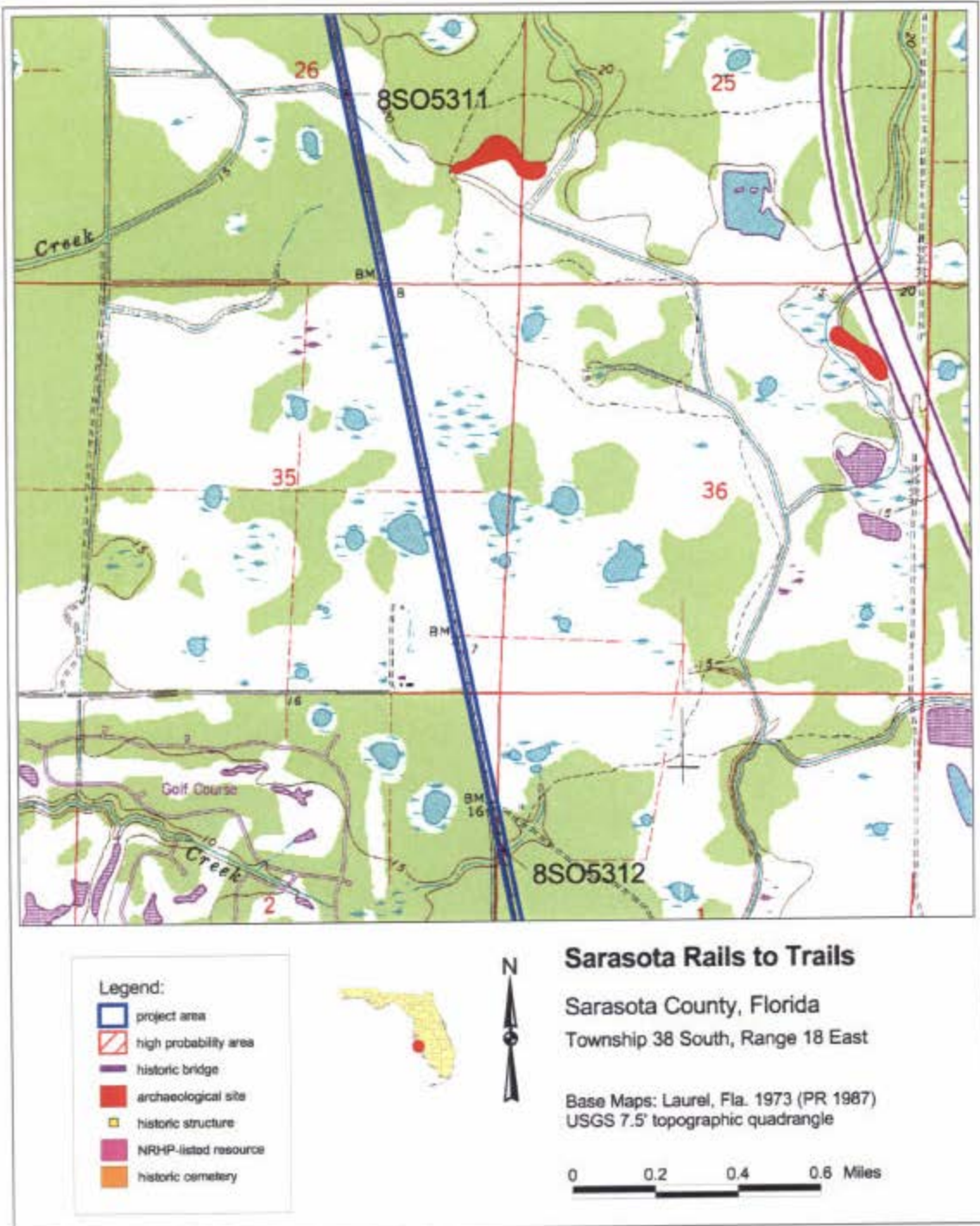


Figure 3. Map of the Sarasota Rails to Trails project area, map 2 of 7.

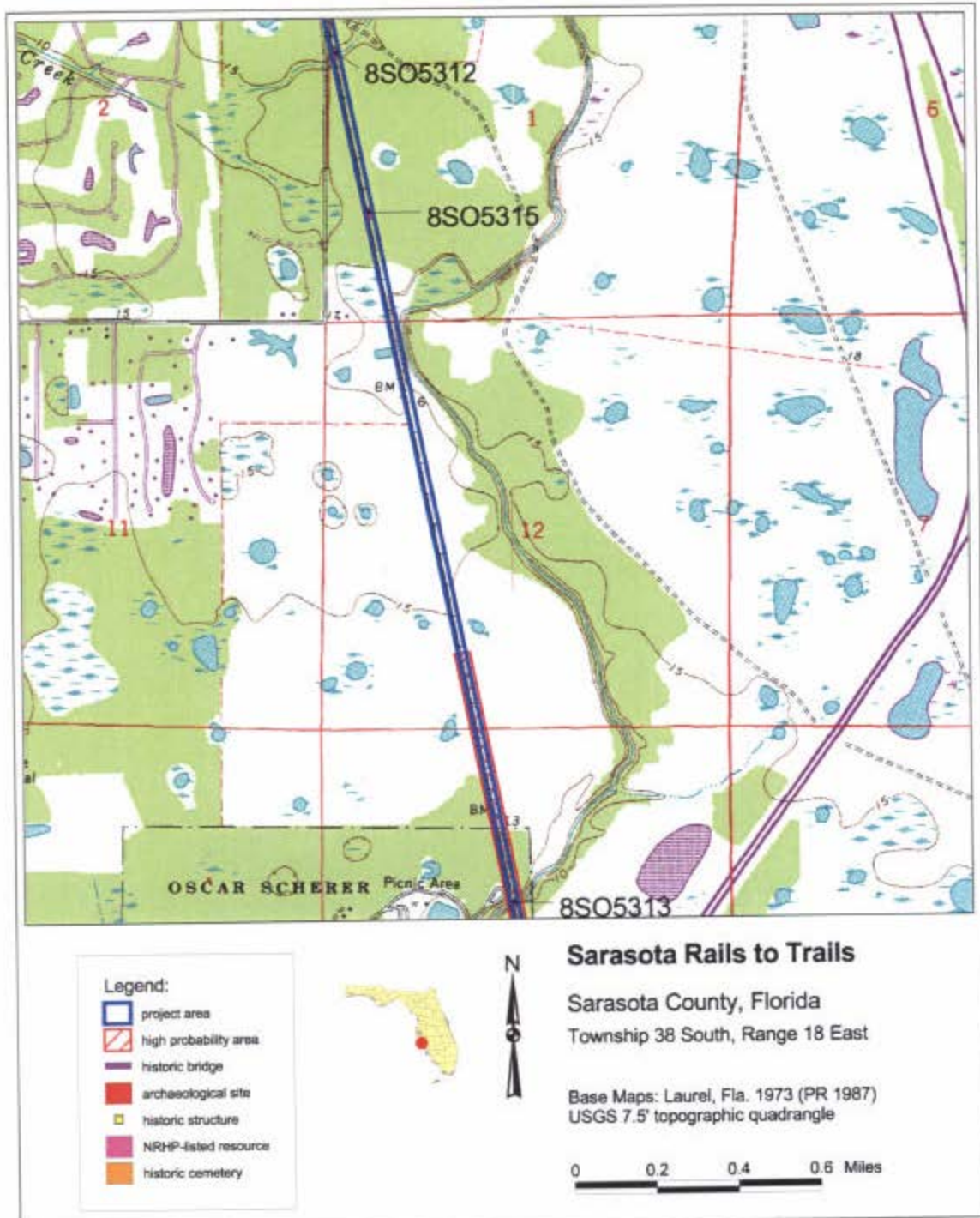


Figure 4. Map of the Sarasota Rails to Trails project area, map 3 of 7.



Figure 5. Map of the Sarasota Rails to Trails project area, map 4 of 7.

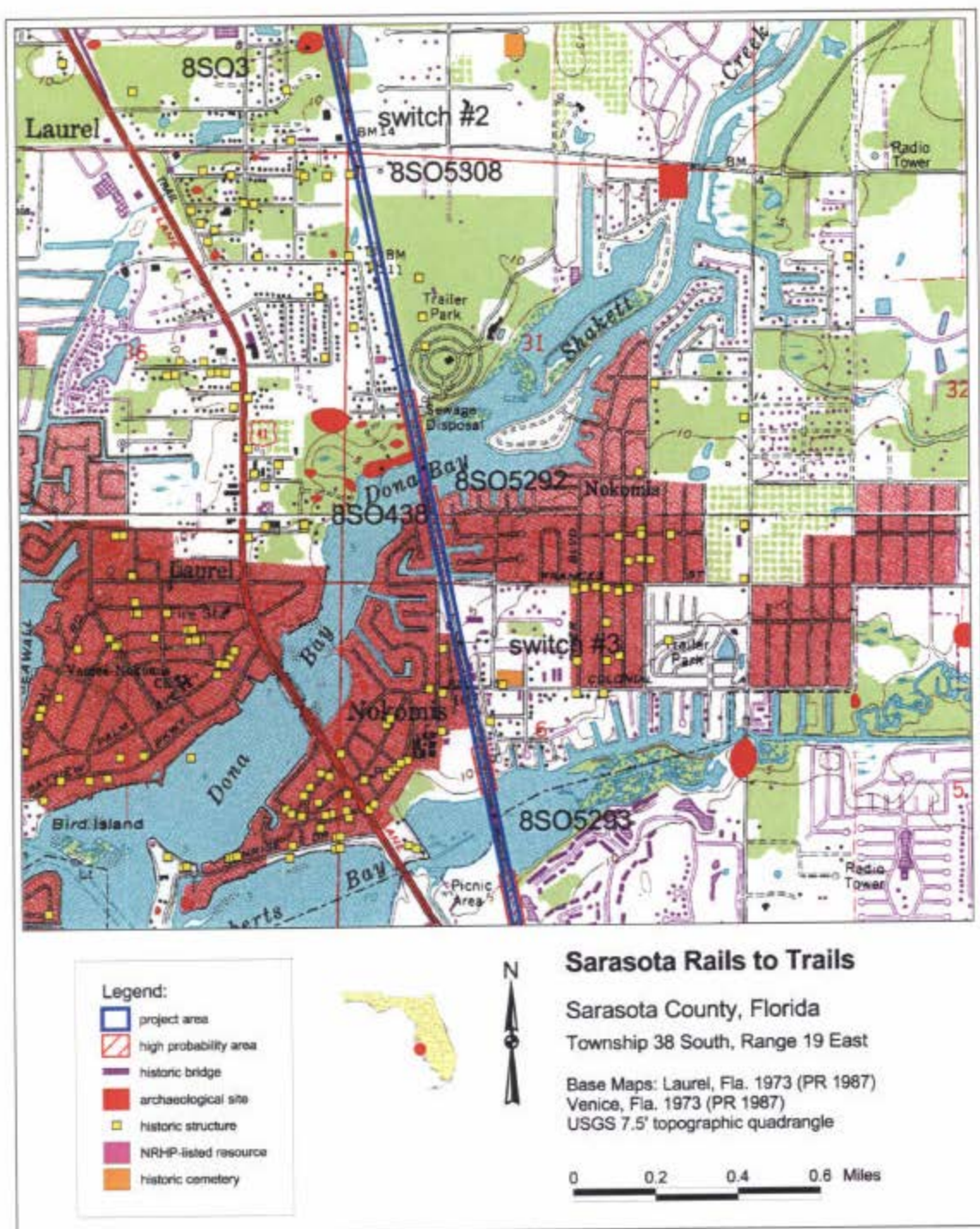


Figure 6. Map of the Sarasota Rails to Trails project area, map 5 of 7.

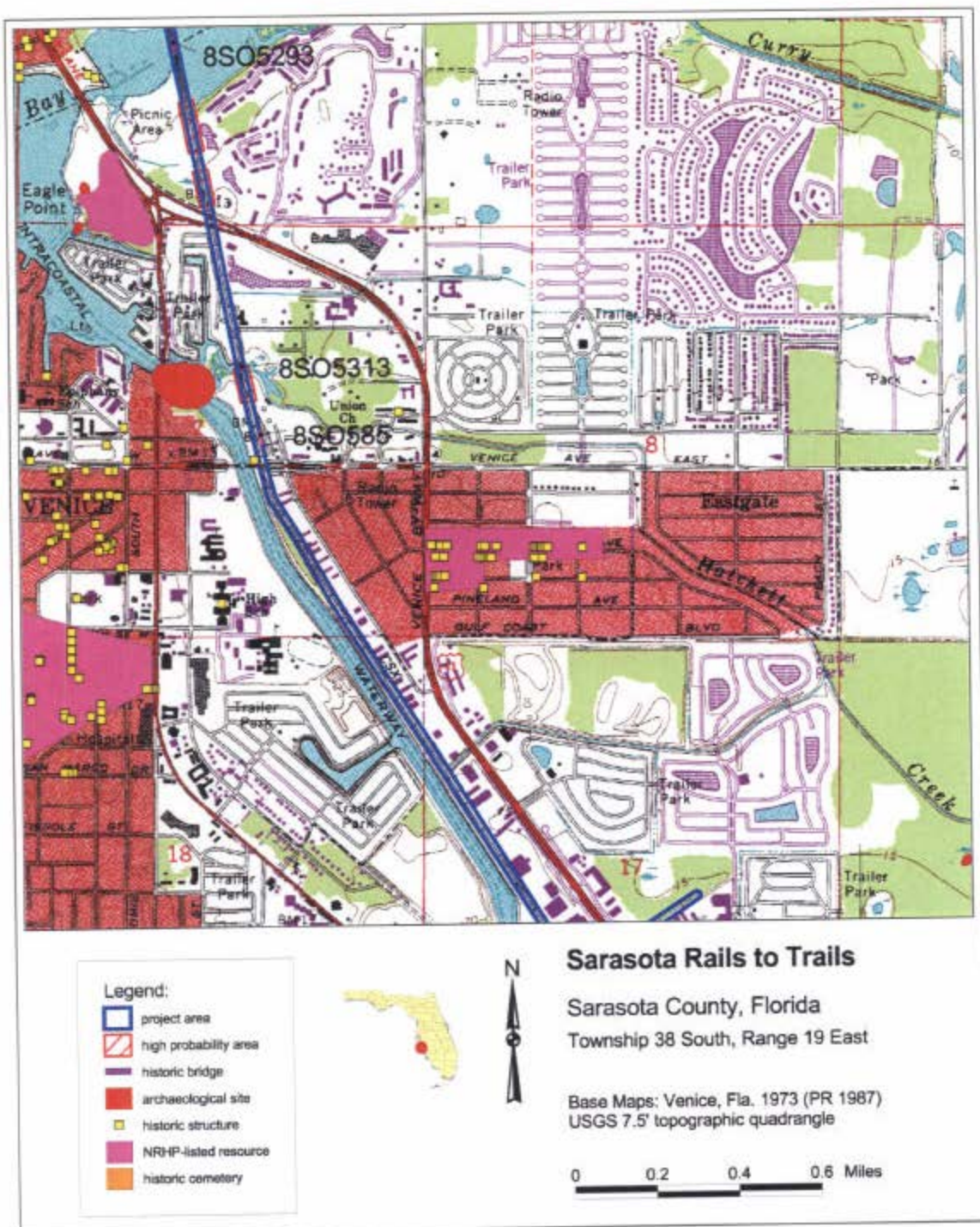


Figure 7. Map of the Sarasota Rails to Trails project area, map 6 of 7.

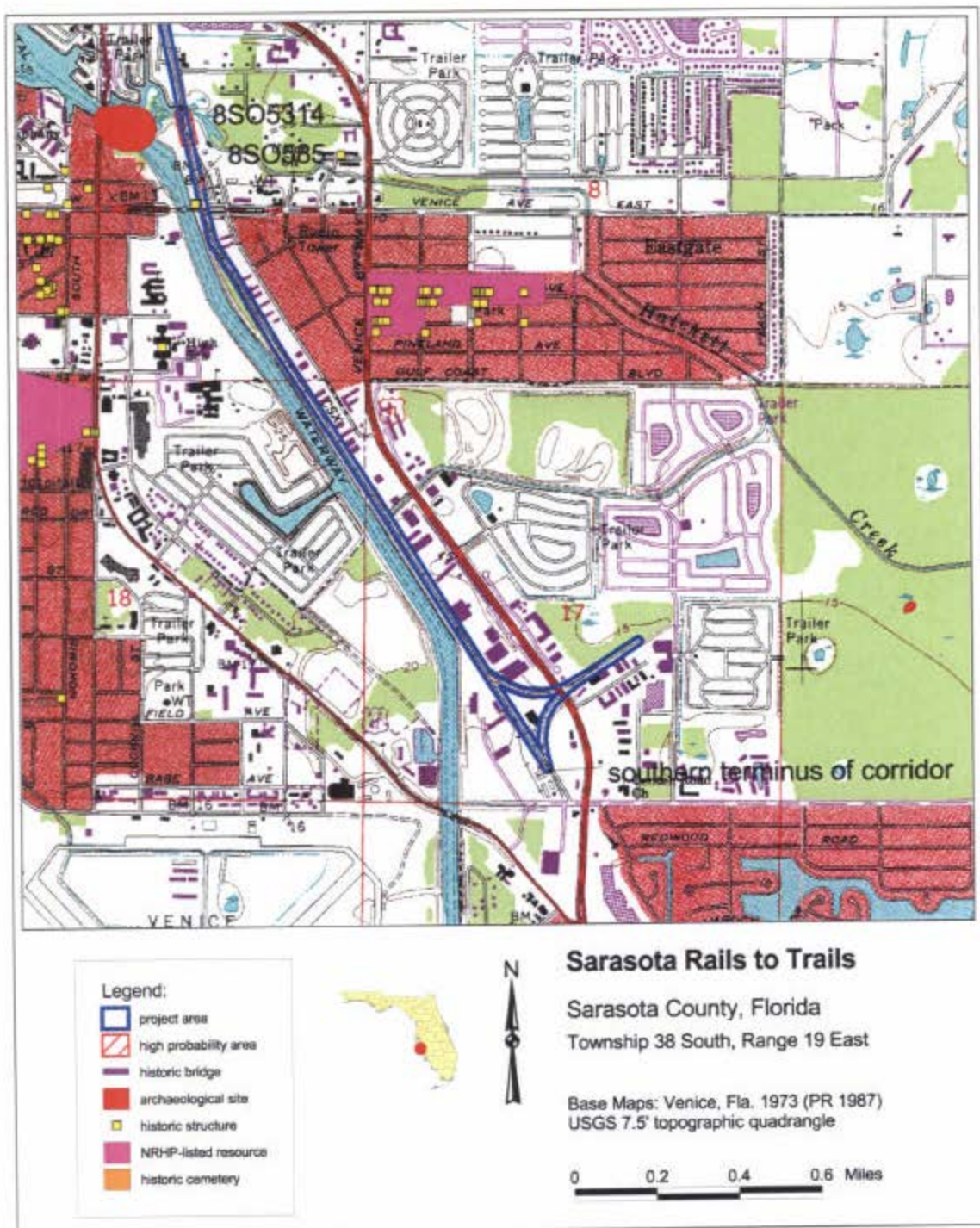


Figure 8. Map of the Sarasota Rails to Trails project area, map 7 of 7.

ARCHIVAL RESEARCH

Township 37 South, Range 18 East was surveyed in July 1847 by A.H. Jones, with the original lines being surveyed by Sam Reid in 1843, and was compared with the field notes in November 1847, by the Surveyor General's office. No historic features (buildings, homesteads, trails, etc.) are indicated in sections 14, 23, 26, or 35, or anywhere on the plat map. The only natural features noted within these sections are wetlands (DEP 1847a). Township 38 South, Range 18 East was surveyed in August 1847 by A.H. Jones, with the original lines being surveyed by Sam Reid in 1843. This map was compared with the field notes on November 20, 1847, by the Surveyor General's office. No historic features (buildings, homesteads, trails, etc.) are indicated on the plat map in sections 1, 2, 12, 13, 24, and 25. The only natural features noted within these sections are wetlands, cypress swamps, and creeks (DEP 1847b). Township 38 South, Range 19 East was surveyed in July 1847 by A.H. Jones, with the original lines being surveyed by Sam Reid in 1843. This map was compared with the field notes on November 20, 1847, by the Surveyor General's office. No historic features (buildings, homesteads, trails, etc.) are indicated on the plat map in sections 30 and 31. The only natural features noted within these sections are creeks and rivers that traverse the sections from northeast to southwest (DEP 1847c). Township 39 South, Range 19 East was surveyed in August 1847 by A.H. Jones, with the original lines being surveyed by Sam Reid in 1844. This map was compared with the field notes on November 20, 1847, by the Surveyor General's office. No historic features (buildings, homesteads, trails, etc.) are indicated on the plat map in sections 6, 7, 17, and 18. The only natural features noted within these sections are the, as yet unnamed, Roberts Bay and associated Curry Creek (also unnamed), and other unnamed wetlands, lakes, and creeks (DEP 1847d).

Archival research was conducted at the Sarasota History Center, this research included interviews held with the knowledgeable staff members at the center as well as a search of the archives and maps of the center. This information is synthesized and presented below in the History Section of this report.

A search of land documents relating to the historic sales and leases of state-owned land was performed (State of Florida 2005). Often, these documents provide information about the earliest tenants of the land, or information about changes in land use over time. This information is presented below in Table 2.

Table 2. Historic Land Ownership within the Project Area.

Township	Range	Section	Quarter Section	To Whom Deeded	Date
37 S	18 E	14	E ½ of NE ¼	Florida Land & Improvement Company	February 3, 1883
			NW ¼ of NE ¼	Florida Land & Improvement Company	December 8, 1883
			SW ¼ of NE ¼	Florida Land & Improvement Company	February 3, 1883
			NE ¼ of NW ¼	Florida Land & Improvement Company	December 8, 1883
			SE ¼ of NW ¼	Florida Land & Improvement Company	February 3, 1883

Township	Range	Section	Quarter Section	To Whom Deeded	Date
			W ½ of NW ¼	Florida Land & Improvement Company	February 3, 1883
			S ½	Florida Land & Improvement Company	February 3, 1883
		23	All	Florida Land & Improvement Company	December 13, 1884
		26	All	Florida Land & Improvement Company	December 13, 1883
		35	All	Florida Land & Improvement Company	December 13, 1884
38 S	18 E	1	All	Florida Land & Improvement Company	December 15, 1883
		2	N ½	Florida Land & Improvement Company	December 15, 1883
			W ½ of SW ¼	Robert L. Griffith	December 18, 1884
			E ½ of SW ¼	Florida Land & Improvement Company	December 15, 1883
			SE ¼	Florida Land & Improvement Company	December 15, 1883
		12	All	Florida Land & Improvement Company	December 15, 1883
		13	NE ¼	Florida Land & Improvement Company	Decemeber 15, 1993
			N ½ of NW ¼	Florida Land & Improvement Company	December 15, 1883
			S ½ of NW ¼	John B. Hutchings	November 10, 1881
			NE ¼ of SW ¼	John B. Hutchings	November 10, 1881
			NW ¼ of SW ¼	John F. M. Tippit	October 5, 1883
			SW ¼ of SW ¼	John B. Hutchings	November 10, 1881
			SE ¼ of SW ¼	Florida Land & Improvement Company	December 15, 1883
			SE ¼	Florida Land & Improvement Company	December 15, 1883
		24	All	Florida Land & Improvement Company	December 15, 1883
		25	N ½ of NE ¼	Florida Land & Improvement Company	December 18, 1883
			S ½ of NE ¼	Levi J. Knight	November 9, 1882
			NE ¼ of NW ¼	Florida Land & Improvement Company	December 15, 1883
			SE ¼ of NW ¼	Levi J. Knight	November 9, 1882
			W ½ of NW ¼	Florida Land & Improvement Company	December 15, 1883
			W ½ of SW ¼	Florida Land & Improvement Company	December 15, 1883
			NE ¼ of SW ¼	Levi J. Knight	November 9, 1882
			SE ¼ of SW ¼	Florida Land & Improvement Company	December 15, 1883
			NE ¼ of SE ¼	Florida Land & Improvement Company	December 15, 1883

Township	Range	Section	Quarter Section	To Whom Deeded	Date
38 S	19 E	30 31	S ½ of SE ¼	John J. Dunne	June 3, 1885
			NW ¼ of SE ¼	W.W. Hubings	June 20, 1883
			NE ¼ of NE ¼	Sir Edward James Reed	March 5, 1883
			SE ¼ of NE ¼	Florida Land & Improvement Company	February 3, 1883
			W ½ of NE ¼	Sir Edward James Reed	March 5, 1883
			NW ¼	Sir Edward James Reed	March 5, 1883
			W ½ of SW ¼	Sir Edward James Reed	March 5, 1883
			NE ¼ of SW ¼	Sir Edward James Reed	March 5, 1883
			SE ¼ of SW ¼	Florida Land & Improvement Company	February 3, 1883
			SE ¼	Florida Land & Improvement Company	February 3, 1883
			NE ¼	Florida Land & Improvement Company	February 3, 1883
			E ½ of NW ¼	Florida Land & Improvement Company	February 3, 1883
			NW ¼ of NW ¼	Levi Jonathan Knight	December 2, 1901
			SW ¼ of NW ¼	Florida Land & Improvement Company	February 3, 1883
			N ½ of SW ¼	Florida Land & Improvement Company	February 3, 1883
			S ½ of SW ¼	Jesse Knight	December 15, 1882
			NW ¼ of SE ¼	Florida Land & Improvement Company	February 3, 1883
			NE ¼ of SE ¼	Charles O. Curry	March 8, 1887
			S ½ of SE ¼	Jesse Knight	January 12, 1875
39 S	19 E	6	NE ¼ of NE ¼	Jesse J. Knight	July 18, 1882
			NW ¼ of NE ¼	Jesse J. Knight	May 6, 1878
			S ½ of NE ¼	Florida Land & Improvement Company	December 15, 1883
			E ½ of NW ¼ (fraction)	Jesse J. Knight	May 6, 1878
			W ½ of NW ¼	Florida Land & Improvement Company	December 15, 1883
			SW ¼ (fraction)	Florida Land & Improvement Company	December 15, 1883
			W ½ of SE ¼	Levi J. Knight	May 6, 1878
			NE ¼ of SE ¼	Levi J. Knight	July 18, 1882
			SE ¼ of SE ¼	Florida Land & Improvement Company	December 15, 1883
		7	All, less SE ¼ of SE ¼	Florida Land & Improvement Company	December 15, 1883
			SE ¼ of SE ¼	Levi J. Knight	January 12, 1875
		17	All	Florida Land & Improvement Company	December 15, 1883
		18	All	Florida Land & Improvement Company	December 15, 1883

Previous Investigations

A search of the Florida Division of Historical Resources (FDHR) Florida Master Site File (FMSF) in GIS format dated February 2005 was completed. No historic structures, historic cemeteries, historic bridges, resource groups, or NRHP-eligible resources have been recorded within the project area. Two previously recorded archaeological sites (8SO1903 and 8SO438) appear to be located within the project area according to the FMSF Arcview shapefiles dated April 2005; however, shovel testing of the area for this project did not recover any archaeological material. One additional archaeological site and one NRHP-listed resource have been recorded within 100 feet of the centerline of the corridor (the project area is 50 feet from the centerline).

Site 8SO1903, the Seaboard Midden, is located in Township 37 South, Range 18 East, Section 23. This site is located within the first mile of the corridor and was recorded as a prehistoric midden in 1990 (Austin 1990). This site was considered to be ineligible for listing on the NRHP by the SHPO.

Site 8SO438, Martin McGuire, is a prehistoric shell midden with ceramic and prehistoric lithic artifacts present. This site was dated to the Manasota period (700 B.C. to A.D. 700). Site 8SO438 is located in Township 38 South, Range 19 East, Section 31, within the central portion of the project area. This site was recommended as eligible for listing in the NRHP by the surveyors during their 1993 survey (Almy et al. 1993); however, this site has not yet been evaluated by the SHPO.

Site 8SO3, the Pool Hammock site, is located in Township 38 South, Range 18 East, Section 25. This site is located approximately 9 miles south of the northern terminus of the project area and lies just outside of the project area. This site consists of prehistoric ceramic fragments and lithic flakes. 8SO3 has been dated to the Weeden Island period (A.D. 450-1000) (Willey 1998). This site was not recorded under a formalized survey and it has not been evaluated by the SHPO.

The Venice Depot (8SO585) is located at 303 East Venice Avenue in Township 39 South, Range 19 East, Section 7. This structure was listed on the National Register on August 17, 1989. It is located just to the east of the project area in the southern portion of the corridor. Although the FMSF Arcview shapefile gives the appearance that this structure is within the project corridor, it is actually located outside of the project area. The location of this NRHP-listed structure is important information, because a historical site associated with the structure could be present within the project area.

In addition to the resources listed above, fifteen cultural resource surveys have been conducted within 100 feet of the project area. These are summarized below in Table 3.

Table 3. Surveys Conducted Within 100 Feet of the Project Corridor

Survey Number	Title	Date	Authors
1477	Cultural Resource Assessment Survey of the Palmer Venture Development Parcels L/N, Q1, and K, Sarasota County, Florida.	1987	Ballo, Janice, and Kenneth Hardin
1551	Phase I Archaeological Reconnaissance of Area "A", Oscar Scherer State Recreation Area, Sarasota County, Florida.	1988	Department of Natural Resources
1618	Historical and Architectural Study, City of Venice, Florida.	1985	Arnall, Betty
1619	An Archaeological Survey of Selected Portions of the City of Venice, Florida	1985	Almy, Marion
1667	Cultural Resources Assessment for Laurel Road Widening, Sarasota County, Florida.	1988	Archaeological Consultants, Inc.
1683	Cultural Resource Assessment Survey of the Palmer Venture Development, Parcel R, Sarasota, Florida.	1988	Austin, Robert, Janice Ballo, and Kenneth Hardin
1984	Cultural Resources Assessment Survey, Palmer Ranch Increment IV, Sarasota County, Florida.	1989	Austin, Robert
2326	Cultural Resource Assessment of the Palmer Ranch East Phase Development Site, Sarasota County, Florida.	1990	Austin, Robert
3278	US 41 (SR 45 & 45A) from Center Road to SR 681 in the City of Venice, Sarasota County, Florida.	1993	Almy, Mairon, Joan Deming, and Janet Matthews
3375	Cultural Resource Assessment Survey of Palmer Venture Development Parcels L/N, Q1, K1, and K, Sarasota County, Florida.	1987	Ballo, Janice, and Kenneth Hardin
3553	A Historical, Architectural, and Archaeological Survey of the Laurel Target Area.	1993	Almy, Marion, Daniel Delahaye, and Joan Deming
7265	An Archaeological and Historical Survey of the Proposed Jaycor Tower Location in Sarasota County, Florida.	2002	Sims, Cynthia
7633	Proposed Cellular Tower Site: Nokomis	2001	Knowles, Jeanette
9134	Identification and Evaluation of Historic Properties within the One-Half Mile Area of Potential Effects of the Proposed 150-foot GTE/Verizon Venice Wireless Telecommunications Tower, Sarasota County, Florida	2003	Florida Archaeological Consulting, Inc.
10058	Identification and Evaluation of Historic Properties within the One Mile Area of Potential Effects of the Existing 521-foot Nokomis Wireless Telecommunications Tower (Clear Channel Radio), Sarasota County, Florida.	2004	Florida Archaeological Consulting, Inc.

CULTURE HISTORY

Paleoindian Stage

Paleoindians were the first native inhabitants of Florida and are estimated to have entered the area approximately 10,000 B.C. In the southeastern United States, the Paleoindian Stage lasted from approximately 10,000 to 7500 B.C. The environment of Florida at that time was markedly different from the modern environment. Consequently, Paleoindian settlement and subsistence strategies are quite different from those used by later aboriginal inhabitants of Florida. Characteristics of the Paleoindian Stage include a nomadic settlement pattern, subsistence that included large-game mammals in addition to small-game hunting and gathering, and an absence of pottery. Paleoindian archaeological sites are generally defined solely on the basis of recovered lithic remains. The recovery of organic materials from paleo-components in waterlogged Paleoindian sites in Florida such as the Page/Ladson and the Little Salt Springs sites have greatly increased our understanding of this period; however, these sites are not very common and many questions remain about the Paleoindians.

Some of the earliest evidence for human occupation in south Florida comes from two sites in Sarasota County: Little Salt Springs and Warm Mineral Springs. These sites can be interpreted as sporadic hunting and gathering sites. The main area of human occupation would likely have occurred along what is now a submerged coastline (Griffin 1988). The climate during this time, however, was vastly different than today. Too dry to even support scrub oak, the inland areas of South Florida may have been "an area of high winds and shifting dunes, uninviting to human habitation" (Griffin 1988:129).

The environment in Florida during the Paleoindian Stage was so different because of lowered sea levels and a more arid climate. Pollen and charcoal samples recovered in cores taken from the bottoms of Lake Sheeler near Gainesville and Lake Tulane near Avon Park provide information on the local environment during the Paleoindian Stage (Watts and Hansen 1988). During the period between 13,000 and 10,000 B.C., the dominant natural community was mesic broad-leaved forest. Water levels were as much as 26 meters below present. Warm summers and cool winters characterized the climate, and the frequency of natural fire was low. A significant result of lower sea levels was an increased land mass, about twice the size of present-day Florida. According to Milanich (1994:38) "about half of the land exposed 12,000 years ago is now inundated continental shelf."

Perhaps most important for native cultures was that many modern inland rivers, lakes, springs, marshes, and wet prairies were almost nonexistent at this time. Fresh water was supplied by limestone-bottomed catchments such as water holes, lakes, and prairies, and very deep sinkholes. The presence of karst topography on which sinkholes formed is an indicator of potential Paleoindian settlements. Climatically, Florida was much cooler and drier than today. The resulting vegetation included plant species that thrive in dry areas, such as scrub oaks, pine, open grassy prairies, and savannas.

The major settlement theory concerning Paleoindians was first put forth by Neill (1964), and later given substance through extensive recording and analysis of Paleoindian sites by Dunbar and Webb (Dunbar 1983, 1991; Dunbar et al. 1989; Webb et al. 1984). Neill's "oasis" model is based on the fact that limited fresh water sources existed at this time. As such, the few that did exist would have been crucial to animals in the area for drinking water. For Paleoindian populations, these watering holes would have provided easy and dependable access to game, as well as to fresh water for themselves.

The oasis model has been substantiated by evidence of hunting and butchering activities near former water holes and other perched water sources, in the Tertiary limestone (karst) regions of Florida. Indeed, the majority of Suwannee and Clovis projectile points - the most diagnostic type of Paleoindian tools - have been found more commonly in Tertiary limestone regions (Dunbar and Waller 1983). Research by Carr (1986) has uncovered a filled-in solution hole and corresponding Early Archaic and Paleoindian site in southern Florida, the Cutler Fossil Site, which extends the area of settlement while still supporting the oasis model. This evidence also raises the possibility of more early sites along the Atlantic Coastline (Griffin 1988).

In general, Paleoindian settlement followed a seasonal model. Settlement was probably determined more by availability of lithic resources and fresh water than by availability of floral and faunal resources. Over time, the distribution of both of these resource types influenced settlement patterns. By the Middle Paleoindian period, settlement may have been more territorial, perhaps as a result of decreased resources and concomitant increased population (Anderson 1996).

Primarily through excavations at waterlogged sites in Florida, such as a paleo-component at the Page/Ladson site in Jefferson County, the subsistence of Paleoindians has been reconstructed (Dunbar et al. 1989). Both extinct and modern species seem to have made up the diet. Most of the extinct species were large mammals such as sloth, tapir, horse, camelids, and mammoth. Some smaller extinct animals were also consumed. Modern species in the diet included deer, fish, turtles, shellfish, gopher tortoise, diamondback rattlesnake, raccoon, opossum, rabbit, muskrat, and wood ibis. In addition, panthers and frogs have been recovered from Paleoindian sites.

The archaeological evidence suggests that Paleoindian cultures subsisted on both large and small game mammals. In addition to food, these animals were used for their furs and for tools. So far, there is little evidence of extensive reliance on coastal resources; however, coastal areas from the Paleoindian Stage would now be submerged. There have been Paleoindian artifacts recovered from oyster shell deposits along old river channels now submerged within Tampa Bay. Unfortunately, it is difficult to demonstrate that these represent culturally deposited middens given that the artifacts were found within private dredging spoil piles rather than controlled underwater archaeological excavation (Goodyear 1999; Goodyear and Warren 1972; Warren 1964). It is likely that Paleoindians utilized plant foods extensively as well. Meltzer (1988; Meltzer and Smith 1986) argues for a generalized foraging subsistence strategy among Paleoindians within unglaciated eastern North America. His argument is based on ecology and ethnographic analogies in addition to comparison of Paleoindian tool kits and site distribution between major regions of North America.

Paleoindian sites in Florida are generally located on acidic soils. Because of this, and their age, artifacts besides lithics are rarely recovered, unless the site is submerged. As a result, the Paleoindian tool kit is the most characteristic and identifiable clue to their culture. In general, most Paleoindian tools are made from stone and are unifacial. Because of the limits of a mobile lifestyle, these tools likely served multiple purposes.

Lanceolate points are the most characteristic artifacts of the Paleoindian Stage. These long, thin, bifacial blade-like points were sometimes hafted to ivory foreshafts, which were in turn attached to wooden spear shafts (Milanich 1994). Paleoindian hafted points and blades are characterized by basal thinning, which was sometimes achieved by removing a long flake from the base of the point upward. This practice is also referred to as fluting and was probably done in order to make the implement thinner at the haft and therefore easier to attach to a shaft or handle. Fluting was typically carried out early in the manufacture sequence as evidenced by flake scars that superimpose the flute scars (Goodyear 1982). While fluted points are typically associated with Paleoindian lithic technology, the practice is not commonly encountered on Paleoindian points recovered in Florida.

The basal edges and lateral margins of Paleoindian lanceolate forms also typically exhibit abrading and smoothing. This was probably done to reduce the possibility of the sharp edges of the implement from cutting the lashing that held it in the haft (Powell 1990). It should also be noted that much of the edge smoothing found on the basal areas of lithic tools could have also been caused by haft-wear. While basal grinding continued into the Early Archaic, this attribute is for the most part limited to the Paleoindian and Early Archaic periods.

Of the lanceolate forms, the Suwannee point is the most widely recognized in Florida. As described by Bullen (1975), it is "slightly waisted" with a concave base, basal ears, and basal grinding on the bottom and waisted parts of the sides. The Suwannee is typically not fluted. Clovis points, indicative of Paleoindians throughout most of North America, are rarely recovered in Florida.

In addition to the above points, other tools in the Paleoindian tool kit include cores, bifacial knives, and oval ground stone weights, or bolas, which are thought to have been attached by thongs and thrown to bring down game such as water birds (Neill 1971; Purdy 1981). Bone tools include the double-pointed point, which may have functioned as pins to hold back tissue while animals were butchered (Waller 1976).

Toward the end of the Paleoindian Stage, large lanceolate points such as Suwannee disappear from the archaeological record and are replaced by smaller points such as the Greenbrier (Bullen 1975; Powell 1990). In addition, side-notched points such as Dalton and Hardaway appear. Such points may have replaced earlier lanceolate points, or they may have been in use concurrently. Side-notched points may have also functioned more as hafted knives rather than projectile points. In general, the smaller side-notched points are interpreted as a result of changes in environment and the subsequent shift from the hunting of large Pleistocene animals to smaller game such as deer. Towards this end, these smaller notched point forms were probably fitted to shafts that were propelled either by hand or with the aid of an atlatl.

Archaic Stage

The Archaic Stage occurred from about 7500 to 500 B.C. and is associated with the Holocene geologic epoch. After the demise of some types of Pleistocene fauna, human subsistence strategies became more diverse and included new plant, animal, and aquatic species. These changes are seen in the way stone tools changed through time. Smaller side-notched spear points or knives replaced the large multifunctional lanceolate-shaped spear points used during the Paleoindian Stage. These smaller tools were designed to be thrown or launched with a spear thrower (atlatl), or hafted to a handle and used as a knife.

These changes in the way people lived were due in large part to the physiographic and climatic changes occurring in Florida. As a result, subsistence and settlement patterns of the Archaic hunting and gathering groups also changed. People began to live in larger groups, use different types of stone tools, and inhabit more of what is now Florida. While the atlatl was developed during the Archaic, pottery and the bow and arrow had yet to be invented in North America. These two major innovations would come later during the Late Archaic. It is important to note that these changes in material culture, social organization, and settlement and subsistence did not occur quickly. As Milanich (1994) points out, the changes that are visible in the archaeological record took place over many generations and were the result of shifting adaptations to a gradually changing environment.

The Early Archaic (7500 to 5000 B.C.) represented a continuation of the Paleoindian occupation of Florida and occurred during a time of rising sea levels, a gradual warming trend with less arid conditions, and the spread of oak hardwood forests and hammocks. An obvious difference between the Paleoindian and Early Archaic is the shift from lanceolate blade-like points like Suwannee and Simpson points to smaller side-notched and stemmed projectile points/knife forms such as the Bolen and Kirk clusters.

Subsistence and settlement patterns also became more diversified during the Early Archaic. The shift in how people lived is reflected in the location of archaeological sites from this time period across the landscape. In general terms, subsistence and settlement patterns became more diversified during the Early Archaic, perhaps as a result of a shift in climate.

While thermal alteration of chert occurred for the first time during this period, the practice was limited (Powell 1990). Alternate beveling of the cutting edges of stone tools was a common practice and is interpreted as evidence of resharpening of lateral margins by pressure flaking. Evidence suggests that the wooden shaft would typically be held in the left hand while the right side of the actual point was resharpened with the right hand. This process resulted in the removal of flakes in a downward motion from one lateral margin, then when the point was flipped over, flakes would be removed from the opposite lateral margin in the same fashion. This method of resharpening results in beveled margins that appear as unifacially resharpened edges that occur on opposite sides of the implement.

Debate continues among southeastern archaeologists about whether to place early side-notched forms such as the Bolen in the Late Paleoindian or Early Archaic period. This is largely

the result of conflicting evidence from archaeological sites in Florida and the Southeastern Coastal Plain. Milanich (1994) and Purdy (1981) both describe Bolens as Late Paleoindian period implements, and these points were recovered in association with lanceolate Suwannee and Simpson forms at the Harney Flats site in Hillsborough County (Daniel and Wisenbaker 1987). Other archaeologists, however, assign the Bolen to the Early Archaic (Goodyear 1982, 1999; Tesar 1994; Tuck 1974; Widmer 1988).

Numerous small Early Archaic special activity and campsites have been located throughout the Central Florida Highlands (Milanich 1994; Milanich and Fairbanks 1980). Tesar (1994) summarizes the Early Archaic as being characterized by relatively large base camps that were occupied at least semi-permanently and smaller seasonal camps and special use sites. These sites are often located near "ecotonal breaks" with dependable sources of freshwater nearby. Because these sites were typically in desirable locations, they were also sometimes reoccupied during later periods.

Paleoindian and Early Archaic artifacts are sometimes recovered in association with each other; however, overall Early Archaic settlement patterns appear to be more widespread than those of the Paleoindian Stage. This expansion in settlement patterns is probably due in part to the warming trend and increase in precipitation that occurred at the close of the Pleistocene. Early Archaic people also began to utilize coastal and riverine environments more heavily. However, as Milanich (1994) points out, our lack of knowledge about the full range of Early Archaic tools (lithic and bone) stems from the scarcity of artifact collections from professionally excavated sites.

As populations grew and the climate continued to become more like modern conditions, Archaic groups began to become more diversified. They slowly moved into previously unoccupied environmental niches and began producing stone tools that tended to be stemmed rather than notched. This diversification is seen in the types of stone tools produced, the exploitation of shellfish resources, and in the increase of archaeological sites that date to this time period. Archaeologists refer to this period as the Middle Archaic period (5500-3000 B.C.).

The Middle Archaic experienced a change in climate from the previous period. The Middle Archaic experienced more moisture and access to more water resources. This encouraged an intrusion of mixed pine and oak into the hardwood forest. As conditions became wetter after 6500 B.C. (Watts and Hansen 1988), large river systems and wetlands developed and people began to exploit the resources associated with these habitats (mainly freshwater shellfish). This trend toward more sedentary occupations and more circumscribed territories continued into the Late Archaic, as conditions became more similar to the modern environment. Milanich (1994) points out that Middle Archaic sites are found in a variety of locations around Florida including wetland systems. In sum, Middle Archaic habitation sites increased in size and the density of artifacts, and for the first time include large shell middens.

Lithic technology during the Middle Archaic is centered on the stemmed point. Few, if any Middle Archaic point types in Florida are side-notched. Stem configurations vary and some are no more than protrusions that extend from the basal region of the tool (e.g., Brier Creek or Morrow Mountain cluster). Other stem configurations are well formed and extend as obvious

hafting attachments (e.g., the Newnan cluster). Alternate beveling of points was still practiced but to a lesser degree than during the Early Archaic period.

While basal grinding is seldom found on Middle Archaic forms, the use of thermal alteration increased during this time. Heat-treated chert is commonplace at Middle Archaic sites in Florida. Although the thermal alteration of chert took place throughout the Archaic, this practice appears to have peaked during the Middle Archaic (Ste. Claire 1987).

The Late Archaic (3000-500 B.C.) is characterized by the emergence of modern environmental conditions in Florida as major wetland systems developed (Watts and Hansen 1988). Deposits from Lake Sheeler suggest that the dominant natural community was pine forests interspersed with swamps. Water levels were high and forest fires frequent during this time.

Due to the increase in wetland environments, a settlement and subsistence shift occurred emphasizing a greater use of marine, riverine, and wetland resources. While people did not necessarily occupy different environmental zones during this time, the use of shellfish intensified. Large shell middens that date to the Late Archaic are found throughout the state. This is thought to be the result of a reliance on riverine and coastal wetland resources. Extensive middens dating to the Late Archaic are found along the coast and inland waterways in many coastal areas of Florida, including Flagler County and north, Charlotte Harbor and south, and along the inland waterways of the St. Johns River. Although not apparent, many coastal areas not mentioned likely share the number and occurrence of Late Archaic sites; however, these areas, such as Tampa Bay, are thought to be inundated by rising sea levels, or anthropomorphic ecological changes (Warren 1970; Warren and Bullen 1965).

While many, if not most, of the same cultural traits were carried over from the Middle into the Late Archaic, certain developments separate the two periods. In particular, it is the use of steatite cooking vessels and the development of fiber-tempered pottery that are unique to the Late Archaic (Milanich 1994; Powell 1990).

The earliest ceramics in Florida are distinctively tempered with plant fibers and were developed ca. 2000 B.C. This technology may have arisen independently in Florida, or diffused south from Georgia or South Carolina where earlier dates for fiber-tempered pottery have been obtained. Regardless of their origin, the earliest fiber-tempered wares were undecorated. By 1650 B.C. decorative techniques were used in their manufacture, including geometric shapes and punctuations. It is the advent of this fiber-tempered pottery that is associated with the Orange period cultures (Milanich 1994). The Orange period lasted from approximately 1650 B.C. to 500 B.C.

The Orange period ceramic tradition stretched along the Atlantic Coast between southern South Carolina and northern Florida. Orange Fiber-Tempered ceramics were first described by John Griffin (1945) and are considered among the earliest pottery types in North America. While fiber-tempered pottery is found throughout Florida, it is primarily recovered in eastern and central portions of the state. Orange Incised is recognizable by distinctive rectilinear incised and

punctated designs that cover much of the exterior of the pot. Orange Plain is a variant that occurs on the same paste as Orange Incised; however, these wares are undecorated.

This pottery was hypothesized to exhibit changes in design and motif that designate different subperiods. The later subperiod, 1250-1000 B.C., represents the introduction of sand into the ceramics as temper, as well as the introduction of the coiling method of manufacturing clay pots (Sassaman 1993). However, more recent work by Sassaman has rejected the claim the Orange period can be further broken down into subperiods based on decorative techniques applied to the exterior of the fiber-tempered ceramics. Recently, Sassaman has dated soot from the exterior of incised pottery that has produced dates as early as those extant for plain ceramics. Thus a cultural and not chronological explanation is hypothesized for the difference in Orange Plain and Orange Incised wares. In essence, the pottery manufactured with incisions tends to be thick, spiculate, tall, and used over fires, while the plain wares tend to be thin, non-spiculate, and never used over fire (Sassaman 2003). Thus, it appears that the difference between incised fiber-tempered wares and plain fiber-tempered wares is that the incised wares are for cooking over open flame, while the plain are not.

Another early fiber-tempered ceramic tradition is hypothesized for the area that extends from the Gulf coast to the Orange series on the eastern coast. Called the Norwood culture, more recent research questions the necessity or validity of separating the fiber-tempered ceramic period into two cultures (Milanich 1994).

As the Late Archaic period progressed, more and more sand was added as a tempering agent for the clay used to make pottery. Eventually, this technique replaced the practice of using plant fibers as a tempering agent. Early sand and grit-tempered pottery in north Florida was produced by the Deptford culture. Another dominant pottery tradition is called St. Johns ware. St. Johns pottery relies on microscopic sponge spicules, or endoskeletons, as temper. Although some sand was added to this pottery, St. Johns ware lacks the fiber, sand, and grit temper that is typical of other prehistoric pottery. Previously this pottery tradition was believed to follow in sequence the Orange fiber-tempered pottery tradition. However, recent work by Sassaman (2003) provides evidence that the Orange pottery sequence should be revised. According to Sassaman, the Orange periods (1-4) can effectively be condensed into one period, Orange 1. Soot samples dated from the exterior of Orange Incised pottery believed to date to the Orange 3 period have resulted in Orange 1 (4000-3650 radiocarbon years before present) period dates. Therefore the Orange 1 period also saw manufacture of incised as well as plain pottery, particularly in the middle St. Johns Valley and along the northeast coast of Florida. In addition, work by Cordell discussed by Sassaman (2003), also indicates the prevalence of speculate paste sherds, typical of the St. Johns manufacturing technique, present in Orange 1 period contexts. This evidence suggests that the advent of the St. Johns ceramic tradition occurred simultaneously with the very first pottery production during the Orange 1 period (ca. 4000 radiocarbon years before present) and extended beyond the Late Archaic period throughout the pre-contact period until the demise of the manufacturing culture.

Late Archaic sites, mainly extensive Archaic shell middens, are present along the coast of southwest Florida. Excavations resulted in the identification of Late Archaic middens on Useppa Island and Horr's Island in the 1980s (McMichael 1982). Marco Island also has several sites

associated with the Late Archaic (Milanich 1994). The Late Archaic populations utilized all available resources along the coastline of Florida. The efficiency with which food was collected along the coast and other waterways allowed the populations of this period to become sedentary, and thus encouraging their social and cultural systems to become elaborated. By approximately 3000 B.C. it is believed that coastal and riverine cultures were characterized by "greater cultural complexity, sedentism, and regionalization." (Milanich 1994:104).

The general trend of the Late Archaic can be summarized as a shift towards large relatively permanent villages. Regional cultures continued to develop during this time and several examples of localized Late Archaic groups include Mount Taylor and Orange in northeast and east Florida, and the Elliot's Point Complex in northwest Florida.

Weeden Island and Related Manasota Culture

Following the Late Archaic period, Woodland cultures emerged. Woodland cultures can be briefly described as developing more regionalization than the preceding archaic period. Sarasota County is an area that is located in two archaeological regions as described by Milanich (1994). These two archaeological regions are the Central Peninsular Gulf Coast and the North Peninsular Gulf Coast.

In the coastal areas and in northern Florida, the emergence of the Weeden Island culture began at around 500 B.C. Early Weeden Island culture is characterized by the appearance of complicated-stamped pottery as well as punctations and incising. Weeden Island and related ceramics were produced until about A.D. 1200. Weeden Island cultures are divided into multiple geographic areas and the cultures are characterized by the presence of limestone-tempered Sarasota series ceramics. Sand-tempered and St. Johns ceramics are also present, often in large numbers (Milanich 1994).

The first Woodland culture to emerge in the Central Peninsula Gulf Coast region was the Manasota culture, which dates from about 500 B.C. to A.D. 800 (Luer and Almy 1982). The name for this culture area is derived from Manatee and Sarasota counties. Manasota peoples were primarily coastal dwellers (Luer and Almy 1982). Subsistence mainly focused on mollusk gathering in coastal areas, and inland foraging. The cultural settlement system is believed to be semi-permanent and the majority of sites have been located along the coast (Luer and Almy 1979). Manasota ceramics are similar to the Weeden Island cultural tradition, undecorated utilitarian wares and both globular and straight edged bowls in more decorative and ceremonial ceramics (Milanich 1994).

Although largely characterized as a coastal culture, interior Manasota sites have been documented (Austin and Russo 1989). These sites are distinguishable from coastal sites, and are similar to "inland from the shore" sites as defined by Luer and Almy (1982). Inland from the shore sites are described as existing in pine flatwoods on small low hills or mounds of sand near a freshwater source. The artifacts associated with these sites are similar to the assemblages associated with the coastal sites, with the exception of significantly lesser amounts of shell (Luer and Almy 1982). Inland from the shore sites are defined as occurring 30 km or more from the shore.

During its later stages, the Manasota culture was influenced by the extensive Weeden Island socio-political complex that is best known in northern Florida, southern Georgia, and Alabama - the recognized "heartland" of Weeden Island cultures. Present evidence suggests a date of circa A.D. 200 for the beginning of the Weeden Island period (Milanich 1994). Mound burial customs, artifactual evidence of an extensive trade network, and settlement pattern data suggest a complex socio-religious organization while technologically and stylistically Weeden Island ceramic types are considered outstanding examples of aboriginal pottery. Evidence for the adoption of Weeden Island customs by local Manasota groups appears in the archaeological record around A.D. 300 with evidence that the Manasota culture practiced Weeden Island burial ceremonialism (Milanich 1994).

Safety Harbor Culture

The Safety Harbor culture evolved from the Manasota and Weeden Island cultures. Similar to the Mississippian cultures of northern Florida in their adoption of ideas and practices that helped them adjust to larger populations and maintain a greater level of political complexity, other ideas and practices from the Mississippian way of life were not adopted because the agricultural system at the heart of the Mississippian culture did not exist in southern coastal Florida. Similar to previous cultures, the Safety Harbor culture subsisted mainly on the gathering of shellfish and other freshwater and marine resources (Milanich 1994). The Safety Harbor culture can be seen as a Mississippian adaptation to a specialized coastal environment. Although similar to previous cultures, the Safety Harbor cultures were more complex by necessity to deal with larger populations and the need for greater social control over those larger populations.

Most Safety Harbor sites are shell middens, shell mounds or earth mounds found along the Gulf Coast. Inland Safety Harbor sites consisted of camps villages and mounds (Milanich 1994). Safety Harbor is divided into four sub-periods: two pre-Columbian and two colonial. The two pre-Columbian phases are the Englewood (A.D. 900 to 1100) and the Pinellas (A.D. 1000 to 1500). The two colonial phases are Tatham (A.D. 1500 to 1567) and Bayview (A.D. 1567 to 1725) (Mitchem 1989).

Safety Harbor ceramics vary between regions and most village ceramics are undecorated. Ceramics from Safety Harbor sites in the northern Safety Harbor area in Citrus, Hernando, and Pasco counties are primarily Pasco Plain. Pasco-series ceramics are tempered with limestone and are very similar to earlier Weeden Island ceramics from this area. Safety Harbor ceramics from the Circum-Tampa Bay region, which includes southern Pasco, Hillsborough, Pinellas, and northern Manatee counties, is a sand-tempered ware called Pinellas Plain. Wide-mouthed bowls were most common, many with serrated rims. South Central Safety Harbor is located in southern Manatee and Sarasota counties. Undecorated sand-tempered wares characterize ceramics from this region. Inland Safety Harbor sites are located in Polk, DeSoto, and Hardee counties. Ceramics from this region are the same as those found in other regions and include Pinellas, St. Johns, and Belle Glade variants (Milanich 1994).

Mississippian-period projectile points are primarily small and triangular or ovate in shape. Based on the small and thin shape of these points, they were probably used to tip arrows. Lithic artifacts used by Safety Harbor peoples include Pinellas, Tampa, and Ichetucknee points,

salvaged and reused Archaic stemmed points or knives, scrapers, and utilized flakes. Celts, gouges, adzes, planes, and hammers made from large and medium-sized marine shellfish are also found in Safety Harbor middens. Tools made of bone are also found in Safety Harbor contexts (Milanich and Fairbanks 1980). Sandstone abraders and lithic implements made from exotic material acquired through trade have also been recovered from Mississippian Stage sites in Florida.

The Caloosahatchee Culture

The boundaries of the Caloosahatchee region are drawn differently by different researchers. Griffin (1988) has drawn the northern boundary at the mouth of the Peace and Myakka rivers, the southern boundary south of Estero Bay, and the eastern boundary halfway between Lake Okeechobee and Charlotte Harbor (Widmer 1988). These boundaries encompass all of Charlotte and Lee counties. The current project area is located in the Manasota culture region, but is close enough to the Caloosahatchee region to be potentially influenced by this culture.

The confluence of three major rivers into Charlotte Harbor, the Myakka, the Peace and the Caloosahatchee, create an area of biotic diversity and ecosystem of high natural subsistence resource productivity. Zooarchaeological studies at Useppa Island have established that the rich estuaries of Charlotte Harbor have been exploited as early as 3675 BC (Milanich 1994). The historic accounts of the Calusa people indicate that their society was based almost solely on fishing and shellfish gathering, with some plant gathering and terrestrial hunting. Agriculture was not employed, and horticulture was likely not employed, although this is under debate (Griffin 1988; Milanich 1994; Widmer 1988).

Settlement occurred both along the coast and in interior portions of this culture region. The interior sites are generally sand burial mounds, and shell or dirt middens (Austin 1987). Small dirt middens have been located in interior Lee County, particularly along the oak and palm hammocks or islands associated with freshwater marshes (Austin 1987). Shell scatters also occur in interior portions of the Caloosahatchee region. These sites are small, shallow in depth, and can be found in the sandhill scrub ecological communities of Collier County and Sarasota County. Coastal sites dominate this culture region. And among these numerous sites (100 for Lee County alone), shell middens are the dominant site type (Milanich 1994). Large shell mounds also exist, and are either representative of undisturbed accumulations of debris, or have been constructed by the redeposition of shell and other midden materials from another area. These shellworks are concentrated along the estuaries. Big Mound Key (8CH10), Josselyn Island (8LL32), and Useppa Island (8LL51) are some of the better known sites.

This area followed the Glades tradition of ceramics until A.D. 500. Widmer asserts that at this time, the Caloosahatchee ceramic sequence underwent a change in which the sequence became distinct from the rest of south Florida (Widmer 1988). In addition, by A.D. 800, the entire socio-economic structure of the Calusa people was established. At this time, Widmer (1988) believes that the population pressure of the Calusa was too great to be relieved by the separation of villages into smaller groups, and so the Calusa became more cohesive and formed greater habitation centers. These large habitation centers and generally complex political and

social structures were witnessed by the invading Spanish when they arrived during the contact period.

The Caloosahatchee ceramic chronology is based on Widmer's (1988) research. The Caloosahatchee I period (500 B.C. – A.D. 700) is represented by a large quantity of sand-tempered plain pottery, with a lack of Belle Glade ceramics. Caloosahatchee II (A.D. 700-1200) is distinguished by the appearance and increase of Belle Glade ceramics. With the addition of St. Johns and Englewood ceramics the Caloosahatchee III (AD 1200-1400) period is ushered in. The Caloosahatchee IV (A.D. 1400-1513) period follows with the addition of Glades Tooled, Safety Harbor ceramics, and Pinellas Plain. The Caloosahatchee V period (A.D. 1513-1750) is similar to Caloosahatchee IV period, with the addition of European goods and artifacts. During the latter half of this period, Leon-Jefferson ceramics are introduced (Widmer 1988).

HISTORIC CONTEXT

European Contact

In 1539, Hernando de Soto sailed from Cuba to an area south of Tampa Bay and west, near Longboat Key (Milanich 1995). Communication between the Spanish and the aboriginal groups was difficult until the Spanish located Juan Ortiz, who had been captured and held by the Uzita for eleven years. During those years he learned the languages of the indigenous Uzita and Mocoso. The Uzita's territory, although largely unknown, appears from documentary evidence to extend at least from the mouth of the Little Manatee River south to Sarasota Bay. The Uzita's territory may have included inland islands such as the Parrish mounds. Another native group lived in the area, the Mocoso. The territory of the Mocoso likely extended along the eastern side of Hillsborough Bay, including the Alafia and Hillsborough rivers. Although geographically close, these two groups, the Uzita and Mocoso, appear to have spoken different languages. After de Soto left the area, the names of the indigenous people, the Uzita and the Mocoso, do not appear in other Spanish documents, suggesting that these groups may have been exposed to disease through contact with the Spanish, or may have disbanded to join other groups. The Mocoso and the Uzita were never missionized and so knowledge of the culture of these people is largely unknown, and certainly less well known than their more famous southern neighbors, the Calusa (Milanich 1995).

When the Spanish settled Cuba in the early sixteenth century, Havana fishing interests made inroads into southwestern Florida for the plentiful supply of fish (Covington 1959). Cuban fisherman lived and worked along the Gulf Coast of Florida from the seventeenth century to the mid-nineteenth century. While Spain, Britain, and the United States competed for control of the territory, fishermen sailed the waters between Tampa Bay and Charlotte Harbor in relative historic anonymity. The rivers, shallow inlets, and mangrove swamps that repelled explorers, provided the right nursery environments for schools of drum, grouper, mullet, redfish, and pompano (Covington 1959; Hammond 1975; Romans 1967).

Spanish colonial efforts were accompanied by missionary efforts, as the Spanish government focused on protecting shipping lanes, thwarting English and French colonialism, and spreading the Catholic faith. "The history of this period is one of attempts to balance the political and military needs in an underfunded colonial effort against the needs of the Church and its missionary efforts" (George 1993:148). Spanish garrisons and rancheros followed the missionary efforts, as they made their way from the north to south, and then westward into the Apalachee territory. Fortifications, landings, ports, and ranch houses remain in some areas as archaeological evidence of the introduction of domestic animals, tools, weapons, and Spanish trade goods and ceramics.

Beginning in the late seventeenth century, British Carolinian militiamen and their native allies destroyed most of the Spanish missions in northern Florida, took captives, and sold them into slavery. With the destruction of the Spanish missions, there was no Spanish presence to halt the slavers, who then began raids in central and south Florida. Some of the native peoples who survived the slaving raids migrated to Cuba with the Spanish who withdrew from St. Augustine

after 1763. There is little in the historical record about those who stayed behind and little is known about the Hispanic and mestizo workers in the fishing industry along the Florida Gulf Coast (Covington 1959; Milanich 1995).

During the British period (1753 to 1783), trading and trading posts became important as trading firms established themselves in north and east Florida. Timbering in the Pensacola area, docking sites, and other industries were important, especially those centered around trade or the transportation of goods to market (George 1993).

As the Revolutionary War ended, Britain returned Florida to Spain. Although Florida was technically Spanish again, not much changed governmentally, and Florida was still administratively divided into East and West. However, many British subjects left for the Bahamas or the U.S. and the population of East Florida fell to less than 2,000. Numerous British plantations were abandoned. As a result, Spain altered some of its practices, allowing non-Catholics to own land, and encouraging people to settle unpopulated areas. Timbering and naval stores industries remained important, as they had during the previous British period, as was the established trade between European settlers and Native Americans (George 1993). However, Spain could no longer adequately defend or populate Florida, and in 1819 Spain transferred Florida to the United States under the terms of the Adams-Onís Treaty.

The expansion of Spanish and English colonies in the southeastern United States during the eighteenth and nineteenth centuries forced Creeks from Georgia into North Florida, where they became known as the Seminoles. As Euro-American settlement continued to increase, the Seminoles moved farther south into Florida. In 1821, following the First Seminole War, Florida became a United States territory. The 1823 Treaty of Moultrie Creek established a four-million-acre Seminole reservation in the interior of the state. Some Seminoles, however, preferred to live in the coastal areas where they hunted, farmed, and raised cattle and pigs. Cuban fishermen were already cultivating orange, lime, and peach trees in the area that would eventually become the town of Venice (Matthews 1989).

The Indian Removal policy adopted in the 1830s by the United States was an attempt to move all Indians to lands west of the Mississippi. This act opened the eastern United States for settlement by Americans and Europeans, but led to the Second Seminole War in 1835 (Mahon 1967). Between 1835 and 1842, Native American bands moved deeper into swamps that lay east and south of present-day Venice. By 1845, Florida had joined the U.S. and Native American removal in the area began in earnest. John Charles Casey, who would later assist in the original coastal surveys of Florida between 1848 and 1851, participated in the 1837 capture of two dozen Cuban, Indian, Black, and Italian fishermen and their families who were moved west with the Seminoles (Matthews 1989). Captain Casey, a West Point graduate, became an experienced Indian agent in Florida and, after the war ended in 1842, continued his military career as chief of commissariat in the Mexican War. Casey Key, a narrow strip of sand just north of Venice, is named for Captain John Charles Casey.

In 1842, following the Second Seminole War, the Indians were granted a 2.5 million-acre hunting and farming preserve in south Florida. Seminoles from north Florida migrated southward, and a protective buffer zone was established between the Indians to the south and the

settlers to the north. Under the Armed Occupation Act of 1842, settlers were allowed to occupy lands between Palatka and Peas Creek if they agreed to keep the area free of Seminoles. Tensions gradually grew, and as more settlers moved into Florida, the United States again adopted an Indian Removal policy, requiring all Indians to be moved out of Florida. It was around this time that the Venice area began to be sparsely settled. Samuel Reid, a new settler in what was then Manatee County, began to survey the Venice area in 1843 (Matthews 1989). Two years later, in 1845, Florida became a state and received from the U. S. government large parcels of land along Dona Bay and Shake It Creek (later to be called Shakett Creek), the future location of Venice, Nokomis, and Laurel.

The Third Seminole War began in 1855 when a group of Seminole Indians led by Billy Bowlegs attacked an army exploring party led by First Lieutenant George L. Hartsuff out of Fort Myers. Because of a lack of progress in the war against the Seminoles, federal military efforts were greatly intensified in 1857. Eventually, Billy Bowlegs agreed to leave Florida with his followers, departing from Fort Myers on May 4, 1858. Even though it was known that Seminoles remained hidden in south Florida, the Third Seminole War was declared over on May 8, 1858. Troops were transferred to other parts of the country and many of the forts were closed (Covington 1982).

At the beginning of the Civil War only 854 people were living in an area that spread from Tampa Bay south to Charlotte Harbor, and from Lake Okeechobee west to the Gulf of Mexico. Most of the area was uninhabited piney flatwoods where tens of thousands of cattle grazed (Matthews 1989). This area, just inland from the Gulf of Mexico, remained difficult to populate until after the turn of the twentieth century. At the start of the century, only 20 families were living in Venice (Turner 2000).

In 1883, the government deeded more parcels to the Florida Land and Improvement Company of Philadelphia, a holding company used by Hamilton Disston and his associates for land transferred under the Land Purchase and Drainage Contract of 1881. At that time, Disston made a deal with the State of Florida to purchase 4,000,000 acres of land for \$1,000,000, thereby helping resolve the state's post-Civil War financial crisis. Florida Land and Improvement Co. resold these land holdings to investors in the following decades.

Sarasota

In 1921, Sarasota County was created from 526 square miles of Manatee County, with the town of Sarasota selected to be the county seat (AIA 1989). Like much of the rest of south Florida, Sarasota County had been slow to settle due to lack of transportation, land that was often underwater and difficult to farm, and an environment that was often infested with mosquitoes. Until the first quarter of the twentieth century, Sarasota County was populated by homesteaders raising cattle, gardens, and citrus groves, or fishing for a living. People lived far apart as they tried to live off the land. The agricultural communities of Bee Ridge, Fruitville, and Myakka in present-day Sarasota County were established between 1867 and 1883. Bee Ridge and Fruitville were located inland from the area where the town of Sarasota developed on the coast. Bee Ridge was ideal for agriculture as it was situated on higher, drier ground, while Fruitville developed because of the rich organic muck to the east. Much further to the east and a bit south was the

community of Myakka, which had been established on the better drained soils in the valley of the Myakka River (USDA 1991). Similar to the circumstances surrounding the origin of the town of Venice, the town of Sarasota was initially a planned community that failed. The plan began in 1885 when a group of colonists from Scotland were enticed to book passage to the United States where they would travel to Florida to live on the land they paid for—sight unseen. The Scots, however, were disappointed in what they saw, and while some returned to Scotland, most went elsewhere in the U.S.

Between 1892 and 1895, Sarasota had rail service to Braidentown on a primitive train called the “Slow and Wobbly.” The track connected just the two towns, although passengers could board a steamer for Tampa in Braidentown (Sulzer 2002). This early train was probably used by local fruit growers to export their crops and by merchants to bring new items into the area to sell (Sulzer 2002). Rail service to the Sarasota area was re-established in 1903 when the United States & West Indies Railroad and Steamship Company built a line between Sarasota and Palmetto Junction, about 15 miles to the north. In 1905, a 3.65-mile extension from Sarasota to Fruitville was built. A few miles south of Fruitville, in the area of Bee Ridge, Bertha Palmer and members of her family bought thousands of acres of land in 1910 that they planned to develop or sell to others for development. Of a total 80,000 acres, the Palmers considered selling at least 40,000 acres through their land management company, the Sarasota-Venice Company.

After remaining a settlement-type town for decades, the town of Sarasota was incorporated in 1902. In 1913, Sarasota was incorporated as a city. While Sarasota struggled to attract settlers and investors, it had less than ten years to wait to become a tropical vacation and retirement place. In the early 1920s, the attraction of Florida magnified, and Sarasota and every other town in Florida became a real estate paradise.

Venice

One of the first families to settle in the Venice area following the end of the Civil War was Sarah Jane Knight Hancock, her husband Shade, and her two small children. Her parents, Jesse and Caroline Knight, settled nearby Venice as Hancocks journeyed southward on the trail of their open-range, grazing cattle. The Knights named their location Horse and Chaise, or Horse ‘n’ Shay, because of a cluster of timber on the shore that resembled a horse and buggy when viewed from the Gulf. “Horse and Chaise” would remain the name of the Knight community until a post office was established in 1888 and the name was changed to Venice. Raising cattle for a living, the Knights moved south in Florida, following the migration of their herds through the Myakka River area. They made their home, however, on the Gulf coast. During the Civil War, the Myakka River area was a sanctuary for cattle that were constantly taken by Union raiders. Six miles to the north, at Spanish Point in the present-day community of Osprey, lived John and Eliza Webb and their five children; they had moved to the area a year before. No other families, however, settled within miles of the Knights for many years. For decades, cattle-herding was the primary occupation of most residents in the area. When ready for market, cattle would be rounded up, herded to the dock at Punta Gorda, loaded onto steamers, and shipped to Havana. In addition to raising cattle, most families in the area raised hogs, grew sugar cane, made molasses, and cultivated a vegetable garden (Matthews 1989).

After living in the area for several years, and waiting on the uncertainties of the reconstruction era to be resolved, members of the Knight family purchased the lands on which they lived. Some of these lands later became the communities of Venice, Nokomis, and Laurel. In 1875, Jesse Knight purchased his 80-acre home place on Dona Bay peninsula. He and other members of his family purchased other well-drained tracts in the Charlotte Harbor community, and over time, became prominent in the cattle industry. Jesse Knight's death in October 1911 may have symbolically heralded the close of the settlement period in Venice and the opening of the modern era of railroad transportation. "News of his death appeared alongside a report that complete rails of the Seaboard (Air Line Railway) Extension were nearly finished except for leveling and filling of the track" (Matthews 1989:171). The 16.5-mile railroad extension connected the Venice area to Sarasota and points north.

Robert Roberts arrived at Horse and Chaise in 1871, settling at the end of the bay that would eventually be named for him. His mile-long settlement stretched from Roberts Bay to the south city limits of present-day Venice. In 1882, after ten years of land improvement, followed by his and the testimony of neighbors Levi Knight and John Webb, Roberts received a land patent. The following year, the bay next to his homestead was identified as Roberts Bay on a coastal chart (Matthews 1989).

In 1888 the community of Horse and Chaise applied for a post office. The name selected—Venice—may be attributed to two sources. In a 1912 letter between Darwin Curry, first post master, and Levi Knight, Curry's brother-in-law, Curry states that he recalls Knight proposing the name Venice, since the coastal areas were often likened to those of the Mediterranean by both residents and promoters (Matthews 1989). Although he is not credited with providing the official name of Venice for the post office, Frank Higel, Sr., named his land holdings on Roberts Bay Venice in 1882. Higel, a native of Alsace-Lorraine, France, was thought to have lived for a while in Venice, Italy, to which he likened the geography of the bay areas at Horse and Chaise (Aumann 1955).

Between 1888 and 1910, the year Bertha Palmer visited Sarasota County, little in the Sarasota County area changed. A few families continued to farm the land, plant citrus groves, and herd cattle on the open range. Through intermarriage, all the families seemed to be related. Homesteaders opened small post offices, built schools and churches, and drove cattle to the coast where they were shipped by steamer to Cuba or other places. Water transportation was also used to send agricultural products to market, and would be the major mode of transportation for both passengers and commercial interests until railroads were laid. Although a nine-mile railroad existed between Braidentown and Sarasota during the years 1892 and 1895, Sarasota County really had no railroad service until 1903. After 1903, agricultural, ranching, and other business interests took advantage of the more rapid delivery service provided by railroads.

After purchasing thousands of acres of land in Manatee County (Sarasota County would be established from part of Manatee County in 1921) in 1910, Bertha Palmer convinced Seaboard Air Line Railway to extend their railroad from Fruitville to Venice, where most of her recently purchased lands lay. With that 16.5-mile extension, the area south of the town of Sarasota was linked to points north, and commercial and residential development appeared to be on the horizon. To assist with the re-sale of lands Bertha Palmer and members of her family had

purchased for development, the Sarasota-Venice Company—a real estate and development company—was created.

In 1915, the Sarasota-Venice Company filed a town plat showing unimproved lots selling for \$875 per acre (Matthews 1989). The town, named Venice on the plat, failed to materialize. Situated at the terminus of the Seaboard Air Line Railway, the town plat had six roads crossing the railroad track. Little was happening in the area at that time except for the Palmer enterprises, which included farms in the Bee Ridge area and a cattle ranch near the Myakka River, and farming and ranching activities of about two dozen other families. Venice had not been discovered as a beach resort, and a town had not yet developed, but it was now possible to get there by train.

Eagle Point Camp, developed in 1916 on Palmer land on Roberts Bay, was a small sportsmen's camp that provided shooting, fishing, and boating opportunities, accommodations in guest cottages, and a club house. Thirty-one buildings were constructed, 22 of which comprise the Eagle Point Historic District today. In 1918, the man who had developed the resort for the Sarasota-Venice Company became the private owner. Eagle Point Camp managed to draw clientele each winter and remain in business for decades. A golf course planned for 1918 did not materialize, but a road did. Only nine feet wide, the new road between Sarasota and Venice provided a hard, asphalt surface for automobiles. In 1928 some of that narrow asphalt road became part of the Tamiami Trail (Matthews 1989).

By 1916, Joseph H. Lord had been selling real estate and developing citrus groves in the Venice area for 24 years. His house, located in the middle of groves south of Roberts Bay in an area now known as Bayshore Estates (Matthews 1989), was already 20 years old. A busy man who traveled a lot, Lord leased the house to his grove manager George Higel, Sr. (Huskey 2001). The house still stands and is considered the oldest house in south Sarasota County (Korwek, personal communication 2005). In 1917, the Sarasota-Venice Company was attempting to sell large blocks of land it owned in an effort to bring more commercial and economic development to the area. Purchasing a 112-acre tract on Dona Bay was Dr. Fred H. Albee of New York City. This initial purchase included the village of Nokomis and Bay Point, where Dr. Albee built the Nokomis subdivision. At this time, Albee was planning a winter estate for himself in the Venice area, but continued his medical practice in New York. In 1924, Dr. Albee purchased a 1,468-acre parcel of land from the Palmers. Although he had no idea that the town of Venice would one day be situated in the middle of this parcel, he did realize that his holdings should be developed, and he needed help to materialize his dream. Albee communicated with a well-known planner from Harvard, John Nolen, who envisioned a development for the area. However, Albee and Nolen's vision of Venice Beach (Venice) would not be realized until the land was sold to the Brotherhood of Locomotive Engineers in 1925 (Turner 2000).

Formed in 1863, the Brotherhood of Locomotive Engineers was a union of train engineers whose intent was to safeguard and promote the general welfare of its members. A conservative organization interested in insurance benefits, the Brotherhood was a financial success by 1903. As the twentieth century progressed, the Brotherhood opened banks, investment firms, a real estate business, coal mining company, and a mail order business. Around 1925, however, "it was discovered that \$1 million of 'doubtful paper' existed at the

Brotherhood's cooperative bank in New York" (Turner 2000:19). When added to other investments that had soured, the union actually faced a loss of some \$4 million. A critical interest in recouping their losses led the Brotherhood of Locomotive Engineers to invest in Florida real estate in 1925.

After assembling their individual purchases in the Venice area, the union owned a tract of land that was 3 miles wide and 7 miles long, totaling 30,000 acres. The original plan to resell the land for an immediate profit was rejected in favor of a plan to develop Venice as a resort. Employing planners, engineers, a landscape architect, and promoters, the BLE Realty Corporation, which was formed to take title to the land for the Brotherhood, began work to make the city of Venice a reality (Turner 2000).

The first homes in the first subdivision were constructed in the Mediterranean Revival style that was popular in Florida and across the southern United States during the 1920s. Three subdivisions connected by paved streets and public parks emerged: Gulf View Section, Venezia Park District, and Armada Road District. Other construction by BLE Realty included hotels, apartment buildings, retail stores, and banks. BLE Realty created a town water system from four artesian wells, made and laid storm sewer pipe, and used a power shovel to lower the grade for some streets, which were finally paved with concrete (Turner 2000). All lumber needs were filled by the Manasota Lumber Company, eight miles away. At the recommendation of Dr. Albee, John Nolen became the BLE's principal planner. For his conceptual plan, John Nolen required that the railroad track of the Seaboard Air Line Railway be re-located $\frac{1}{4}$ mile to the east, putting it out of the city, but within reach. With the union paying the costs, the track was relocated and plans for a new depot were made. In 1925, the community of Venice, with a population of 4,000, was authorized by the state to incorporate as a town.

By September of 1926, construction on the town of Venice was well underway, but far from complete. On the eighteenth of that month, a hurricane with winds up to one hundred miles per hour struck the Venice area, destroying property, bringing floods, leaving thousands of people without homes, and killing hundreds of people from Miami to Braidentown. The huge storm raged across the southern part of Florida, bringing disaster to the towns of Nokomis, Laurel, and Venice. In Venice, buildings that were only meant to last until all construction was complete were the first to collapse under the pressure of the storm. More substantial buildings, such as the Hotel Venice, where people took refuge, withstood the storm. Flooding and heavy rain caused the most property damage in the area (Matthews 1989). Since construction in the residential areas of Venice was not finished at the time of the storm, and homes stood unsold and unoccupied, most of the people who became homeless after the storm had been living on their own property outside of town. As their houses were, in most cases, not as substantial as those under construction in Venice, they were easily blown apart by hurricane-force winds or flooded beyond use. After cleanup in Venice, however, construction pushed on through the end of the year.

By 1927, Venice was booming like other Florida towns, and the Seaboard Air Line Railway made possible, as well as benefited from, boom-era traffic generated in part by colorful brochures and posters. According to Matthews (1989:222), "the boom was more than a whim. It was a phenomenon, an era which ignited fantasy about Florida—about fortunes and financial

supermen, about American dreams of creating summer in winter, of building beautiful and perfect cities and resorts. It was part of a twentieth-century rebirth of the rags-to-riches myths, a coming of age of middle class tourism, of American ingenuity stretching to re-define Sir Thomas More's Utopia."

It was not to last however. In 1927, the same year that it reached its zenith in city development and public attraction, Venice also began a decline that would last for decades. The first strike came from the BLE, which had spent too much money on its investment in Florida, the second from the waning of land sales in general in Florida and the collapse of land values, and the third from the Great Depression that kept people all over the country from spending money on land, housing, and leisure. Another hurricane struck the Florida peninsula in 1928. Although this storm hit the Lake Okeechobee area, the regional impact of its destruction discouraged tourists and potential residents from coming to Venice. By 1929, much of Venice was locked up or closed. To pay its creditors and get out of debt and out of Venice, the BLE raised 5 million dollars. In all, it constructed more than 120 residential and commercial buildings in a town with a preconceived design and landscape (Matthews 1989). Shortly afterward, the glorious Florida land boom ended, BLE Realty stopped construction, and the city of Venice came to a virtual standstill (Grismer 1946). Unable to sell much of its property to anyone, BLE Realty transferred ownership of the railroad depot it had just constructed in Venice to the Seaboard Air Line Railway. In 1928 the Tamiami Trail (U.S. 41), a nine-foot wide road connecting Tampa and Miami, was constructed through Venice. Its presence inspired hope that visitors, at least, would still come to Venice, Laurel, Nokomis, Osprey, and Casey Key.

Throughout the 1930s and 1940s, trains continued to bring some passengers to the Venice depot, including students attending the winter session of the Kentucky Military Institute (KMI) and patients transferring to the famed medical center established by Dr. Fred Albee. In 1932, KMI took advantage of declining property values to purchase and retrofit several buildings in Venice for its students, including the Venice and San Marco hotels. This small school that never had more than a few hundred students conducted parades and athletic events, which drew public interest. In 1933, Dr. Albee purchased the Park View Hotel and established the Florida Medical Center. Continuously expanding, the hospital eventually included five buildings that were used for inpatients, a teaching facility, a nurse's home, convalescent facilities, and a place for families to stay. Patients came for treatment and surgery from around the nation and from foreign countries (Matthews 1989). Dr. Albee's primary practice had been in New York City, but after he experienced the wonderful climate available in Florida during winter months, and after he opened a hospital there for his primary practice, he persuaded the Seaboard Air Line Railway to extend its one-night train from New York City to Tampa, the *Orange Blossom Special*, to Venice (Matthews 1989). In 1935, the Works Progress Administration (WPA) constructed the first municipal airport in Venice. Located just a short distance southwest of Dr. Albee's hospital, the airport was named the Fred Albee Municipal Airport in his honor (Werner 2005). During World War II, the U.S. government took over the hospital and used it for military personnel and families associated with the new Venice Army Air Base and other army air bases in the region (Grismer 1946). In 1945, a St. Petersburg syndicate bought all of the land holdings that had been acquired by Dr. Albee from the BLE Realty. The remaining 14,000 acres of the original 30,000 acres was spread over the communities of Venice, Nokomis, and Casey Key (Grismer 1946). In

1966, the Florida Intracoastal Waterway was constructed right through the Fred Albee Municipal Airport.

Bertha Palmer

A decision by Bertha Palmer to buy property in Venice brought immediate and permanent changes to the area. The widow of Potter Palmer, a Chicago businessman who made a fortune in real estate, Palmer tired of the winter weather in Chicago by 1910 and decided to investigate land that was advertised for sale in Sarasota. The land agent was Joseph H. Lord, an agent who had been acquiring large tracts of land near Sarasota, Venice, and Myakka since 1885 and had a home in Venice in the middle of orange groves. By age 50, Lord had led an interesting life, including practicing law in South Dakota, and opening a real estate office in Maine to sell Florida lands. In Maine, Lord was also director of West Coast Naval Stores Company of Florida, which dealt in turpentine leases. Lord's Florida adventures included prospecting for phosphate, operating a fleet of fishing boats, and planting large orange groves at Bee Ridge and Venice.

Mrs. Palmer did not travel by herself to investigate the offer made by Lord to "furnish you with any kind or size of property desired...improve lands...raise groves for purchasers, at the best location in the U.S..." (Matthews 1989:179). Accompanying her on this initial trip were her brother, Adrian, and her son, Honore. Hooking her private rail car to a train headed south, the family of three rode the last leg of the trip into Sarasota, the terminus of trains running south, on a branch of the Seaboard Air Line Railway. The Palmers must have been intrigued by what they saw and heard from Joseph Lord in Sarasota, for just a few months afterward, they acquired "an undivided half-interest in 25,000 acres, including several 100-acre parcels in the Bee Ridge and Vamo areas" (Matthews 1989:179). They also immediately spent \$55,000 on lands in Venice, established the Sarasota-Venice Company to oversee the lands, and made Joseph Lord vice-president of the company. Palmer investments increased until, in a few years, they owned a quarter of the land that would become Sarasota County (Turner 2000). The purpose of owning such large tracts, however, was to re-sell lands that were not in use agriculturally to other people who would in turn develop the lands in some way, live on them, and get other people to move to Florida. Bertha Palmer's personal ranch, Meadowsweet Pastures, was inland where present-day Myakka River State Park is located. Other lands in Venice were located on Roberts, Dona, and Lyons bays, the Gulf coast beaches, and on the south end of Casey Key. Bertha Palmer's personal home in Florida was situated near the coast at Osprey Point, known also as Spanish Point, now in the town of Osprey. The pioneer community where she settled had been homesteaded by John Webb in 1867, operated as a farm, a boat landing, and later a tourist center. The Webb homestead which Palmer purchased had been the nucleus of the original community of Osprey (Matthews 1989).

The amount of land controlled by the Sarasota-Venice Company was vast, stretching from the community of Bee Ridge on the east side of Sarasota, to Venice south of Sarasota. The plan by the Palmer family was to develop their investment into citrus groves, cattle ranches, small farms, and residential subdivisions. On some drained parcels, the Palmers planted celery, tomatoes, and watermelon; 15,000 of the total 80,000 acres, however, were devoted to ranching in the Myakka River area, and 1,300 acres were planted in citrus trees (Russell 2000). While all

this development was underway, the Palmers convinced the Seaboard Air Line Railway to extend their line from Fruitville to Venice a distance of 16.5 miles. Although there was a westerly 3.65-mile connection from Fruitville to the main line of the Seaboard in Sarasota, there was no rail line south of Fruitville and Bee Ridge that went to Palmer lands. Bertha and others in her family understood that without the right kind of transportation their businesses could not flourish. When built, most of the holdings of the Sarasota-Venice Corporation lay on either side of the railroad extension. According to local lore, as part of Bertha Palmer's agreement to buy the lands, Seaboard Air Line Railway agreed to extend their railway into the area (Coakley 2000). Therefore, as officials of the Sarasota-Venice Corporation, Adrian Honore, Bertha Palmer's brother, and Joseph Lord granted a right-of-way across Palmer lands to the Seaboard Air Line Railway in an effort to develop the lands and render all the Palmer agricultural enterprises profitable (Coakley 2000; Matthews 1989).

Between 1912 and 1918, business boomed for the Palmer family and Sarasota-Venice Company. Much of the success of the Palmer cattle industry and agricultural ventures resulted from innovative ideas Bertha Palmer put into effect, including quality breeding stock, cattle-dipping to control tick fever, small farms called Venice Farms, town sites, and a chicken and hog farm, not to mention 400 acres of grapefruit and orange trees. All of this development stretched from Bee Ridge, just south of Fruitville and east of Sarasota, 25 miles south to the Nokomis-Venice area, where Palmer lands lay west to the Gulf of Mexico and east past the Myakka River. Water from lands drained for cultivation of crops or as pasture for cattle ran into small streams that were bridged by the Seaboard Air Line Railway.

The Sarasota-Venice Company was formed to sell lands, however, and throughout those first six years, "the Sarasota-Venice Company spent thousands of dollars to print booklets advertising land and improvements and to ship literature for distribution by sales agents" (Matthews 1989:186). With a new and successful adventure in Florida at the end of her life, the woman who had dominated the Chicago social scene for almost 40 years, whose European social circle included royalty, who chaired the Board of Lady Managers for the 1893 Columbian Exposition in Chicago, and who was the third woman to receive the Legion d'honneur, died in 1918 in Osprey.

The 16.5-Mile Seaboard Air Line Railway Track Between Sarasota and Venice, and the Venice Depot

The first passenger coaches ran on the brand new Seaboard Air Line Railway extension on November 12, 1911 (Coakley 1992). Until the population in the Venice area increased, however, business on the railroad extension was slow until 1918, when the town of Manasota was established by the Manasota Lumber Company 7.9 miles south of Venice. Manasota was served by an independent line, the Gulf Coast Railway, which built a connection to the Seaboard Air Line Railway at Venice (Sulzer 2002).

The first railroad station to serve Venice was little more than a shelter made by putting a thatched roof of palmetto leaves on top of saplings. There were as few as 25 families living in the area at the time (Sulzer 2002). According to the description provided by George Higley in the *Sarasota Times* on July 11, 1912, the railway depot foundation was tenuous, giving way when

loaded down with a consignment of fertilizer (Coakley 1992). Replaced by an unused box car after the collapse of the initial depot, the Venice station (box car) was moved to a new site where a shed was added. According to a newspaper description in January 1919, the Venice depot “consisted of an open platform about 40 feet square, artistically decorated on one end with a dilapidated box car, one end of which was partitioned off for a freight and express office, while the other end furnished all the facilities for taking care of freight or express except the open platform, with no facilities to protect from the weather or stealage” (Coakley 1992:n.p.). A more permanent and attractive depot would not be built for Venice until 1927, during the height of the Florida land boom.

The Palmers relocated the heart of Venice when they petitioned to have the post office moved to the new office building and bunkhouse they had built in 1916 at the terminus of the railroad (Matthews 1989). Since the town of Nokomis was the first “Venice,” the original Venice post office and town was situated several miles to the north and east. Although it had access to rail transportation to Sarasota, Tampa, and New York, the Nokomis-Venice area did not gain much in population until the Brotherhood of Locomotive Engineers invested in land there in 1925 and began commercial and residential development that ultimately became the city of Venice. Until that time, the tracks of the Seaboard Air Line Railway were busy shipping farm produce and lumber out of the area, and machinery, building needs, and farm and ranch supplies into the area.

A part of the development plan of the Brotherhood of Locomotive Engineers, or their agent, BLE Realty Corporation, was to relocate tracks of the Seaboard Air Line Railway ¼ mile to the east, which would put it out of the new town of Venice. As this was done, a passenger depot and freight station was built at the new location, the union paying for both the track relocation and construction of the new depot. When it opened in 1927, the Mediterranean Revival style depot included a campanile. In Italy, the campanile was a separate tower built for cathedral bells, sometimes richly decorated with marble, and always a reflection of intense civic pride (Trachtenberg 1986). The bell tower at the depot, however, was intended for a clock, but the clock was never installed (Turner 2000). The depot itself was surrounded by a high-arched loggia (porch) on three sides and flanked by two long arcades for passengers and freight. A freight building with a loading dock was attached to the north elevation. Although the depot was abandoned from the 1970s through the 1990s, during which time it deteriorated and lost the campanile, it was finally listed in the National Register of Historic Places in 1989, purchased by Sarasota County in 1999 (Crain 1999), and after restoration, opened to the public in the fall of 2002 (McIntyre 2002). It is now the only remaining historic railway depot in Sarasota County. Today, the Venice depot, with its restored campanile, is a transfer station for county buses.

Seaboard Air Line Railway helped the city of Venice survive the difficult years by transporting passengers to the area for various purposes. Without the services of the railroad, those few ventures, such as the Kentucky Military Institute and Dr. Albee’s Florida Medical Center, would not have been located there and would not have survived. Agriculture continued to flourish, although prices were at rock bottom. Strawberries, eggplant, and other garden produce were still cultivated and, when picked, filled boxcars. Seaboard continued to show earnings from freight shipped from the Venice depot (Matthews 1989).

In 1960, Ringling Brothers and Barnum & Bailey Combined Shows moved its winter quarters out of Sarasota and went twelve miles south to Venice (Sulzer 2002). Just as its presence had helped lift up the town of Sarasota when it moved there from Connecticut in 1927, the presence of an internationally known circus in Venice, even for a few months of the year, was an economic boost. When the modern Intracoastal Waterway was dredged through Venice in the early 1960s (Antonini et al. n.d.), it separated the circus from the railroad track. In order to keep the circus as a town attraction, the city of Venice forced the state to construct a bridge across the waterway that could be used by the circus elephants as they walked to a waiting train. The rest of the year, the bridge was used for automobile traffic. On April 30, 1971, the last passenger train arrived in Venice. Just a year before, Kentucky Military Institute closed its doors in the town of Venice. In 1971, it closed as a school in Kentucky. Overwhelmed by the convenience, popularity, and speed of the personal automobile and the airplane, passenger trains became part of the nation's closet of sentimental but unused items. By 1970, trains did not seem to get people exactly where they wanted to go, and did not get them there fast enough.

Without passenger service, the 16.5-mile railroad between Sarasota and Venice struggled to stay alive with freight deliveries to local businesses and industries. In 1987, the Bay Colony of Lexington, Massachusetts, organized a partnership called Seminole Gulf Railway. Seminole Gulf Railway acquired leases from CSX Transportation (CSX) on two different railroads in Florida, and soon began local freight deliveries. CSX had become the owner of these and other railroads in Florida in 1980 through mergers (see Appendix B, Florida Railroad Chronology). The leases were between Sarasota and Venice, and Arcadia and Vanderbilt, south of Fort Myers. Freight deliveries included "building materials, plastics, liquefied petroleum gas, forest products, stone, beer, and newsprint. Later, the company inaugurated dinner and excursion trains" (Turner 2003:152). The Seminole Gulf Railway Dinner Train Theater is still a dining excursion five days a week on a run between Fort Myers and Punta Gorda.

Seminole Gulf Railway operated the Sarasota to Venice 16.5-mile line until January, 1992, when it announced plans to file for abandonment. It planned to sell 13 miles of line between Clark Road (south of Sarasota) and Venice. In a newspaper article in 1997, Bill Hager, vice-president of Palmer Ranch Development, a 5,000-acre development on both sides of the railroad, noted: "Except for a couple of trains a week, which go south at reduced speed because the track is in such poor condition, the trains usually stop at the supermarket warehouses south of Clark" (Stockbridge 1997). According to Harry Neeves, vice-president of Seminole Gulf Railway, a train has not been operated on that section of the railroad in 5 to 7 years (Neeves, personal communication 2005).

The Seaboard Air Line Railway

Florida's first railroad system, the Florida Central & Peninsular (FC&P), emerged in 1885 on the heels of a massive land sale in 1881 to Hamilton Disston, the discovery of phosphate, and the commercial development of citrus groves. With commercial and industrial development on the horizon, railroads could be assured of greater success (Turner 2003). Between 1880 and 1890, railroad tracks in Florida increased from 518 to 2,489 miles, placing Florida fifth among the southern states. With the purchase by Disston easing the debt of the state, Florida could again award lands to companies constructing railroads. Fewer than half of

the 564 railroad companies chartered to lay track and operate trains in Florida in the 1880s and 1890s actually did, although they all received free land for their promises. By 1903, the 250 railroads in existence in Florida were consolidated into five primary systems: Seaboard Air Line Railway (SAL), Atlantic Coast Line Railroad (ACL), Florida East Coast Railway, Louisville and Nashville Railroad, and Southern Railway (Johnston and Mattick 2001).

Formed in the 1880s by the consolidation of the Seaboard and Roanoke railroads and other lines in the Carolinas, Seaboard Railway added the Georgia, Carolina and Northern Railway as a lease in 1889. Following that maneuver, Seaboard created a new company in order to buy the Georgia and Alabama Railway in 1895 and the Abbeville and Waycross Railroad in 1896. In 1899, Seaboard gained access to Florida by purchasing the 1,017-mile Florida, Central and Peninsular Railroad, which had a main line between Savannah, Georgia, and Jacksonville, Florida (Seaboard 2005). The FC&P had previously purchased the Florida Railway & Navigation Company (FR&N), which had been formed to take over ownership of several early railroads, including the Atlantic, Gulf and West India Transit Railroad Company (Transit Railroad). The Transit Railroad was formed in 1872 to take control of several railroads constructed after the Civil War, including the East Florida & Atlantic, Fernandina and Jacksonville, Orlando & Winter Park, and the Leesburg and Indian River (Johnston and Mattick 2001).

On July 1, 1900, the Seaboard system was consolidated and reorganized under the name Seaboard Air Line Railway (SAL). At that time, Seaboard controlled 2,600 miles of track stretching from Virginia to Florida. Subsequent railroad purchases in the first quarter of the twentieth century gave SAL more lines in Georgia, Alabama, and North and South Carolina. In Florida, the first passenger train rolled into the town of Sarasota in 1903 on a railroad built by the United States & West Indies Railroad and Steamship Company (US & West Indies). A month later, the US & West Indies changed its name to Florida West Shore Railway (Sulzer 2001). Using the Florida West Shore Railway tracks, which Seaboard owned by 1911, Seaboard was able to extend its line from Sarasota 16.5 miles south to Venice. Between 1905 and 1916, Seaboard acquired many small railroads on the west coast of Florida through purchase or lease, and participated in hauling out much of the state's production of logs and lumber. In "Bone Valley" in the central part of the state, Seaboard relied on the mining of phosphate, "the greatest of all commodities carried by the Seaboard in Florida" (Turner 2003:139).

As Venice struggled to become a town, the boom years of the 1920s and the investment of the Brotherhood of Locomotive Engineers approached. Seaboard would also do its share to inflate the boom by investing more money than any other carrier in Florida in new lines and improvement projects (Turner 2003). The drive for control of the rail transportation market was spurred by the president and chairman of the Seaboard line—S. Davies Warfield, a Baltimore banker who was one of Seaboard's original directors. The indebtedness incurred by leasing and purchasing additional railroads, however, ended in disaster at the end of the decade.

In 1925, Seaboard's passenger line originating in New York City was extended from West Palm Beach to Miami, a market that had always been controlled by Florida East Coast Railway (Turner 2003) (Figure 9). In 1926, both Seaboard and Warfield invested in real estate in Naples, a location held in high esteem by Chairman of the Board Warfield, who had purchased a

majority of Seaboard stock in 1912. Concurrently head of Continental Trust Company, he was in complete control of the SAL. Warfield quickly became president of SAL, and presided as chairman of the board of directors until he died in 1927. During Warfield's reign as head of the SAL, the decade of the 1920s, it was noted that the railway put down the most miles of track in the history of the state (5,500) and recorded prolific passenger service. Revenues climbed from \$53.3 million in 1924 to \$62.8 million in 1925, but dropped to \$30.7 million in 1930, forcing Seaboard to declare bankruptcy in 1931 (Turner 2003). Atlantic Coast Line Railroad, the future partner of Seaboard, avoided bankruptcy by "slashing costs, delaying purchases, and reducing its workforce" (Turner 2003:131). Atlantic Coast Line also had twice as much revenue in 1930 as Seaboard had: \$63 million. Both railroads continued to suffer losses throughout the 1930s and turned to abandoning little-used rail routes to save money. By the end of the decade, the financial condition of most railroads began to improve as the country survived the Great Depression, and anticipated the onset of World War II.

By 1945, things were looking up for the railroad industry, as across the country trains had been put to use transporting supplies and troops during the previous four years. And for the first time, "industry had discovered the benefits of the temperate 'Sun Belt'" (Welsh 1994:68). With industry ready to build in the warmer, southern states, railroads like Seaboard Air Line anticipated great freight revenues. Passenger revenue had increased during the war years too. With tires and gasoline rationed at that time, people got used to taking the train when they had to go somewhere. However, according to Welsh (1994:68-69), "in the case of SAL and most other American railroads, much of those windfall earnings were offset by a major problem—they had nearly run the wheels off their equipment earning them."

Especially important for passenger comfort were sleeping cars. In the formative years of the railroad, the Pullman-Standard Company located just outside Chicago manufactured all sleeper cars needed by railways. Complicating the acquisition of these cars was their operation, which Pullman also did. In 1940, the U.S. Department of Justice forced Pullman to divest itself of one of its companies; Pullman chose to keep manufacturing, and give up operation of the cars. The result was that the railroads became the new owners and operators of the old sleeper cars by 1947, and were forced to solicit bids for any new cars ordered. Companies that were manufacturing sleeper cars in the 1940s included the Budd Company, Pullman-Standard, and American Car & Foundry. Most railroads accepted bids from all of them. But the large, post-war orders were hard to fill. A shortage of raw materials and manufactured products needed for railroad cars had precipitated engineering changes in car design based on substitute materials. In spite of the difficulty in getting coaches and sleepers, Seaboard was able to get 19 new diesel engines by the end of 1946 (Welsh 1994).

The famed *Orange Blossom Special* from New York City to Miami, Florida, was also back on line after the end of the war (Figure 10). At Jacksonville, the southbound *Silver Meteor* picked up the Sarasota-Venice car from the *Orange Blossom Special* and took it to Venice, while the northbound *Advanced Silver Meteor* picked up the car and took it back to New York. Powered by a state-of-the-art diesel-electric locomotive, the *Silver Meteor* was an example of improvements the railroad introduced in the late 1930s to attract and keep customers (Turner 2003). In the postwar period, Seaboard became interested in using Seminole Indian lore in a

promotional manner. As a result, carved linoleum murals depicting Seminoles in various activities were installed in cars used in Florida by Seaboard (Welsh 1994).

Between 1949-50, however, passenger revenues started to decline even though the country was booming and had a great need for housing, medical facilities, and manufacturing plants. The culprits were the automobile, the passenger plane, and competition from other railways. In 1951, the competition for Seaboard was the *Florida Special*, a train run by the Atlantic Coast Line Railroad. For a brief two seasons—1951 through 1952—Seaboard attempted to stay visible in the market by using maroon and gray colors on the exteriors of its sleeper and diner cars. The railroad share of the transportation pie was steadily shrinking. As a result, the *Orange Blossom Special* was retired from service in April 1953. In 1954, passenger earnings for Seaboard on all its lines in the eastern and southeastern part of the country dropped 13 percent from 1953 levels (Welsh 1994).

With some of the fastest trains in the country (average 70 mph, including stops, and a top speed of 117 mph), Seaboard tried to please its passengers by providing larger and more modern sleeping accommodations. New Seaboard cars were ordered in stainless steel—a corrosion-resistant metal. The “Sun Lounge” was the spectacular drawing card for Seaboard in 1955—“a 5-double-bedroom buffet-lounge with an airy ‘sun room’ created by ten 42-x-58 ½ inch antiglare side windows and an equal number of smaller panes in the roof” (Welsh 1994:78). Although not actually a “dome-car,” the “Sun Lounge” with its tropical motif was flooded by light on sunny days. Comfort was also provided in the dining cars where the menu included seafood and special southern dishes (Welsh 1994).

Both Seaboard Air Line and its Florida competitor, Atlantic Coast Line, made changes in service in the 1950s in response to the needs of their clientele, offering meals prepared on board, package vacations, auto-rail packages, and new passenger stations. As a result, following a loss that took place after the Korean War, Seaboard’s passenger revenues began to climb in 1955 (Welsh 1994). As more and more people took vacations in Florida, more and more people rode the train, and the number of sleepers increased.

Revenues for Seaboard Air Line Railway were good for 1963 and 1964. The train or “consist” (*consist* is a noun referring to the makeup of a train, which might include, besides the locomotives, a baggage car, coaches, observation car, diner, sleepers, lounge car, recreation car, express box car, express baggage, or a dome car) was now separated or combined at Wildwood, a small town 130 miles southwest of Jacksonville. From there, the trains went west to Tampa where they were divided into sections going to St. Petersburg or Venice and Port Boca Grande. According to Welsh (1994:87), “the Venice line was more popular and longer-lived, but the Port Boca Grande line with its yacht connections to the private golf and fishing resort of Useppa Island was more exotic” (1994:87). The New York to Venice sleeping-car run lasted until the advent of Amtrak on May 1, 1971, but the section to Port Boca Grande was discontinued in 1959 (Welsh 1994).



Figure 9. Map of the Seaboard Air Line Railroad and connections (1959).



Figure 10. The Orange Blossom Special, postcard (www.classicrail.com/paperm.html).

In 1965 the SAL bought 36 used cars from Florida East Coast Railway (FEC), including coaches, diners, a diner-lounge, tavern-lounge-observation cars, and baggage-cars. This purchase marked the end of FEC as a passenger railroad. The year 1965 was also when the federal government established a new zip code mail-distribution system with distribution centers linked by trucks. With this process in place, mail was no longer delivered by trains, and railroads across the country lost a lucrative source of income. Although some smaller railroads closed, the impact to the SAL was minimal as it had only one railroad post office. While the SAL stabilized itself over lost mail revenues the following year, it took a new tack by offering holiday specials that increased its passenger earnings in 1966. By that year, the SAL and Atlantic Coast Line had similar earnings of \$14.8 and \$14.4 million respectively. It was their final year of separate operation, for in 1967, Seaboard Air Line Railroad and Atlantic Coast Line Railroad would merge to become Seaboard Coast Line Railroad (SCL).

With the exception of changing the names of a few sleeping and dining cars in the new fleet resulting from the July 1, 1967, merger of the two Florida railroads, the new company made few other changes. With the winter season, however, came the elimination of duplicate services including train runs and cars in the consist. On February 1, 1968, Seaboard Coast Line's partner, the Pennsylvania Railroad, merged with New York Central and became Penn Central. Efforts by the new Penn Central to cut costs by cutting back on passenger operations led to problems for pro-passenger Seaboard. In spite of juggling engines, cars, and runs, the pressure resulting from changes made by other major railroads and plummeting revenues from express and mail services resulted in 21 fewer passenger trains that were operated by Seaboard at the end of 1968 (Welsh 1994). At the end of 1968, the Pullman Company ceased operating sleeping cars on U.S. rails, and Seaboard began managing those on its lines.

Seaboard saw the end of passenger service coming, but continued to provide superior services on its trains. Its "fun train," the *Florida Special*, still offered free champagne, a candlelight dinner, movies, TV and telephone service, premium room accommodations, dome sleepers, a round-end tavern observation car, high quality meals, and the Sun Lounge. It was not

to last, though. By the winter season of 1968-69 passenger revenues were down 7 percent from the previous year, and budget meal cars supplemented dining cars on the Florida trains, the *Silver Meteor* and *Silver Star* (the northbound train, originally named the *Advanced Silver Meteor*). Budget room coaches were also temporarily added to the train (Welsh 1994).

The elimination of passenger trains in other southeastern states such as Virginia hurt the Florida lines. The Commonwealth of Virginia owned a large percentage of the Richmond, Fredericksburg, & Potomac Railroad (RF&P), which linked Richmond with Washington, D.C. By cutting back on passenger service, RF&P ignored passenger convenience. Without connections on the RF&P, Seaboard passengers often had to choose a different mode of transportation. In spite of passenger-connection difficulties, the *Silver Meteor* and *Florida Special* continued to include sleepers and dome cars in its trains operating between New York and Miami. Due to mergers and the popularity of Florida as a destination, SCL owned the largest fleet of sleeping cars in the U.S. (79) at that time. Although SCL had good passenger revenues for 1968, overall it suffered tremendous financial losses (Welsh 1994).

In the spring of 1971, the National Railroad Passenger Corporation, soon to be known as Amtrak, was created following a congressional act the previous year. SCL announced that it would join the new corporation with 19 other railroads that included Santa Fe, Union Pacific, and Burlington Northern. The 32-year-old *Silver Meteor* made its last trip from New York City, through Virginia, to Florida and Venice on April 30, 1971 (Welsh 1994). By 1981, however, Amtrak was still taking the *Silver Meteor* and its passengers to Tampa and St. Petersburg (Warren and Clark 1985).

Between 1967 and 1980 Seaboard Coast Line Railroad, with the Louisville and Nashville (L&N) Railway as a subsidiary, was the dominant railway system in Florida and the eighth largest in the country. Headquartered in Jacksonville, Seaboard Coast Line's main locomotive and car yard was in Baldwin, Florida. After becoming part of Amtrak in 1971, Seaboard merged with the "Chessie System" of railroads that included the Baltimore & Ohio, Chesapeake & Ohio, and Western Maryland, in 1979. After the merger, Seaboard Coast Line became CSX Corporation in 1980. It was now the largest railroad system in the United States (Turner 2003). Innovations resulting from the merger included the elimination of redundant facilities, such as loading docks, and increased piggyback services. In 1982, Seaboard Coast Line and the Louisville and Nashville Railroad combined to form the Seaboard System Railroad, and in 1986, Seaboard System Railroad changed its name to CSX Transportation and became a subsidiary of CSX Corporation.

Towns and Areas of Interest Located Near the 16.5-Mile Sarasota-Venice Railroad

Bee Ridge

The high ridge of land situated between Phillipi Creek and Cow Pen Slough, and Bee Ridge Road to the north and Clark Road to the south, was home to wild bees and some of Sarasota County's earliest settlers, including the Tatum and Rawls families (Shank 1997). The early community of Bee Ridge was located about three miles south of Fruitville. Both Bee

Ridge and Fruitville existed as agricultural centers with scattered homesteads until the turn of the twentieth century. Before it was a formal community, Bee Ridge was the site for the first church in what is now Sarasota County. The Missionary Baptist Church, a log structure, was established at Bee Ridge in 1876 by Isaac A. Redd, a Civil War Confederate soldier and one of the first newcomers to the area (Grismer 1946).

In 1912, the town of Bee Ridge was platted by the Sarasota-Venice Company. The town's unincorporated center at that time was at the intersection of today's McIntosh and Proctor roads in Sarasota. Spurring the community of Bee Ridge towards civic formality were Bertha Palmer and members of her family, who established the Sarasota-Venice Company to promote development of their property. Because they had bought up much of the land in the Bee Ridge area, the Palmers hoped for commercial and economic development for themselves and their neighbors. At Bee Ridge, Palmer operations included small farms called Venice Farms, town sites, and a chicken and hog farm. Agricultural experiments were also conducted on Palmer lands at Bee Ridge (Matthews 1989). In 1912, Bee Ridge got a post office, in 1914 a hotel, and in 1916 a canning company that provided another means to market produce too ripe to ship north by train. Farmers in the Bee Ridge area produced pineapples, strawberries, beans, celery, corn, watermelon, sweet potatoes, sugar cane, peppers, cucumbers, and cauliflower. All this could be raised in the area, in addition to oranges, grapefruit, and lemons grown in numerous citrus groves.

Although small, Bee Ridge had some commercial and social development. The Get-Together Society preceded the Bee Ridge Woman's Club, meeting in the Bee Ridge Hotel from about 1914 until a clubhouse was built in 1922 (as a result of its significance to the development of the community of Bee Ridge, the 1922 Bee Ridge Woman's Club has been listed in the National Register of Historic Places). The Bee Ridge Grower's Association assisted farmers in packaging and marketing their produce. The first church in Bee Ridge, the Bee Ridge Baptist Church, was built in 1916; other establishments built during the same period included a store, barbershop, dairy, and sawmill (Shank 1995).

Casey Key

After the Civil War ended, and with passage of the Homestead Act of 1862, several families moved to the Osprey area on the mainland, not far from Casey Key. Taking advantage of the 160 acres of free land offered under the Homestead Act, farming families began to arrive in Florida. Early homesteaders, like those to the south in the settlement of Nokomis, survived off the land, raising bananas, sugar cane, corn, potatoes, and other vegetables and fruits for family consumption and occasionally for trade with neighbors. Those who lived a little farther from the coastal area took advantage of inland ranges and raised cattle. Casey Key, however, was a better place to hunt and fish than to live. Fish and game were plentiful, but turtle eggs soon became a specialty, drawing hordes of people from everywhere during the three-month turtle season (Matthews 1989).

After the turn of the nineteenth century, people began to buy land on Casey Key and establish homesteads. When the Sarasota-Venice Company purchased land on Casey Key in 1910, they proposed changing the name to Treasure Island where they planned to build a 1.3-million dollar hotel (Matthews 1989). While the hotel was never built, the name Treasure Island

was used unofficially for years. The Sarasota-Venice Company also tried to sell major blocks of land in the area, but was mostly unsuccessful due to a looming world war. The first bridge connecting Casey Key to the mainland was constructed in 1923 at the southern end of the island. The bridge connecting the northern end of Casey Key to the mainland, the Blackburn Point Road Bridge, was constructed in 1925 (Grismer 1946).

Fruitville

After passage of the Homestead Act in 1862 and the close of the Civil War in 1865, more people began to make Florida their home. Charles Reaves moved to the Fruitville area of present-day Sarasota County in 1876. In 1880, he swapped his forty acres at that location to Jesse Tucker, who continued Reaves' plan to grow oranges. Remaining in the Fruitville area, Reaves and his wife provided land for the first school. Reaves also became Fruitville's first postmaster. Gradually, Fruitville grew as more homesteaders moved to Florida to cultivate the land and establish citrus groves. The first church in Fruitville, the Missionary Baptist Church, was constructed in 1887 as a result of an experimental failure (Sarasota County History Center vertical files, Fruitville). John Hamilton Gillespie, promoter of the development of Sarasota by a settlement of colonists from Scotland in 1885, attempted an experimental farm in Fruitville in 1887. The experiment was intended to prove that the Scotch company owned the most fertile land in the state, and could grow anything. The forty-acre experimental farm included tomatoes, lettuce, green beans, and cabbage. Unfortunately, the forty acres was not fertile, and nothing would grow on it despite the addition of fertilizer and lime. Lime provided to Gillespie by members of the Missionary Baptist congregation, however, earned them enough money to construct their first church (Grismer 1946). In 1895, Fruitville qualified for a post office (Matthews 1989). In 1911, the Seaboard Air Line Railway extended its line from Fruitville to Venice.

Laurel

Laurel, located about a mile north of Venice on the north side of Dona Bay, began as a settlement of widely scattered homes at the end of the nineteenth century. Early settlers herded cattle for a living, and home places were more like ranches than town sites. In 1903, a post office was established at the rural community of Laurel. Although it was discontinued in 1909, with mail probably distributed from Venice (Nokomis), the post office was re-established in 1915 (Bradbury and Hallock 1962). The Laurel Turpentine Company was in the area between 1910 and 1930, establishing a turpentine camp on 4,000 acres of land that had been part of the Palmer family property. In 1919 company built a small town for its employees. Since turpentine and other products, called naval stores, were made from the sap of trees, and since workers could tap as many as 1,500 trees a day (Roberts 1999), there must have been thousands of trees still standing in the vicinity of Laurel at the time. Eventually, the work was no longer profitable, and the turpentine business in Laurel ended. Afterward, the J. Ray Arnold Lumber Company bought the operation, cut the timber, and turned it into lumber (Zeigler et al. 1984). Both the turpentine and lumber businesses attracted African Americans to the area, many of whom made Laurel their permanent home (Rodriquez 1999).

Manasota and Woodmere

The company town of Manasota was established in 1918 by the Manasota Lumber Company (MLC). In addition to 250 acres of land, MLC acquired the Gulf Coast Railway from the Southern Investment Company, a land-holding company that owned more than 80,000 acres in the area (Shank 2005). Manasota Lumber Company was created to harvest the extensive stands of long-leaf pine in the surrounding area and transport it to Manasota where a four-story mill could turn the cut trees into lumber (Sulzer 2002). Besides the mill, the company built a commissary, a dining room, a movie theater, two churches, and living quarters for as many as 1,500 employees and officials. Accommodations included well-constructed homes for the supervisory staff, less substantial houses for a few families, and large dormitories for the majority of workers, who were single black men (Shank 2005). When the rail connection to Venice was complete, lumber was sent to Port Tampa where it was transferred to ships. Manasota residents could also take the train on Saturday evenings to Sarasota to shop (Matthews 1989). In 1923, the Gulf Coast Railway went into receivership and was purchased by the Nocatee-Manatee Freight Company, which also purchased the remaining property of the Manasota Lumber Company (Sulzer 2002). The mill continued in operation until 1930, when it was destroyed by a fire. Because this happened at the onset of the Great Depression, at a time when demand for lumber products was down, the town closed up, people moved away, and the railroad was abandoned (Sulzer 2002).

Northeast of Manasota and south of Venice was Woodmere, another small company town where residents engaged in logging and milling timber. Woodmere, like many other company towns in Florida, employed both black and white workers, but maintained segregated living quarters. In Woodmere, more than half the population of 145 was black. Blacks worked as teamsters, log sawyers, laborers, mechanics, and firemen. Whites worked as carpenters, supervisors, clerks, hotel proprietors, electricians, saw filers, bookkeepers, wood superintendents, plant and mill foremen, railroad engineers, commissary clerks, truck drivers, woodsmen, postmaster, quarter boss, ice-plant foreman, and timekeeper. An extension of the Gulf Coast Railroad connected Woodmere to Venice, Sarasota, and Tampa. During the 1920s, the timber surrounding Woodmere was clear-cut, the work ended, and the town was subsequently abandoned. Around 1929, fire swept through the abandoned town, destroying 21 houses in the black section (Matthews 1989).

According to recent research, Manasota and Woodmere were actually one lumber mill town with two names. In 1922, ownership of MLC changed hands, and the town of Manasota became Woodmere (Shank 2005).

Nokomis

The community of Nokomis was originally known as "Horse and Chaise", and later as Venice. It was the site selected for settlement and ranch development by Jesse Knight not long after the Civil War ended. The Knights were among the first settlers in the area. People living in the area herded cattle for a living and raised garden vegetables for their families. In 1888, the first Venice post office was established at this location. After Seaboard Air Line Railway extended its line to the area in 1911, the Palmer family constructed an office near the railroad terminus that could house a post office. When it was agreed to move the post office, the town of

Venice was shifted a few miles south, where the new post office building sat. Afterward, the original Venice became Nokomis, an Ojibway word used in the poem "Hiawatha" meaning "grandmother" (Morris 1995). In 1917, Dr. Fred Albee bought land in Nokomis and on Bay Point from the Sarasota-Venice Company. He subdivided the land into lots, hoping to sell it all at a profit. On Dona Bay, across from Nokomis, Dr. Albee built the Pollyanna Inn in 1922 along the new asphalt road, near the site of a former labor stockade. The labor stockade was where state prisoners were housed when their labor was leased by R.S. Hall & Co.'s turpentine camp in Nokomis. At the turn of the twentieth century, a system of convict labor existed throughout the southeastern United States that provided cheap labor for certain industries and minimized prison costs at the same time. The leasing of state convicts ended in 1919, although leasing of county prisoners continued until 1923 (Matthews 1989). Between 1910 and 1930, families in the Nokomis and Osprey areas relied on the timber and naval stores industries for a living, particularly if they did not own land. The surrounding forests produced lumber for new homes and businesses, and the resin tapped from longleaf pine trees could be distilled to produce rosin, pitch, tar, and turpentine (Ziegler et al. 1984).

Oscar Scherer State Park

Oscar Scherer State Park is situated between U.S 41 and the Sarasota to Venice railroad, midway down the project area. The railroad slices through the northeast corner of the state park. Opened in 1956, the state park commemorates the memory of Oscar Scherer who invented a process for dyeing shoe leather in 1872. Oscar Scherer's daughter, Elsa Scherer Burrows, donated 462 acres of the park in 1955, and the state bought an additional 922 acres in 1991. The park consists of pine and scrubby flatwoods areas, is home to many endangered and threatened species including the Florida scrub jay, and provides habitat for some of Florida's rarest indigenous creatures. The park is also part of Florida's Statewide System of Greenways and Trails, offering boating, swimming, and camping opportunities on a freshwater lake created by damming South Creek, fishing in a tidal creek, and trails for hiking and mountain biking (Oscar Scherer State Park 2005).

Osprey

The small community of Osprey is located on the Gulf of Mexico midway between present-day Venice and Sarasota. Originally known as Spanish Point, it was homesteaded in 1867 by John and Eliza Webb and their five children. They had moved to the area in 1867, a year before Sarah Jane Knight Hancock and her husband and children settled in Venice. Known historically as Spanish Point, the location became Osprey when it was granted a post office in 1884. At that time, mail service was only twice a week (Matthews 1989). In 1897, Osprey had only 15 residents. Osprey remained a community of scattered homesteads until Bertha Palmer arrived in 1910 and made it her permanent winter estate. To go along with the ten-year old, two-story, four-columned winter home built by Lawrence Jones of Louisville that she bought and remodeled, Palmer added formal gardens, reflecting ponds, a tennis court, paths and walkways, homestead inns, winter houses, a community chapel, boathouses, and commercial docks. The estate also contained its own electric plant and water system, several citrus groves, separate buildings for house servants and ground supervisors, a small village and commissary for white and black work crews, livestock and poultry sheds, and a farm (Matthews 1989). Part of Bertha Palmer's estate at Osprey, including the restored formal gardens, was donated to the Gulf

Coast Heritage Association in 1980. The estate remains open to the public as part of Historic Spanish Point. The rest of the estate was sold to developers who created the Oaks subdivision on land where Bertha Palmer's house once stood.

Turpentine Camps and Lumber Mills

With millions of acres of pine trees spreading across the peninsula, South Florida had ready access to a natural resource that did not have to be mined. During the first part of the twentieth century, the sap from longleaf and slash pines was collected and distilled to produce resin, pitch, tar, and turpentine. Commonly referred to as the "turpentine industry," the industrial production of tar and pitch was common throughout the southern states where there were vast tracts of pine trees. In the early 1900s, the bark of thousands of trees in Florida was scored from the bottom to the top, or to as high as was profitable, to release the sap. The sap was then collected in "Herty" cups, a 1904 invention by a Frenchman, which replaced large wooden boxes that had been used up to then. The small size of the Herty cup required a smaller slash in the trunk of the tree and less labor to collect the sap. As the sap, or gum, rose in the tree, so did the slashes and cups. When the height of the slashes and sap was higher than could be reached by long-handled pullers or streak cutters, or until the flow of gum was negligible, the tree was no longer tapped. This process took about three years. When enough trees in the area were no longer producing sap, the timber was sold to a logging company, which cut down all the trees and milled it into lumber on site (Matthews 1989).

Turpentine camps were the temporary communities constructed by companies whose business it was to commercially extract sap from pine trees. When distilled, the sap was converted into pitch and tar, or "naval stores," initially used by sailing ships. In the twentieth century, products from the distilled sap produced barrels of turpentine and resin that were converted to paint, varnish, adhesives, perfumes, paint thinners, floor wax, and sealing wax. Although no longer used by the navy or sailing ships, these products were still called naval stores. Because a tree could only be tapped for about three years, most turpentine camps lasted no longer than ten years (Matthews 1989). Three turpentine camps were located along the Seaboard Air Line Railway between Fruitville and Venice: Bee Ridge, at the corner of Clark and Deacon Roads, Laurel, at the northwest corner of Mission Valley Boulevard and Laurel Road, and Nokomis, west of the railroad track, on the north side of Dona Bay. Turpentine stills and lumbering operations relied on the railroad to get their products to local or northern markets. The Bee Ridge, Laurel, and Nokomis operations were all conveniently located next to the Seaboard Air Line Railway track.

Since the turpentine industry was short-lived, so were the camps. The camps included one or more living quarters, a commissary, a still where sap was distilled to turpentine, a turpentine plant where turpentine passed through a dehydrator into barrels, sheds for mules and horses, and a coopers shed where barrels and boxes were made. When the turpentine camps closed, employees often stayed around to work in the lumber industry cutting the trees that had already been drained of gum.

The Bee Ridge turpentine camp was opened in 1937 by Berryman Thomas "B.T." Longino, Sr., and Luke Grubbs; it closed in 1952. Employees collected gum in an area

stretching from Fruitville to Osprey. Most of the turpentine was sold locally, from Fort Myers to Tampa, although the rosin and any surplus turpentine were shipped by rail to Turpentine and Rosin Factors, Inc., in Jacksonville. The workers lived in two or four-room houses in an area of the camp called "quarters." The nearby Mount Moriah Missionary Baptist Church served the camp families as church, school house, and social center (Vann 1993).

South of the Bee Ridge camp was the Laurel turpentine camp. A much earlier operation, the Laurel camp existed between the years 1910 and 1930 (Sarasota County 1993). George McCloud leased the turpentine rights at Laurel, and shipped barrels of processed resin on the Seaboard to Jacksonville, where it was used in the manufacture of glass, varnish, gunpowder, waxes, and paints. The Laurel camp mainly employed black men, many of whom brought their wives and children to live in the houses provided by the company. By 1924, 70 to 100 houses had been constructed at the Laurel camp for workers and their families (Almy et al. 1993). In addition to the hired men, the turpentine company relied on cheap labor from state convicts who were housed on the south side of Dona Bay, east of today's Tamiami Trail. The area where the convicts lived was enclosed by a stockade or fence (Almy et al. 1993). South of the Laurel turpentine quarters were the Albee quarters; to the north were the Blackburn and Arnold quarters. Houses in these three quarters were rented to employees of the J. Ray Arnold Lumber Company. At one time, an estimated 500 people lived in these quarters, at least half being single men. Like the Laurel turpentine camp, these quarters were right next to the railroad tracks (Almy et al. 1993).

The Nokomis turpentine camp was located west of the Seaboard railroad in the community of Nokomis. It was operated by R.S. Hall & Company of Ocala, who began leasing turpentine rights from Joseph Lord in 1905. Lease acreage was almost 10,000 acres, and Hall and his partner, W. O. Harrison, had the right to cut timber boxes for collecting sap (some turpentine companies continued to use boxes instead of Herty cups), and to debark, score, and collect gum from all the trees that were at least nine inches in diameter and four-and-a-half-feet in height (Matthews 1989). In addition to employing primarily black men, the Nokomis camp relied on the same convict labor pool as the Laurel camp, at least until 1919, when the leasing of state convicts was ended (Matthews 1989). The turpentine still at Nokomis failed during the Great Depression of the 1930s, and the business closed.

After the Bee Ridge, Laurel, and Nokomis turpentine stills ended their work, and the lumber mills cut and milled all the timber they could, the houses where the workers lived were purchased by the people living in them, were torn down, or were moved (Vann 1993). Although nothing remains of the Bee Ridge turpentine camp, houses that were part of the Laurel and Nokomis turpentine camps still stand.

ENVIRONMENTAL SETTING

The project area lies in the Central or Mid-Peninsular Zone within the Gulf Coast Lowlands physiographic province (White 1970: Map 1-B). These lowlands are dominated by broad marine terraces and gentle depositional slopes (White 1970). Sarasota County is fed by the Floridan Aquifer, which is composed of thick limestone and provides the ground water for most of Florida, excluding the southernmost and westernmost areas. This water, especially along the Atlantic and Gulf coasts, is highly mineralized. Water from this aquifer will rise in artesian wells to altitudes of a few feet above mean sea level (amsl) near the coast to more than 130 feet (ft.) (40 meters [m]) amsl in central upland areas (Hyde 1975). The source of fresh water nearest to the Sarasota Rails to Trails Rail Corridor are various unnamed wetlands, North Creek, South Creek, and Catfish Creek, as well as the brackish waters of Dona Bay and Roberts Bay which flow from Shakett Creek and Curry Creek.

Paleoenvironmental Setting

Changes in climate in turn alter the vegetative and faunal landscape of an environment. In response to this, humans are required to alter their adaptive strategies. Changes in environment often result in changes in subsistence, seasonal migration, foraging patterns, hunting patterns, and resource procurement.

During the most recent glacial period, the Wisconsin Glaciation (28,000 B.C. to 11,500 B.C.), Florida was cooler and drier. Prior to this period, the sea level of Florida would have been 7 m (22 ft.) above current levels, which would have effectively inundated all of south Florida due to its extremely low elevation. As glaciation continued throughout this period, more of the available water on the planet was frozen into ice sheets, exposing land around coastlines. At this time, it is hypothesized that Florida would have had a maximum of 100 m decline in sea level (Milliman and Emery 1968). Due to the exposed coastline available at this time of lowered sea level, it is likely that humans occupied areas that are now submerged.

During the Late Pleistocene and Early Holocene periods, Florida maintained a tropical climate. The arctic ice sheets allowed cooler drier temperatures in the summer, while blocking arctic air masses from reaching further south in the winter (Widmer 1988). Due to the recently exposed unconsolidated soils of the coastline, much of Florida was hypothesized to be composed of shifting sand dunes covered by scrub and prairie vegetation. Surface water at this time was scarce, and available mostly from sinkholes and springs. Coastal areas during this time would have been high-energy beaches, potentially bordered by barrier islands and mangrove forests, and the marine environment would typically have been hypersaline, indicating that productivity was lower than today (Widmer 1988).

By the Middle Holocene (7500 B.C.), the sea level had risen enough to change the hydrology of Florida, resulting in a climate that approaches the modern flora and fauna that we see today (Gleason et al. 1984). This includes the formation of peat deposits in otherwise dry prairie areas, including the Everglades.

Modern Environmental Setting

Sarasota County borders the Gulf of Mexico and has many land-locked bays, rivers, and creeks, which help moderate the temperatures within the county – the winters are slightly warmer and the summers are slightly cooler. Despite this moderating effect, Sarasota County experiences long, warm, humid summers, and mild, dry winters. The rainy season is from June to September. The seasonal distribution of rainfall is usually uniform, with the possibility of hurricanes occurring from September through October (USDA 1991).

The surface lithology of Sarasota County consists of quartz sand, limestone, dolomite, and consolidated and unconsolidated shell beds. Suwannee limestone underlies the surface of the county and is divided into two units. The upper unit is creamy white to light yellowish gray limestone containing darker dolomitized zones. This unit has many fossil inclusions such as foraminifera, mollusks, echinoids, and corals. The lower unit is pale gray to light yellow, calcilitic limestone. This limestone is differentiated from the upper unit by being generally softer, less porous, and containing fewer fossil inclusions. The Suwannee limestone is located anywhere from 350 to 650 feet below mean sea level and ranges in thickness from 150 to 350 feet. Overlying the Suwannee limestone is the Hawthorn group which consists of the Arcadia formation, and overlying Peace River formation. The Arcadia formation is below the surface throughout the county. The top of this formation ranges from sea level, to 100 feet below sea level in the southern portion of the county. The Peace River formation stone is at or near sea level throughout most of the county. This formation is described as “upper Hawthorn clastics” and consists of yellowish gray to light olive green clays and sands (USDA 1991:3). In areas where the Peace River formation does not occur lie shell beds; both the Peace River formation and the shell beds are covered by a veneer of quartz sand. The Anastasia formation forms an outcrop which extends for approximately one mile at “Point of Rocks” Siesta Key (USDA 1991:4).

Two soil associations are mapped for the project area (USDA 1991:General Soil Map): EauGallie-Myakka-Holopaw-Pineda and Pomello-Myakka-EauGallie. The EauGallie-Myakka-Holopaw-Pineda soil association consists of nearly level, poorly drained and very poorly drained soils that have a sandy surface layer and sandy and loamy subsoil. The Pomello-Myakka-EauGallie soil association consists of nearly level, moderately well drained and poorly drained soils that are sandy with loamy substrates.

Twenty-four soil series are mapped within the project area: Beaches; Boca and Hallandale soils; Bradenton fine sands; Delray fine sands, depressional; Delray and Astor soils, frequently flooded; EauGallie and Myakka fine sands; Felda fine sand; Felda fine sand, depressional; Floridana and Gator soils, depressional; Floridana and Gator soils, frequently flooded; Ft. Green fine sand; Holopaw fine sand, depressional; Kesson and Wulfert mucks, frequently flooded; Malabar fine sand; Manatee loamy fine sand, depressional; Malatcha gravelly sand; Orsino fine sand; Ona fine sand; Pineda fine sand; Pits and Dumps; Pomello fine sand; Pople fine sand; Smyrna fine sand; and St. Augustine fine sand (USDA 1991).

Beaches consist of nearly level to sloping sand and shell matrix soils that occur along the shoreline of the Gulf of Mexico. These soils are subject to tides, and little vegetation grow

naturally here with the exception of sea oats, railroad vine, and other salt-tolerant plants (USDA 1991).

Boca and Hallandale soils are nearly level, poorly drained soils located on broad flatwoods. These soils have a seasonally high water table at a depth of 6 to 8 inches for up to 4 months of the year, receding to below the limestone substrate for up to 6 months of the year. Natural vegetation associated with this soil consists of South Florida slash pine, scattered cabbage palm, laurel oak, saw palmetto, wax myrtle, pineland threeawn, chalky bluestem, maidencane, and other herbaceous plants (USDA 1991).

Bradenton fine sand consists of nearly level, poorly drained soils on low ridges and hammocks near sloughs, depressions, and flood plains. The water table associated with this soil is seasonally high, within 12 inches of the surface for up to 4 months, at a depth of 40 inches for more than 6 months, receding to a depth below 40 inches during periods of drought. The natural vegetation associated with this soil includes slash pine, longleaf pine, South Florida slash pine, laurel oak, live oak, cabbage palm, magnolia, saw palmetto, waxmyrtle, wild coffee, bluestem, longleaf uniola, and panicum (USDA 1991).

Delray fine sand, depressional, is a nearly level, poorly drained soil located in the depressional areas of flatwoods. This soil type is typically ponded for up to 9 months of the year, with a seasonally high water table of a depth of 12 inches or less during drier periods. Natural vegetation associated with this soil includes cypress, pickerelweed, maidencane, arrowhead, cutgrass, sand cordgrass, sedges, ferns, and other water-tolerant grasses (USDA 1991).

Delray and Astor soils, frequently flooded, are nearly level, very poorly drained soils located on flood plains along the Myakka River and adjacent swamps. This soil has a seasonally high water table, with water being at or above the surface for most parts of the year. Natural vegetation associated with this soil includes cypress, sweetgum, water oak, laurel oak, red maple, saw palmetto, wax myrtle, greenbrier, poison ivy, maidencane, chalky bluestem, sedges, and other water-tolerant species (USDA 1991).

EauGallie and Myakka fine sands are nearly level, poorly drained soils located in broad flatwoods. These soils have a seasonally high water table at a depth of 8 to 18 inches for up to 3 months, receding to a depth of 40 inches during periods of drought. The natural vegetation associated with this soil includes slash pine, South Florida slash pine, longleaf pine, scattered cabbage palm, oak, inkberry, saw palmetto, chalky bluestem, creeping bluestem, pineland threeawn, and other grasses (USDA 1991).

Felda fine sand is a nearly level, poorly drained soil located in sloughs and in poorly defined drainageways. The water table is seasonally high, within 12 inches of the surface for up to 6 months of the year, receding to a depth of 30 or more inches during drier times. The natural vegetation associated with this soil includes slash pine, South Florida slash pine, longleaf pine, laurel oak, saw palmetto, cabbage palm, blue maidencane, pineland threeawn, sand cordgrass, low panicum, and other herbaceous plants (USDA 1991).

Felda fine sand, depressional is a nearly level, very poorly drained soil located in depressions. These soils are generally ponded for up to 9 months of the year, with the water table receding to a depth of 40 inches during periods of drought. The natural vegetation associated with this soil includes bald cypress, pond cypress, cabbage palm, sand cordgrass, cutgrass, maidencane, and other water-tolerant plants (USDA 1991).

Floridana and Gator soils, depressional are very poorly drained, nearly level soils located in depressions. These soils are subject to ponding, and are generally ponded for 6 to 9 months during the year. The water table is within 12 inches of the surface during the remainder of the year. The natural vegetation associated with these soils includes sand cordgrass, St. Johnswort, wax myrtle, and other water-tolerant herbaceous plants (USDA 1991).

Floridana and Gator soils, frequently flooded are nearly level, very poorly drained soils located in floodplains. These soils are frequently flooded after prolonged or heavy rains. The water table is within 12 inches of the surface for most of the year. The natural vegetation associated with this soil is blackgum, red maple, sweetgum, cabbage palm, cypress, laurel, water oak, and loblollybay gordonia, smartweed, fern, sedges, and other water-tolerant plants (USDA 1991).

Ft. Green fine sand is a nearly level, poorly drained soil located in broad flatwoods. The water table associated with this soil is located at a depth of 6 to 18 inches for up to 4 months of the year, receding to a depth of 40 inches during drier periods. Natural vegetation for these soils include slash pine, South Florida slash pine, longleaf pine, cabbage palm, saw palmetto, inkberry, rusty lyonia, blackroot, pennyroyal, pineland threeawn, chalky bluestem, panicum, and other herbaceous plants (USDA 1991).

Holopaw fine sand, depressional, is a nearly level, very poorly drained soil located in depressions. This soil is ponded for up to 9 months of the year, with the water table within 12 inches of the ground surface or receding to a depth of 40 inches during periods of drought. The natural vegetation associated with this soil includes broomsedge, St. Johnswort, waxmyrtle, panicum, sand cordgrass, white bracted sedge, pipewort, stiff paspalum, and other various water-tolerant plants (USDA 1991).

Kesson and Wulfert mucks, frequently flooded are nearly level, very poorly drained soils that are located in tidal marches and swamps adjacent to coastal islands and estuaries. These soils are typically flooded at high tide. Natural vegetation includes red, black and white mangroves, searocket, saltwort, perennial glasswort, seashore saltgrass, and seashore paspalum (USDA 1991).

Malabar fine sand is a nearly level, poorly drained soil located in low, narrow to broad sloughs and poorly defined drainageways and flats. The water table is within 12 inches of the surface for up to 6 months of the year, receding to a depth of 40 inches or more during periods of drought. The natural vegetation associated with this soils includes slash pine, South Florida slash pine, longleaf pine, oaks, cabbage palm, scattered saw palmetto, waxmyrtle, inkberry, maidencane, creeping bluestem, pineland threeawn, laurel oak, bulrush, greenbrier, panicum, and other sedges and grasses (USDA 1991).

Manatee loamy fine sand, depressional is a nearly level, very poorly drained soil located in depressions. These soils are ponded for up to 9 months of the year, with the water table located within 12 inches of the ground surface during drier periods. Natural vegetation associated with this soil includes sawgrass, maidencane, pickerelweed, red maple, cypress, blackgum, cabbage palm, loblollybay gordonia, sweetbay, scattered wax myrtle, sedges, ferns, and other water-tolerant plants (USDA 1991).

Matlacha gravelly sand is a nearly level, somewhat poorly drained soil formed in dredge and fill material from man-made harbors. The depth of the water table in these soils varies depending on the amount of fill material and extent of drainage. Typically the water table is located at a depth of 24 inches, receding to a depth of 60 inches during periods of drought. This soil type will support pine, Brazilian pepper, sea daisy, and grasses (USDA 1991).

Orsino fine sand is a nearly level, gently sloping, moderately well drained soil located on ridges and knolls. These soils are located on slightly higher elevations in flatwoods. Under natural conditions, the water table is located at a depth of 40 to 60 inches, receding to a depth of 60 or more inches during periods of drought. Natural vegetation associated with this soil includes slash pine, South Florida slash pine, sand pine, longleaf pine, scattered turkey oak, live oak, pineland threeawn, indiangrass, bluestems, grassleaf goldaster, and other herbaceous plants (USDA 1991).

Ona fine sand is a nearly level, poorly drained soil located in broad flatwoods. The water table of this soil is located within a depth of 40 inches for up to 6 months of the year, and at a depth of 6 to 18 inches during wetter periods. Dominant vegetation associated with this soil includes South Florida slash pine, slash pine, bluestem, chalky bluestem, pineland threeawn, and lopsided indiangrass (USDA 1991).

Pineda fine sand is a nearly level, poorly drained soil located in low hammocks and in poorly defined sloughs. The water table is typically above the surface for short periods, and during heavy rainfall, receding to a depth of 12 inches for part of the year, and 20 to 40 inches during the remainder of the year. The natural vegetation associated with this soil includes slash pine, South Florida slash pine, longleaf pine, cabbage palm, wax myrtle, scattered saw palmetto, blue maidencane, pineland threeawn, low panicum, bluestems, and other herbaceous plants (USDA 1991).

Pits and Dumps are areas mapped where limestone and phosphate have been mined. No natural vegetation community or water table depth is associated with this mapping unit (USDA 1991).

Pomello fine sand is a nearly level, moderately drained soil located on low ridges and knolls in flatwoods. The water table associated with this soil type is located at a depth of 24 to 40 inches for 1 to 4 months of the year, receding to a depth of 40 to 60 inches during periods of drought. The natural vegetation includes slash pine, South Florida slash pine, longleaf pine, scrub live oak, saw palmetto, fetterbush, rusty lyonia, running oak, indiangrass, pineland

threeawn, grassleaf, goldaster, flag pawpaw, mosses, lichens, panicum, bluestems, and other herbaceous plants (USDA 1991).

Pople fine sand is a nearly level, poorly drained soil located in drainageways and sloughs. The water table of this soil is located within 12 inches of the surface, receding to a depth of 20 to 40 inches for a portion of the year, and 40 inches or below during periods of drought. The natural vegetation of this soil includes slash pine, South Florida slash pine, longleaf pine, cabbage palm, waxmyrtle, scattered saw palmetto, laurel oak, blue maidencane, pineland threeawn, creeping bluestem, South Florida bluestem, sand cordgrass, low panicum, and various weeds (USDA 1991).

Smyrna fine sand is a nearly level, poorly drained soil located in broad flatwoods. The water table of this soil is located within a depth of 40 inches, rising to a depth of 6 to 18 inches during wetter periods. The natural vegetation associated with this soil includes slash pine, South Florida slash pine, longleaf pine, live oak, and water oak, saw palmetto, running oak, inkberry, fetterbush, wax myrtle, pineland threeawn, bluestems, panicum, and other herbaceous plants (USDA 1991).

St. Augustine fine sand is a nearly level, somewhat poorly drained soil formed from the dredging of man-made harbors. The water table varies, but is typically located at a depth of 2 to 40 inches, rising to 20 inches or less during wetter periods. This soil can support Australian pine, Brazilian pepper, sea daisy, and other grasses (USDA 1991).

The types of vegetation observed during the field survey included various trees, including oaks, pine, and palmetto. The topography of the area is gently sloping, at elevations ranging from sea level to 20 ft. amsl. Figures 11 through 14 illustrate the project area.



Figure 11. Photograph of the northern portion of the project area, facing south.



Figure 12. Photograph of the abandoned rail cars on the northern portion of the project area, facing south.



Figure 13. Photograph of the central portion of the project area, facing north.



Figure 14. Photograph of the south-central portion of the project area (Bridge 8SO5315), facing north.

RESEARCH DESIGN

A research design is a plan to coordinate the investigation from the inception to the completion of the project. This plan should minimally account for three things. It should make explicit the goals and intentions of the research. It should define the sequence of events to be undertaken in pursuit of the research goals. A research design should also provide a basis for evaluating the findings and conclusions drawn from the investigation.

Objectives

The goal of this archaeological and historic site assessment survey is to locate and document the existence of any evidence of potentially important historic or prehistoric occupation or use within the project area and to evaluate any possible viewshed issues. These activities typically manifest as archaeological or historic sites, historic structures, or archaeological occurrences (single artifact finds). Assessment surveys attempt to locate evidence of any past human activities that are archaeologically discernable with current investigative techniques. The techniques employed must be able to identify the kinds of sites expected in the region, yet be cost effective, as not to expose the public to excessive expense.

The research strategy is composed of four interrelated and roughly sequential components: a background investigation, a historic document search, the formulation of an aboriginal site location predictive model, and the field survey. A review of the relevant archaeological literature produced a summary of previous archaeological work in west-central Florida and a discussion of previous survey work undertaken near the project area. The FMSF was checked for any previously recorded sites within the project area and to provide an indication of the prehistoric settlement and land-use patterns for the region. Current soil surveys, vegetation maps, and relevant literature were consulted to provide a description of the physiographic and geological region of which the project area is a part.

The historic document search involved a review of both primary and secondary historic sources. Relevant historical sources were checked for any information pertaining to the existence of historic structures, sites of historic events, and historically occupied or noted aboriginal settlements within the project limits. A prehistoric site location predictive model for the survey tract was formulated based on the variables of soil drainage characteristics, distance to permanent sources of potable water, and topography (relative elevation).

Cultural resource assessment surveys in Florida have demonstrated that certain environmental locales were preferred for prehistoric and early historic people. Predictive models enable the researcher to assess potential for habitation in the area of the site based upon the co-occurrence of relevant environmental variables. The relative importance of each of these variables depends upon the composite environmental setting. In a sand hills environment, for example, a majority of the known sites are located near a water source on a ridge slope. If a water source is not located in the vicinity, the probability of site occurrence decreases dramatically. Water will not be the determining factor, however, if another resource with more limited distribution, such as stone for tool manufacture, is available. In areas of relatively low relief and abundant wetlands, areas of higher elevation relative to the surrounding terrain would be considered more likely to

contain sites. In areas of high relief, relatively flat, level areas adjacent to wetlands seemed to be the preferred locations for prehistoric settlements.

Field Methods

A cultural resource assessment survey was conducted on the Sarasota Rails to Trails Rail Corridor. Shovel testing occurred in two transects, one along each side of the existing railway track. Two hundred seventy-one shovel tests were excavated within the project area (Figures 15 through 32). Of these shovel tests, only one was positive. Shovel tests measured 50-x-50-centimeters (cm) (19.7-x-19.7-in.) square, with all soil screened through ¼-inch (6.4-cm) hardware cloth mesh. Shovel tests were dug to a minimum depth of one meter (3.3 feet [ft.]) below surface unless hydric soils, or other obstructions were encountered. In some cases, shovel tests could not be excavated due to dense fill material or hydric conditions. In these cases, areas where shovel tests should have been conducted were given numbers, GPS readings, and a mark of “no-dig” status in order to keep track of the systematic testing of the corridor. There were 42 “no-dig” shovel tests. This number is not included in the 271 shovel tests mentioned above. Testing was conducted per the guidelines of the FDHR (FDHR 2004) and requirements of Sarasota County. The project area was considered to have a variety of probability areas. Areas of high probability for an archaeological site were identified by the Sarasota County Archaeologist, and testing was conducted within those areas at 25-m interval with a 12.5-m offset to the adjacent transect. These high probability areas were determined based on proximity to previously recorded archaeological sites, soil drainage patterns, and proximity to potable water (Figures 15 through 32). The remainder of the project area was considered to be of low probability and was tested at 200-m intervals.

The historical fieldwork methods included a pedestrian survey within the project area in a search for standing structures more than 50 years in age or other historic features; none were noted; however, some structural remains were noted. These are more fully discussed in the results section. The search for historic archaeological remains employed the same methods as the search for prehistoric archaeological remains, described above.

The original field notes and project maps will be returned to the Sarasota County History Center, copies of these documents will be kept on file at the offices of PCI – Tampa. Informants that were available for interview regarding possible archaeological or historical resources present within or near the project area included the staff of the Sarasota County History Center. Additionally, informants knowledgeable about the railway, transportation corridors, and the project specifically were also interviewed including Arlene Barnes, Florida Department of Transportation; Alex Boudrou, Sarasota County Property Office; John Herrli, Sarasota County Property Office; Harry Neeves, Vice President, Seminole Gulf Railway; and Chuck Woods, Post, Buckley, Schuh & Jernigan, Inc.

Laboratory Methods

Artifacts were returned to the laboratory at Panamerican Consultants, Inc. – Tampa. Field specimen (FS) numbers were assigned to each recovery provenance in the field. All artifacts that appeared sufficiently stable were washed and allowed to air-dry. Once dry, the

artifacts were separated into material types for analysis. Once the analysis was complete, the materials were then re-bagged in standard curation 4-mil polyvinyl bags. The full range of archaeological materials, including cultural material (prehistoric and historic artifacts, lithic debitage, pottery, and charcoal) as well as natural material (faunal and botanical remains), was recovered from the archaeological in the project area.

Invertebrate Remains. Shells were divided into artifacts (possible tools, ornaments etc.) and natural material (i.e., discard related to food procurement and processing). Taxon, possible function, and relevant modifications are typically noted for shell artifacts, though no shell artifacts were recovered from sites in the project area. Natural shell was identified to the lowest taxonomic level possible (genus, species or group; e.g. coquina, *Donax* spp.). Shells were counted and weighed. The shell material recovered from the site was not artifactual, but natural or fill material.

Historic Artifacts. All historic artifacts were recorded according to material, count and weight. Historic artifacts were sorted and analyzed according to functional groups. These groups are as follows: Building Materials, Metals, Ceramics, and Glass. Any distinguishing maker's marks were recorded and researched when present on historical materials.



Figure 15. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 1 of 18.

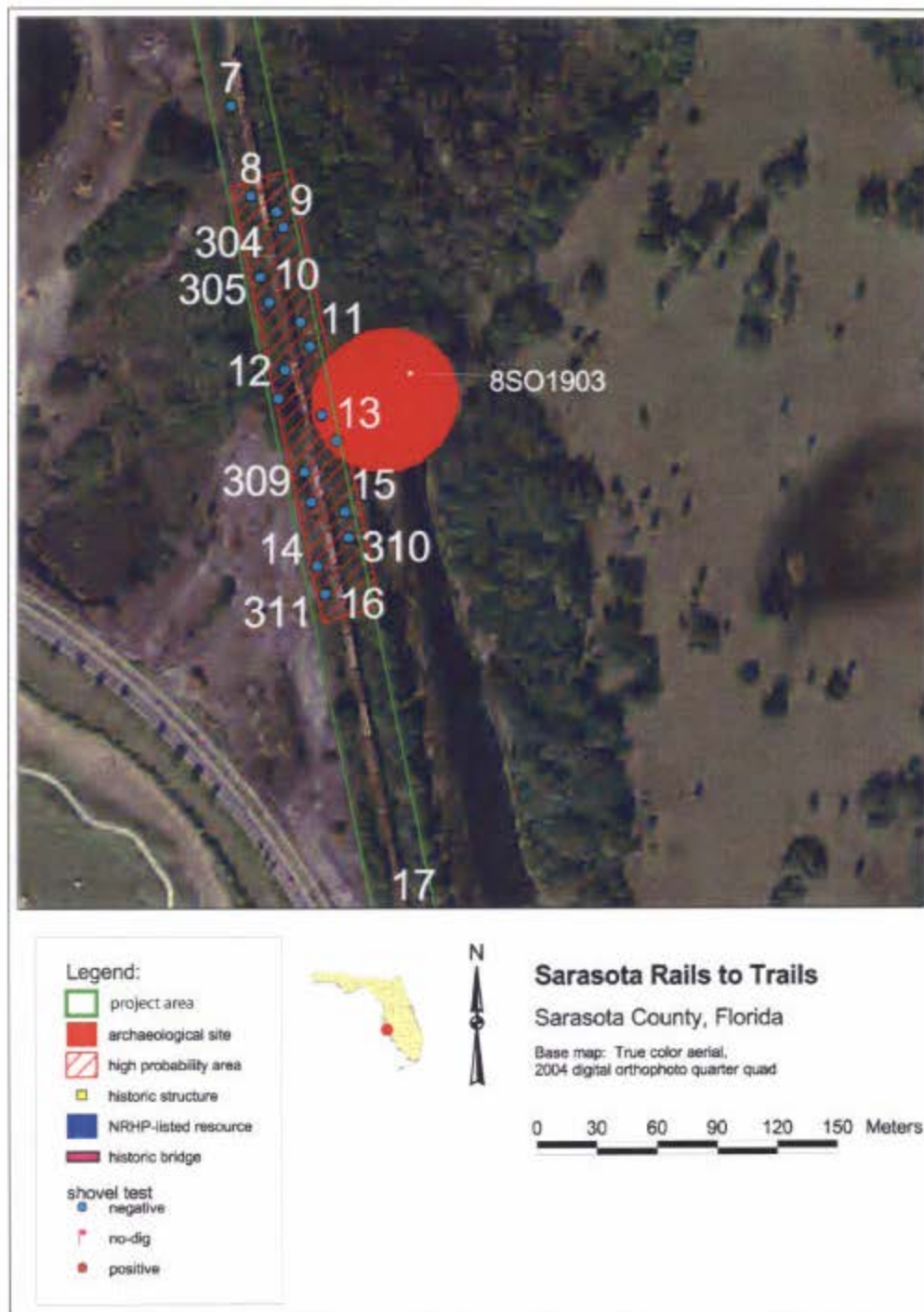


Figure 16. Close up view of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 2 of 18.

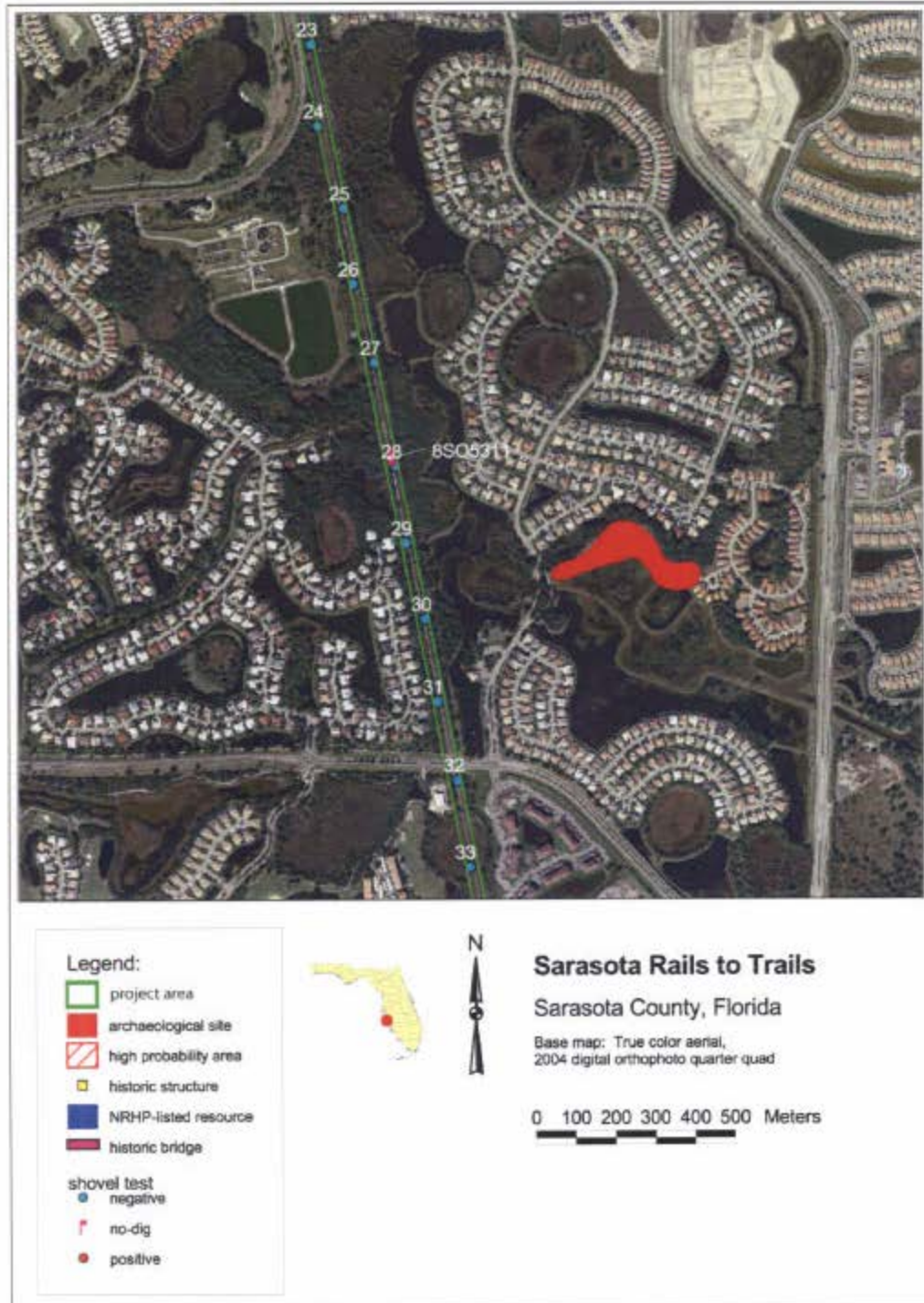


Figure 17. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 3 of 18.



Figure 18. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 4 of 18.



Figure 19. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 5 of 18.



Figure 20 Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 6 of 18.



Figure 21. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 7 of 18.



Figure 22. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 8 of 18.

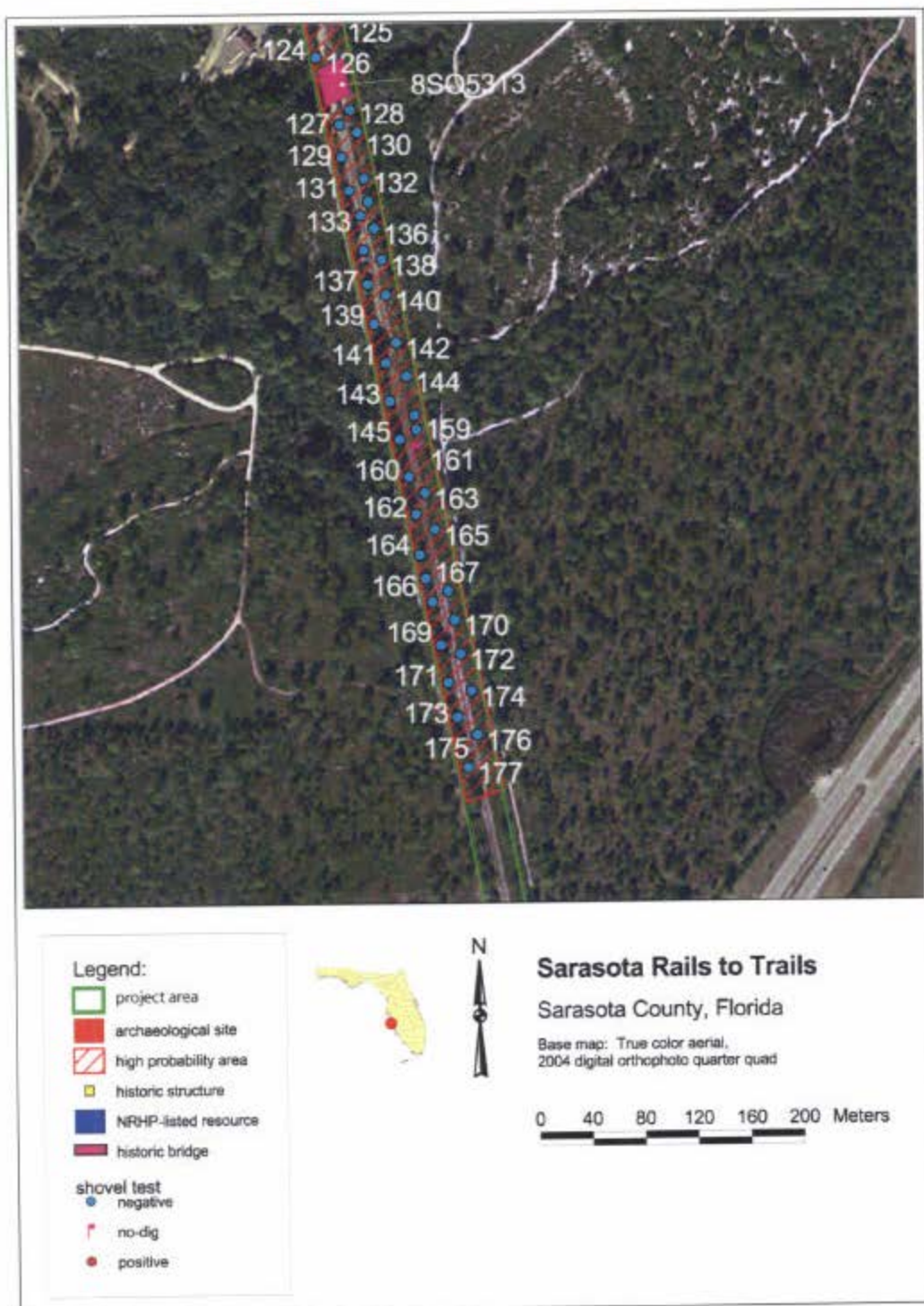


Figure 23. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 9 of 18.



Figure 24. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 10 of 18.



Figure 25. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 11 of 18.



Figure 26. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 12 of 18.

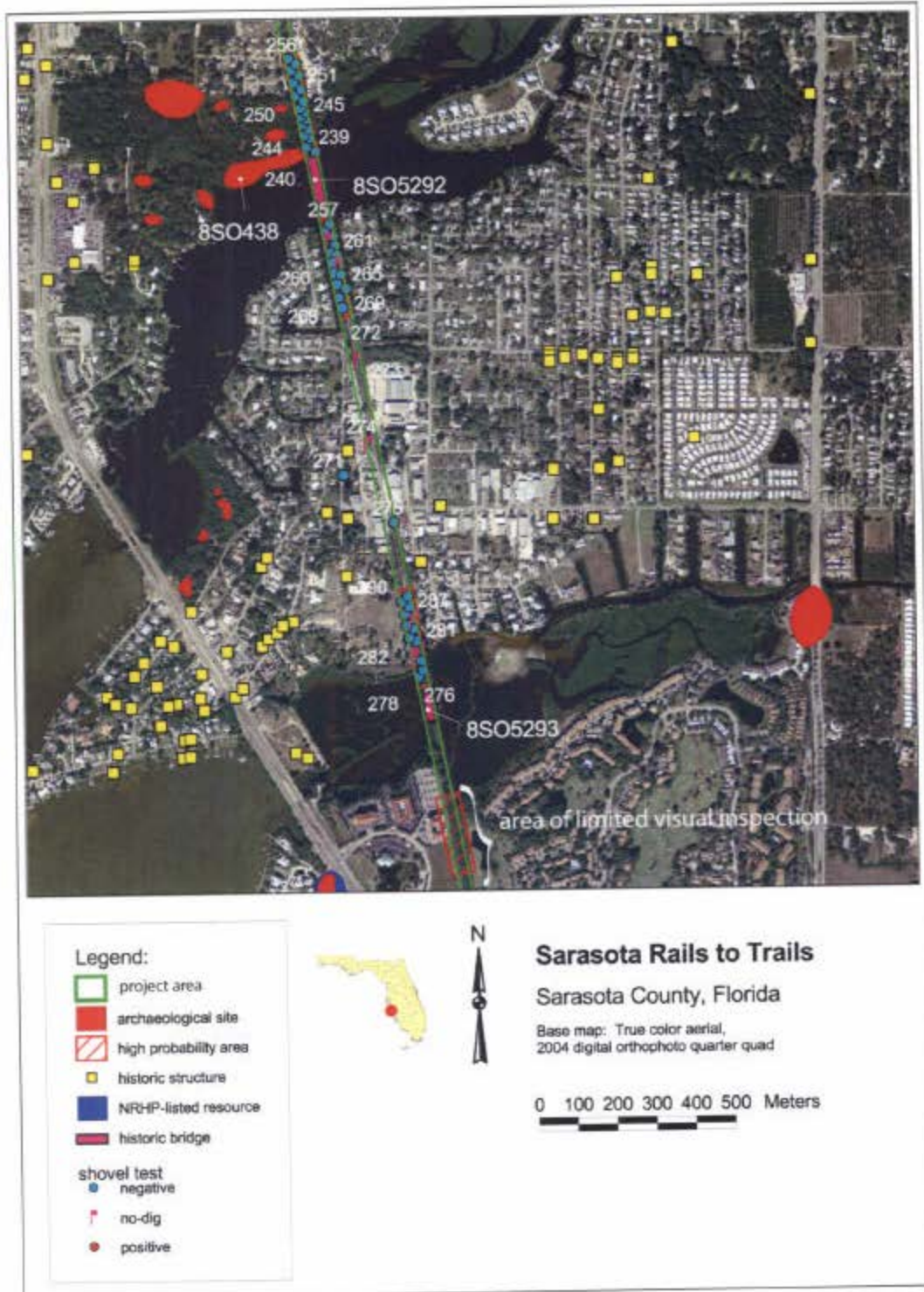


Figure 27. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 13 of 18.

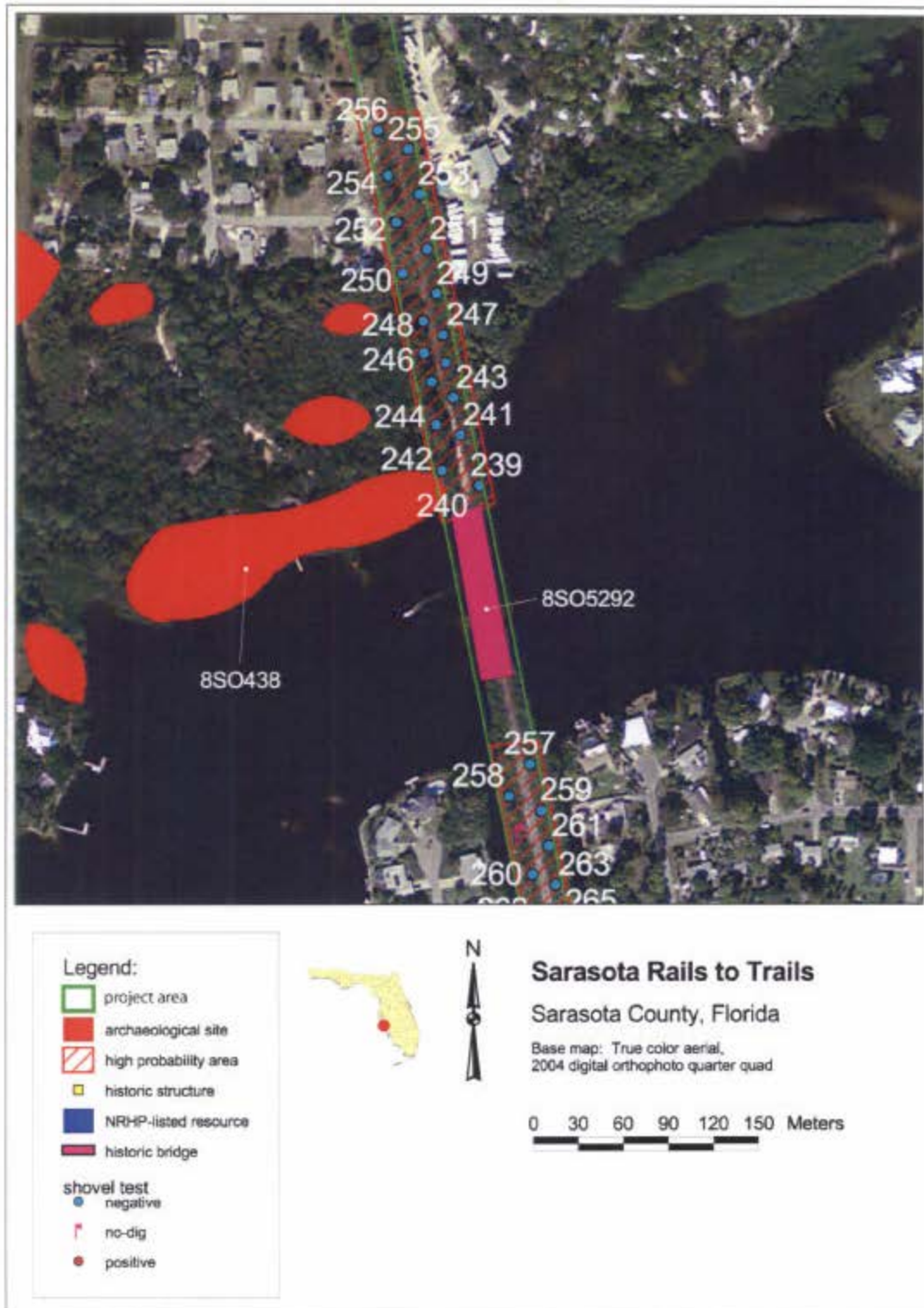


Figure 28. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 14 of 18.



Figure 29. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 15 of 18.



Figure 30. Close up of aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 16 of 18.



Figure 31. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 17 of 18.



Figure 32. Aerial photograph of the Sarasota Rails to Trails project area, showing the location of shovel tests, 18 of 18.

Expected Results

Previous cultural resource assessment surveys in the area suggest that limited-activity extractive sites are found within some of the environments that characterize portions of the project area. The project area had a variety of predicted probability areas, with areas of high potential for containing archaeological resources, based on locations of previously recorded archaeological sites adjacent to the project area, as well as distance to fresh water resources, and better drained soils. These areas were identified by the Sarasota County Archaeologist. In addition, historic archaeological sites were expected, due in large part to the early construction of the railroad, and the subsequent development that occurred because of the railroad. Historic structures or objects were expected, also due to the early construction of the railroad.

Although predictions can be made about where both prehistoric and historic sites are most frequently discovered, sites have been found in just about every environment that is defined in Florida. Judgmental testing is used to check locations where sites may be found, regardless of the probability zone.

Procedures to Deal with Unexpected Discoveries

Every reasonable effort has been made during this investigation to identify and evaluate possible locations of prehistoric and historic archaeological sites; however, the possibility exists that evidence of historic resources may yet be encountered within the project limits. Should any evidence of historic resources be discovered during ground-disturbing activities, all work in that portion of the project site should stop. Evidence of historic resources includes aboriginal or historic pottery, prehistoric stone tools, bone or shell tools, historic trash pits, and historic building foundations. Should questionable materials be uncovered during the excavation of the project area, the Sarasota County Archaeologist, and if desired representatives of PCI – Tampa will assist in the identification and preliminary assessment of the materials.

In the unlikely event that human skeletal remains or associated burial artifacts are uncovered within the project area, all work in that area must stop. The discovery must be reported to local law enforcement, who will in turn contact the medical examiner. The medical examiner will determine whether or not the State Archaeologist should be contacted per the requirements of Chapter 872.05, *Florida Statutes*.

RESULTS

The archaeological and historical survey of the Sarasota Rails to Trails Rail Corridor project area resulted in the identification of two historic archaeological sites, the Seaboard Air Line Railway Fruitville to Venice Line (8SO2622) and the Laurel Road Dump site (8SO5308). Additionally, eight historic trestle bridges (8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, and 8SO5293) constructed in 1911 were recorded during the course of this survey. The bridges were analyzed by Jeannette Knowles, architectural historian at Panamerican Consultants, Inc. All of the railroad resources (8SO2622, 8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292 and 8SO5293) are recorded under the resource group Seaboard Air Line Railway, Venice to Fruitville Line (8SO5309).

In addition to the historic objects and sites, three railroad-related objects were observed during the course of this survey. These objects, three railroad switches, were observed but not recorded, as they do not appear to be historic.

Non-Historic Materials

Railway Switches

Three railway switches were observed along the Seaboard Air Line Railway during the course of this survey (Figures 33 through 37). These switches did not appear to be historic, and were not recorded as historic objects. Switches are mechanical devices that allow trains to change tracks or direction. Switches can either be controlled manually or electronically. According to Global Security (2005): “switches have left-hand and right-hand switch points that divert the rolling stock to the proper turnout. Switches also have one or more rods to hold the points in correct relationship to each other and to prevent them from rising. A gauge and switch plates support the switch points at the same elevation as the permanent rail and maintain the correct position of the switch. Clips unite the rods with the switch points and metal guards provide foot protection (GlobalSecurity.org 2005:11).” The switch stand controls the operation of the switch. There are two types of switch stands, the low or ground throw stands, and the high or column-throw stands. The most visible portion of a column-throw stand is the spindle. The spindle is the large protruding sign that indicates which direction the switch is thrown. One of the switches present within the project area could be identified. This switch (#2) was constructed by the Union Switch and Signal Company of Swissvale, Pennsylvania. (“U.S. & S. Co.”, see figure 37). This switch company continues to make switches today, and they have been making rail equipment since the late nineteenth century (www.switch.com). The manufacturers of the other two switches could not be identified.



Figure 33. Photograph of railroad switch #1, facing west.



Figure 34. Close up photograph of railroad switch #1.



Figure 35. Photograph of railroad switch #2, facing west.



Figure 36. Close up photograph of railroad switch #2.



Figure 37. Photograph of railroad switch #3, facing southwest.

Previously Recorded Sites

8SO438-Martin McGuire

The Martin McGuire site (8SO438) is a prehistoric shell midden with ceramic and prehistoric lithic artifacts present (Figures 38 and 39). This site is dated to the Manasota period and is located within Section 31, Township 38 South, Range 19 East. This site was recommended as eligible for listing in the NRHP by the surveyors (Almy et al. 1993); however, this site has not been evaluated by the SHPO. Although this site is mapped as overlapping the project area, shovel tests in the area did not uncover any artifactual or midden material. Because no new material was located in association with this site, the previous surveyor's recommendations for NRHP eligibility do not change.

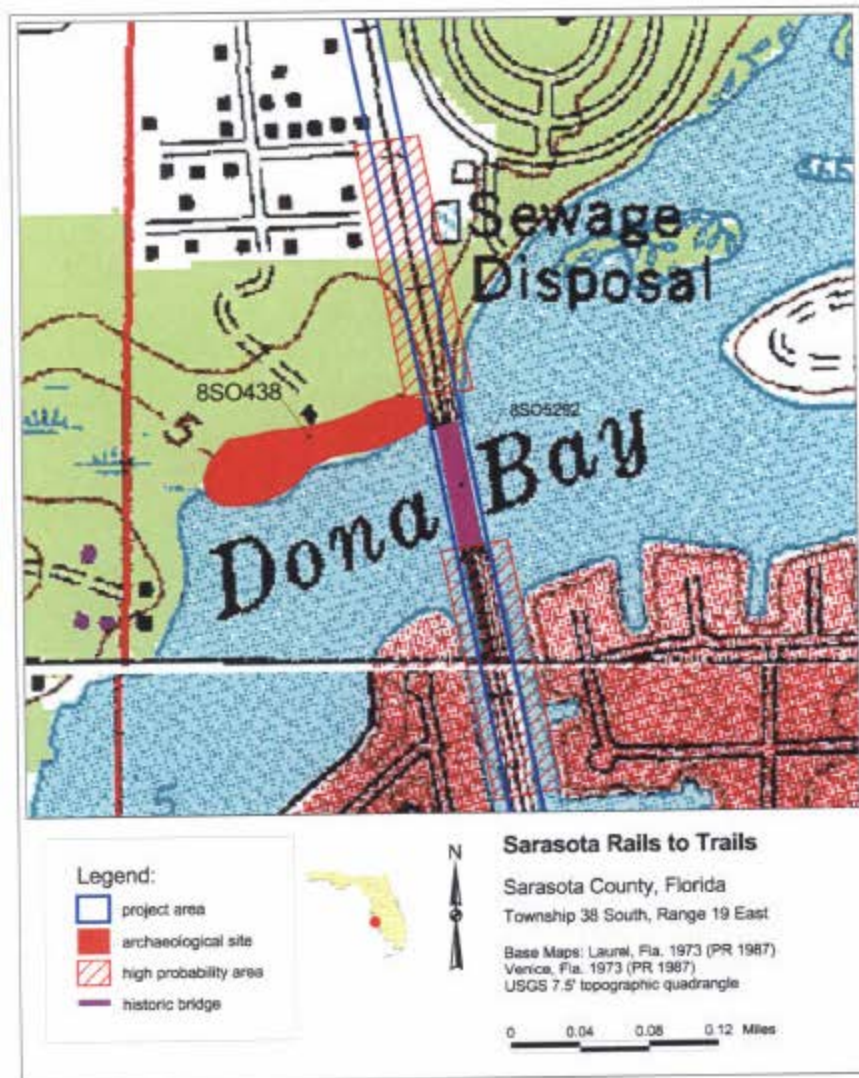


Figure 38. Corrected location of 8SO438 on USGS 7.5' topographic quadrangle.

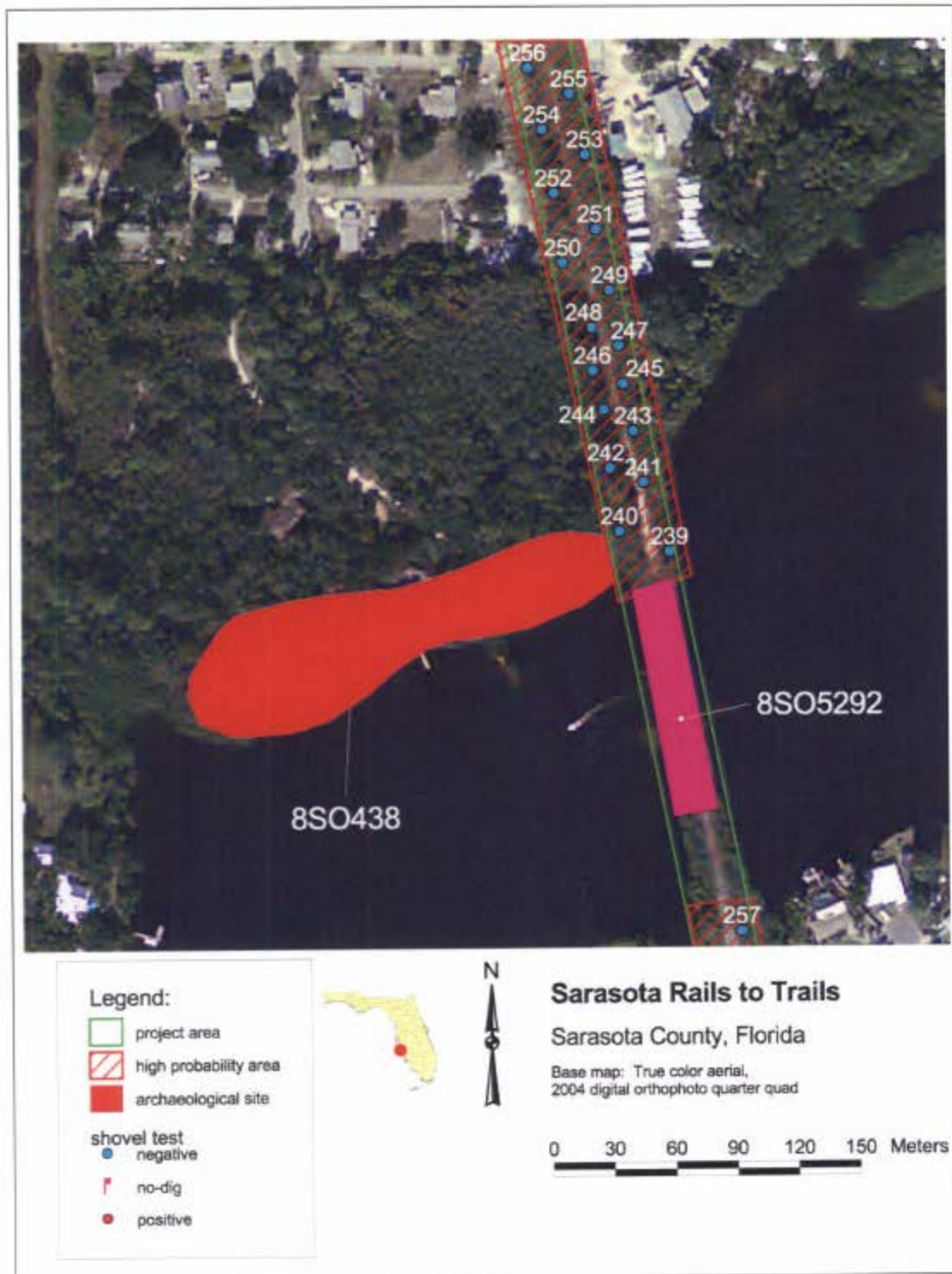


Figure 39. Corrected location of 8SO438 on an aerial photograph, showing location of shovel tests.

8SO1903-Seaboard Midden

The Seaboard Midden (8SO1903) is located within Section 23 of Township 37 South, Range 18 East (Figures 40 and 41). This site is a prehistoric midden that was considered ineligible for listing on the NRHP by the SHPO. Although a small portion of this midden was mapped as being located within the project area, shovel testing and surface inspection of the area did not result in any midden or artifactual material. Because no new material was located in association with this site, the previous surveyor's recommendations for NRHP eligibility do not change.

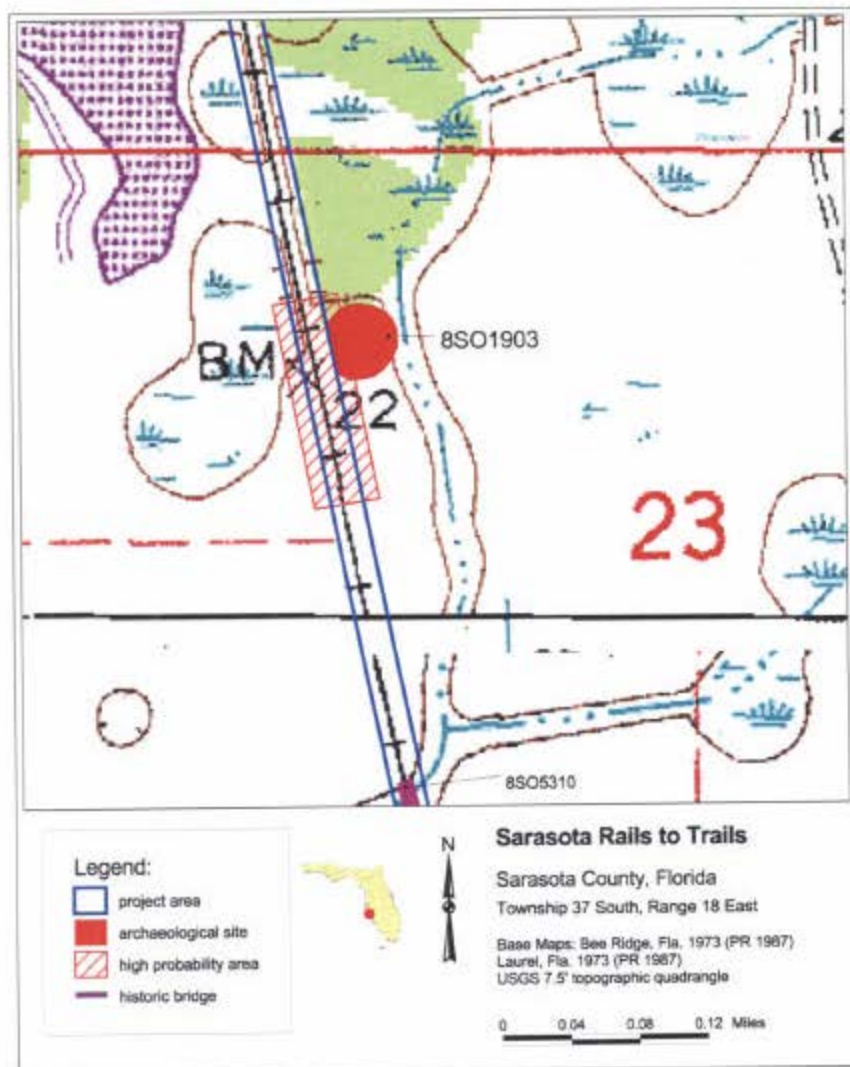


Figure 40. Corrected location of 8SO1903 on a USGS 7.5' topographic quadrangle.

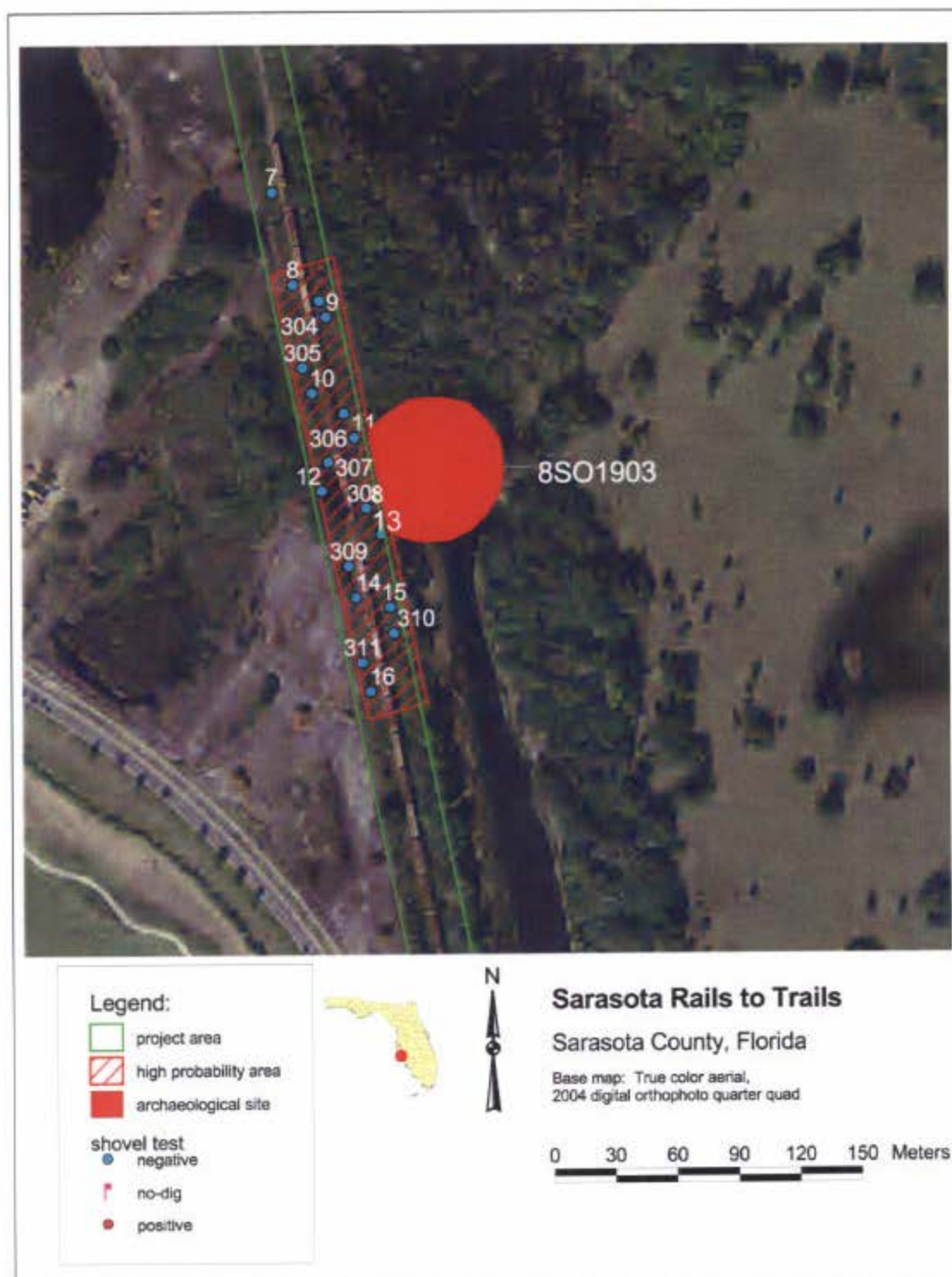


Figure 41. Corrected location of site 8SO1903 on an aerial photograph showing location of shovel tests.

Newly Recorded Sites and Bridges

8SO2622-Seaboard Air Line Railway, Fruitville to Venice Line

Site 8SO2622, the Seaboard Air Line Railway, Fruitville to Venice Line, is a historic railway constructed in 1911 and 1926 and traverses sixteen sections, three townships, two ranges, and three USGS 7.5' topographic quadrangles. The topographic quadrangles include Bee Ridge, Fla. 1973 (PR 1987), Laurel, Fla. 1973 (PR 1987), and Venice, Fla. 1973 (PR 1987) (Figure 42). The townships, ranges, and sections are listed below.

Table 4. Townships, Ranges, and Sections Through Which Site 8SO2622 Passes.

Township (South)	Range (East)	Section
37	18	14
		23
		26
		35
38	18	1
		2
		12
		13
		24
		25
38	19	30
		31
39	19	6
		7
		18
		17

Site 8SO2622 is located at varying elevations, between 10 and 20 feet (ft.) above mean sea level (amsl). The railroad traverses varied terrain, including swamps, wetlands, pasture, pine forest, uplands, rivers, and creeks. The vegetation noted along the track includes southern pine, oaks, palms, and Brazilian pepper (Figures 43 through 45). Much of the railway is cleared of vegetation, but approximately 500 meters (0.3 miles or 1,640 feet) north of Laurel Road are not cleared and consist of near impenetrable Brazilian pepper. This area could not be surveyed. Those areas that have been surveyed exhibit rails and ties associated with the railway still in place, although many ties are deteriorated and the tracks are overgrown throughout.

The existence of the railroad in the southern portion of Sarasota County made the development of this area possible. The City of Venice was incorporated by the Brotherhood of Locomotive Engineers, and the rail line was built, at least in part, to aid the use of the area by Bertha Honore Potter for agricultural and cattle land. The real estate businessmen from Sarasota who were influential in convincing Mrs. Palmer to purchase these lands were quoted as saying "one of the most important prerequisites in Mrs. Palmer's commitment to buy all these lands was that the Seaboard Air Line Railway Company agree to extend its line from Sarasota to Venice" (Coakley 2000:1) When the real estate agent A.B. Edwards contacted the Seaboard Air Line Railway agricultural agent, he commented that "there must be some sort of magic" in the Palmer name, as the officials agreed

readily. Provisions were made for the right of way (Coakley 2000:1). By 1911 the railway extended their tracks through the Palmer fields in Fruitville to Venice, a distance of 16.5 miles. The project area covers only 14 miles of this line, and thus only 14 miles of this site are recorded at this time.

The southern portion of the original 1911 railbed was moved approximately a quarter mile east of the city of Venice, under the direction of the town planner, John Nolen (Turner 2000) (Figures 46 and 47). A new triangular tract was created, forming an industrial complex at the terminus of the railway. This industrial complex was used to aid in the transportation of the building supplies that would help create Venice. This triangular portion of the railway remains an industrial area today. The Brotherhood of Locomotive Engineers (BLE) helped to move this portion of the track so their conception of the resort city of Venice could be realized (Turner 2000). Both the 1911 (north of the town of Venice) and the 1926 portions of this track are included in this site.

8SO2622, the Seaboard Air Line Railway Fruitville to Venice Line, is a 14-mile stretch of railroad that is potentially eligible for inclusion in the NRHP as part of the existing multiple property listing "Florida's Historic Railroad Resources" because it meets the criteria specified under property type F.3 as follows: it has served a historic railroad transportation function associated with one of the state's railroad companies (Seaboard Air Line Railway), and was constructed during one of the seven historic periods described in Section E (1911), and it lies within the state of Florida (Johnston and Mattick 2001: Section F:67). This resource is also recommended as eligible for the local register, the Sarasota County Register of Historic Places (SCRHP). Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails Rail Corridor project area. No further archaeological work is recommended; however, a Determination of Eligibility should be completed. If the alterations planned by Sarasota County in the conversion of this resource for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.

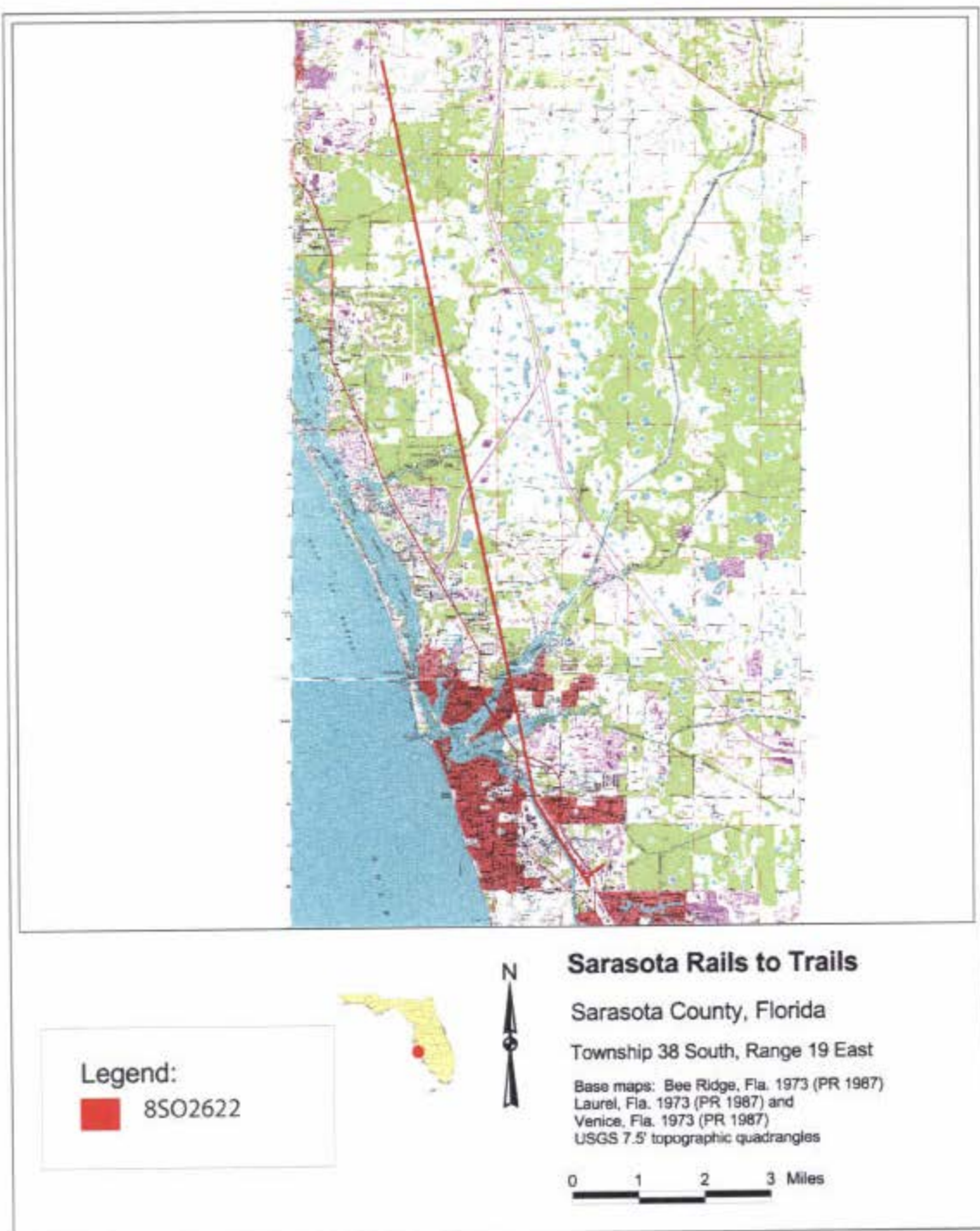


Figure 42. Location of site 8SO2622 on three USGS 7.5' topographic quadrangles.



Figure 43. Photograph of railroad tracks in northern portion of project area, facing south.



Figure 44. Photograph of railroad tracks in northern portion of project area, facing south.



Figure 45. Photograph of 8SO2622, near Shovel Test 20, facing south



Figure 46. Venice conceptual plan, with location of original railway location 1925 (Turner 2000:12).

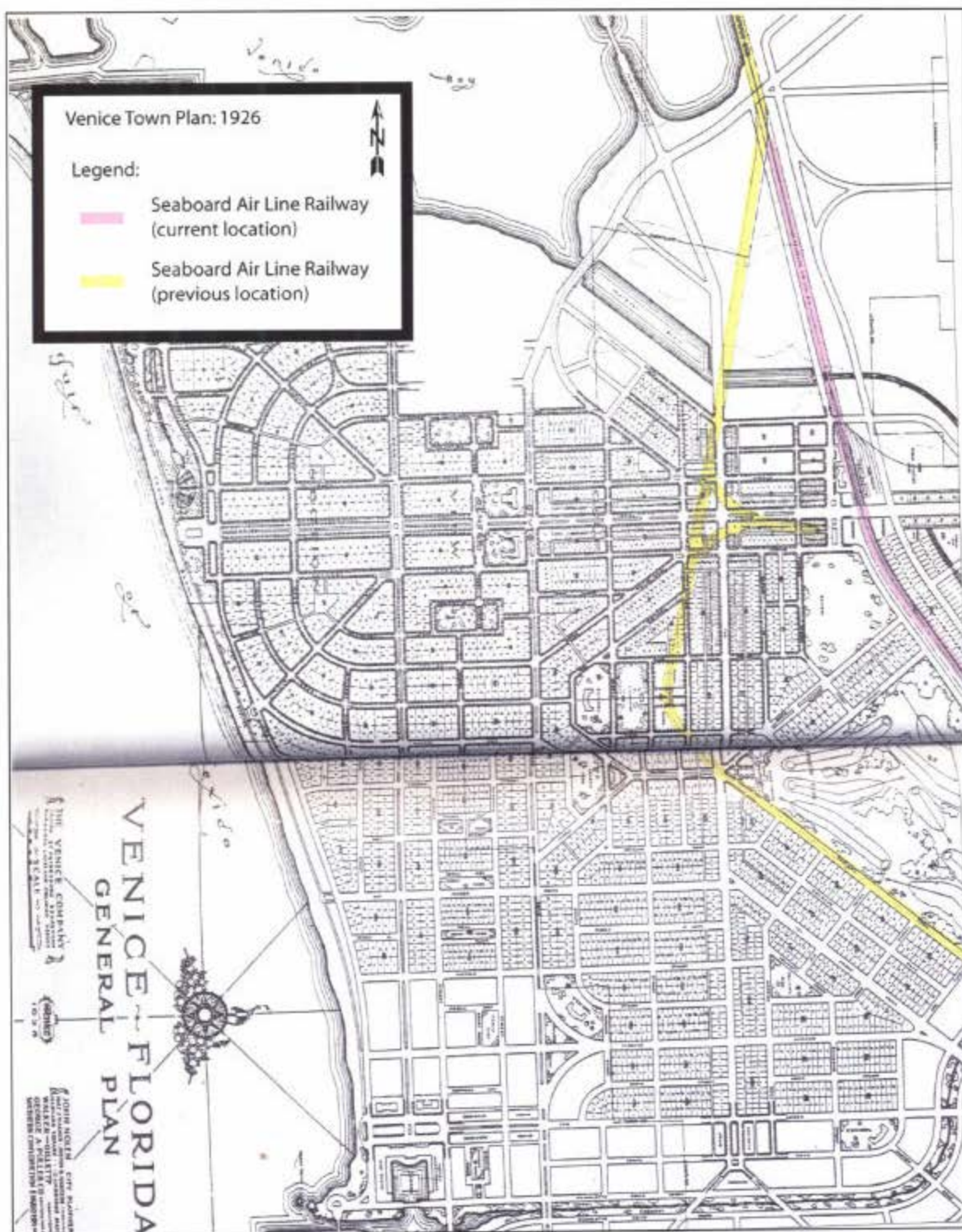


Figure 47. Seaboard Air Line Railway Map: 1926, showing previous and current locations of the railway (Turner 2000:24-25).

8SO5308-Laurel Road Dump

Site 8SO5308, the Laurel Road Dump, is a historic dump site dating to the mid-twentieth century. The site, as it is expressed within the current project area, measures approximately 1,035 m² (315 ft.²) (Figures 48 through 50). Site 8SO5308 is located in Section 31, Township 38 South, Range 19 East on the Laurel, Fla. 1973 (PR 1987) 7.5' USGS topographic quadrangle and lies at an elevation of approximately 10 feet amsl, directly south of the intersection of Laurel Road and the Seaboard Air Line Railway in Sarasota, Florida (see Figure 6). Site 8SO5308 is visible on the surface and represents secondary deposits of a dump site located adjacent to the project area. This site appears to extend to the west; however, this portion extends beyond the boundaries of the project area and was not tested. The area is characterized by Australian pines, palms, and oaks.

Site 8SO5308 was originally located outside of the project area, to the west; however, the dredging activities, and what appears to be fairly recent upkeep of the canalized drainage canal has put some of the historic dump material on the railroad berm and within the project area. Although this site is clearly visible on the surface, three shovel tests were placed in the area of the site in order to determine the depth of the material and to test whether the visual site boundaries are correct. The shovel tests confirm the visual site boundaries, and the single shovel test within the site area indicates that the site is 40 cm in depth.

Thirty-five artifacts were recovered from surface collections and one positive shovel test. The material recovered includes glass, metal, mortar, shell, whiteware, and terra cotta Herty cup fragments. PCI-Tampa Laboratory Director, Dr. Anna Dixon wrote the following analysis.

With the exception of some wood charcoal fragments and several shells, all materials recovered from the project area were clearly from the recent historic period. A collection of historic refuse, consisting of glass, metal, mortar, and ceramics was recovered from surface and subsurface contexts. All materials were cleaned and air-dried prior to analysis. The material collected is consistent with materials dating from approximately the mid-twentieth century. The presence of turpentine industry wares indicates that the area was likely used as a dump by the Laurel turpentine camp, as well as during later periods.



Figure 48. Photograph of site 8SO5308, Laurel Road Dump, facing south.



Figure 49. Photograph of site 8SO5308, facing north from positive Shovel Test 312.

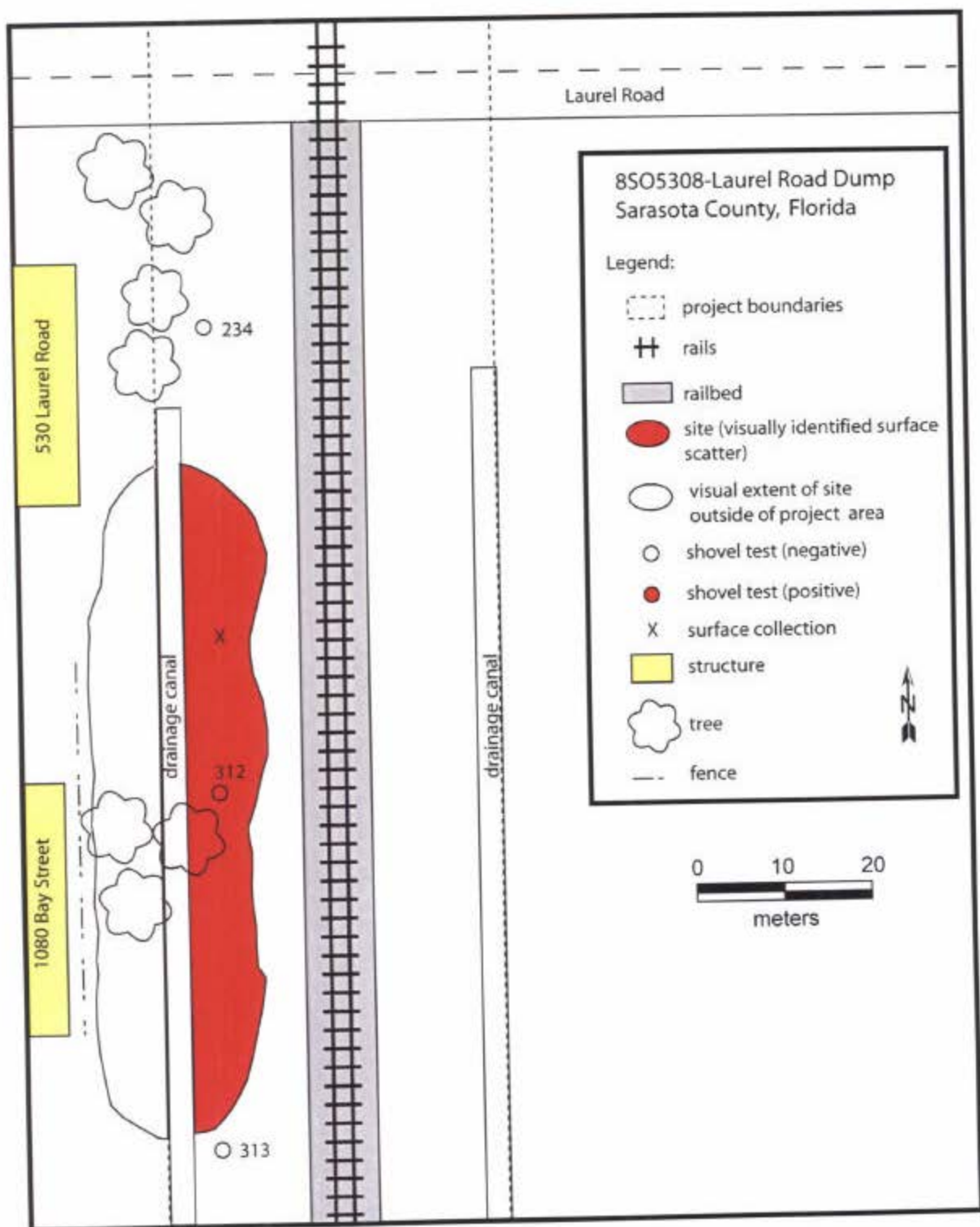


Figure 50. Sketch map of site 8SO5308.

Glass. Four fragments of glass and one entire bottle were recovered from the surface of the site (Table 5). Two of these artifacts can be assigned a specific date range: a small green glass bottle (2 oz. capacity) and the base of a clear glass vessel, likely a jar or beverage carafe. An additional small fragment of clear glass was recovered, which likely came from the larger clear piece. Both the green bottle and the clear vessel base bear the mark "DURAGLAS" in a script that was used by the Owens Glass Company of Illinois in the years between 1940-1963 (Toulouse 1971:170) (Figure 51). The base of the green bottle bears an additional mark, an "I" within an oval, that allows this date range to be narrowed further, to between 1954-1960 (Toulouse 1971: 170; 403-404). Thus, the green bottle was produced between the years 1954-1960, and the clear glass vessel was produced between 1940-1963 (Figure 52).

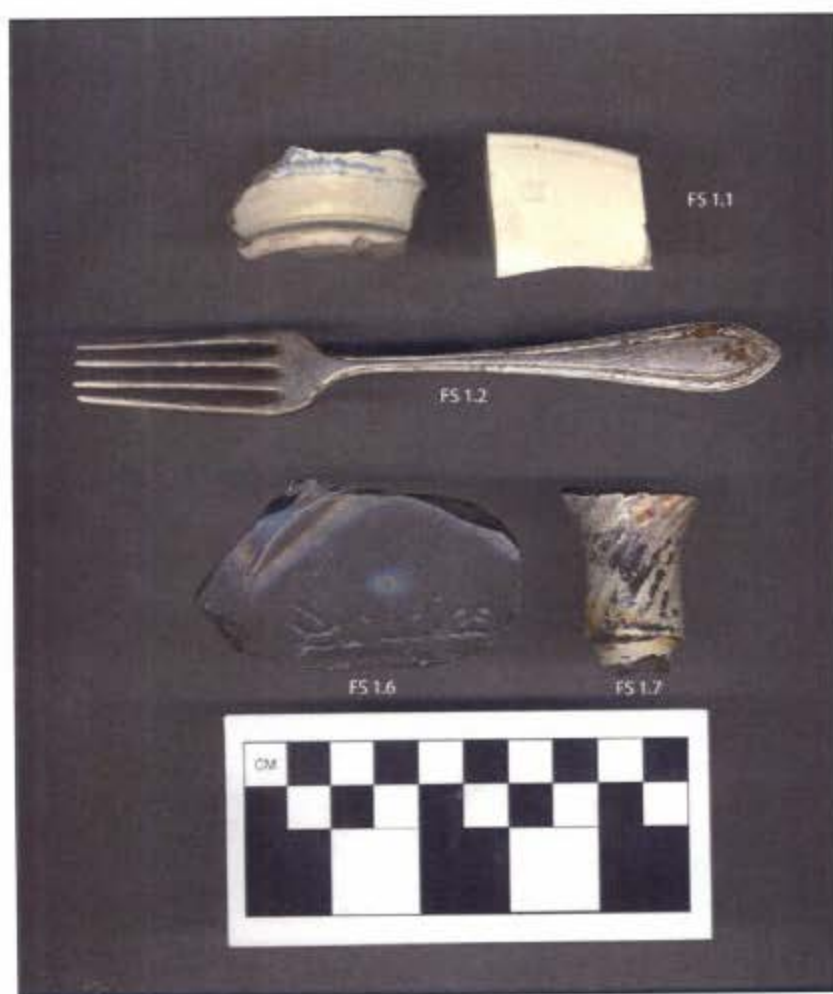


Figure 51. Artifacts recovered from 8S05308 (FS 1.1, 1.2, 1.6 and 1.7).

Table 5. Glass Artifacts from 8SO5308.

FS	Stratum	CMBS	Type	Count	Weight (g)	Description
1	Surface	0.0	glass	2	40.25	DURAGLAS vessel base; 1 fragment clear glass
1	Surface	0.0	glass	1	16.59	white painted decorative fragment; tubular (part of light fixture)
3	Surface	0.0	glass	1	82.65	glass, green; bottle; square; whole; "Duraglas" 2 oz.; prob. Medicine bottle
3	Surface	0.1	glass	1	14.86	glass, aqua; bottle; fragment; "... OTTLING... ORKS... HTOWN"; 8.22 mm/thick
Total				5	154.35	

A tubular glass fragment, painted white on the outside and molded in a swirl pattern, was also recovered from the surface. The fragment measures 39.5 mm in length and 20.7 mm diameter at midpoint. Both ends are broken, but one end was tapered (not threaded) as if to fit into a socket, and the other end flares out. It is likely that this fragment of decorative glass was a piece of a lighting fixture (see Figure 51).

One fragment of aquamarine bottle glass was also recovered from the surface of the project area. This fragment was from the shoulder of a bottle, most likely a soda or milk bottle, and bore the remnants of embossed lettering reading: "... OTTLING ... ORKS... HTOWN." This partial inscription was not sufficient to identify the bottle maker or any other information regarding vessel function or date (see Figure 52). Aquamarine glass was a common bottle glass color from the early nineteenth century through the 1920s, when it was used for soda bottles, canning jars and other containers. Aquamarine glass was commonly used in canning jars until the 1920s–1930s, when it became less common (BLM 2005); this color of glass continues to be used to the present time in soda bottles, such as the distinctive aquamarine color of glass Coca-Cola™ bottles.



Figure 52. Glass artifacts recovered from 8SO5308 (FS 3.1 and 3.2).

Ceramic Artifacts (Domestic)

Whiteware. Two whiteware fragments were recovered from the surface (Table 6). Both are decorated, one with a blue transferware pattern and the other with a decal decoration. Transferware was first produced in England in the mid-1700s (Sutton and Arkush 2004:207) and began to be produced in the United States in the 1800s (see Figure 51). This colorful earthenware, commonly known as ironstone, was decorated with motifs such as patriotic themes or commemoration of events and places (Zarucchi 2004). The most famous transfer ware is known as “flow blue,” also called “Blue Willow,” a famous Oriental-inspired pattern. Transfer ware was produced on a large scale in the U.S. from the 1800s up through the 1970s, and continues to be produced on a smaller scale today.

A rim fragment, most likely from a plate, was recovered from the surface. Though extremely faded, the remnants of a red and blue floral decorative pattern can be detected on its surface. Unlike the preceding sherd, this whiteware was most likely decorated with an applied

decal, a technique that was introduced in the late nineteenth century and was most popular in the 1930s; however, decal wares continue to be produced today (Stelle 2003).

Table 6. Ceramic Artifacts (Domestic) from 8SO5308.

FS	Stratum	CMBS	Type	Count	Weight (g)	Description
1	Surface	0	Terracotta	1	58.15	rim sherd, terracotta; glazed; crock or pipe (drain pipe) fragment
1	Surface	0.0	whiteware	1	12.81	base of blue transferware vessel (cf. "Blue Willow"); small decorated bowl
1	Surface	0.0	whiteware	1	8.56	rim sherd; floral decoration, prob. decal; plate fragment
Total				3	79.52	

Glazed Terracotta or Stoneware. A rim sherd from a heavy, glazed ceramic crock was also recovered from the surface. Other than glazing, this fragment bares no distinctive marks or decorations. It is also possible, given the fragmentary state of this artifact, that it could also be a part of a terracotta drainpipe.

Ceramic Artifacts (Non-Domestic)

Herty Cup Fragments. Seven fragments of terracotta, identified as broken Herty cups, were recovered from subsurface and surface contexts within the project area (Table 7). Herty cups were terracotta vessels used in the turpentine industry, and were placed under cuts in the bark of pine trees to catch the sap, which was processed into turpentine (Figure 53). These cups were introduced in 1904 and represented an improvement in the technology of pine tapping, as the tree was less damaged in the process (Roth n.d.). Herty cups could be either smooth clay or ribbed clay (Butler n.d.); six of the specimens recovered from the project area are ribbed, and one fragment is plain (Figures 53 and 54).

Table 7. Ceramic Artifacts (Non-Domestic) from 8SO5308.

FS	Stratum	CMBS	Bag#	Type	Count	Weight (g)	Description
1	Surface	0.0	1.3	terracotta	2	80.79	Herty cup fragments; one with grooves, one without
2	II	40-50	2.3	terracotta	5	140.44	Herty cup fragments; 1 base and 4 body fragments; all grooved
Total					7	221.23	



Figure 53. Herty cup fragments recovered from 8SO5308 (FS 2).

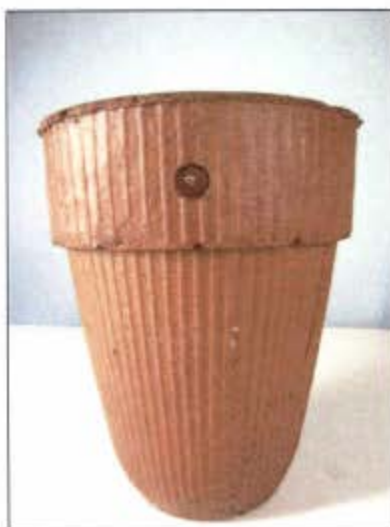


Figure 54. Example of a whole ribbed Herty cup dating to ca. 1903 (no whole specimens were recovered from this project).

Metal Artifacts. A silver plated fork and 12 small fragments of corroded metal were recovered from the surface of the project area, and are summarized in Table 8.

Table 8. Metal Artifacts from 8SO5308.

FS	Stratum	CMBS	Type	Count	Weight (g)	Description
1	Surface	0.0	metal	12	0.76	metal fragments, small; corroded
1	Surface	0.0	metal	1	26.92	fork; silverplate (?)
				13	27.68	

The fork is a four-tined dinner fork, bearing the mark “AKRUPP BERNDORF” (see Figure 51). It is decorated with a stylized floral design around the edge of the handle, which has a tapered tip. The manufacturer of this utensil was the Krupp Metalworks, an Austrian company founded by Alfred Krupp in Berndorf, Austria, in 1843. Krupp first manufactured cutlery using waterpower to roll sheets of an alloy known as *packfong*, then branched out to manufacture coinage and steel weaponry in addition to cutlery, which was made in silver, silverplate, alloy and stainless steel (Berndorf 2002). The company’s heyday was in the 1880s, when they acquired the patent for rollable nickel, which could be made into a variety of items (Berndorf 2002). No precise date could be assigned to this object, although it is likely that it dates some time prior to World War II.

Miscellaneous Materials. A small collection of non-diagnostic materials was recovered from surface and subsurface contexts at the site (Tables 9 and 10). Four fragments of wood charcoal were identified, and were most likely adhering to other artifacts collected at that provenience. Two shells, one gastropod (whelk) and a fossilized bivalve, were recovered at 40-50 centimeters below surface (cmbs) in Shovel Test 312. Finally, a small piece of mortar weighing 1.42 g was recovered from the same shovel test at 40-60 cmbs.

Table 9. “Fauna” of Fill Recovered from 8SO5308.

FS	Stratum	CMBS	Type	Count	Weight (g)	Description
2	II	40-50	shell	1	40.75	shell, gastropod; whelk; seems recent, as mantle is still present in places
2	II	40-50	shell	1	3.71	shell, bivalve; fossil with concretions in interior
				2	44.46	

Table 10. Miscellaneous Materials from 8SO5308.

FS	Stratum	CMBS	Type	Count	Weight (g)	Description
1	Surface	0	Charcoal	4	0.04	wood charcoal fragments
2	II	40-50	mortar	1	1.42	mortar fragment
				1	1.42	

Recommendations. Based on the available data, it appears that site 8SO5306 is a historic dump site that dates to the mid-twentieth century. The site is heavily disturbed by the canalized drainage canal, the dredging of which has thrown site material within the project area, and now appears to bisect the site. The site may have been created by the dumping of material off Seaboard Air Line trains, or it may be related to a historic structure nearby. The closest historic structure is 8SO1839, located at 6 Forest Street, a 1926 bungalow located approximately 100 feet to the west.

Due to the limited nature of the archaeological deposits, the lack of subsurface features, and the heavily disturbed nature of the site, it is believed that this site holds little additional research potential. As a result, 8SO5278-the Laurel Road Dump, does not meet the minimum criteria for listing on the NRHP. This site does extend further to the west, beyond the scope of this project; however, most of this area is covered by new development and it is likely that the site is located beneath newly constructed homes.

8SO5292-Railroad Bridge over Dona Bay at Venice

8SO5292 is an open deck, timber trestle railroad bridge spanning Dona Bay to the east of U.S. 41 (Tamiami Trail). Bridge 8SO5292 is located in the southwest quarter of Section 31 of Township 38 South, Range 19 East on the Laurel, Fla. 1973 (PR 1987) USGS 7.5' topographic quadrangle (see Figure 6). The length of the bridge is approximately 80 meters, or 262 feet; it sits in shallow water approximately 12 inches deep at low tide. According to a May 9, 2005, memorandum from Greg Shapley to the Commandant of the Seventh Coast Guard District, the vertical clearance of this bridge is 6.84 feet (Shapley 2005). With the exception of the steel tracks and the center span, the entire structure is made of wood. The superstructure is supported by approximately 24 braced bents. Each bent consists of five round timbers, or piles. The upper structure of the bridge consists of caps, stringers (horizontal beams), ties, and steel tracks. The ties appear to be standard U.S. mainline crossties measuring 7 x 9 inches in width and height, and 8 feet 6 inches long. All of the superstructure's wooden parts are preserved with creosote. The deck consists of the ties, tie plates, and running rails. There are no guard rails between the running rails, but a row of ties has been bolted to the outside of the running rails along the edges of the bridge (Figures 55 through 58). The steel rails have been fastened to each tie with hook head spikes and plates, and the meeting of rails has been secured with joint bars and bolts. At each end of the bridge is a timber wall that is perpendicular to the center line of the bridge and retains the track embankment and ballast. The ballast at the approaches to the bridge is broken granite.

At some point in time, the ends of the piles extending into the water were wrapped in rubber. Since every pile is wrapped, including those in depths too shallow for any type of boat, it is assumed that the rubber coats were a defense system against oysters and ship worm. All of the piles, however, have collections of oysters on them and have severe deterioration at the waterline and below from ship worm (*Teredo navalis*). The stringer of the center span of the bridge was replaced at some point with a steel I-beam, and the bents on each end of the steel stringer were reinforced with additional piles and caps. Although the caps and stringers, all bolted together, appear to be in fairly solid condition, every tie shows evidence of deterioration as a result of too much moisture and a lack of maintenance. Spikes and plates have fallen into the water as parts of ties rotted. Some of the ties lining the edges of the bridge are also missing. The steel rails are all in place, but are warped and rusted. With the exception of the additional piles added for support of the center span, all piles appear to be original, dating to 1911.

Because 8SO5292 is a vernacular bridge with no outstanding design features, because it was probably designed by a construction engineer working for Seaboard Air Line Railway, because the design is common for open-deck, timber trestle railroad bridges in Florida, particularly during the first quarter of the twentieth century when railroads both expanded and consolidated on the Atlantic and Gulf coasts of the state, and because of the loss of much of the original fabric through decay, 8SO5292 is not recommended as individually eligible for listing in the NRHP. However, 8SO5292, Seaboard Air Line Railway trestle bridge, is potentially eligible for inclusion in the NRHP as part of the existing multiple property listing, "Florida's Historic Railroad Resources" because it meets the criteria specified under property type F.3: it was constructed during one of the seven historic periods described in Section E (1911), and lies

within the state of Florida (Johnston and Mattick 2001:Section F:67). This site is also recommended as eligible under the local register, the Sarasota County Register of Historic Places (SCRHP). Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails Rail Corridor project area. No further work is currently recommended; however, prior to any extensive alterations to the bridge, a Determination of Eligibility should be completed. If the alterations planned by Sarasota County in the conversion of this resource for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.

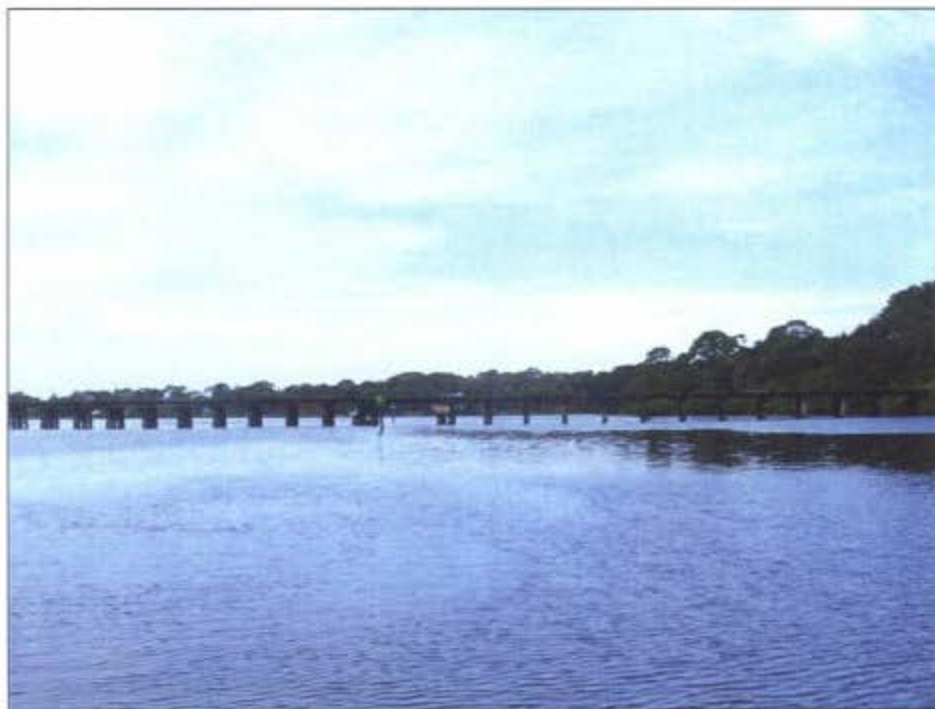


Figure 55. View of the open-deck, timber trestle Railroad Bridge over Dona Bay (Shakett Creek) (8SO5292), facing west, or downstream.



Figure 56. View of the deck of the timber trestle Railroad Bridge over Dona Bay (8SO5292), showing the deteriorated superstructure, facing south.



Figure 57. View of the timber trestle Railroad Bridge over Dona Bay (8SO5292), showing piles wrapped in rubber at low tide, oyster accumulation and rot due to ship worm, steel I-beam, reinforced bents with six piles, bolted caps and stringers, and missing ties at level of running rails, facing southwest.



Figure 58. View of a rubber-wrapped pile, rotted by water and eaten by ship worms, Railroad Bridge over Dona Bay (8SO5292), facing west.

8SO5293-Railroad Bridge over Roberts Bay at Venice

8SO5293 is an open deck, timber trestle railroad bridge spanning Roberts Bay to the east of U.S. 41 (Tamiami Trail). Bridge 8SO5293 is located in the southwest quarter of Section 6, Township 39 South, Range 19 East on the Venice, Fla. 1973 (PR 1987) USGS 7.5' topographic quadrangle (see Figure 6). The length of the bridge is approximately 70 meters, or 230 feet; it sits in shallow water approximately six inches deep at low tide. With the exception of the steel tracks and the center span, the entire structure is made of wood. The superstructure is supported by approximately 18 braced bents. Each bent consists of five round timbers, or piles. The upper structure of the bridge consists of caps, stringers (horizontal beams), ties, and steel tracks. The ties appear to be standard US mainline crossties measuring 7 x 9 inches in width and height, and 8 feet 6 inches long. All of the superstructure wooden parts are preserved with creosote. The deck consists of the ties, tie plates, and running rails. There are no guard rails between the running rails, but a row of ties has been bolted to the outside of the running rails along the edges of the bridge. The steel rails have been fastened to each tie with hook head spikes and plates, and the meeting of rails has been secured with joint bars and bolts (Figures 59 through 62).

At some point in time, the ends of the piles extending into the water were wrapped in rubber. Since every pile is wrapped, including those in depths too shallow for any type of boat, it is assumed that the rubber coats were a defense system against oysters and ship worm. All of the piles, however, have collections of oysters on them and have severe deterioration at the waterline and below from ship worm (*Teredo navalis*). The stringer of the center span of the bridge was replaced at some point with a steel I-beam, and the bents on each end of the steel

stringer were reinforced with additional piles and caps. Although the caps and stringers, all bolted together, appear to be in fairly solid condition, every tie shows evidence of deterioration as a result of too much moisture and a lack of maintenance. Spikes and plates have fallen into the water as parts of ties rotted. The steel rails are all in place, but are warped and rusted. With the exception of the additional piles added for support of the center span, and 2 to 3 bents at the south end of the bridge that have been replaced with square-hewn piles sitting on stringers in the water, all piles appear to be original, dating to 1911. At an unknown date, part of the superstructure of the south end of this bridge was burned in a fire possibly caused by lightning or arson.

Because 8SO5293 is a vernacular bridge with no outstanding design features, because it was probably designed by a construction engineer working for Seaboard Air Line Railway, because the design is common for open-deck, timber trestle railroad bridges in Florida, particularly during the first quarter of the twentieth century when railroads both expanded and consolidated on the Atlantic and Gulf coasts of the state, and because much of the original fabric of the bridge has been lost to decay, 8SO5293 is not recommended as individually eligible for listing in the NRHP. However, 8SO5293, Seaboard Air Line Railway trestle bridge, is potentially eligible for inclusion in the NRHP as part of the existing multiple property listing, "Florida's Historic Railroad Resources" because it meets the criteria specified under property type F.3 as it was constructed during one of the seven historic periods described in Section E (1911), and lies within the state of Florida (Johnston and Mattick 2001:Section F:67). This site is also recommended as eligible for the local register, the Sarasota County Register of Historic Places (SCRHP). Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails project area. No further work is currently recommended; however, prior to any extensive alterations to the bridge, a Determination of Eligibility should be completed. If the alterations planned by Sarasota County in the conversion of this resource for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.



Figure 59. View of the open deck, timber trestle Railroad Bridge over Roberts Bay (Curry Creek) (8SO5293), facing west.



Figure 60. View of the deck of the timber trestle Railroad Bridge over Roberts Bay (8SO5293), facing north.



Figure 61. View of the north end of the Railroad Bridge over Roberts Bay (8SO5293), showing the round piles wrapped in rubber and the high tide mark, braced bents, bolted caps, stringers, and deck, facing northeast.



Figure 62. View of the Railroad Bridge over Roberts Bay (8SO5293), showing the burned portion of the bridge and square-hewn piles resting on stringers, facing south-southwest.

Seaboard Air Line Railroad Trestle Bridges 8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, and 8SO5315

In addition to 8SO5292 and 8SO5293, six smaller open-deck, timber trestle railroad bridges were documented within the Sarasota Rails to Trails project area (see Figures 2 through 5 and Figure 7). These bridges are located throughout the project area (Table 10) and span wet and dry streambeds. The land the railroad crosses was originally swamp-like in many areas. This land was destined for cattle grazing or agricultural use and therefore had to be drained, resulting in numerous small drainage ditches. The railroad also needed a dry area for its track, and was likely channelized with the resulting berm being used for the railbed. With the exception of 8SO5314, the stream of water under the bridges is shallow, and sometimes only a trickle. 8SO5314, situated near Roberts Bay, is the only bridge crossing a stream deep enough to be used by watercraft (Figures 63 through 73).

Except for the rails, these trestle bridges are constructed entirely of wood. Pile bents, consisting of braced round or square piles, range in number from three to ten, depending on the length of the bridge (the span is the area between two bents, and varies in length). The bridges have varying pile heights, depending on the elevation of the timber wall at each end of the bridge. While some piles appear to be 3-4 feet in height, others are only a foot tall. Bridge 8SO5312 has double, stacked caps on top of short piles. Bridge 8SO5314 has some replacement piles that are thinner than the original piles and have been placed on top of concrete bases. All the bridges have guard timbers bolted to the edges of the deck on the outside of the steel rails. Hook head track spikes through steel plates anchor the rails to the ties. The superstructure of caps and stringers appears to be bolted together, and additional bolts on many huge timbers keep small cracks from turning into large cracks.

Table 11. Locations of the Six Smaller Historic Trestle Bridges within the Sarasota Rails to Trails Project Area.

Site Number	Bridge Name	Township/Range/Section	USGS 7.5' Topographic Quadrangle
8SO5310	Seaboard Air Line Railroad Trestle Bridge 1	37S/18E/23	Laurel, Fla. 1973 (PR 1987)
8SO5311	Seaboard Air Line Railroad Trestle Bridge 2	37S/18E/26	Laurel, Fla. 1973 (PR 1987)
8SO5312	Seaboard Air Line Railroad Trestle Bridge 3	38S/18E/1	Laurel, Fla. 1973 (PR 1987)
8SO5313	Seaboard Air Line Railroad Trestle Bridge 4	38S/18E/13	Laurel, Fla. 1973 (PR 1987)
8SO5314	Seaboard Air Line Railroad Trestle Bridge 5	39S/19E/17	Venice, Fla. 1973 (PR 1987)
8SO5315	Seaboard Air Line Railroad Trestle Bridge 6	38S/18E/1	Laurel, Fla. 1973 (PR 1987)

Except for some deterioration in the timber walls at the ends of the bridges, all six bridges appear to be in good condition with little sign of deterioration. All appear to have been maintained as long as they were in use. Most of the ties appear to be in solid condition, although some show signs of surface deterioration. All spikes holding the plates and rails to the ties

appear to be in place, the guard timber has not been removed or damaged, and caps and stringers have been maintained with huge bolts. Because of the distance from the open water and small amount of water under the bridges, the piles under 8SO5310, 8SO5311, 8SO5312, 8SO5313, and 8SO5315 apparently have not been subject to damage by shipworm. 8SO5314, spanning a wide stream of water, has some replacement piers sitting on concrete bases, suggesting that this waterway and bridge may have attracted shipworm in the past.

These bridges, with the exception of bridge 8SO5314, were likely built when the railroad was constructed in 1911, sustaining varying amounts of upkeep. Bridge 8SO5314 is located in the portion of the railway that was built in 1926, and so was likely constructed around this time.

Because bridges 8SO5310 through 8SO5315 are vernacular bridges with no outstanding design features, because these bridges were likely designed by a construction engineer working for Seaboard Air Line Railway, and because the design is common for open-deck, timber trestle railroad bridges in Florida, particularly during the first quarter of the twentieth century when railroads both expanded and consolidated on the Atlantic and Gulf coasts of the state, bridges 8SO5310 through 8SO5315 are not recommended as individually eligible for listing in the NRHP.

However, bridges 8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314 and 8SO5315, are potentially eligible for inclusion in the NRHP as part of the existing multiple property listing, "Florida's Historic Railroad Resources" because the bridges meet the criteria specified under property type F.3 as it was constructed during one of the seven historic periods described in Section E (1911), and lies within the state of Florida (Johnston and Mattick 2001:Section F:67). This site is also recommended as eligible under the local register, the Sarasota County Register of Historic Places (SCRHP). Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails project area. No further work is currently recommended; however a Determination of Eligibility should be completed. If the alterations planned by the county in the conversion of this resource for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.



Figure 63. Deck of 8SO5310, facing south.



Figure 64. Bent with round piles of 8SO5310, facing west.



Figure 65. Deck of 8SO5311, showing guard timber along side of rail, facing north.



Figure 66. Double, stacked cap of 8SO5312, supporting the stringers and deck of the bridge, facing southwest.



Figure 67. View of 8SO5312, showing bridge with a small stream running beneath it in an area overtaken by vegetation, facing northeast.



Figure 68. The long deck of 8SO5313, with the overpass for Highway 681 in the distance, facing south.



Figure 69. Braced bents with square piles of 8SO5313, with little or no water running underneath the bridge, facing southeast.



Figure 70. Deck of 8SO5314, with plank walkways on either side of the rails, facing south.



Figure 71. View of replacement piles of 8SO5314, placed on concrete bases, facing south.



Figure 72. View of the short deck of 8SO5315, showing creosote or coal-tar brought to the surface of the ties by heat, facing south.



Figure 73. The substructure of 8SO5315, showing a long cap resting on 2-4 very short piles, supporting the deck, facing northwest.

8SO5309-Seaboard Air Line Railway, Venice to Fruitville Line Resource Group

Resource Group 8SO5309, the Seaboard Air Line Railway, Venice to Fruitville Line, includes site 8SO2622, the Seaboard Air Line Railway, Fruitville to Venice Line as well as the subsequent bridges 8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, and 8SO5393. Resource Group 8SO5309 is a historic railway and bridges constructed in 1911 and 1926 and traverses sixteen sections, three townships, two ranges, and three USGS 7.5' topographic quadrangles. The topographic quadrangles include Bee Ridge, Fla. 1973 (PR 1987), Laurel, Fla. 1973 (PR 1987), and Venice, Fla. 1973 (PR 1987). The townships, ranges, and sections are listed below.

Table 12. Townships, Ranges, and Sections Through Which Resource Group 8SO5309 Passes.

Township (South)	Range (East)	Section
37	18	14
		23
		26
		35
38	18	1
		2
		12
		13
		24
38	19	30
		31
39	19	6
		7
		18
		17

Resource Group 8SO5309 is located at varying elevations, between 10 and 20 feet (ft.) above mean sea level (amsl). The railroad traverses varied terrain, including swamps, wetlands, pasture, pine forest, uplands, rivers, and creeks. The vegetation noted along the track includes southern pine, oaks, palms, and Brazilian pepper (Figures 38 through 40). Those areas that have been surveyed exhibit rails and ties associated with the railway still in place, although many ties are deteriorated and the tracks are overgrown throughout. Although the original track extends for 16.5-miles, the current project area encompasses only 14 of these miles, as result, only 14 miles of the railway are included in this resource group.

The southern portion of the original 1911 railbed was moved approximately a quarter mile east of the city of Venice, under the direction of the town planner, John Nolen (Turner 2000). It was on a new triangular tract where Nolen created an industrial complex at the terminus of the railway to aid in the transportation of the building supplies that would help create Venice. This triangular portion of the railway remains an industrial area today. The portion of the railway that was moved is visible as the portion of the project area that veers to the east at a 55 degree angle, and terminated in the triangular shaped parcel (Turner 2000).

There are eight bridges associated with the resource group, two large bridges and six smaller bridges. Bridge 8SO5292, the Railroad Bridge over Dona Bay at Venice and Bridge 8SO5293, the Railroad Bridge over Roberts Bay at Venice, are large, open deck, timber trestle railroad bridges. Bridge 8SO5292 spans Dona Bay east of U.S. 41 (Tamiami Trail) and Bridge 8SO5293 spans Roberts Bay (Curry Creek) east of U.S. 41 (Tamiami Trail in Venice, Florida. Bridges 8SO5292 and 8SO5293 are located in Section 31 of Township 38 South, Range 19 East on the Laurel, Fla. 1973 (PR 1987) USGS 7.5' topographic quadrangle and are located in the southern portion of the railway. The six smaller trestle bridges are interspersed throughout the railway (Table 13).

Table 13. Locations of the Six Small Railroad Trestle Bridges included in Resource Group 8SO5309.

Site Number	Bridge Name	Township/Range/Section	USGS 7.5' Topographic Quadrangle
8SO5310	Seaboard Air Line Railroad Trestle Bridge 1	37S/18E/23	Laurel, Fla. 1973 (PR 1987)
8SO5311	Seaboard Air Line Railroad Trestle Bridge 2	37S/18E/26	Laurel, Fla. 1973 (PR 1987)
8SO5312	Seaboard Air Line Railroad Trestle Bridge 3	38S/18E/1	Laurel, Fla. 1973 (PR 1987)
8SO5313	Seaboard Air Line Railroad Trestle Bridge 4	38S/18E/13	Laurel, Fla. 1973 (PR 1987)
8SO5314	Seaboard Air Line Railroad Trestle Bridge 5	39S/19E/17	Venice, Fla. 1973 (PR 1987)
8SO5315	Seaboard Air Line Railroad Trestle Bridge 6	38S/18E/1	Laurel, Fla. 1973 (PR 1987)

Resource Group 8SO5309, the Seaboard Air Line Railway Venice to Fruitville Line, is a 14-mile stretch of railroad that is potentially eligible for inclusion in the NRHP as part of the existing multiple property listing "Florida's Historic Railroad Resources" because it meets the criteria specified under property type F.3 as follows: it has served a historic railroad transportation function associated with one of the state's railroad companies (Seaboard Air Line Railway), and was constructed during one of the seven historic periods described in Section E (1911), and it lies within the state of Florida (Johnston and Mattick 2001: Section F:67). These bridges are also recommended as eligible under the local register, the Sarasota County Register of Historic Places (SCRHP). Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails Rail Corridor project area; however, the information provided in this report is recommended as adequate documentation for the Seaboard Air Line, Venice to Fruitville Line resource group (8SO5309). No further archaeological work is recommended; however a Determination of Eligibility should be completed. If the alterations planned by Sarasota County in the conversion of these resources for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.

RECOMMENDATIONS AND CONCLUSIONS

Although two previously recorded sites (8SO438 and 8SO1903) appear to be located within the project area according to the FMSF arcview GIS shapefiles, no additional artifactual or midden material for these sites was observed in the field. Site 8SO438 was initially evaluated as eligible for the NRHP (Almy et al. 1993); however, this site has not been evaluated by the SHPO. Site 8SO1903 was recommended as ineligible for listing on the NRHP by the SHPO. Because no additional information was found concerning these sites, the NRHP standing does not change.

Two historic archaeological sites were recorded within the project area: 8SO2622, the Seaboard Air Line Railway, Fruitville to Venice line, and 8SO5308, the Laurel Road Dump. In addition, eight historic railroad trestle bridges (8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292 and 8SO5293) were recorded during this survey. This investigation did not encounter any standing structures over 50 years of age within the project area. The Laurel Road Dump site, 8SO5308, is a historic dump site dating to the mid-twentieth century and is recommended as not eligible for listing on the NRHP. The remaining sites, including the Seaboard Air Line Railway Fruitville to Venice Line (8SO2622), the Railroad Bridge over Dona Bay at Venice (8SO5292), the Railroad Bridge over Roberts Bay at Venice (8SO5293), and the six small trestle bridges located along the railway (Seaboard Air Line Trestle Bridges #1 through #6-8SO5310 through 8SO5315) were recorded as a resource group, the Seaboard Air Line Railway, Venice to Fruitville Line (8SO5309). These resources are recommended as potentially eligible for the multiple property listing, Florida's Historic Railroad Resources and the local register (Sarasota County Register of Historic Places).

Based on this information, it is the opinion of PCI that historic properties will be affected by development of the Sarasota Rails to Trails project area; however the information provided in this report is recommended as adequate documentation for the Seaboard Air Line, Venice to Fruitville Line resource group (8SO5309), which includes the Seaboard Air Line, Fruitville to Venice Line (8SO2622) and the historic trestle bridges (8SO5310, 8SO5311, 8SO5312, 8SO5313, 8SO5314, 8SO5315, 8SO5292, and 8SO5293). No further archaeological work is recommended, however; prior to any extensive alterations to the bridges, a Determination of Eligibility should be completed. If the alterations planned by Sarasota County in the conversion of this resource for use in the Rails to Trails project are viewed as adverse effects, a plan that minimizes or mitigates these adverse effects should be developed.

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Informants:

Arlene Barnes, Florida Department of Transportation	July 20, 2005
Alex Boudrou, Sarasota County Property Office	July 21, 2005
John Herrli, Sarasota County Property Office	July 21, 2005
Daniel Hughes, Sarasota County History Center	July 24, 2005
Dorothy Korwek, Venice Historical Society	May 3, 2005
Jeffrey LaHurd, Sarasota History Center	July 26, 2005
Harry Neeves, Vice President, Seminole Gulf Railway	July 20, 2005
Ann Shank, Sarasota County History Center	July 25, 2005
Chuck Woods, Post, Buckley, Schuh & Jernigan, Inc.	July 21, 2005

**APPENDIX A:
FMSF FORMS**

**APPENDIX B:
HISTORICAL CHRONOLOGIES**

Sarasota to Venice Railroad Chronology

May 16, 1892: The first train on the Arcadia, Gulf Coast & Lakeland Railroad enters Sarasota. It has only 15 miles of operating railroad, which lie between Bradenton and Sarasota.

1895: The Arcadia, Gulf Coast & Lakeland Railroad is abandoned.

March 22, 1903: A 13.37-mile line from Sarasota to Palmetto Junction is constructed by the United States & West Indies Railroad and Steamship Company, a subsidiary of the Seaboard Air Line Railway Company. Sarasota receives its first rail service on March 23 on this line.

1911: Seaboard constructs a 16.5-mile extension from Sarasota (Fruitville Junction) to Venice.

1918: Gulf Coast Railway builds a 7.9-mile railroad from Manasota to Venice, with connections in Venice to Sarasota and points north.

1927: In Venice, a new railroad depot is opened. It sits beside a part of the Seaboard Air Line track that had been moved $\frac{1}{4}$ mile to the east of town. Both the depot and relocation of the track were paid for by the Brotherhood of Locomotive Engineers.

1930: The 7.9-mile line between Manasota and Venice is abandoned as the lumber mill in Manasota burned down and the town was subsequently closed.

1960: Ringling Bros. and Barnum & Bailey Circus moves its winter quarters from Sarasota to Venice, but remains close to the railroad track.

1967: The *Silver Meteor*, a Seaboard Air Line passenger train originating in New York, and splitting in Wildwood, Florida to send cars to St. Petersburg, Sarasota, and Venice, discontinues service to those cities.

1967: The Intracoastal Waterway through Venice, which separates the circus from the railroad track, is opened. A car bridge over the Waterway is immediately constructed. The circus uses the bridge to get its animals to waiting trains, and the bridge becomes known as "The Circus Bridge."

Early 1970s: The railroad tracks between Sarasota and Venice are used for freight deliveries a few times a day. Ringling Bros. Circus continues to use the railroad track twice a year to leave Venice for the circus season and to return later for part of the winter.

May 1, 1971: AMTRAK is formed, and the New York-Venice coach and sleeper car is suspended. The last passenger train, the *West Coast Champion*, arrives in Venice.

1987: Bay Colony Railroad Corporation of Lexington, Massachusetts, leases two rail lines in Florida from CSX, including the line between Sarasota and Venice, and operates them as Seminole Gulf Railway.

1992: Seminole Gulf Railway seeks federal approval to abandon the Sarasota-Venice track due to sparse demand for its use and high maintenance costs. Ringling Brothers and Barnum & Bailey Circus moves its winter quarters from Venice to Tampa.

1994-1996: The DOT paid Seminole Gulf Railway Ltd. Partnership \$585,577 to increase safety at crossings. Not all the work was done.

2004: Sarasota County reimburses the Trust for Public Land for \$11.75 million and becomes the owner of 14 miles of CSX abandoned tracks and real estate.

Florida Railroad Chronology

1845: The Tallahassee Railroad is the only railroad in operation in Florida the year statehood is granted. It is later acquired by the Pensacola and Georgia Railroad, and decades later by Seaboard Air Line Railway.

1880s: Various railroads in Virginia, the Carolinas, Georgia, and Alabama are consolidated through purchase and lease. The Seaboard and the Roanoke Railroads consolidate.

1889: Seaboard leases the Georgia, Carolina and Northern Railway.

1889: Atlantic Coast Line railroad is organized with the merger of 15 railroads.

1899: An alliance of bankers purchases a controlling interest in the 940-mile Florida, Central and Peninsular Railroad (FC&P), which operates a strategic corridor between Florida and Richmond, Virginia.

April 14, 1900: The FC&P, the Georgia & Alabama Railway, and several other post-Civil War railroads are consolidated and operated by the newly formed Seaboard Air Line Railway.

1902: Atlantic Coast Line Railroad Company (ACL) purchases the Plant System of railroads, primarily on the west coast of Florida. The Plant System has more miles of track than ACL.

September 27, 1902: Atlantic Coast Line purchases a controlling interest in the Louisville & Nashville Railroad (L&N).

1903: The FC&P ceases to exist after it merges with Seaboard Air Line Railway.

March 22, 1903: A 13.37-mile line from Sarasota to Palmetto Junction is constructed by the United States & West Indies Railroad and Steamship Company, a subsidiary of the Seaboard Air Line Railway Company. Sarasota receives its first rail service on March 23.

May 9, 1903: The United States & West Indies Railroad and Steamship Company is reorganized as the Florida West Shore Railway Company.

1905 – 1916: Seaboard Air Line acquires several small lumber and turpentine rail lines, including the Plant City, Arcadia & Gulf Railway, the Florida West Shore Railway Company, the Tampa Northern Railroad, the Tampa & Gulf Coast Railroad, and the Naples, Seaboard & Gulf.

1911: Seaboard Air Line constructs a 16.5-mile extension from Sarasota (Fruitville Junction) to Venice.

1912: Florida East Coast Railway completes the Key West Extension.

December 26, 1917 – March 1, 1920: 384 railroads in the U.S. fall under federal control during World War I.

December 3, 1924: Sarasota receives its first passenger train on the Tampa Southern Railroad, owned by the Atlantic Coast Line Railroad.

December 1926: Seaboard builds a 66-mile track from West Palm Beach to Miami, cutting in on the Florida East Coast Railway market.

1927: Passenger service from Tampa through Sarasota to Fort Myers and Naples is inaugurated on the Tampa Southern Railroad.

1926-27: Seaboard purchases the Tavares & Gulf Railroad, incorporated in 1885, and the Tampa & Gulf Coast, and acquires other railroads through leases, including the Charlotte Harbor & Northern, the East & West Coast Railway, and the Gainesville & Gulf.

1928: Seaboard purchases the Georgia, Florida & Alabama Railway.

1946: Seaboard Air Line Railway is reorganized as the Seaboard Air Line Railroad.

1960: The Tampa Southern (owned by ACL) and the Seaboard Air Line Railroad remove their 1.25-mile tracks into the winter quarters of the Ringling Brothers and Barnum & Bailey Combined Shows in Sarasota. The Circus moves to Venice.

1967: Seaboard Air Line and Atlantic Coast Line merge to form Seaboard Coast Line Railroad Company.

May 1, 1971: AMTRAK is formed, and the New York coach and sleeper car is suspended. The last passenger train arrives in Sarasota and Venice.

1972: Seaboard Coast Line becomes part of the "Family Lines System", a marketing name used jointly by SCL and the L & N Railroad, and used until the early 1980s.

1974-1980: Seaboard Coast Line retires part of its engine stock, sending locomotives and switchers to the scrap line at the Uceta, Florida, yard, resulting in substantial maintenance savings.

1980: Seaboard Coast Line Industries and the Chessie System merge to form CSX Corporation. Included are the Baltimore & Ohio, Chesapeake & Ohio, and Western Maryland.

1982: Seaboard Coast Line and the Louisville and Nashville Railroad combine to form the Seaboard System Railroad.

1986: Seaboard System Railroad changes its name to CSX Transportation, a subsidiary of CSX Corporation.

(CSX= C from Chessie, S from Seaboard, and X to signify multiplying the combined strength of the two railroads)